T2040 Monitoring: Congestion and Mobility Report

2010 Existing Conditions

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EXECUTIVE SUMMARY

PSRC’s Transportation 2040 Monitoring: Congestion and Mobility Report serves as a tool to monitor Transportation 2040 system performance related to congestion and mobility. Trends and issues identified in this document will inform the region’s next update to Transportation 2040 (T2040). Finally, this report serves as the PSRC’s federally required Congestion Management Process (CMP), which calls for a process to systematically manage congestion and provide information on multimodal and freight system performance.

This report describes the regional network of transportation facilities (often referred to as the “CMP Network”) that will be monitored and introduces 12 regional subareas, called “SMART Corridors.” These subareas provide an organizing framework for describing transportation existing conditions in context with local land use and demographic information. As available, existing condition data is provided for freight, transit, autos, bicycle, and pedestrian facilities as well as for safety and security issues and special needs transportation. This report also includes pavement and bridge condition data.

Based on the suggestions of this report, performance measures will be discussed further with technical advisory experts and will be included in the next Congestion and Mobility Report in 2012. This report will be supplemented in the future with performance measure information that can be used to inform the next Transportation 2040 update in 2014. This information will be compiled with other T2040 monitoring elements including finance and the environment and resources including the ongoing reporting from the WSDOT Gray Notebook and the Urban Mobility Report published annually by the Texas Transportation Institute (TTI), Inrix and the University Transportation Center for Mobility. Thereafter, ongoing T2040 Congestion and Mobility Reports will be issued regularly (likely every two years).

This document was available for public review between February-September 2010, when numerous comments were received and incorporated. This final report is available online in early 2011 at http://www.psrc.org/transportation/cmp.
1. INTRODUCTION

Mobility is a key focus of Transportation 2040 and will likely remain a high priority as regional population and employment are forecast to grow by 1.5 million and 1.2 million, respectively, between 2006 and 2040. Simply adding capacity will not solve the region’s mobility problems. Cost-effective system management solutions must also be a part of the regional approach. Transportation 2040 congestion and mobility within the constraints of available revenue, while balancing the need to accommodate future growth and sustain the environment. This requires a careful balancing of competing objectives such as creating and supporting livable and healthy communities, maintaining and stimulating the region’s economy, and providing enhanced accessibility and mobility for all of the region’s residents.

PSRC’s Transportation 2040 Monitoring: Congestion and Mobility Report serves as a tool to monitor Transportation 2040 system performance related to congestion and mobility. Trends and issues identified in this document will inform the region’s next update to Transportation 2040 (T2040). This report will also contribute to the monitoring of congestion and mobility issues identified through the T2040 Prioritization process. Finally, this report serves as the PSRC’s federally required Congestion Management Process (CMP), which calls for a process to systematically manage congestion and provide information on multimodal and freight system performance.

This issue of the Congestion and Mobility Report serves as a baseline assessment of existing transportation conditions and was developed in collaboration with local, regional, and state partners and members of PSRC technical advisory committees. The information in this report will be refined and used as the baseline for future monitoring reports to evaluate the performance of the transportation network in response to changing conditions and implemented projects.

What is the Congestion Management Process (CMP)?

The following sections provide a summary of the federal Congestion Management Process (CMP) requirements and related state requirements and regional policy.

What are the federal and state requirements?

The Federal Highway Administration (FHWA) defines the Congestion Management Process (CMP) as “a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meets state and local needs.”\(^1\) This approach provides multiple benefits including a structured process for analyzing congestion, an

objectives-driven, performance-based approach, a forum for increased collaboration, and more effective and efficient use of resources. Each metropolitan planning organization the size of PSRC is federally mandated to develop and implement a CMP consistent with the requirements established in 23 CFR 450.320, which can be found on the following page.

The CMP is outlined by FHWA as an eight step process (Figure 1.1); however it is important to recognize that transportation planning is a continuous process where all elements (or steps) are occurring concurrently and are fully integrated with one another. The CMP does not exist in a vacuum and is integral to parallel transportation planning and programming processes performed by metropolitan planning organizations (MPOs) such as the PSRC. For example, CMP priorities and objectives may be developed through the metropolitan transportation plan planning process rather than the CMP itself.

Figure 1.1 – Elements of the Congestion Management Process

In addition to federal requirements, there are a number of Washington State laws that directly and indirectly target congestion. In March 2008 the Washington State Legislature passed House Bill 2815, which lays out goals for reducing greenhouse gas emissions to 50% below 1990 levels by 2050. Recognizing that transportation is a significant source of emissions, HB 2815 establishes benchmarks to reduce the annual per capita vehicle miles traveled (VMT): 18% by 2020, 30% by 2035 and 50% by 2050. In accord with the Commute Trip Reduction Efficiency Act of 2006, PSRC is currently targeting 10% single occupant vehicle reductions and 13% VMT reductions in employer based commuting. Through reduced emissions and VMT goals, both HB 2815 and the Commute Trip Reduction Efficiency Act aid the CMP through relieving congestion and improving regional mobility.

The Revised Code of Washington 47.80.030 requires each Regional Transportation Planning Organization (RTPO) to include a least cost planning methodology within their transportation plan. In response, PSRC has developed a Benefit Cost Analysis (BCA) tool, to evaluate different classes of transportation project investments, with a common denominator screening of user

**23 CFR 450.320(c)** The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. The congestion management process shall include:

1. Methods to monitor and evaluate the performance of the multimodal transportation system, identify the causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions;

2. Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area;

3. Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area;

4. Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:
   - Demand management measures, including growth management and congestion pricing;
   - Traffic operational improvements;
   - Public transportation improvements;
   - ITS technologies as related to the regional ITS architecture; and
   - Where necessary, additional system capacity;

5. Identification of an implementation schedule, implementation responsibilities, and possible
benefits. The BCA tool provides PSRC with the ability to evaluate congestion management strategies that will provide the highest user benefit at the lowest possible cost to users.

What are the regional policies related to the CMP?

The adoption of the VISION 2040 Regional Growth Strategy in April 2008 established a series of regional policies that are supported by Transportation 2040. As an integral component of Transportation 2040, the CMP will be guided by the policies in VISION 2040. The Multicounty Planning Policies adopted in VISION 2040 provide a framework for addressing transportation, land use, economic development, and environmental issues in the central Puget Sound region. For each set of policies, there are specific actions identified to guide implementation. Regional congestion is directly addressed within a number of the transportation Multicounty Planning Policies, and the accompanying actions, as summarized below:

**Multicounty Planning Policy-Transportation-1** – Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

**Transportation-Action-3** – PSRC will pursue new technologies and innovative strategies to ease congestion and improve travel times, including transportation systems, congestion pricing, and planning for operations and management.

**MPP-T-3** – Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

**T-Action-2** – PSRC will continue to advance strategies for congestion relief, including identifying the location and caused of congestion, integrating land use and transportation planning, managing demand, improving efficiency (both system and economic solutions), and expanding roads and transit service.

**T-Action-11** – The Puget Sound Regional Council will provide regional coordination for planning and implementation of Commute Trip Reduction (CTR) programs and will consider Growth and Transportation Efficiency Centers as priority areas for service and facility investments, according to state law. The Regional Council will continue to support the development and implementation of Transportation Demand Management programs throughout the region.

**MPP-T-9** – Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

**T-Action-7** – The Puget Sound Regional Council will work with member jurisdictions and transportation providers to strengthen the coordination of local and regional planning for transportation, growth management, and economic development. Use the Regional Council as a forum to coordinate transit agency planning and projects.
**T-Action-19** – The Puget Sound Regional Council will work with member jurisdictions and others to establish a safe and efficient regional nonmotorized network that provides connections to and within centers and along corridors connecting centers.

**MPP-T-10** – Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

**MPP-T-14** - Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility’s function and context as determined by the appropriate jurisdictions.

**MPP-T-15** – Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

**MPP-T-16** – Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

**MPP-T-17** – Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

**T-Action-6** - The Puget Sound Regional Council will continue to:

- Identify the Regionally Significant Freight and Goods Transportation System in the Metropolitan Transportation Plan (Transportation 2040). (Identification and designation of the system will describe critical freight intermodal sights and corridors and priorities for operation and investment for elements of the system).
- Provide guidance for including the system in the transportation elements of local plans.
- Identify freight mobility investments that support the movement of goods and services and link to regional growth centers and regional manufacturing/industrial centers.

**MPP-T-18** – Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

**MPP-T-19** – Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

**MPP-T-23** – Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

**MPP-T-24** - Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

**MPP-T-29** – Promote the preservation of existing rights-of-way for future high-capacity transit.

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*How do Congestion and Mobility Reports inform regional planning?*
The Congestion and Mobility Report serves as a tool to monitor Transportation 2040 system performance related to congestion and mobility.

Figure 1.2 provides a graphic representation of the overall regional transportation planning process. This ongoing process can be described as a set of ongoing steps (identify issues, planning, implementation and monitoring) that are shared among a common time back to the policies that guide investments and the measures that track progress in achieving policy goals.

**Figure 1.2: Planning, Implementation and Monitoring Relationship**

![Diagram showing the planning, implementation and monitoring relationship]

### Identify Issues

In coordination with our state and local partners, PSRC identified congested locations through the development of the “Transportation 2040 Background Report: Growth and Transportation in the Central Puget Sound Region” and parallel efforts such as Congestion and Mobility Report existing conditions data. These efforts are based on data compiled from various state, regional, and local sources along with significant stakeholder involvement and highlight trends in diverse elements of the transportation system.

### Planning

PSRC linked the development of the Transportation 2040 Plan with the CMP in a number of ways. Perhaps most visible piece of this integration was the development of a four-part congestion relief strategy that incorporates land use planning, managing system demand, operational strategies (technology and active traffic management), and when feasible, adding more system capacity.

- **Land use planning.** Through VISION 2040 the region has adopted policies that promote a more compact urban land use pattern with a wider variety and mix of uses in close proximity to both homes and employment sites. A denser, mixed urban form can reduce the need for and distance of personal
trips, resulting in improved mobility. Local jurisdictions have the responsibility of facilitating the development of a more compact urban region.

- **Managing System Demand.** The region also looks to manage travel demand on the system by making investments in programs that promote alternatives to driving alone. These include, but are not limited to, providing bus passes to employees, increasing the prevalence of telecommuting and alternative work arrangements, and encouraging ridesharing (carpool and vanpool).

- **Transportation System Management and Operations.** Research has shown that non-recurring events such as accidents or special events account for up to 60% of congestion. Recent advancements in Intelligent Transportation Systems (ITS) technologies have shown that our current systems can be operated much more efficiently – effectively increasing capacity without expensive capital outlays.

- **Strategic Capacity Expansion.** Transportation 2040 recognizes that strategic capacity expansion is also needed, particularly within centers and the corridors that connect them. Capacity expansion should take place after efforts have been made to optimize capacity and use of existing facilities.

A second way that CMP was integrated into the T2040 planning process was through the evaluation of congestion and mobility issues as part of the Transportation 2040 alternatives analysis. At the regional level, PSRC employed the use of the newly developed benefit-cost tool that measures the monetized benefits of a regional mix of projects against the estimated cost of implementing them. The evaluation criteria were used as an accessible and comparative means of measuring progress toward the policy objectives laid out in VISION 2040. “Mobility” was the primary criteria related to the CMP. Other criteria included Environmental Stewardship and Quality of Life.

**Mobility:** The mobility measures within the benefit-cost model were designed to capture the primary benefits to transportation system users of each transportation alternative. In this context, benefits are defined as travel time savings, reliability benefits, vehicle operating cost savings, and other user costs.

**Environmental Stewardship:** Environmental stewardship is measured based on the transportation alternatives’ ability to reduce pollution levels, reduce the runoff caused by impervious surfaces, and retain natural resource lands. The environmental criteria are measured in four ways: (a) emission costs from vehicle and building use, (b) runoff from impervious surfaces, (c) ability to retain open space, and (d) energy usage from vehicle and building use.

**Quality of Life:** Environmental stewardship is measured based on the plan’s effectiveness in reducing pollution levels, reducing the runoff caused by impervious surfaces, and retaining natural resource lands. The environmental criteria are measured in four ways: (1) emission costs from vehicle and building use, (2) runoff from impervious surfaces, (3) ability to retain open space, and (4) energy usage from vehicle and building use.
Comparisons of the alternatives at the subarea scale used a mix of the benefit-cost findings in combination with more common analysis metrics including estimated growth in vehicle miles traveled, increases and decreases in transit, rideshare, and nonmotorized modes, and Environmental Justice analysis. Corridor analyses were primarily based on travel times for regionally significant commutes identified through the CMP. Stakeholders were presented with the results of these analyses and other information to make educated decisions about the future of the region’s transportation system.

Implementation
Based on the information provided to the decision-makers, a Transportation 2040 Preliminary Preferred Alternative was developed. Again, as with the alternatives analysis, PSRC provided benefit-cost analysis information for multiple criteria (including mobility) at the regional and subarea and corridor scale. Based on this information, the PSRC boards directed staff to develop a draft Transportation 2040 plan emphasizing freight and passenger mobility. The plan includes a significant element of efficiency investments in both transportation demand management and transportation system management and operations. User fees are also a crucial demand management and revenue-generating component of Transportation 2040. Preservation, maintenance, and operation of the existing system, plus safety and security, are top priorities, and will use a majority of the available funding. Mobility improvements include a major emphasis on improving system efficiency, with limited new capacity. To improve system efficiency, an excerpt from the Transportation 2040 Plan Executive Summary states, “the plan creates” “smart corridors” with advanced technology, user information, demand management programs, and variable pricing on tolled facilities. Capacity improvements will strategically expand roadway, transit, and nonmotorized facilities, with new roadways limited to key missing links and enhancing existing facilities.”

Prioritization
Transportation 2040 includes the direction to revisit how the region prioritizes its transportation investments. The term “prioritization” has broad implications, including (1) Transportation Improvement Program (TIP) project selection, (2) the screening used for a project’s inclusion in Transportation 2040, and (3) measures used to monitor the performance of transportation investments. A key element in Transportation 2040 is a new prioritization approach that will comprehensively align investments with the emphasis areas identified in VISION 2040. The aim is for greater “rigor” and “due diligence” in balancing regional priorities with the investments made.

During 2011, PSRC will work with its planning partners to respond to this directive by considering revisions to its planning, project approval, programming, and prioritization processes that would more closely align investment decisions with the regional transportation policies outlined in VISION 2040.

The development of this new prioritization process will have several implications for the CMP and the Congestion and Mobility Report. For example, if it is determined that travel time reliability or emphasis on travel choices are a top priority, then greater emphasis will be placed
on collecting observed (monitoring) data related to travel time and mode split, as well as
developing a refined approach for emphasizing projects that maximize travel reliability and
transportation choices. PSRC will work with local jurisdictions and the state to develop updated
guidance that can be used to align corridor and local transportation planning efforts with the
regional plan and its processes. This guidance will reflect the regional priorities for congestion
relief strategies and any weighting of different priority policies (if determined appropriate).

It will be important for PSRC and its member agencies to coordinate closely both to enhance
existing and to develop new monitoring and data acquisition efforts. Scarce data collection
resources will need to be deployed wisely to support the CMP and T2040 monitoring efforts,
and new resources will need to be found to fully realize the region’s hopes for a comprehensive
monitoring program.

**Monitoring**

PSRC’s Transportation 2040 Monitoring: Congestion and Mobility Report is a primary element
of the Transportation 2040 monitoring program; however, it is not the only element. This
particular effort will work in concert with other monitoring programs such as air quality,
finance, and plan implementation to present an integrated summary of transportation system
performance and progress towards the region’s policy goals and objectives identified in VISION
2040 and Transportation 2040. Figure 1.4 illustrates the relationship of the Congestion and
Mobility Report to other monitoring efforts related to VISION and Transportation 2040.

Based on the existing conditions put forward in this report, congestion and mobility
performance measures will be discussed further with technical advisory experts and will be
included in the next CMP report in 2012. This information will be compiled with other T2040
monitoring elements including finance and the environment. Thereafter, ongoing T2040
Congestion and Mobility Reports will be published on a biennial basis.

**Implementing Solutions:**

VISION 2040 poses the following three questions that provide direction for the region’s efforts
to document progress on Transportation 2040 implementation:

- What types of transportation is the region investing in and where?
- How much is the region investing, in which locations, and for what types of projects?
- Is the region developing an efficient multimodal transportation system that connects
  regional centers?

To answer these and other questions, PSRC will produce periodic monitoring reports on the
progress of implementing Transportation 2040 and corresponding system performance. These
reports will divide the region into 12 subareas called SMART corridors, in order to provide a
framework for the organization of a significant amount of project and performance data.
Among other items, these reports will contain a list of planned investments by SMART corridor,
and will track project completion through stakeholder feedback and the regional
Transportation Improvement Program (TIP) database. Project and program types, costs,
locations, and purposes will be recorded to directly respond to the framing questions identified in VISION 2040.

Data Availability
In order to monitor transportation system performance PSRC relies heavily on the data collection efforts of our partner agencies and project implementers. Many of our stakeholders produce comprehensive annual reports and collect significant amounts of information related to the condition and performance of their assets and services. Complicating efforts to collect standardized data is the multitude of software and methodologies used to track these issues in various areas of the region. Further, some agencies undertake monitoring efforts that others do not, and some have implemented more reliable and efficient means of collecting data which leads to a more robust data set. These efforts produce widely different data products (at times non-compatible) and make comparison between agencies difficult. PSRC is committed to an effective regional transportation monitoring system and will work with stakeholders to enhance and expand data collection efforts that will facilitate meaningful and efficient analysis.

What are SMART Corridors?
SMART Corridors represent a new way of monitoring the transportation network in the central Puget Sound region. These 11 sub-areas encompass all four counties and provide a framework that better facilitates local and corridor analyses of diverse and robust data (see Chapters 2 and 3). Each SMART Corridor was developed based on perceptions of regional travel sheds and patterns. A 12th corridor was created to provide focus on cross-Lake Washington facilities and support extensive work currently being done in that area of the region. The acronym SMART was chosen to represent the multimodal and multi-dimensional nature of each corridor. Figure 1.4 identifies the region’s 12 SMART Corridors. Existing conditions reports for each sub-area are presented in Chapter 3.

S-M-A-R-T stands for:

Safe and Sustainable (communities, finance, environment, economy). The term “livable communities” has been recently defined as “mixed-use neighborhoods with highly connected streets promoting mobility for all users.” “Financially sustainable” transportation investments must address the realities of financial resources both today and in the future. Finding transportation solutions that minimize or reverse harm to the environment while supporting our growing economy is a clear priority to the central Puget Sound region.

Multimodal – Provide transportation options that offer competitive mode choices to the traveling public.

Accessible - Provide mobility to all people, and maximize existing facilities to support multiple modes of transportation.

Reliable, Resilient - The movement of people and goods is crucial to our economy. The system must have a prioritized transportation system that reliably moves people and goods. This includes a resiliency in times when one key facility may be unavailable.

Technology - We must make the most of our system. This requires managing our assets 24 hours a day, seven days a week as efficiently as possible. It also includes the deployment of the most efficient technologies to provide information to the traveling public and to operators so that they can make informed, smart transportation choices.
The **SMART** Corridors framework lends itself not only to the monitoring of congestion and mobility, but also as the organizational framework for other regional monitoring and planning efforts related to transportation, land use, environmental issues, and economic development. PSRC relied heavily on this new way of discussing the region during the development of Transportation 2040 and associated documents. The most visible product of this work is Appendix B of the Transportation 2040 document, which includes a program and project list by **SMART** Corridor. Further, the utility of this new analysis tool was demonstrated for the update to the region’s Coordinated Transit-Human Services Transportation Plan.
Figure 1.3: PSRC SMART Corridors
2. CMP NETWORK

Multimodal and Freight Network Development

The CMP network is based on the Metropolitan Transportation System (MTS). Additional layers were added to the CMP to reflect multimodal and freight considerations.

The CMP layers were identified in cooperation with regional stakeholders as representative of areas experiencing congestion, less-than-optimal system performance, or as a priority corridor for investment. Each was evaluated uniquely. In many cases, the facilities identified by various stakeholder groups overlap with one another, indicating that projects addressing these key multimodal areas would benefit multiple user groups. Figure 2.1 is an illustrative graphic that depicts how these different layers combine to create the CMP network. Each corridor “module” in Chapter 3 begins with a “baseline” map that shows the CMP network by mode.

Layers in addition to the MTS include, but are not limited to:

- Core freeway and HOV network
- WSDOT-identified bottlenecks and chokepoints
- Top 25 regional “key” arterials identified by Regional Traffic Operators Committee
- Key transit corridors identified by transit stakeholders
- T1 and T2 freight routes identified in regional Freight and Goods Transportation System
- Critical infrastructure and significant emergency management routes

This chapter discusses each component layer used to identify the region’s congested and high priority network.
Metropolitan Transportation System (MTS)

The Metropolitan Transportation System (MTS) is the basis for the development of the region’s CMP network. It consists of regionally significant multimodal transportation facilities, services, and programs that are crucial to the mobility needs of the region. The MTS is a planning tool used to identify regional transportation problems, and to analyze and develop regional solutions. It serves as a focus for required state and regional transportation system performance monitoring, particularly for the federally required CMP. Figure 2.2 is a composite map of the existing MTS.

MTS facilities and services are defined functionally and geographically. A facility or service is part of the MTS if it provides access to any activities crucial to the social or economic health of the central Puget Sound region. Facilities that weave parts of the region together by crossing county or city boundaries are critical to the MTS. A requirement of the CMP is to define a network of multimodal transportation facilities from which to identify congested locations. The MTS is that network.

Facilities in the MTS include those from the following seven transportation systems supported by Transportation System Management services:

- Roadway System
- Ferry System
- Transit System
- Freight and Goods system
- Intercity Passenger Rail
- Regional Aviation
- Nonmotorized System

Figure 2.2: 2006 Metropolitan Transportation System

2 A more detailed description of the current MTS is available online at http://www.psrc.org/assets/261/d2030appendices1-8.pdf (see Appendix 4).

3 Services included in the MTS, unlike facilities, do not necessarily have a physical structure to them, but nevertheless are considered regionally significant. Services help provide access and improve overall system performance. These services are generally known as Transportation System Management, which includes intelligent transportation systems (ITS) and transportation demand management (TDM).
Core Freeway Network and High Occupancy Vehicle Facilities

The regional freeway network provides significant mobility for a large number of the region’s population. The primary north-south connections include Interstate 5, Interstate 405, and State Route 16 which connect large activity centers in Everett, Seattle, Bellevue, Bremerton, and Tacoma. Travelers across Lake Washington have the option of either taking State Route 520 which connects Seattle to Bellevue and Redmond, or Interstate 90, which extends to the eastern boundary of the PSRC region at Snoqualmie Pass. Many of these facilities, particularly those near the major activity centers experience significant levels of recurring congestion in the AM and PM peak periods, and in some cases during the mid-day and weekends as well. WSDOT has identified many of these areas and is addressing them through a variety of projects such as additional lane capacity, demand management, and operational improvements. One of the major issues facing our region is the maintenance and preservation of these facilities in the near future.

High occupancy vehicle (HOV) lanes are dedicated facilities for vehicles carrying more than one person, including carpools, vanpools, and buses. These lanes are designed to maximize the movement of people rather than vehicles. In fact, HOV lanes, while not always appearing full, carry more than one and a half times as many people as the average “regular” lane.4

Approximately 225 miles of a planned 320 mile freeway system are complete (see Figure 2.3). About two miles of new HOV lanes are currently under construction on SR 520, expanding the system east to SR 202. Six miles of new HOV lanes are currently under construction on I-5 and SR 16 in Pierce County. Non-state agencies have also invested heavily in the HOV system by constructing direct access ramps and other connectivity projects that allow users to enter and exit using an HOV facility, thereby decreasing the amount of time spent in general purpose congestion. HOV projects in the future will continue to focus on expanding the system and increasing connectivity to create a seamless network throughout the region.

In 2008, WSDOT implemented a pilot program on SR 167 to test the potential impacts of implementing high-occupancy toll (HOT) lanes. HOT lanes are essentially carpool lanes that allow single-occupant drivers to buy in to the lane through a dynamic toll that changes based on the level of congestion on the HOV facility. Generally speaking, the more congested the carpool lane is, the more expensive the fee is to use the lane. The SR 167 HOT lane pilot project is the first in a potential series of HOV to HOT lane conversions.

**WSDOT Identified Chokepoints and Bottlenecks**

The Highway Performance Monitoring System (HPMS), implemented by WSDOT, is a resource for identifying varying levels of congestion on facilities throughout the region. The effort is both a statewide and nationwide information system used to assess the condition, performance and safety of the nation's highways. Up to 98 separate data items are tracked in WSDOT's HPMS for approximately 5,500 sampled sections of roadway, representing Washington's 83,000 miles of public roads. In addition to volume and capacity information the data includes pavement condition, roadway geometrics, and section improvement information\(^5\).

For the 2007 Highway Systems Plan WSDOT utilized HPMS data (specifically traffic volumes and roadway geometry) to identify locations that were estimated to be operating at under 70% of the posted speed limit during peak periods. These areas were then noted as either a

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Figure 2.4 illustrates all WSDOT-identified chokepoints and bottlenecks in the central Puget Sound region.

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Figure 2.4 – WSDOT Identified Chokepoints and Bottlenecks (2011)
Regional “Key” Arterials

It is difficult to obtain consistent performance data on arterials; therefore, the SMART Corridor analysis uses a list of 25 “Key Arterials” that were identified through the development of the Regional Intelligent Transportation System Implementation Plan (RITSIP), which was completed in December 2009. This project evaluated the need for regional arterial signal coordination and was overseen by PSRC’s Regional Transportation Operations Committee (RTOC). Overall, the RITSIP identified 135 key corridors within the four-county region. Using criteria discussed below the top 25 arterial corridors in the region were selected (Table 2.1 and Figure 2.5) including 15 in King County, four in Pierce County, five in Snohomish County and one in Kitsap County. All 135 corridors are identified in Transportation 2040 as key ITS corridors.

The criteria used to identify these “Key Arterials” reflected priorities expressed by local governments as well as input from transit, emergency management and freight stakeholder groups. They included volume to capacity (V/C) ratio, presence of transit and freight routes, as well as the ability to serve as an alternate route to the interstate. These criteria go beyond existing congestion to identify key regional corridors that need to operate efficiently to serve day-to-day traffic, transit, freight and emergency management interests. Because these key arterials have been prioritized on a regional scale, they provide another important resource for the corridor analysis.

<table>
<thead>
<tr>
<th>County</th>
<th>Regional ITS Projects</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>King</td>
<td>1 st Ave N 1st Ave/1st Avenue S/Stervek Way S/1st Avenue S/SR509/S 216th S/SR16/South Kent Des Moines Road/West Wilia Street</td>
<td>Mercer Street</td>
<td>Central Ave S</td>
</tr>
<tr>
<td>King</td>
<td>SR 99/Pac Hwy South</td>
<td>Aurora Village Transit Center</td>
<td>Denny Way</td>
</tr>
<tr>
<td>King</td>
<td>6th Ave S</td>
<td>Federal Way Transit Center</td>
<td>Sea-Tac Light Rail Station</td>
</tr>
<tr>
<td>King</td>
<td>Jackson Street/Rankier Avenue South</td>
<td>8th Ave S</td>
<td>Denny Way</td>
</tr>
<tr>
<td>King</td>
<td>4th Ave/4th Ave S/East Marginal Way South/Interurban Avenue South/West Valley Highway/SR181/66th Avenue South/West Valley Highway</td>
<td>Denny Way</td>
<td>Lincota Road</td>
</tr>
<tr>
<td>Pierce</td>
<td>SR99</td>
<td>Station Way</td>
<td>27th St E.</td>
</tr>
<tr>
<td>King</td>
<td>NE 145th St.</td>
<td>NE 145th St.</td>
<td>SR 99</td>
</tr>
<tr>
<td>Pierce</td>
<td>NE 60th/148th Avenue NE/150th Avenue W/Elliot Avenue W</td>
<td>NE 60th/148th Avenue NE/150th Avenue W/Elliot Avenue W</td>
<td></td>
</tr>
<tr>
<td>King</td>
<td>Central Way/NE 85th Street/Redmond Way/SR 202</td>
<td>Market St</td>
<td>92</td>
</tr>
<tr>
<td>King</td>
<td>Simonis/100th Ave NE/Market/Lake WA Blvd/Bellevue Way</td>
<td>SR 522</td>
<td>92</td>
</tr>
<tr>
<td>King</td>
<td>8th Ave S/Southworth Way/Everett Way/155th/70th St</td>
<td>SR 167</td>
<td>NW 225th Pl S</td>
</tr>
<tr>
<td>King</td>
<td>SR 522</td>
<td>NE 145th St.</td>
<td>NE 145th St.</td>
</tr>
<tr>
<td>Pierce</td>
<td>SR99/South Tacoma Way/Pacific Way SW/Gravelly Lake Road SW</td>
<td>NE 145th St.</td>
<td>NE 145th St.</td>
</tr>
<tr>
<td>King</td>
<td>NE 60th/148th Avenue NE/150th Avenue W</td>
<td>NE 60th/148th Avenue NE/150th Avenue W</td>
<td></td>
</tr>
<tr>
<td>Pierce</td>
<td>Airport Road</td>
<td>4th Ave South</td>
<td>Boeing Access Rd.</td>
</tr>
<tr>
<td>Snohomish</td>
<td>Marine View Drive/SR529/Everett Avenue</td>
<td>NE 145th St.</td>
<td>NE 145th St.</td>
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</table>

<table>
<thead>
<tr>
<th>County</th>
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</thead>
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<tr>
<td>King</td>
<td>SR200</td>
<td>SR 200</td>
<td>SR 200</td>
</tr>
<tr>
<td>King</td>
<td>Coal Creek Parkway/Richards Road/SE 8th St.</td>
<td>SR 200</td>
<td>SR 200</td>
</tr>
</tbody>
</table>

Table 2.1: Regional ITS Implementation Plan Key Corridors (December 2009)
Figure 2.5: Top 25 Key Arterials (RITSIP)
**Congestion – Transit Operators Input**

The transit section continues to be under development as we work with the regional transit partners to develop a methodology all agencies are in agreement with for the purposes of further CMP work including the development of performance measures. For the purposes of this existing conditions report the methodology used to identify transit congestion for the T2040 alternatives analysis is detailed here and represented as one of the CMP layers shown on each corridor map. This is subject to change.

As part of the development of the update of Destination 2030 in 2008, the transit operators were asked where they experienced congestion in the transit system and what regional transit or high-capacity-transit (HCT) programs they were developing to address that congestion or ridership growth. Through the Transit Concepts Group, a working group of six transit agencies plus the city of Seattle, PSRC solicited identification of corridors where the transit agencies experience congestion. It became clear that prior to identifying corridor congestion, the group needed to identify the types of transit congestion they were experiencing. With the perspective that transit congestion is anything that results in longer travel times in the peak hour versus the non-peak mid-day hour, the Transit Concepts Group came up with the following definitions:

- **General Roadway Congestion.** Transit vehicles trapped in general roadway congestion.
- **Re-entry Congestion.** Transit vehicles stopped at station pull-outs unable to re-enter general purpose travel lane due to roadway congestion.
- **High-volume loading congestion.** Loading congestion with high volume of customers (peak hour – standing room only, bus bypass, etc.) causing longer vehicle dwell times at stops and stations.
- **Mobility device loading congestion.** Loading congestion due to customers with mobility devices requiring special loading or securing (wheelchairs, lift use, bicycles, etc.).
- **Bus Queuing congestion.** Transit vehicles lined up to access a bus stop that another bus is occupying, or multiple vehicles trying to make conflicting movements in and out of a bus stop.

As a result, a travel corridor could be identified as having congestion affecting transit at peak hour based on operator experience. Since these were not new problems to the transit agencies -- only newly identified on a regional basis -- the next step was to collect currently planned responses to these types of congestion for evaluation in the alternatives analysis phase of developing Transportation 2040.

Supporting the T2040 alternatives analysis, several agencies identified HCT projects or programs that addressed how transit could work around those types of existing congestion by either capital or operational improvements to maintain transit travel times. Through their long-range planning processes, transit agencies have identified locations of transit congestion and

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7 This information was collected in close consultation with the regional transit agencies in 2008 and 2009.
planned improvements for routes. PSRC collected the routes listed in the long-range plans of PSRC’s Transportation Operators Committee members:

- King County Metro (*existing projects: Rapid Ride BRT, Partnership hours*)
- Sound Transit (*ST2*)
- Community Transit (*SWIFT BRT, Transit Emphasis Corridors*)
- Pierce Transit (*SR 7/Pacific Ave, SR 99, SR 161*)
- Everett Transit (*SWIFT BRT on SR 99 N*)
- Kitsap Transit (*SR 303/305 BRT Lite*)
- City of Seattle Monorail and Streetcar (*UVTN*)
- Washington State Ferries (*Bremerton and Bainbridge Island Routes*)
- Pierce County Ferries
- King County Ferries

In addition to the corridors identified as having congestion affecting transit or HCT projects or programs, a gaps analysis was performed to identify those locations or corridors where there are gaps in the existing transit network. Gaps identified in existing transit service:

- Commutes between NW Seattle and Bellevue / Redmond
- Commutes between West Seattle and Bellevue / Redmond
- The strong North-South work commute and other travel demand along the east side of Lake Washington

This compilation of the issues affecting the transit corridors was used to develop each of the five alternatives in 2008 that were analyzed in 2009 and 2010, resulting in the Preferred Alternative of Transportation 2040. As the initial basis of the compilation was identification of the roadway and operations congestion affecting transit travel times, the corridor map has been referred to as the Congested Transit Corridors (or the Transit-Congested Corridors) map. The Congested Transit Corridor List started with the identified congested roadway corridors with transit operations, and then added the congested transit corridors identified by the transit agencies, along with the corridors identified by the gaps in existing service. The list was then geographically balanced by adding a corridor from all four counties and at least one corridor from each transit agency. The resulting list is the Transportation 2040 and CMP list of congested transit corridors displayed in *Figure 2.6*. 
Figure 2.6: Draft Congested Transit Corridors
**Bicycle/Pedestrian Grade-Separated Trails**

The central Puget Sound region contains a wide variety of bicycle and pedestrian amenities ranging from on-street bike lanes and sidewalks to dedicated facilities that carry large numbers of recreational users and commuter traffic. These grade-separated facilities provide critical bicycle and pedestrian links to major activity centers and residential areas throughout the region see Figure 2.7.

*Figure 2.7:* Bicycle/Pedestrian Grade-Separated Trails.
Regional Freight Movement

The Washington State Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city streets according to the average annual gross truck tonnage carried. WSDOT, with the assistance of the Association of Washington Cities (AWC) and the County Road Administration Board (CRAB), updates the FGTS classifications on a periodic basis as required by the Washington State Legislature.

The FGTS provides an estimate of the highways and roadways most heavily used by trucks. It is used to establish funding eligibility for Freight Mobility Strategic Investment Board (FMSIB) grants, support Highways of Statewide Significance designation, fulfill federal reporting requirements, and support planning for pavement needs and upgrades.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5, as follows:

- T-1 = more than 10 million tons per year
- T-2 = 4 million to 10 million tons per year
- T-3 = 300,000 to 4 million tons per year
- T-4 = 100,000 to 300,000 tons per year
- T-5 = at least 20,000 tons in 60 days

Washington’s Strategic Freight Corridors are currently defined as those routes that carry four million or more gross tons of freight annually (T-1 and T-2). Tonnage values are derived from actual or estimated truck traffic count data that are converted into average weights by truck type.

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Cars and trucks operate differently on Puget Sound’s freeways. In general, trucks travel at lower speeds because they accelerate and decelerate more slowly than cars and occupy the outer lanes, mixing with merging traffic. In 2006, slightly over 135,000 truck trips were made daily, representing between 3% and 9% of vehicle volumes on different freeways. The average truck speeds were between 0.2 (0.3%) to 12.8 (20%) miles per hour slower than cars. The difference in speeds varies widely by time of day, selected facility and congested direction.

The T-1 and T-2 routes are identified as part of the regional MTS and included in CMP monitoring (see Figure 2.8.)

Roadway Safety

Improving safety for all modes of transportation is critical to improving quality of life and improving access for all the citizens of the region. Washington State’s Strategic Highway Safety Plan, Target Zero, establishes a statewide policy of zero fatalities and zero disabling injury collisions by 2030. Figure 2.9 illustrates Serious Injury and Fatal Accidents in the region in 2007. Based on collision and other data, the Washington Traffic Safety Commission and its stakeholders established a priority order of behavior changes and issue areas to be addressed to achieve this state goal. The four priority areas of safety investment identified in Target Zero, and subsequently the focus of safety efforts in the central Puget Sound region, are as follows:

Priority 1: Impaired driving and speed-related collisions

Priority 2: Occupant protection, run-off-road collisions, intersection collisions, and traffic data systems

Priority 3: Young drivers, distracted and drowsy drivers, unlicensed drivers,
pedestrian safety, motorcycle safety, commercial vehicle safety, head-on crashes, and emergency medical services

Priority 4: Older drivers, aggressive drivers, bicycle safety, pupil school bus transportation, safer work zones, wildlife collisions, vehicle-train crashes, integrated interoperable communications

Transportation 2040 and PSRC’s Congestion Management Process build upon the transportation safety policy direction identified in VISION 2040 and align it with the priorities, objectives, and program direction of Target Zero. Through these objectives and strategies, Target Zero promotes safer and smarter roadways, safer walkways and pathways for bicyclists and pedestrians, enhanced emergency response systems, and improved passenger and driver behavior.

Transportation Security and Recovery

Security and emergency management is carried out at the federal, state and local levels by a host of agencies and disciplines from law enforcement to public health. One of the larger regional activities is the Regional Catastrophic Preparedness Grant Program (RCPGP.) The program is funded through the Department of Homeland Security and has awarded grants to the Puget Sound region as well as ten of the highest risk urban areas to conduct regional scale preparedness planning.

The Puget Sound region encompasses the four central Puget Sound counties as well as Mason, Skagit, Island and Thurston counties. This eight-county

Figure 2.10 Puget Sound Region’s Critical Infrastructure and Transportation Recovery Routes
team, referred to as the Regional Catastrophic Planning Team (RCPT), has created several preparedness and recovery plans which fall under the umbrella of the Regional Coordination Plan. One of the initial goals of the program includes a Transportation Recovery Plan. The Transportation Recovery Plan will help to enhance preparedness for a catastrophic disaster as well as smaller emergency situations and day-to-day operations. The objectives of the plan are to examine existing transportation recovery plans, assess vulnerabilities, and identify short, mid and long range solutions for a social and economic recovery and prioritize restoration needs. The plan identifies 50 high priority potential disruption scenarios (see Figure 2.10) and a set of solutions to address the disruptions through a toolbox of transportation options such as rerouting, ITS, TDM, varied modes, etc. The program is funded through the Department of Homeland Security and has awarded grants to the Puget Sound region and to ten of the highest risk urban areas to conduct regional scale preparedness planning.

Programmatic Areas Included in CMP

Not all elements of an effective multimodal transportation system can be addressed through the CMP network described above. Many other areas such as transportation demand management (TDM) and security do not necessarily lend themselves to mapping due to an undefined (or not fully defined) geographic scope. The CMP addresses these non-geographic components of the transportation system through qualitative descriptions of programs currently implemented and measures success through individual program analyses performed by implementers. Descriptions of these programmatic areas can be found in each corridor “module” in Chapter 3.
3. SMART CORRIDORS – EXISTING CONDITIONS REPORT

This chapter contains a summary of existing transportation conditions in the central Puget Sound region by SMART Corridor. The SMART Corridors provide a mechanism to monitor transportation system performance at a narrower scale and evaluate solutions to particular mobility issues. The 12 SMART Corridors are as follows:

1. Kitsap
2. West Snohomish
3. East Snohomish
4. West Pierce
5. East Pierce
6. Northwest King
7. Southwest King
8. Southeast King
9. Northeast King
10. Eastside
11. Cross Sound
12. Cross Lake

For each corridor there is a map followed by a description of the geographic area and existing multimodal and freight facilities and supporting programs, including:

- Land use
- Population
- Employment
- Roadway
- Pavement Conditions
- Ferries
- Transit
- Special Needs Transportation
- Transportation Demand Management (TDM)
- Transportation System Management and Operations (TSM&O)
- Bicycle and Pedestrian
- Freight
- Park and Ride Lots
- Safety
- Security (Transportation Recovery Routes)

The information provided for each of these corridors is a subset of the regional data presented in Chapter 2 of this Report.
Kitsap SMART Corridor

Corridor Description

The Kitsap SMART Corridor encompasses all of Kitsap County, which is located west of Puget Sound on the Kitsap Peninsula. The corridor is bordered to the west by Hood Canal, to the east by Puget Sound, and to the south by Pierce and Mason counties.

Kitsap County has a combination of urban, suburban, and rural areas. Bremerton is the major population center in Kitsap County and is also a designated regional growth center. There are a variety of suburban and rural communities as well, including Bainbridge Island, Kingston, Port Orchard, Poulsbo, and Silverdale.

The corridor includes industrial activity centers and other major trip generators that affect travel patterns. Industrial activity centers in the corridor include the Puget Sound Naval Shipyard, which is located in Bremerton, and the Bangor Naval Base, which is located in the northern part of the county, west of Poulsbo. Ferry terminals at Bainbridge Island, Bremerton, Kingston, and Southworth are major multimodal transfer points and link Kitsap County with King and Snohomish counties.

Major employers in the corridor include:
- U.S. Navy
- Harrison Medical Center
- Public School Districts
- Olympic College
- Kitsap County

<table>
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<th>2009 Population Estimate:</th>
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<tr>
<td><strong>2009 Covered Employment Estimates</strong></td>
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<tr>
<td>Metropolitan Cities: Bremerton</td>
<td>27,723</td>
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<tr>
<td>Core Cities: Silverdale</td>
<td>10,451</td>
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<tr>
<td>Larger Cities: Bainbridge Island</td>
<td>-</td>
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<tr>
<td>Smaller Cities: Poulsbo, Port Orchard</td>
<td>11,368</td>
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<tr>
<td>Unincorporated Urban:</td>
<td>11,349</td>
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<tr>
<td>Rural:</td>
<td>13,169</td>
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<td><strong>Total:</strong></td>
<td><strong>74,060</strong></td>
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Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 16 at SR 160 and SR 3
- SR 3/ SR 304 interchange
- SR 305 from Military Rd north across Agate Pass bridge
Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate route to the interstate are:

- SR 304/303 from SR 3 to the Bremerton Ferry Terminal (KT 1)

**Pavement Conditions**: The following are the pavement condition index (PCI) scores for the Kitsap SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
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<tbody>
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<td>Excellent</td>
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<tr>
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<tr>
<td>Poor</td>
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<td>Fail</td>
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<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* Jurisdiction PCI</th>
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<tr>
<td>Bremerton</td>
<td>67.8</td>
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<tr>
<td>Bainbridge Island</td>
<td>70.7</td>
</tr>
<tr>
<td>Port Orchard</td>
<td>71.8</td>
</tr>
<tr>
<td>Poulsbo</td>
<td>60.3</td>
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<tr>
<td>Unincorporated Kitsap County</td>
<td>84.4</td>
</tr>
<tr>
<td>Kitsap County Weighted Average*</td>
<td>80.3</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

**Roadway Safety**: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

**Ferries**: There are four primary ferry routes that serve Kitsap County:

- Edmonds/Kingston
- Seattle/Bainbridge Island
- Seattle/Bremerton
- Fauntleroy/Southworth/Vashon Island

There currently are two Kitsap Transit Foot Ferry services across the Sinclair Inlet:

- Port Orchard/Bremerton
- Annapolis/Bremerton

**Transit**: Kitsap County is the Public Transportation Benefit Area (PTBA) for Kitsap Transit. Sound Transit does not operate service in Kitsap County. Kitsap Transit (KT) provides 45 bus

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*Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on a 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
routes for a total ridership of 3,913,840 annually in 2006, including foot ferry service across the Sinclair Inlet between Bremerton and Port Orchard. KT operates transit centers in Bremerton, Poulsbo, and Kitsap Mall and at five ferry terminals. KT also operates 20 park-and-ride lots with 2,819 spaces with 180 bus shelters. Transit service achieves a 28% mode share at rush hour on SR 305 from Bainbridge Island Ferry Terminal to Poulsbo. Due to sales tax revenue shortfalls, KT eliminated all Sunday service in 2009 and projects future shortfalls should the recession continue.

Transit Congestion

In 2006, Kitsap Transit experienced roadway congestion on SR 305 from Poulsbo to Bainbridge Island in the AM peak for several of its three bus routes, particularly when re-entering the travel lane from a bus pullout. SR 305 is also highly ranked by WSDOT for high levels of general roadway congestion. Traffic from Silverdale to Bremerton causes the same types of transit congestion, resulting in longer transit travel times for the four bus routes operating on SR 303. Traffic from Silverdale to Bremerton on SR 3 is fine; it is a separated grade, four-lane highway. Traffic congestion affects transit movements at shift change for the Bremerton Shipyards on SR 303, SR 304 and along Kitsap Way. Additionally, arterial congestion on Sidney Avenue, Harrison Avenue, and SR 166 (Bay St) in Port Orchard delays transit movements to and from the transit center.

Special Needs Transportation: To provide the most options to people with special transportation needs, Kitsap Transit provides many hourly fixed-routes with ADA accessible vehicles. For those individuals who are physically unable to use the fixed-route transit service, Kitsap Transit’s Access Service provides door-to-door or curb-to-curb transportation to the elderly and those with a disability to doctor’s appointments, shopping, visiting friends, or any other destination within Kitsap County. In addition, women who are in their last trimester of pregnancy and determined to be “high risk” by their physician, people who are age 80 years of age and older with no disabilities, people who are between the ages of 60 and 79 and who are considered to be “transportation disadvantaged” are eligible for Conditional Access services until such time as an effective feeder or fixed-route service is established. Kitsap Transit’s Worker-Driver bus routes also provide mobility access to low-income populations to travel the last mile to work from the ferry system. As part of the regular fixed route system, KT has specially marketed and identified “Ferry Take Home Buses” that are timed to meet the ferry and deliver people to their home in Bremerton. They are open to the public, not restricted to special needs, but fully ADA accessible. Through a combination of the vanpool and paratransit services, Kitsap Transit offers Vanlink—vans given to agencies or group homes to transport special needs populations on a regular basis or for special events (such as Special Olympics). The agencies provide the drivers rather than Kitsap Transit.

Paratransit Services (PSI), headquartered in Bremerton, provides transportation for medically needed Medicaid and Medicare trips in the Kitsap Peninsula and Mason County, along with the

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10 2006 WSDOT Summary of Public Transportation
11 This information was collected in close consultation with the regional transit agencies in 2008 and 2009.
required ADA paratransit services for Snohomish and Pierce counties. Due to the rural nature of most of the peninsula, numerous community organizations provide door-to-door volunteer driver services, along with Kitsap Transit’s Vanshare program. The limited bicycle and sidewalk networks outside of the urban centers and state routes limit access for mobility-impaired individuals outside of their homes. Another option for individuals with special transportation needs who are employed is the telework program by the Kitsap Regional Coordinating Council (see TDM Programs).

**TDM Programs:** Kitsap County contains a number of Commute Trip Reduction sites that are primarily located in Bremerton and the northern portion of the county. Kitsap Transit offers a variety of additional services including vanpools, guaranteed ride home, and an innovative worker/driver program targeted towards employees of the Puget Sound Naval Shipyard and Naval Station Bremerton. This service uses 28 buses to transport up to 30 passengers each to and from work each day. Throughout 2008 and 2009 the Kitsap Regional Coordinating Council implemented a pilot telework program with the goal of providing a toolkit for employers to expand the use of telecommuting in the region. That toolkit is currently available online at [http://www.teleworktoolkit.com/](http://www.teleworktoolkit.com/).

**Transportation System Management and Operations:** Many county traffic signals are synchronized and coordinated, particularly in Silverdale. The city of Bremerton has installed Opticom for transit signal priority (TSP) within the city limits. Additionally, Opticom/TSP has been installed along SR 305 to the Bainbridge Island Ferry Terminal. Kitsap County is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

**Bicycle and Pedestrian Facilities**¹²: Bicycle travel options in this corridor have improved greatly in recent years. Kitsap County’s active shoulder-paving program has added over 45 centerline miles of shoulder paving, meeting minimum AASHTO width of 4 feet or more. Many recent road projects have added 6- to 8-foot paved shoulders. Additionally, Kitsap County now posts bike route signs along some north-south and east-west corridors for a total of 26 miles of continuous network. On-road facilities include shoulders of state highways with high traffic volumes and speeds, and county roads with varying degrees of adequate shoulder widths.

Presently there are only two separated, multi-use paved bike/ped trails within Kitsap County. The 1.4-mile Clear Creek Trail runs northbound from the Silverdale Gateway Rotary Park following SR 3 to the Trigger Avenue Interchange. The second separated, multi-use paved bike/ped trail is approximately 1+ mile long and lies within the White Horse development. There are two other separated systems currently under design. The first is the Miller Bay Rd. separated trail (1-mile) beginning at the intersection of Miller Bay Rd. and Indianola Rd. that will connect to the North Kitsap Heritage Park with an eventual connection to the Whitehorse trail. This trail is part of the Mosquito Fleet Trail system. The second trail is the Little Boston Multi-Use Trail (1-mile) that will extend west on Little Boston Rd. from its intersection with the

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¹² Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
Hansville Rd. Both of these trails are fully funded and will be constructed in 2012 and 2010, respectively. The most complete sidewalk networks are found in Silverdale, Bremerton, Port Orchard, and Winslow while other areas may have sidewalks on one side only, or none at all. Pedestrian access to transit service varies in quantity and quality.

**Bicycle and Pedestrian Safety:** Transportation 2040’s focus on WSDOT’s *Target Zero* includes focusing on safer walkways and pathways for bicyclists and pedestrians as a way to reduce pedestrian injuries and fatalities. The Kitsap County Health District now has the “Safe Routes to School” training as part of their vision that every Kitsap County resident will engage in a healthy and active lifestyle. The Suquamish Elementary School’s Walking School Bus participated in the 2010 National Walk to School Day on October 6, 2010.

**Bicycle Parking:** KT offers bicycle lockers at some park-and-ride lots and bicycle racks on buses. Although there is covered bicycle parking at the Bainbridge Island and Bremerton Ferry Terminals, bicycle lockers are prohibited due to security concerns. New improvements at the Bremerton Ferry Terminal have improved bicycle and pedestrian accessibility and safety in downtown Bremerton. Limited information exists on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

**Freight:** Freight routes within the Kitsap Corridor, including state routes 3, 16 and 303, are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year (with the exception of SR 305, SR 307 and SR 104). Designated regional growth centers within the Kitsap SMART Corridor are likely to generate a greater number of specialized deliveries. The South Kitsap Industrial Area is a manufacturing/industrial center; however, it remains under-developed and does not serve as a freight generator at this time. There is freight traffic in the Olympic Industrial Center across from Bremerton National and operated by the Port of Bremerton, but that is not part of the South Kitsap Industrial Area.

**Park-and-Ride Lots:** The only major park-and-ride lots (over 250 stalls) in the Kitsap SMART Corridor are associated with the ferry terminals. They include Bainbridge Island Ferry (1028 stalls) and Bremerton Ferry (751 stalls). In an effort to provide alternatives to parking at the ferry terminals there are also 25 smaller park-and-ride lots throughout the corridor with a combined total of 2,079 stalls and an average utilization rate of 68% (2009). Generally, parking facilities at ferry terminals within the corridor are pay lots.
### Park-and-Ride Lot Statistics 2009

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agate Pass</td>
<td>80</td>
<td>65</td>
<td>81%</td>
</tr>
<tr>
<td>American Legion Post</td>
<td>5</td>
<td>5</td>
<td>100%</td>
</tr>
<tr>
<td>Annapolis Ferry Dock</td>
<td>74</td>
<td>38</td>
<td>51%</td>
</tr>
<tr>
<td>Bayside Community Church</td>
<td>220</td>
<td>43</td>
<td>20%</td>
</tr>
<tr>
<td>Bethany Lutheran Church</td>
<td>110</td>
<td>80</td>
<td>73%</td>
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<tr>
<td>Burley Bible Church</td>
<td>20</td>
<td>10</td>
<td>50%</td>
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<tr>
<td>Christ Memorial Church</td>
<td>138</td>
<td>133</td>
<td>96%</td>
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<tr>
<td>Church of the Nazarene</td>
<td>100</td>
<td>50</td>
<td>50%</td>
</tr>
<tr>
<td>Crossroads Neighborhood Church</td>
<td>137</td>
<td>127</td>
<td>93%</td>
</tr>
<tr>
<td>Evergreen Luthern Church</td>
<td>20</td>
<td>12</td>
<td>60%</td>
</tr>
<tr>
<td>First Lutheran Church</td>
<td>14</td>
<td>4</td>
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<tr>
<td>First United Methodist Church</td>
<td>51</td>
<td>46</td>
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<tr>
<td>Gateway</td>
<td>122</td>
<td>70</td>
<td>57%</td>
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<tr>
<td>George’s- (Kountry )Corner</td>
<td>225</td>
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<td>47%</td>
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<tr>
<td>Harper Evangelical Free Church</td>
<td>158</td>
<td>150</td>
<td>95%</td>
</tr>
<tr>
<td>Liberty Bay Presbyterian Church</td>
<td>90</td>
<td>18</td>
<td>20%</td>
</tr>
<tr>
<td>McWilliams</td>
<td>99</td>
<td>75</td>
<td>76%</td>
</tr>
<tr>
<td>Mullenix Road P&amp;R</td>
<td>108</td>
<td>108</td>
<td>100%</td>
</tr>
<tr>
<td>North Kitsap Baptist Church</td>
<td>56</td>
<td>38</td>
<td>68%</td>
</tr>
<tr>
<td>Olalla Valley</td>
<td>47</td>
<td>47</td>
<td>100%</td>
</tr>
<tr>
<td>Port Orchard Armory</td>
<td>105</td>
<td>104</td>
<td>99%</td>
</tr>
<tr>
<td>Poulsbo Junction JRO Lot 1 (North)</td>
<td>11</td>
<td>11</td>
<td>100%</td>
</tr>
<tr>
<td>Poulsbo Junction JRO Lot 2 (South)</td>
<td>24</td>
<td>13</td>
<td>54%</td>
</tr>
<tr>
<td>St. Charles Episcopal Church</td>
<td>9</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>Suquamish Community Church</td>
<td>56</td>
<td>49</td>
<td>88%</td>
</tr>
</tbody>
</table>

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan, three potential disruption scenarios have been identified in Kitsap County in addition to one scenario outside the region that includes reroutes through Kitsap County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

**Kitsap County Closure of SR 305 Bridge to Bainbridge Island**
The SR 305 Bridge (or Agate Passage Bridge) is the only land route access to Bainbridge Island. Movement of freight and people by maritime modes will be necessary for recovery of the transportation system. Kitsap County Department of Emergency Management has exercised movement of people via a flotilla for closure of both the Agate Passage Bridge and WSF terminal at Eagle Harbor (May 2008).

- North-south routing will consist of diverting from SR 305 onto SR 307, SR 104, to the Kingston Ferry Terminal. This ferry will take you to Bainbridge Island Terminal where you can continue onto SR 305.
- South-north routing will consist of diverting from SR 305 to the Bainbridge Island Ferry Terminal. This ferry will take you to Kingston Ferry Terminal where you can continue onto SR 104 to SR 307.
Kitsap County Closure of SR 3 and SR 19 Interchange
The alternative vehicle route will be to divert traffic from SR 3 at Gorst onto local streets until vehicles return to SR 16.

Kitsap County Closure of SR 104 West of Miller Bay Road
The alternate route for vehicles for this scenario will be to divert traffic from SR 104 at SR 3 to SR 305 past Suquamish back to SR 104. A secondary solution would be to divert traffic from SR 104 to SR 307 to NE Gunderson Road to Miller Bay Road NE and back to SR 104.

Mason County Closure of US 101 Hoodsport to Potlatch
Although the disruption is outside the PSRC region, the reroutes will involve roadways within the region. US 101 from Hoodsport to Potlatch is a roadway that borders the Hood Canal to the east and has steep slopes to the west. The alternative routes for this section of roadway are limited in that there are no other roads that can provide a local detour. The alternate routes include diverting from US 101 Southbound in Jefferson County onto SR 104 to SR 3 southbound back to US 101. Another option entails diverting from US 101 Northbound onto SR 3 to SR 104 back to US 101 Northbound. Local passenger-only ferry service could be set up depending on ridership from Hoodsport to Union.
Critical Infrastructure: Bridge
Critical Infrastructure: Interchange
Critical Infrastructure: Highway
Bicycle Trails (2010)
Park & Ride (2009)
Chokepoints & Bottlenecks
ITS Key Arterial Corridors
Key Transit Corridor
Transportation Recovery Routes
Marine Transportation Recovery Routes
Metropolitan Transportation System
Kitsap
Regional Growth Center
Manufacturing Industrial Center
Urban Growth Area

Regional Growth Centers:
- Downtown Bremerton
- Silverdale

Manufacturing/Industrial Centers:
- South Kitsap Industrial Area

Kitsap County SMART Corridor
West Snohomish SMART Corridor

Corridor Description

The West Snohomish SMART Corridor contains urban, suburban, and rural areas with the most developed areas in the southwest portion of the county. Everett is the largest city and the major urban center in the corridor. Snohomish County has suburban communities of various sizes and rural areas. The corridor includes major commercial/retail centers and industrial activity areas affecting travel patterns in the corridor. Major commercial/retail centers are located in downtown Everett west of I-5, the Everett Mall area in south Everett near the intersection of I-5 and SR 526, and the Alderwood Mall area in Lynnwood near the intersection of I-5 and I-405. Commercial/retail activity also extends much of the length of the SR 99 corridor to Everett Mall. A major industrial activity area in west Snohomish is the Paine Field area, which is home to Boeing, its contractors, and other industrial operations. The Port of Everett is an industrial activity area for wood product manufacturing and also home to Naval Station Everett.

Major employers in the corridor include:
- Boeing
- U.S. Navy
- Premera Blue Cross
- Providence Medical Center
- Tulalip Tribes
- Verizon
- Rinker Materials

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 532 through Stanwood
- SR 530 east of I-5
- SR 531 at I-5
- E. Marine View Drive at SR 99
- I-5/ US 2 interchange
- SR 526 between SR 99 and I-5
- Segments of SR 525 between SR 99 and Boeing/Paine Field
- Segments of I-5 between county line and 164th St. SW
- SR 524 Between I-5 and SR 527
Segments of SR 527 from county line to 196th St SE vicinity
- I-405 from county line to 196th St SW vicinity and at I-5 interchange
- SR 99 at county line

Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high V/C ratio and alternate routes to the interstate include:

- SR 99 (S6): between Everett Station and Snohomish-King County line
- 168th Street SW/44th Ave W/164th St SW/Seattle Hill Road (S11): between Olympic View Drive and SR 96
- SR 527 (S9): between I-5 and SR 522 in Bothell
- Airport Road/128th Street SW/SR 96/Cathcart Way (S10): between SR 526 and SR 9
- Marine View Drive/SR 529/Everett Ave (S4): between I-5 and I-5 loop

**Pavement Conditions**: The following are the pavement condition index (PCI) scores for the West Snohomish SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.*</th>
<th>Jurisdiction PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everett</td>
<td>79.2</td>
<td></td>
</tr>
<tr>
<td>Lynnwood</td>
<td>75.8</td>
<td></td>
</tr>
<tr>
<td>Bothell</td>
<td>72.3</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>50.5</td>
<td></td>
</tr>
<tr>
<td>Marysville</td>
<td>86.9</td>
<td></td>
</tr>
<tr>
<td>Mill Creek</td>
<td>85.0</td>
<td></td>
</tr>
<tr>
<td>Mukilteo</td>
<td>58.5</td>
<td></td>
</tr>
<tr>
<td>Edmonds</td>
<td>64.0</td>
<td></td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>55.3</td>
<td></td>
</tr>
<tr>
<td>Stanwood</td>
<td>70.7</td>
<td></td>
</tr>
<tr>
<td>Brier</td>
<td>79.1</td>
<td></td>
</tr>
<tr>
<td>Woodway</td>
<td>62.9</td>
<td></td>
</tr>
<tr>
<td>Unincorporated Snohomish</td>
<td>80.3</td>
<td></td>
</tr>
<tr>
<td>Snohomish County Weighted Average*</td>
<td>77.1</td>
<td></td>
</tr>
</tbody>
</table>

*weighted by length of roadway segment (ft)

**Roadway Safety**: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

**Ferries**: There are two ferry routes in the West Snohomish CMP Corridor:

- Edmonds/Kingston
- Mukilteo/Clinton (Whidbey Island)

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13 Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction's entire roadway network, rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Transit: Community Transit provides transit service in Snohomish County outside the city of Everett, which has its own transit agency providing service throughout the city. A significant area of the West Snohomish County corridor is in Community Transit’s Public Transportation Benefit Area (PTBA). Community Transit operates 33 local routes; 5 commuter routes to the Boeing Everett plant; 10 suburban routes to University of Washington’s main campus in Seattle; and one suburban commuter route to Overlake and Seattle. Everett Transit, a department of the city of Everett, operates 10 fixed routes within the city. Sound Transit operates five regional commuter routes from Snohomish County to Seattle and Bellevue, and also operates in the southwestern part of Snohomish County. Along Puget Sound, Sound Transit operates the commuter rail line to Everett from Seattle.

Existing Transit Congestion: Transit congestion in the Snohomish West Corridor affects north-south routes such as I-5 and SR 99 between Lynnwood and Everett, continuing north to Marysville. SR 99’s transit congestion consists of all types with pullout congestion and high mobility device uses represented by wheelchairs and bicycles. The SR 99 corridor is a strong non-work corridor according to the Transit Competitiveness Index (an analytic tool that PSRC uses). Due to limited east-west service, routes along 196th Street SW and 128th St SE and 164th St SW to Mill Creek suffer from significant spillover intersection congestion at SR 99 and I-5. According to the respective transit agencies, SR 526 experiences congestion during Boeing’s morning and afternoon shift changes at the I-5 interchange, slowing down I-5 and limiting access to the Everett Mall for transit vehicles.

Special Needs Transportation: To provide the most options to people with special transportation needs, Community Transit, Everett Transit (ET), and Sound Transit have expanded and enhanced the fixed-route transit service in this corridor. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities. For those individuals who are unable to take the fixed-route transit service, paratransit service is available throughout most of the corridor. Within the City of Everett, Everett Transit provides fixed-route and paratransit service, with the paratransit service open to all ADA-eligible riders plus all riders over age 65, resulting in 13% of all ET riders using paratransit in 2007. ET’s paratransit ridership did not increase from 2005 to 2007 (last available data from WSDOT’s Summary of Public Transportation).

Outside of Everett, Community Transit provides regular fixed-route and paratransit service through its DART (Dial-a-ride-Transit) service. The DART service is provided within ¼-mile of an existing CT fixed-route service on a similar schedule to the fixed-route service. Community Transit’s DART service is increasing at twice the population growth rate at 2% annually but paratransit ridership is only 2% of the overall CT ridership in 2007, similar to the regional average.

14 This information was collected in close consultation with the regional transit agencies in 2008 and 2009.
In addition to the transit agencies’ paratransit services, there is the Stillaguamish Transportation program and the Transportation Assistance Program (TAP), which brings rural special needs riders into the urban areas to access the fixed-route service network. VanGo, Volunteer Drivers through Catholic Community Services, and Job Access Training Program and Driver Training are other non-transit coordinated efforts to provide special needs transportation in the West Snohomish County corridor.

**TDM Programs:** There are approximately 50 active Commute Trip Reduction sites along the I-5 corridor between Lynnwood and Marysville. One of the largest and most prominent sites in the corridor is Boeing’s Production Plant south of Everett, which serves as the destination for over 80 vanpools from Kitsap Transit, Community Transit, King County Metro, and Island Transit. Additionally, Community Transit offers a number of employer support services and other programs ranging from targeted rideshare incentives to area-wide transit instruction programs for youth and elderly individuals. The “Curb the Congestion” program on 164th Street in Lynnwood and 128th Street in Everett is also managed by Community Transit and funded by Snohomish County through TDM impact fees and grants. These programs work with residents and employers in a corridor to remove peak-hour trips through individualized marketing, transportation incentives and subsidies, vanpool assistance, and other strategies.

**Transportation System Management and Operations:** Most of the ITS in this corridor is operated by Lynnwood, Everett and Snohomish County. There is signal coordination on both 128th/Airport Rd. and 164th St, as well as additional systems operated by the city of Lynnwood and the city of Everett. There are also quite a number of Transit Signal Priority (TSP) systems including Highway 99, 200th St SW, 196th St SW, 164th St SW and Airport Rd/128th St SW. There is a need for improved signal and multi-agency coordination. West Snohomish is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. Portions of freeway on I-5 and I-405 are included in the WSDOT traveler information web and mobile applications displaying travel times.

**Bicycle and Pedestrian Facilities**: There are limited bicycle travel options in this corridor and critical gaps exist in the bikeway network. Off-road facilities include the Interurban Trail, but segments are missing in Edmonds and parts of Everett. The trail network is more fully developed than the on-road bicycle network which needs significant improvements to ensure it adequately accommodates bicycle travel. There are also some difficult roadway crossings and a need to improve east/west connections. There is very limited and difficult-to-read wayfinding signage. The more urbanized areas generally have more complete walkway systems and supporting facilities, but in some areas the sidewalk network is sparse and pedestrians are confronted with unsafe and sometimes inaccessible walking routes and bus stops lacking covered waiting areas, route information, and benches. Pedestrian access to transit service varies in quantity and quality.

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15 Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
Bicycle and Pedestrian Safety:  Transportation 2040’s focus on WSDOT’s Target Zero includes focusing on safer walkways and pathways for bicyclists and pedestrians as a way to reduce pedestrian injuries and fatalities. School districts in Snohomish County have started using the Washington State Department of Transportation’s School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students to screen whether school bus transportation is needed for elementary and middle school students who live within 1 mile of the school, as the crow flies. Students living within that one-mile radius of the school may use the school bus if they have no walkways meeting the standards set by the WSDOT Safety guidelines.

In addition, WSDOT program has a program to aid public agencies in funding cost-effective projects within two miles of primary and middle schools (K-8) that provide children a safe, healthy alternative to riding the bus or being driven to school. In 2010, the Jefferson Elementary School in Everett started a “Walking School Bus” program after budget cuts reduced the number of students eligible for the school bus program. The Marysville School District also has a program to encourage “walk pooling” and identifies important safety elements for a safe walk to school. One of the newer Marysville elementary schools, the Grove, is a walking school with the majority of its students living within one mile of the school. The area has good walking conditions with sidewalks, curbs and lighting.

Bicycle Parking:  Community Transit and Sound Transit offer secure bicycle lockers at park-and-ride lots and transit centers as well as bicycle racks on buses. Everett Station, Everett Community College, and Edmonds Community College also provide bike lockers. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

Freight:  All of the major facilities identified within the West Snohomish SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. This CMP corridor contains designated regional growth centers, which are likely to generate smaller specialized deliveries. The Paine Field Manufacturing Industrial Center serves as a freight generator for a variety of commercial vehicle movements. The Port of Everett generates freight movement, although not nearly as much as the ports of Seattle and Tacoma.

Park-and Ride-Lots: The West Snohomish SMART Corridor contains 18 total park-and-ride lots. There are 11 major lots (over 250 stalls) and 7 smaller lots (fewer than 250 stalls) within the corridor totaling 7,868 stalls and an average utilization rate of 71% (2009).
<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ash Way</td>
<td>1,022</td>
<td>1,073</td>
<td>105%</td>
</tr>
<tr>
<td>Canyon Park P&amp;R</td>
<td>302</td>
<td>296</td>
<td>98%</td>
</tr>
<tr>
<td>Eastmont P&amp;R</td>
<td>389</td>
<td>87</td>
<td>22%</td>
</tr>
<tr>
<td>Edmonds P&amp;R</td>
<td>255</td>
<td>122</td>
<td>48%</td>
</tr>
<tr>
<td>Edmonds Station</td>
<td>172</td>
<td>163</td>
<td>95%</td>
</tr>
<tr>
<td>Everett Station</td>
<td>1,107</td>
<td>420</td>
<td>38%</td>
</tr>
<tr>
<td>Lynnwood Transit Center</td>
<td>1,378</td>
<td>1,338</td>
<td>97%</td>
</tr>
<tr>
<td>Mariner P&amp;R</td>
<td>654</td>
<td>503</td>
<td>77%</td>
</tr>
<tr>
<td>Marysville Ash Ave</td>
<td>202</td>
<td>162</td>
<td>80%</td>
</tr>
<tr>
<td>Marysville I</td>
<td>74</td>
<td>58</td>
<td>78%</td>
</tr>
<tr>
<td>Marysville II</td>
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<td>44</td>
<td>86%</td>
</tr>
<tr>
<td>McCollum Park</td>
<td>409</td>
<td>330</td>
<td>81%</td>
</tr>
<tr>
<td>Mountlake Terrace Transit Center*</td>
<td>765</td>
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<td>35%</td>
</tr>
<tr>
<td>Mukilteo Station</td>
<td>60</td>
<td>49</td>
<td>82%</td>
</tr>
<tr>
<td>South Everett Freeway Station</td>
<td>397</td>
<td>402</td>
<td>101%</td>
</tr>
<tr>
<td>Stanwood I</td>
<td>74</td>
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</tr>
<tr>
<td>Stanwood II</td>
<td>147</td>
<td>135</td>
<td>92%</td>
</tr>
<tr>
<td>Swamp Creek</td>
<td>410</td>
<td>142</td>
<td>35%</td>
</tr>
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</table>

* Opened 2/09

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan four potential disruption scenarios have been identified in West Snohomish and two outside the region that include reroute through West Snohomish. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

**Snohomish County Closure of I-5 at the SR 529 Interchange**
All traffic would be rerouted from I-5 at the Stevens Pass Hwy to SR 204, SR 9, SR 528 and returning to I-5 at the next available on ramp.

**Snohomish County Closure of US 2 from I-5 to SR 204**
The detour for traffic traveling south will entail diverting at Exit 206 from I-5 onto SR 531 to SR 9 to get back to US 2. For traffic traveling north, the detour will start at Exit 186 to SR 96 Eastbound (128th St SW), SR 96 Eastbound to Cathcart Way, Cathcart Way Eastbound to SR 9 and back to US 2.

**Snohomish County Closure of I-5 at the I-405 Interchange**
There are several scenarios and alternate routes for this section of I-5. See the map for more detail.
- I-5 Through Traffic Routing
- I-5 (North) to/from I-405 Traffic Routing
- I-5 (South) to/from I-405 Traffic Routing
- I-5 to/from SR 525 Traffic Routing
See Route Maps and Alternate Route Plan for specific routing information. Although no routes in King County are involved, this disruption will have effects of traffic flow in King County so they are involved in the notification.

*Snohomish County Closure of I-405 at SR 527*
The reroute around this interchange entails diverting northbound traffic from I-405 onto I-5, SR 104, SR 522 and back to I-405 and southbound traffic will be diverted from I-405 onto SR 522, SR 104, I-5 and back to I-405.

*Snohomish County Closure of I-5 Bridge over Snohomish River*
For the closure of the I-5 Bridge over the Snohomish River, there are two alternate routes identified. The primary route entails rerouting traffic onto Broadway through the city of Everett from I-5 and return to I-5 at the next available on-ramp. The secondary route entails diverting traffic from I-5 at the Stevens Pass Hwy to SR 204, SR 9, SR 528 and returning to I-5 at the next available on-ramp.

*Island County Closure of SR 532 Bridge to Camano Island*
State Route 532 is the only road access to Camano Island. The bridge is the main freight and passenger route to and from the island. The island has an airfield and small docks located along the perimeter.
- East – west rerouting entails diverting traffic from SR 532 onto I-5 northbound to SR 534, SR 20, N Main St., and Front St. to Coupeville Dock where you will take a ferry onto Camano Island.
- West – east rerouting entails taking the ferry service from the Maple Grove Boat Launch on Camano Island to the Coupeville Dock. From here take Front St., to North Main St., SR 20, Best Rd, Fir Island Rd, SR 534 to I-5 Southbound and back onto SR 532 Eastbound.
- Ferries will go from Coupeville Dock on Camano Island to Langley and/ or Everett.

*Island County Closure of Deception Pass Bridge*
The Deception Pass Bridge is part of State Route 20 from Anacortes to Whidbey Island. Although the bridge is outside the region, the potential reroute may affect traffic within the region. The bridge is the main freight route to and from the island. The island is currently serviced by Washington State Ferry routes: Clinton to Mukilteo, and Port Townsend to Keystone. Reroutes include diverting traffic from SR 20 onto I-5 to SR 526, SR 525 back to SR 20 or diverting traffic from SR 20 onto SR 525 to SR 526, I-5 back to SR 20.
Regional Growth Centers:
- Downtown Everett
- Lynnwood
- Canyon Park

Manufacturing/Industrial Centers:
- Paine Field/Boeing

WSDOT "Commonly Congested" Commutes:
- Everett to Bellevue via I-5/I-405 (AM)
- Everett to Seattle via I-5 (AM)
- Lynnwood to Bellevue via I-405 (AM)
- Bellevue to Lynnwood via I-405 (PM)
West Snohomish SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
East Snohomish SMART Corridor

Corridor Description

The corridor includes rural suburban cities such as Lake Stevens, Monroe and Snohomish, as well as urban and rural portions of unincorporated Snohomish County. This corridor is primarily rural and residential.

Major employers in the corridor include:

- Public School Districts
- WA State Dept. of Corrections

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 531 near Arlington Municipal Airport
- SR 92 west of Granite Falls
- SR 528 between I-5 and SR 9
- Segments of SR 9 between SR 522 and SR 92
- SR 204 between US 2 and SR 9
- SR 522/US 2 interchange

Pavement Conditions: The following are the pavement condition index (PCI) scores for the East Snohomish SMART Corridor.

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>232,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Everett</td>
<td>26</td>
</tr>
<tr>
<td>Core Cities:</td>
<td>-</td>
</tr>
<tr>
<td>Larger Cities: Marysville, Arlington, Monroe</td>
<td>16,662</td>
</tr>
<tr>
<td>Smaller Cities: Gold Bar, Index, Sultan, Snohomish, Lake Stevens, Granite Falls, Darrington</td>
<td>10,694</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>7,248</td>
</tr>
<tr>
<td>Rural</td>
<td>8,469</td>
</tr>
<tr>
<td>Total</td>
<td>43,099</td>
</tr>
</tbody>
</table>

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16 Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: Community Transit provides local service within Snohomish County, with routes that travel on portions of US 2, SR 9, and Smokey Point Boulevard. Community Transit operates nine local routes, including four routes that serve Boeing and Paine Field Industrial/Manufacturing area. Sound Transit operates two regional commuter routes between Lake Stevens and Snohomish to Seattle. Large areas of the East Snohomish County corridor are not in the Snohomish County Public Transportation Benefit Area (PTBA). Sound Transit does not operate service in this corridor.

Existing Transit Congestion: From the transit agencies’ list of the Top Ten Congested corridors in Snohomish County, the east end of two transit routes were identified as congested: SR 524 as it meets up with SR 522 and SR 531/Smokey Point Boulevard as it meets SR 9. Roadway congestion on SR 9, US 2, and Smokey Point may affect the portions of transit routes that operate on those corridors, with general roadway congestion slowing transit vehicle travel times, along with congestion from bus stop pullouts.

Special Needs Transportation: Community Transit provides Dial-A-Ride Transportation (DART) for its required ADA Paratransit service within ¼-mile of the existing fixed-route bus service.
CT’s DART is increasing at twice the population growth rate at 2% annually, but paratransit ridership is only 2% of overall CT ridership in 2007, similar to the regional average.

In addition to the transit agency’s paratransit service, there is the Transportation Assistance Program (TAP), which brings rural special needs riders to urban areas to access the fixed-route service network. Due to the rural nature of East Snohomish County, numerous community organizations provide door-to-door volunteer services. The limited bicycle and sidewalk networks outside of the urban centers and state routes limit access for mobility-impaired individuals outside of their homes. VanGo, Volunteer Drivers through Catholic Community Services, and Job Access Training Program and Driver Training are other non-transit coordinated efforts to provide special needs transportation within East Snohomish County.

**TDM Programs:** Compared to other corridors identified through the Congestion Management Process, the East Snohomish County SMART Corridor has few Commute Trip Reduction-affected employers. Those that are impacted are located along SR 522 and in the city of Monroe. The corridor currently does not contain any Growth and Transportation Efficiency Centers (GTEC), but does produce a moderate number of vanpools. The “Curb the Congestion” program on 20th street in Lake Stevens is managed by Community Transit and funded by Snohomish County through TDM impact fees and grants. This program works with residents and employers in a corridor to remove peak-hour trips through individualized marketing, transportation incentives and subsidies, vanpool assistance, and other strategies.

**Transportation System Management and Operations:** Intelligent Transportation Systems are limited within in this corridor. Improved multi-agency coordination of communications, signal control would benefit corridor mobility. East Snohomish is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

**Bicycle and Pedestrian Facilities:** East Snohomish County has a major walking/biking trail, the Centennial Trail, that provides a commuter connection north-south. The 18-mile Centennial Trail provides a safe alternative transportation route and currently connects Snohomish, Lake Stevens, Arlington, and points between.

Working with Snohomish County, the local transit agency, Community Transit, hosts the website with the Snohomish County Area Bicycling and Trail Map, which also lists locations of bike lockers at park-and-rides, and has an extensive Bike to Work webpage with a listing of events. The 2010 Bike Commute Challenge for Snohomish County had over 750 participants with new commuters making up 36% of the teams.

**Bicycle and Pedestrian Safety:** In fall 2010, school districts in Everett, Monroe, Snohomish and Granite Falls all made significant reductions to bus service. In general, the changes mean fewer bus stops on existing routes, and no service for most students within a mile’s radius of school. With the resulting traffic congestion becoming a common complaint from families who lost their bus and are now driving their students to class, as well as the health benefits of having students walk to school, the Granite Falls School District has developed a handout on safety tips.
for families that walk or bike to school. In addition, both of the elementary schools in the
district have safety patrols.

**Freight:** All of the major facilities identified as a part of the CMP network within the East
Snohomish **SMART** Corridor are significant to freight and are classified as either T1 or T2 on the
State of Washington’s freight tonnage classification system, each moving more than 4-10
million tons per year.

**Park-and-Ride Lots:** The East Snohomish **SMART** Corridor contains six smaller park-and-ride lots
(fewer than 250 stalls) and no major lots (over 250 stalls). Collectively, the corridor contains
530 stalls with an average utilization rate of 52% (2009).

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington P&amp;R</td>
<td>25</td>
<td>20</td>
<td>80%</td>
</tr>
<tr>
<td>Goldbar</td>
<td>28</td>
<td>9</td>
<td>32%</td>
</tr>
<tr>
<td>Lake Stevens Transit Center</td>
<td>207</td>
<td>145</td>
<td>70%</td>
</tr>
<tr>
<td>Monroe P&amp;R</td>
<td>102</td>
<td>75</td>
<td>74%</td>
</tr>
<tr>
<td>Snohomish P&amp;R</td>
<td>104</td>
<td>43</td>
<td>41%</td>
</tr>
<tr>
<td>Sultan</td>
<td>64</td>
<td>8</td>
<td>13%</td>
</tr>
</tbody>
</table>

**Security and Emergency Management:** According to the Regional Transportation Recovery
Plan three potential disruption scenarios have been identified in East Snohomish. The following
describes the potential system disruption/closure and the most likely reroutes. See Maps and
Alternate Routing Plan for specific and additional information.

*Snohomish County Closure of SR 9 over Snohomish River*
For the closure of SR 9 over the Snohomish River, traffic would be diverted from SR 9 onto SR
96 to I-5 and from I-5 use US 2 at Everett to SR 204 back onto SR 9.

*Snohomish County Closure of SR 522 over the Snohomish River*
For the closure of SR 522 over the Snohomish River, there are two alternate routes identified.
The primary route entails rerouting traffic onto SR 9 to US 2 then back onto SR 522. If the
primary route is deemed impassable, the secondary route entails diverting traffic from I-405 to
I-5 to US 2 back onto SR 522.

*Snohomish County Closure of US 2 from SR 9 to King County Line*
For the closure of US 2 from SR 9 to the King County line east-west traffic will be diverted from
US 2 onto US 97 Southbound, SR 970, I-90, I-405, I-5 and back to US 2 Eastbound (Stevens Pass
Highway). West-east traffic will be diverted from US 2 onto I-5, I-405, I-90, SR 907, US 97 and
back to US 2 Westbound.
Critical Infrastructure: Bridge
Critical Infrastructure: Interchange
Critical Infrastructure: Highway
Bicycle Trails (2010)
Park & Rides (2009)
Chokepoints & Bottlenecks
ITS Key Arterial Corridors
Key Transit Corridor
Transportation Recovery Routes
Metropolitan Transportation System
East Snohomish SMART Corridor Boundary
Regional Growth Center
Manufacturing Industrial Center
Urban Growth Area
National Forests
Regionally Significant Airports
East Snohomish
SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
West Pierce County SMART Corridor

Corridor Description

The West Pierce County SMART Corridor includes urban, suburban, and rural areas. Tacoma is located on the eastern shore of Puget Sound and is the major urban center in Pierce County. Other communities on the east side of Puget Sound include large suburbs, such as Lakewood and Puyallup, as well as smaller suburban communities and rural areas. Pierce County on the Kitsap Peninsula is a combination of suburban and rural development, and includes the community of Gig Harbor.

This corridor includes major commercial/retail centers, industrial activity areas, and other major trip generators, which affect travel patterns. Major commercial/retail centers are located in downtown Tacoma north of I-5, in the Tacoma Mall area near the junction of I-5 and SR 16, and in the South Hill Mall area adjacent to SR 512 in south Puyallup and the Puyallup Fairgrounds. Major industrial activity areas are located in Tacoma at the Port of Tacoma facilities on Commencement Bay, in the Fredrickson Manufacturing and Industrial Center, and south of Lakewood at Joint Base Lewis McChord. Other major trip generators in the corridor include Pacific Lutheran University, Tacoma Community College, hospitals, University of Puget Sound, the University of Washington Tacoma Campus, and the Tacoma Dome.

Major employers in the corridor include:
- Multicare Health System
- U.S. Army
- U.S. Air Force
- Public School Districts
- State of Washington

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>695,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Tacoma</td>
<td>99,615</td>
</tr>
<tr>
<td>Core Cities: Lakewood, Puyallup</td>
<td>47,022</td>
</tr>
<tr>
<td>Larger Cities: Fife, University Place</td>
<td>17,728</td>
</tr>
<tr>
<td>Smaller Cities: Bonney Lake, Buckley, Gig Harbor, DuPont, Steilacoom, Roy, Fircrest, Edgewood, Milton, Ruston, South Prairie, Sumner</td>
<td>16,558</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>43,804</td>
</tr>
<tr>
<td>Rural</td>
<td>13,757</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>238,484</strong></td>
</tr>
</tbody>
</table>
Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- Segments of SR 16 between Tacoma Narrows Bridge and Tacoma
- I-5 from county line to county line
- SR 705 north of I-5 interchange
- SR 512 from I-5 to South Hill Mall Regional Growth Center
- SR 161 between 36th St SE vicinity and 8th St SE vicinity
- Segments of SR 7 through Spanaway and at SR 507 interchange
- SR 507 from SR 7 interchange to 8th Ave S vicinity
- SR 162 from SR 410 vicinity to Orting vicinity

Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate routes to the interstate include:

- 16th Ave S/SR 161/Enchanted Parkway South/Meridian Ave E (P1): between SR 99 and 224th Street E
- SR 99/E G Street/E 26th St/South Tacoma Way/Pacific Highway SW/Gravelly Lake Dr SW (P8): between King County line and Nyanza Road SW/Gravelly Lake Drive SW
- Pacific Avenue/SR 7 (P6): between Stadium Way and 224th Street East
Pavement Conditions\textsuperscript{17}: The following are the pavement condition index (PCI) scores for the West Pierce SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma</td>
<td>68.7</td>
</tr>
<tr>
<td>Lakewood</td>
<td>82.2</td>
</tr>
<tr>
<td>Puyallup</td>
<td>83.4</td>
</tr>
<tr>
<td>Fife</td>
<td>62.2</td>
</tr>
<tr>
<td>University Place</td>
<td>79.3</td>
</tr>
<tr>
<td>Gig Harbor</td>
<td>78.0</td>
</tr>
<tr>
<td>DuPont</td>
<td>84.5</td>
</tr>
<tr>
<td>Steilacoom</td>
<td>71.4</td>
</tr>
<tr>
<td>Fircrest</td>
<td>57.5</td>
</tr>
<tr>
<td>Edgewood</td>
<td>76.7</td>
</tr>
<tr>
<td>Milton</td>
<td>46.0</td>
</tr>
<tr>
<td>Ruston</td>
<td>75.3</td>
</tr>
<tr>
<td>Sumner</td>
<td>51.8</td>
</tr>
<tr>
<td>Bonney Lake</td>
<td>65.5</td>
</tr>
<tr>
<td>Buckley</td>
<td>56.5</td>
</tr>
<tr>
<td>Orting</td>
<td>9.6</td>
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<tr>
<td>Unincorporated Pierce County</td>
<td>81.03</td>
</tr>
<tr>
<td>Pierce County Weighted Average*</td>
<td>77.4</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: One Washington State Ferry route and one Pierce County Ferry route serve the West Pierce County SMART Corridor:

- Point Defiance (Tacoma)/Tahlequah (Vashon Island)
- Steilacoom/ Anderson Island/ Ketron Island (Pierce County Ferries)

Transit: Almost all of Pierce Transit’s Public Transportation service area and all of Sound Transit service area is within the West Pierce County SMART Corridor. Pierce Transit does extend

\textsuperscript{17} Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
outside of this SMART corridor to provide service to Buckley in the East Pierce County SMART corridor. Pierce Transit provides 42 fixed local routes in Pierce County along with commuter service to Seattle, Olympia, and Kitsap County. Pierce Transit operates seven transit centers: Tacoma Dome Station North, Commerce Street Transfer Area, Tacoma Community College, Lakewood, South Hill and Sumner and I-5/SR 512 Transit Center, along with 21 park-and-ride lots. Sound Transit provides Sounder Commuter Rail service between Tacoma and Seattle with stations in Puyallup and Sumner. Sound Transit also provides seven bus routes between downtown Tacoma and King County/Seattle; two bus routes east to serve Puyallup and Sumner stations and surrounding areas; one bus route northwest to Gig Harbor on the Kitsap Peninsula; and four bus routes continue south of downtown Tacoma to Lakewood and DuPont. Sound Transit operates the 1.5-mile Link LRT line in downtown Tacoma starting from the Tacoma Dome Station at Freighthouse Square to the Commerce St Transit Center in downtown Tacoma.

In addition, Sound Transit has two Sounder commuter rail bus feeder routes: one connecting South Hill with Puyallup and one connecting Bonney Lake with Sumner. Pierce Transit has multiple routes connecting the South Hill Transit Center and the Sounder Station in Puyallup, one local route in Sumner and another local route serving Bonney Lake. The Federal Way route along SR 161 through South Hill to Graham also connects over to SR 7 to the west and to Route 1, Pierce Transit’s most frequent and highest ridership route. Two of Pierce Transit’s routes also connect to the Fredrickson Industrial Growth Center from the South Hill Transit Center. In the Mid-County area around Fredrickson and between South Hill and Orting, Pierce Transit offers a dial-a-ride service called Bus Plus.

**Existing Transit Congestion:** Pierce Transit identified SR 512, SR 7/Pacific Avenue and 6th Avenue West as having the greatest roadway congestion in its service district. On Pierce Transit’s Route 1, the highest ridership route in the county along SR 7 and 6th Ave W, there is congestion from high passenger loading in downtown Tacoma and mobility device loading along the route. From WSDOT’s congestion records, I-5 from Joint Base Lewis-McChord to Fife also has significant roadway congestion, not only in the peak hour, but during off peak and weekends as well. There is also considerable congestion affecting the 590 series of Sound Transit buses that operate on the I-5 corridor between Tacoma and Seattle. With the increase in troops assigned to Joint Base Lewis-McChord and returning from overseas assignment, traffic congestion on I-5 has reached significant enough levels for WSDOT to issue a traffic alert in the summer of 2010 suggesting travelers take alternative routes on Sunday afternoons from 2 – 8 p.m. The weekday congestion on the southern portion of I-5 adversely affects the joint Pierce Transit-InterCity Transit sponsored bus service between Tacoma and Olympia/Lacey.

**Special Needs Transportation:** To provide the most options to people with special transportation needs, Pierce Transit has expanded and enhanced the fixed-route transit service in this corridor. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities. For those individuals who are unable to take the fixed-route transit service, Pierce Transit provides ADA-required paratransit service through their SHUTTLE program. SHUTTLE is a shared-ride service for people who, because of their disability, are unable to ride a regular Pierce Transit bus. SHUTTLE provides door-to-door
service, or, in some instances, transportation to transit centers to connect with regular bus service. SHUTTLE operates oversized vans, all of which are wheelchair accessible.

In addition, Pierce Transit offers dial-a-ride service between Orting and the South Hill Mall, as well as to the Mel Korum YMCA. The **Orting Loop** is open to all who want to ride. At the South Hill Mall, you can transfer to buses serving destinations all over Pierce County. As part of increasing access from the less developed areas to the fixed-route transit service, Pierce Transit operates the **Beyond the Borders** program: seniors, people with disabilities, or low-income residents of Pierce County who live outside of the Pierce Transit service area are eligible for free transportation services from their home to a Pierce Transit bus stop in Graham or on SR 7. From these stops, they can connect to the Pierce Transit Service Area.

On the west side of the sound from Gig Harbor, Sound Transit provides regional express bus connections to Seattle while Pierce Transit and Intercity Transit provide express bus connections to Tacoma Community College and south to the Olympia/Lacey area. Pierce Transit also provides regular bus service to Gig Harbor and **Bus Plus** scheduled and dial-a-ride service on the Key Peninsula to Key Center from Gig Harbor and SR 16.

**TDM Programs:** Approximately 75 Commute Trip Reduction sites are located along I-5 clustered around Tacoma, University Place, and Lakewood. Additionally, the city of Tacoma has implemented a GTEC program consisting of a variety of efforts designed to engage and incentivize the community to reduce commute trips. These include targeted efforts to reduce student commute trips to University of Washington, Tacoma, a residential walking and bicycling campaign, and the creation of the Transportation Partnership with the Chamber, Pierce Transit and downtown business partners. Jurisdictions and transit agencies operating in the corridor implement various incentive programs and other efforts that support rideshare and transit investment as well as discourage single-occupant vehicles.

**Transportation System Management and Operations:** The WSDOT Olympic region traffic management center is currently the only traffic management center serving the corridor. There are also roving incident management teams assisting with incident clearance to reduce related congestion and delay. Transit Signal Priority is in place on some major arterials within Tacoma, and the city of Tacoma and Pierce Transit have a good working relationship. Improved multi-agency coordination of communications, signal control would benefit corridor mobility. West Pierce is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. Portions of freeway through Tacoma are included in the WSDOT traveler information web and mobile applications displaying travel times.

**Bicycle and Pedestrian Facilities**¹⁸: There are significant gaps in the system, but the trails, bike lanes, wide shoulders, shared wide lanes and sidewalks allow one to get around by bicycle. Guides such as the Pierce County Bike Map and the Cascade Bicycle Club’s Regional-Class

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¹⁸ Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
Bicycle Network Map provide bicyclists with optional routes in the West Pierce County Corridor. The Pierce County Bike Map will be updated in 2011.

Joint Base Lewis McChord has an extensive system of bike lanes and encourages nonmotorized transportation. The Cushman Powerline Trail leads from the Scott Pierson Trail in Tacoma to Gig Harbor. University Place has one of the best bike lane systems in Washington State. In Tacoma, bicycles may be transported on the Link light rail streetcar and access downtown for free. Bikes are also welcome inside a Pierce Transit bus or on external bike racks if space is available.

Off-road facilities include the Scott Pierson, Riverwalk, and Foothills Trails. The trail network is more fully developed than the on-road bicycle network. On-road facilities include paved shoulders of state highways having high traffic volumes and speeds and/or heavily used county roads with varying shoulder widths and other conditions less suitable to safe and comfortable bicycling. There is very limited wayfinding signage.

While the more urbanized areas generally have more complete walkway systems and supporting facilities, some of the Pierce County’s regional growth centers have sparse sidewalk networks. Pedestrians are often confronted with unsafe and sometimes inaccessible walking routes and bus stops lacking covered waiting areas, route information, and benches. Pedestrian access to transit service varies in quantity and quality.

Pierce Transit and Sound Transit offer secure bicycle lockers at park-and-ride lots, transit centers, and Sounder commuter rail stations as well as bicycle racks on buses. Each Sounder car is equipped with tie-downs for two standard-size bicycles. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

The City of Tacoma recently adopted a Mobility Master Plan which identifies key network and route gaps in the bicycling and pedestrian systems. Tacoma also recently passed Complete Streets Guidelines for mixed use centers and residential areas.

The Pierce County Council recently passed the Pierce County Regional Trails Plan for a comprehensive system of trails throughout the county.

**Bicycle and Pedestrian Safety:** The City of Tacoma has posted Safe Walking Routes for all the elementary schools within the city on the Tacoma Public Schools website, with links to each individual school. Wildwood Elementary School in the Puyallup School District has identified safe walking routes to school, which are posted on their website underneath the bus schedules and routes.

**Freight:** All of the major facilities identified within the West Pierce County SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. This CMP corridor contains designated regional growth centers, which are likely to generate smaller specialized deliveries. The Port of Tacoma is a designated manufacturing industrial center which
serves as a major freight generator for heavy truck and freight rail movements. The Frederickson Manufacturing Industrial Center serves as a freight generator for a variety of commercial vehicle movements. In addition, the warehousing and distribution centers surrounding the Port of Tacoma and Frederickson Manufacturing Industrial Centers are significant freight generators.

Park-and-Ride Lots: The West Pierce County SMART Corridor contains six major (over 250 stalls) and 18 smaller (fewer than 250 stalls) park-and-ride lots. Collectively, the corridor contains 5,913 stalls with an average utilization rate of 88% (2009).

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>72nd St Transit Center</td>
<td>68</td>
<td>6</td>
<td>9%</td>
</tr>
<tr>
<td>Center Street</td>
<td>75</td>
<td>12</td>
<td>16%</td>
</tr>
<tr>
<td>Dupont Station</td>
<td>125</td>
<td>102</td>
<td>82%</td>
</tr>
<tr>
<td>Holy Disciples Catholic Church</td>
<td>56</td>
<td>7</td>
<td>12%</td>
</tr>
<tr>
<td>Key Center/Peninsula Market</td>
<td>12</td>
<td>3</td>
<td>25%</td>
</tr>
<tr>
<td>Kimball Dr P&amp;R</td>
<td>306</td>
<td>244</td>
<td>80%</td>
</tr>
<tr>
<td>Lakewood Station</td>
<td>615</td>
<td>259</td>
<td>42%</td>
</tr>
<tr>
<td>Narrows P&amp;R</td>
<td>196</td>
<td>130</td>
<td>67%</td>
</tr>
<tr>
<td>North Purdy/Purdy Crescent</td>
<td>200</td>
<td>169</td>
<td>84%</td>
</tr>
<tr>
<td>Parkland Transit Center</td>
<td>62</td>
<td>36</td>
<td>58%</td>
</tr>
<tr>
<td>Puyallup Train Station</td>
<td>364</td>
<td>363</td>
<td>100%</td>
</tr>
<tr>
<td>Roy &quot;Y&quot;</td>
<td>100</td>
<td>24</td>
<td>24%</td>
</tr>
<tr>
<td>South Hill (Elim Evangelical)</td>
<td>20</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>South Hill P&amp;R</td>
<td>350</td>
<td>226</td>
<td>65%</td>
</tr>
<tr>
<td>South Purdy P&amp;R</td>
<td>20</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>South Tacoma East 1 (North Side)</td>
<td>33</td>
<td>12</td>
<td>36%</td>
</tr>
<tr>
<td>South Tacoma East 2 (South Side)</td>
<td>44</td>
<td>26</td>
<td>59%</td>
</tr>
<tr>
<td>South Tacoma Station*</td>
<td>220</td>
<td>5</td>
<td>2%</td>
</tr>
<tr>
<td>South Tacoma West</td>
<td>78</td>
<td>11</td>
<td>14%</td>
</tr>
<tr>
<td>Spare Lot at 6th and 3rd</td>
<td>57</td>
<td>54</td>
<td>95%</td>
</tr>
<tr>
<td>SR 512 (Lakewood)</td>
<td>493</td>
<td>423</td>
<td>86%</td>
</tr>
<tr>
<td>Sumner Gravel Lot</td>
<td>41</td>
<td>35</td>
<td>85%</td>
</tr>
<tr>
<td>Tacoma Dome Station</td>
<td>2,283</td>
<td>2,039</td>
<td>89%</td>
</tr>
<tr>
<td>TCC Transit Center</td>
<td>95</td>
<td>76</td>
<td>80%</td>
</tr>
</tbody>
</table>

* Opened 2/09

Security and Emergency Management: According to the Regional Transportation Recovery Plan, six potential disruption scenarios can affect the West Pierce transportation system. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.
**Pierce County Closure of Tacoma Narrows Bridge**
There is one route presented as an alternative for this scenario. Diverting traffic from SR 16 onto SR 3 in Gorst to US 101 to I-5. In addition, the Puget Sound (Tacoma Narrows) could be used as an additional transportation corridor for passenger-only ferries.

**Pierce County Closure of I-5 over Puyallup River**
The primary reroute entails diverting traffic from I-5 onto SR 512, SR 167, I-405 back onto I-5. There are also several local and port access alternatives that can accommodate this scenario.

**Pierce County Closure of I-5 from SR 16 to King County Line**
There are two routes presented as alternatives for this scenario. Northbound traffic can divert from I-5 onto I-405, SR 167, SR 512 and back on I-5. Southbound traffic can divert from I-5 onto SR 512, SR 167, I-405 back onto I-5.

**Pierce County Closure of I-5 SR 512 Interchange**
There are two routes presented as alternatives for this scenario. Northbound through traffic will be diverted from I-5 onto SR 7, SR 507, SR 510 and back to I-5 southbound. Southbound through traffic will be diverted from I-5 onto SR 510, SR 507, SR 7 and back to I-5 northbound. There are also several local directional access alternatives that can accommodate this scenario.

**Pierce County Closure I-5 from SR 512 to Thurston County Line**
For the closure of SR 512 to Thurston County Line, there are both local and regional trip reroutes presented as alternatives for this scenario. These alternatives are as follows:

Local trips
Northbound route entails diverting traffic from I-5 to SR 512, SR 7, SR 702, and SR 510 back onto I-5. Southbound route diverts traffic at I-5 onto SR 512 to SR 7, SR 507, and SR 510 back onto I-5. There is also a maritime solution alternative that can accommodate this scenario. Local passenger-only service could be set up depending on ridership from Steilacoom to Baird Cove. The Puget Sound could be used as an additional transportation corridor for freight, if needed.

Regional Trips
Northbound regional traffic will be diverted from I-5 to I-90 to I-82 onto I-84. Southbound regional traffic will be diverted from I-5 to I-84 to I-82 onto I-90.

**Pierce County Closure of I-5 from SR 512 to SR 16 Interchange**
There is one main alternative, with northbound through traffic diverted from I-5 onto SR 7, SR 702, SR 507, SR 510 and back onto I-5, and southbound through traffic diverted from I-5 onto SR 510, SR 507, SR 702, and SR 7 and back onto I-5.

**Thurston County Closure of All Crossings of Nisqually River**
The Nisqually River discharges to the Puget Sound between Tacoma and Olympia and extends into the highlands of Mount Rainier. I-5 is the major north-south corridor in western
Washington, which crosses the Nisqually River along with various local bridges. If the bridges are all closed, it will require routing traffic around the Puget Sound (through Olympia and Shelton) or routing traffic south and heading due east around Mount Rainier. These routes are as follows:

- East–west routing will entail diverting traffic from I-5 southbound onto SR 16, SR 3 to US 101 back on I-5 southbound.
- West–east routing will entail diverting traffic from I-5 northbound onto US 101, SR 3 to SR 16 back on I-5 northbound.
West Pierce SMART Corridor

Regional Growth Centers:
- Downtown Tacoma
- Tacoma Mall
- Downtown Puyallup
- South Hill
- Lakewood

Manufacturing/Industrial Centers:
- Port of Tacoma
- Frederickson

Critical Infrastructure:
- Bridge
- Interchange
- Highway
- Bicycle Trails (2010)
- Park & Rides (2009)
- Chokepoints & Bottlenecks
- ITS Key Arterial Corridors
- Key Transit Corridor
- Transportation Recovery Routes
- Metropolitan Transportation System
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area
West Pierce SMART Corridor

2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
East Pierce SMART Corridor

Corridor Description

The corridor includes rural suburban cities such as Bonney Lake and Sumner and urban and rural portions of unincorporated Pierce County. The corridor is primarily rural and residential.

Major employers in the corridor include:
- Precision Aerospace
- Golden State Foods
- The Truss Company
- Pacific Crest Industries
- REI Distribution Center

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:
- SR 162 from SR 410 vicinity to Orting vicinity
- Segments of SR 410 through Bonney Lake

Pavement Conditions\textsuperscript{19}:
The following are the pavement condition index (PCI) scores for the East Pierce SMART Corridor.

\begin{tabular}{|c|c|}
\hline
Condition & PCI Range \\
\hline
Excellent & 89-100 \\
Good & 67-88 \\
Fair & 49-66 \\
Poor & 21-48 \\
Fail & <20 \\
\hline
\end{tabular}

2009 Population Estimate & 118,000 \\
2009 Covered Employment Estimates \\
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Cities</td>
<td>-</td>
</tr>
<tr>
<td>Core Cities: Puyallup</td>
<td>587</td>
</tr>
<tr>
<td>Larger Cities</td>
<td>-</td>
</tr>
<tr>
<td>Smaller Cities: Buckley, South Prairie, Wilkeson, Carbonado, Eatonville</td>
<td>18,860</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>555</td>
</tr>
<tr>
<td>Rural</td>
<td>5,020</td>
</tr>
<tr>
<td>Total</td>
<td>25,022</td>
</tr>
</tbody>
</table>

\textsuperscript{19} Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: Much of this corridor is outside of the Pierce Transit and Sound Transit service areas. Pierce Transit has one local route serving Bonney Lake to Buckley, which is within the Pierce Transit district boundaries, but for purposes of this analysis, located in the East Pierce County SMART corridor.

Transit Congestion
In comparison to the Top Ten Transit Congested routes, East Pierce County was not identified to have any significantly congested routes used by transit.

Special Needs Transportation: Pierce Transit provides ADA-required Paratransit service through its SHUTTLE program. SHUTTLE is a shared-ride service for people who, because of their disability, are unable to ride a regular Pierce Transit bus. SHUTTLE provides door-to-door service, or, in some instances, transportation to transit centers to connect with regular bus service. SHUTTLE operates oversized vans, all of which are wheelchair accessible. In addition, Pierce Transit offers dial-a-ride service between Orting and the South Hill Mall, as well as to the Mel Korum YMCA. The Orting Loop is open to all who want to ride. At South Hill Mall, you can transfer to buses serving destinations all over Pierce County. As part of increasing access from the less developed areas to the fixed-route transit service, Pierce Transit operates the Beyond the Borders program: seniors, people with disabilities, or low income residents of Pierce County who live outside of the Pierce Transit service area are eligible for free transportation services from their home to a Pierce Transit bus stop in Graham or at the Wal-Mart on Highway 7. From these stops, they can connect to the Pierce Transit Service Area.

TDM Programs: As a rural area, the East Pierce County SMART Corridor has the smallest amount of transportation demand management currently being implemented. There are only two Commute Trip Reduction-impacted employers in the corridor near Buckley and a small number of vanpools originate in the area. The rural nature of eastern Pierce County makes transportation alternatives difficult and/or not cost-effective to provide.
**Transportation System Management and Operations:** Intelligent Transportation Systems is limited within in this corridor. Improved multi-agency coordination of communications and signal control would benefit corridor mobility. East Pierce is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

**Bicycle and Pedestrian Facilities:** There are significant gaps in the system, but the trails, bike lanes, wide shoulders, shared wide lanes and sidewalks allow one to get around by bicycle. Guides such as the Pierce County Bike Map and the Cascade Bicycle Club’s Regional-Class Bicycle Network Map provide bicyclists with optional routes in the East Pierce County Corridor. The Pierce County Bike Map will be updated in 2011.

The Foothills Trail provides a continuous shared-use route from South Prairie to Puyallup via Orting. Another section of the trail serves Buckley and points south. Sumner has recently constructed a significant number of trails and bike lanes. Bicycles may board the Sounder train at the Sumner station. Bikes are also welcome inside a Pierce Transit bus or on external bike racks if space is available.

**Bicycle and Pedestrian Safety:** On-road facilities include shoulders of state highways having high traffic volumes and speeds and/or heavily used county roads with varying shoulder widths and other conditions less suitable to safe and comfortable bicycling. There is very limited wayfinding signage.

The more urbanized areas generally have more complete walkway systems and supporting facilities. Pedestrians are often confronted with unsafe and sometimes inaccessible walking routes and bus stops lacking covered waiting areas, route information, and benches.

The Pierce County Council recently passed the Pierce County Regional Trails Plan for a comprehensive system of trails throughout the county. As part of Target Zero, schools in the East Pierce County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Mountain Meadow Elementary School in Buckley developed a Safe Routes to School program including traffic calming on 120th Street E, along with an educational and media campaign about safe routes and sharing the road for the combined elementary, middle and high school complex.

**Bicycle Parking:** Pierce Transit and Sound Transit offer secure bicycle lockers at park-and-ride lots, transit centers, and Sounder commuter rail stations as well as bicycle racks on buses. Each Sounder car is equipped with tie-downs for two standard-size bicycles. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

**Freight:** All of the major facilities identified within the East Pierce SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year.
**Park-and-Ride Lots:** The East Pierce SMART Corridor contains four park-and-ride lots, two major (over 250 stalls) and two smaller (under 250 stalls). Collectively, the corridor contains 682 stalls, with an average utilization rate of 44% (2009).

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bonney Lake North</td>
<td>30</td>
<td>2</td>
<td>7%</td>
</tr>
<tr>
<td>Bonney Lake South (SR 410)</td>
<td>356</td>
<td>175</td>
<td>49%</td>
</tr>
<tr>
<td>Sumner Train Station</td>
<td>286</td>
<td>289</td>
<td>101%</td>
</tr>
<tr>
<td>Sunset Park</td>
<td>10</td>
<td>2</td>
<td>20%</td>
</tr>
</tbody>
</table>

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan one potential disruption scenarios has been identified in East Pierce. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

**Pierce County Closure of SR 410, SR 167, and SR 512 Interchanges**
There are several local directional access alternatives that can accommodate this scenario. The SR 167 to/from SR 512 routing will entail diverting traffic from SR 167 onto W Valley Hwy, Valley Hwy E, N Meridian Ave, SR 167, E Pioneer Ave to SR 512. The SR 512 to/from SR 410 routing will entail diverting traffic from SR 410 onto SR 162, Pioneer Way E westbound, and E Pioneer Ave to SR 512.
Northwest King SMART Corridor

Corridor Description

The cities of Seattle (north of downtown), Shoreline, and Lake Forest Park make up this corridor. Most of the land use is urban or suburban in nature. Major commercial and retail centers exist in downtown Seattle and many of its neighborhood community centers, such as Northgate, the University District, Queen Anne, and Seattle Center. Other major trip generators in the corridor include the University of Washington, Seattle University, Seattle Pacific University, North Seattle Community College, Central Seattle Community College, and many hospitals and special events that occur at the Seattle Center.

Major employers in the corridor include:
- Children's Hospital
- University of Washington
- Swedish Medical Center
- City of Seattle
- King County
- Port of Seattle
- Group Health
- Providence Health
- Harborview Hospital

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>479,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Seattle</td>
<td>332,434</td>
</tr>
<tr>
<td>Core Cities</td>
<td>-</td>
</tr>
<tr>
<td>Larger Cities: Shoreline</td>
<td>15,702</td>
</tr>
<tr>
<td>Smaller Cities: Lake Forest Park</td>
<td>1,510</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>-</td>
</tr>
<tr>
<td>Rural</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>349,646</td>
</tr>
</tbody>
</table>

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- Segments of I-5 in Downtown Seattle, North Seattle and Shoreline
- SR 99 north of Aurora Bridge.
- SR 522 at I-5 interchange and from Shoreline city limits (NE 145th St) to Bothell.
- Montlake Blvd between Montlake Cut and N 45th St.
- SR 520 from I-5 to Bellevue
Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate routes to the interstate include:

- SR 99 (K17): between the Snohomish/King County line and the Pierce/King County line
- 1st Ave N/1st Ave/S/Myers Way S/1st Ave S/SR 509/S 216th/SR 516/South Kent Des Moines Road/West Willis Street (K22): between Mercer Street (in Seattle) and Central Ave S (in Kent). This corridor is primarily in the Southwest King Corridor but a portion is in the Northwest King Corridor
- SR 522 (K27): between I-405 and I-5
- Greenwood Ave N/Holman Road NW/15th Ave W/Elliot Ave W (K29): between NE 145th Street/SR 523 and SR 99

**Pavement Conditions**: The following are the pavement condition index (PCI) scores for the Northwest King County SMART Corridor

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
<td>Seattle</td>
<td>68.2</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
<td>Shoreline</td>
<td>73.9</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
<td>Lake Forest Park</td>
<td>64.0</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
<td>King County Weighted Average*</td>
<td>70.6</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

**Roadway Safety**: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

**Ferries**: There are two ferry routes serving the Seattle waterfront:

- Seattle/Bainbridge Island auto & passenger service
- Seattle/Bremerton auto & passenger service

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20 Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distress on pavement and measured on a 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Transit: All of King County is in King County Metro’s service area and the western portion is within Sound Transit’s service area. The Northwest King County Corridor is served by King County Metro (Metro) locally and regionally, and Sound Transit regionally from Seattle to the county border in Shoreline. Community Transit operates 10 commuter routes with service from Everett and Snohomish County to the University of Washington in the University District and 19 express bus routes between Snohomish County neighborhoods and downtown Seattle. Sound Transit contracts with Metro to provide two regional commuter service routes from East King County, and with Pierce Transit to provide one regional commuter service route from Tacoma to the University District. King County Metro provides 62 core city local routes and 31 commuter routes within Seattle, many of which serve the North Seattle Corridor. King County Metro also provides service to the Colman Dock in downtown Seattle.

Existing Transit Congestion: Existing transit congestion in this corridor is a combination of all five types of transit congestion, including pedestrian loading issues and high volume over capacity (V/C) ratios for seat availability. Several of the top 5% ridership routes in the PSRC region operate in this corridor, serving downtown Seattle with peak hour buses. Several types of congestion affect the transit service travel time: arterial congestion associated with high pedestrian volumes in downtown Seattle; high pedestrian loadings at stops; problems with bus re-entry from pullouts on arterials; problems with multiple buses in queues for bus stop; and general roadway congestion. North of downtown, the routes experiencing the greatest arterial congestion are along SR 99 N/Aurora Blvd, I-5, Lake City Way, and NW 15th Ave. New Business Access Transit (BAT) lanes on the southern end of NW 15th Ave are reducing the pullout congestion through the Interbay neighborhood.

Special Needs Transportation: To provide the most options to people with special transportation needs, King County Metro Transit provides all of their fixed-route transit with full ADA accessible vehicles. King County Metro’s ADA Paratransit Program provides next-day, shared rides on Access Transportation within 3/4 of a mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Access is a shared-ride shuttle service for people who, because of their disability, are unable to ride the regular fixed-route bus service within King County. Eligibility is based on whether the disability prevents the rider from performing the tasks needed to ride regular bus service some or all of the time. Metro Transit, Pierce Transit, Community Transit, Everett Transit, Kitsap Transit, Intercity Transit, and Jefferson Transit have a joint paratransit eligibility agreement. Persons found eligible by any of those agencies can use paratransit service offered by the other agencies. Applications for eligibility are processed by the transit agency that serves the area where the rider lives.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
• Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
• Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:
• Job Access Transportation Program or JARC (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
• Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
• Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker, or an Access Pass is valid for the fare.)
• Car sharing (King County Metro and the City of Seattle have joined with Mobility, Inc. to introduce the car sharing program, Zipcar, to the Seattle region. Local programs using Zipcar include use of Zipcar rental for traveling to job interviews, including a drop-off and pickup at daycare.)
• Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)

Community Resources:
  - Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage.
  - Crisis Clinic operates the Community Information Line providing information and referral assistance.
  - Senior Services has two programs to assist seniors:
    • Senior Shuttles, using both paid and volunteer drivers, transport seniors to hot meal programs, medical appointments, senior centers, grocery stores, and other local destinations. Service area and type of service is specific to each van. Senior Shuttles include the Mt Si Senior Center Shuttle in North Bend.
    • Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.
- Findaride.org provides information and referral assistance by geographic area in King County.
- Seattle Indian Health Board provides transportation and referral services to low-income native, Alaska natives and other populations.
- Northshore Senior Center Transportation Program provides door-to-door service to Northshore & Kenmore Senior Centers and local medical appointments in the Bothell/Lake Forest Park area.

Beyond the transit agency-provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the PSRC 2011-2014 Coordinated Transit-Human Services Transportation Plan.

**TDM Programs:** Agencies and local businesses in the Northwest King SMART Corridor offer a range of demand management programs. There are a significant number of Commute Trip Reduction-affected employers, notably Seattle’s Children’s Hospital, implementing customized programs designed to encourage employees to commute via non-SOV modes. The southern portion of the corridor contains the highest density of these employers as well as the Downtown Seattle Growth and Transportation Efficiency Center (GTEC). Jurisdictions and transit agencies operating in the corridor implement various programs and services that support healthy communities and investments in alternative mode infrastructure such as vanpools and transit service as well as programs designed to discourage single-occupant vehicles.

**Transportation System Management and Operations:** Most of the core freeway system in the corridor is instrumented with cameras and detection equipment to provide data back to traveler information portals such as the WSDOT Flow map. Cameras and detection also assist with quickly identifying incidents from the traffic management centers. There are currently three traffic management centers in the corridor: WSDOT NW Region, Seattle, and King County. There are also roving incident management teams to assist with incident clearance and reduce related congestion and delay. Transit Signal Priority is in place on some major arterial routes as well as Metro’s Rapid Ride routes. Traffic signal coordination exists on some major arterials, but there is still a need for improved multi-agency coordination. Northwest King is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. All major freeways are included in the WSDOT traveler information web and mobile applications displaying travel times.

**Bicycle and Pedestrian Facilities**\(^{21}\): There are several bicycle travel options in this corridor, including off-road facilities such as the Burke Gilman and Interurban trails, but critical gaps exist in the bikeway network. The trail system is more fully developed than the on-road bicycle network, which needs significant improvements to ensure it adequately accommodates bicycle travel. There are also some difficult roadway and bridge crossings and a need to improve

\(^{21}\) Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
east/west connections throughout the corridor, such as a connection between the Burke Gilman and Interurban trails through Shoreline and Lake Forest Park. There is some wayfinding signage.

Many arterials north of 85th Street have no sidewalks. Nonetheless, the street network in much of this area (particularly Shoreline and North Seattle proper) is laid out in some form of a grid pattern highly conducive to walking. So, despite the scarcity of sidewalks in much of this area, there is great potential to improve walkability if safe facilities are provided. The sidewalk system south of North 85th Street is nearly complete, with a relatively small number of gaps in the network. In contrast, the street network in Lake Forest Park does not follow a grid and has limited sidewalks.

Street crossing improvements throughout the corridor are needed, particularly across a number of major arterials such as Aurora Avenue/Pacific Highway, and Lake City/Bothell Way. The poor quality of crossing facilities, as well as the long distance between crossing points, makes long sections of many of these busy arterials into major pedestrian barriers dividing neighborhoods. Areas that are perceived to be unsafe discourage walking.

Pedestrian access to transit service varies in quantity and quality, with some routes lacking covered waiting areas, route information, and benches. Pedestrian access improvements are needed to access the bus rapid transit service currently programmed for Aurora Avenue N and 15th Avenue NE in King County.

**Bicycle and Pedestrian Safety:** As part of the Target Zero safety efforts, schools in the Northwest King County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Supporting safe and healthy students, the Seattle Public School District offers:

- Safe Routes Maps for all Schools serving K-5 students
- A District-wide School Traffic & Safety Committee
- Assistance to School Safety Patrols

Multiple schools in the Seattle School District, including Lawton Elementary in Interbay, have implemented Walking School Bus programs, where parents escort a group of walking students to school and back home each day.

**Bicycle Parking:** King County Metro and Sound Transit offer secure bicycle lockers at park-and-ride lots and transit centers as well as bicycle racks on buses. As of February 2009, there is a waitlist for lockers at the Green Lake and Montlake park-and-ride lots. In 2008 King County Metro began a demonstration/pilot project on the SR 520 Bridge allowing deadheading coaches to provide free bike service in either direction between Montlake and Evergreen Point. This frees up capacity for cyclists making longer trips using regular in-service coaches across the lake. It also supports the increase in cyclists traveling across the SR 520 Bridge, which has no
pedestrian or bicycle access. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

**Freight:** All of the major facilities identified within the Northwest King SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. This corridor contains designated regional growth centers which are likely to generate smaller specialized deliveries. This Northwest King SMART Corridor also includes the Ballard-Interbay designated manufacturing industrial center (BINMIC) which serves as a freight generator for a variety of commercial vehicle movements. It is important to note that 15th Avenue NW is a T1/T2 freight route only through the BINMIC, not north of it. Likewise, SR 99 is a T1/T2 freight route south of 65th Street and north of 145th Street. This is important because it means SR 99 is being used for local deliveries rather than longer distance freight travel.

**Park-and-Ride Lots:** The Northwest King SMART Corridor contains eight major (over 250 stalls) and 22 smaller (fewer than 250 stalls) park-and-ride lots in the corridor, totaling 3,009 stalls with an average utilization of 77% (2009). In April 2009 the Thornton Place Lot opened and in May 2009 the Northgate North and Northgate park-and-ride lots closed.

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>5th Ave NE/NE 133rd St</td>
<td>46</td>
<td>13</td>
<td>28%</td>
</tr>
<tr>
<td>Aurora Church of Nazarene</td>
<td>116</td>
<td>138</td>
<td>119%</td>
</tr>
<tr>
<td>Aurora Village Transit Center</td>
<td>202</td>
<td>198</td>
<td>98%</td>
</tr>
<tr>
<td>Bethel Lutheran Church</td>
<td>40</td>
<td>25</td>
<td>62%</td>
</tr>
<tr>
<td>Calvary Christian Assembly Church</td>
<td>125</td>
<td>101</td>
<td>81%</td>
</tr>
<tr>
<td>Greenlake (I-5/NE 65th St) #1</td>
<td>411</td>
<td>385</td>
<td>94%</td>
</tr>
<tr>
<td>Korean Zion Presbyterian Church</td>
<td>25</td>
<td>21</td>
<td>84%</td>
</tr>
<tr>
<td>Lamb of God Lutheran</td>
<td>21</td>
<td>19</td>
<td>90%</td>
</tr>
<tr>
<td>North Jackson Park</td>
<td>68</td>
<td>56</td>
<td>82%</td>
</tr>
<tr>
<td>North Seattle P&amp;R</td>
<td>143</td>
<td>124</td>
<td>87%</td>
</tr>
<tr>
<td>Northgate Mall Garage</td>
<td>280</td>
<td>276</td>
<td>99%</td>
</tr>
<tr>
<td>Northgate North Garage*</td>
<td>63</td>
<td>29</td>
<td>46%</td>
</tr>
<tr>
<td>Northgate P&amp;R*</td>
<td>418</td>
<td>392</td>
<td>94%</td>
</tr>
<tr>
<td>Northgate TC Extension 1</td>
<td>397</td>
<td>372</td>
<td>94%</td>
</tr>
<tr>
<td>Northgate TC Extension 2 (Carpool)</td>
<td>45</td>
<td>29</td>
<td>64%</td>
</tr>
<tr>
<td>Northgate Transit Center</td>
<td>296</td>
<td>295</td>
<td>100%</td>
</tr>
<tr>
<td>Prince of Peace Lutheran Church</td>
<td>40</td>
<td>10</td>
<td>25%</td>
</tr>
<tr>
<td>Shoreline P&amp;R</td>
<td>384</td>
<td>288</td>
<td>75%</td>
</tr>
<tr>
<td>Shoreline United Methodist Church</td>
<td>20</td>
<td>10</td>
<td>50%</td>
</tr>
<tr>
<td>Thornton Place Garage**</td>
<td>350</td>
<td>176</td>
<td>50%</td>
</tr>
</tbody>
</table>

* Closed 5/09
** Opened 4/09
**Security and Emergency Management:** According to the Regional Transportation Recovery Plan there are six potential disruption scenarios have been identified in Northwest King County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

*King County Closure of I-5 Ship Canal Bridge*
There are several alternative routes for this scenario.

**Regional Trips:**
- Northbound traffic from I-5 will be diverted onto SR 520 to I-405 and back onto I-5.
- Southbound traffic from I-5 will be diverted onto I-405 to SR 520 and back onto I-5.
- I-90 can also be used as an alternate lake crossing for both north and southbound traffic. SR 520 and I-90 are interchangeable as needed.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
- Local traffic around the I-5 Ship Canal Bridge will use SR 99.

*King County Closure of SR 522 from I-5 to I-405*
There are two routes identified as alternatives for this scenario: one through Downtown Seattle/Kirkland Route via SR 520 to I-405, and second through North Seattle/Bothell Route via I-5 to I-405.

*King County Closure of SR 99 to I-90 to the Snohomish County Line*
This alternative route is to divert traffic from SR 99 to SR 104 to Interstate 5.

*King County Closure of SR 99 - Aurora Bridge*
For the closure of Closure of SR 99 - Aurora Bridge, there are two routes presented as alternative routes. The primary route entails diverting traffic from SR 99 to I-5 through local streets back to SR 99 via N 85th St to Aurora Ave. The secondary route entails diverting traffic from SR 99 at Elliott Ave W to 15th Ave W/NW back to SR 99 (Aurora Ave).

*Closure of SR 99 Alaskan Way Viaduct to Battery St Tunnel*
The Seattle Department of Transportation (SDOT) is responsible for closing and inspecting the Alaska Way Viaduct. The closure of SR 99 Alaskan Way Viaduct may also restrict access to piers and terminals along the waterfront in downtown Seattle. Washington State Ferries (WSF) routes from downtown Seattle to Bainbridge Island and Bremerton may need to be rerouted out of Fauntleroy or Edmonds. The Alaskan Way Viaduct Emergency Traffic Management and Closure Plan outline WSF alternative routes and pre-negotiated agreements with transit authorities.
- North-south routing consists of diverting traffic from SR 99 onto Denny Way, Yale Ave, I-5, Corson Ave to Michigan Street back to SR 99 southbound.
- South-north routing consists of diverting traffic from SR 99 to Michigan Street, I-5, ramp to Mercer Street, Fairview Avenue, Valley Street, Broad Street to Roy Street back to SR 99 northbound.
King County Closure of I-5 SR 520 Interchange

For the closure of the I-5, SR 520 Interchange, there are a number of routes presented as alternatives for this scenario. These alternatives are as follows:

- For north-south through traffic, divert from I-5 to I-405.
- For downtown Seattle access, traffic will be diverted from I-405 to I-90 to I-5.
- For north Seattle local access, traffic will be diverted from SR 520 to SR 513 to local streets.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
Regional Growth Centers:
- Downtown Seattle
- First Hill
- Capitol Hill
- University District
- Uptown/Queen Anne
- South Lake Union
- Northgate

Manufacturing/Industrial Centers:
- Ballard/Interbay

WSDOT "Commonly Congested" Commutes:
- Seattle to Bellevue via SR 520 (AM)
- Bellevue to Seattle via SR 520 (PM)
- Seattle to Redmond via SR 520 (AM)
- Redmond to Seattle via SR 520 (PM)
- Bellevue to Seattle via I-90 (PM)
- Seattle to Bellevue via SR 520 (PM)
- Seattle to Redmond via SR 520 (PM)
Note: Collision data provided to PSRC by WSDOT Transportation Data Office
Northwest Seattle SMART Corridor
Freight & Goods Transportation System

- Intermodal Connectors
- At Grade Railroad Crossing
- Ferry Terminals
- Truck Count Locations
- Marine Deepwater Ports
- Major Airports
- Mainline/Branch Railroads
- FHWA Intermodal Connectors
- State Heavy Tonnage Routes (2009)

Tonnage Class:
- T-1 (> 10 million tons/year)
- T-2 (4-10 million tons/year)

Current MTS Roadway
Manufacturing Industrial Center
Incorporated Urban Areas
Unincorporated Urban Areas
Goods Dependent Employment

North Seattle
- Manufacturing Industrial Center
- Incorporated Urban Areas
- Unincorporated Urban Areas
- Goods Dependent Employment

Northwest King SMART Corridor
Freight & Goods Transportation System
Southwest King SMART Corridor

Corridor Description

The cities of Seattle (south of downtown), Federal Way, Auburn, Kent, Tukwila, Renton, Burien, and SeaTac make up most of the Southwest King SMART corridor. The corridor also includes other suburban communities, rural communities, and urban and rural portions of unincorporated King County.

The Southwest King SMART corridor includes major commercial/retail centers, industrial activity areas, and other trip generators that have an effect on travel within the corridor and the whole region. Most of the corridor land use is urban or suburban in nature. Major commercial/retail centers exist in downtown Seattle and many of its neighborhood community centers, including West Seattle and Beacon Hill. Large suburban commercial/retail centers exist in the Southcenter Mall area that is located at the intersection of I-405 and I-5, and at the Super Mall of the Great Northwest that is located in Auburn at the intersection of SR 167 and SR 18.

A major industrial activity area is located along the Duwamish Waterway south of downtown Seattle, and includes Boeing Field and Port of Seattle facilities. Suburban major industrial activity centers are located north of downtown Renton next to I-405 where Boeing and Paccar are located, and in Kent along SR 181 where another Boeing plant and other industries are located. Significant freight traffic originates from the warehouses in the Green River Valley.

Other major trip generators in the corridor include the many hospitals, and special events that occur at Safeco Field, and Qwest Field and Exhibition Center. Another major trip generator in the corridor is the Seattle-Tacoma (Sea-Tac) International Airport, which is located west of I-5 in the city of SeaTac. Sea-Tac International Airport is the only major commercial airport in the Puget Sound region. The corridor also serves major north-south and east-west freight and passenger rail corridors.

Major employers in the corridor include:
- Weyerhauser
- Starbucks
- REI
- Port of Seattle

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>559,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Seattle</td>
<td>115,817</td>
</tr>
<tr>
<td>Core Cities: Renton, Burien, SeaTac, Kent</td>
<td></td>
</tr>
<tr>
<td>Federal Way, Auburn, Tukwila</td>
<td>217,907</td>
</tr>
<tr>
<td>Larger Cities: Des Moines</td>
<td>5,287</td>
</tr>
<tr>
<td>Smaller Cities: Milton, Pacific, Normandy Park, Algona</td>
<td>3,395</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>9,540</td>
</tr>
<tr>
<td>Rural</td>
<td>135</td>
</tr>
<tr>
<td>Total</td>
<td><strong>352,081</strong></td>
</tr>
</tbody>
</table>
Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- I-90 from Downtown Seattle to Bellevue
- Segments of I-5 through Seattle and Tukwila
- I-405/I-5 interchange and I-405 from Tukwila to Renton
- SR 99 through Duwamish Manufacturing/Industrial Center
- SR 900 from I-5 to 64th Ave S vicinity
- SR 167 from county line north through Kent and SW 34th St vicinity to I-405 interchange
- Segments of W. Valley Highway north of SR 516
- SR 516 at S 216th St and between SR 167 and East Valley Highway
- SR 509 at 21st Ave SW and SR 99
- SR 18 east of I-5 to Weyerhaeuser Way S
- Segments of SR 164 south of SR 18

Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate routes to the interstate include:

- S. 2nd, S 3rd St/ Houser Way, Bronson Way/Sunset Blvd NE/Rainer Ace S/ Airport Way S/Logan Ace S/SR 900/ 17th Ave NW/NW Sammamish Rd/SE 56th St (K16): Between SR 167 and East Lake Sammamish Parkway
- S Jackson St/ Rainier Ave S (K25): Between 4th Ave S and Grady Way
- SR 99 (K17): between the Snohomish/King County line and the Pierce/King County line.
- 1st Ave N/1st Ave/1st Ave S/Myers Way S/1st Ave S/SR 509/S 216th/SR 516/South Kent Des Moines Road/West Willis Street (K22): between Mercer Street (in Seattle) and Central Ave S (in Kent)
- S 154th/Southcenter Blvd/ Grady Way/ I-405/Main Ave S (K23): Between SR 99 and SR 900
- Airport Way S (K70): Between 4th Ave South and Boeing Access Road
- 4th Ave/ 4th Ave S/East Marginal Way South/Interurban Ave South/West Valley Highway/SR181/68th Ave S/West Valley Highway (K20): Between Denny Way and Jovita Road
- Lind/SW 16th/E Valley Hwy/E Valley Road/84th Ave S/Central Ave/Central Ave/Auburn Way (K58): Between Grady Way and SR 164
- 16th Ave S/SR 161/Enchanted Parkway South/Meridian Ave E (P1): Between SR 99 and 224th Street E
Pavement Conditions\textsuperscript{22}: The following are the pavement condition index (PCI) scores for the Southwest King County SMART Corridor

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
<td>Seattle</td>
<td>68.2</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
<td>Renton</td>
<td>56.4</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
<td>Burien</td>
<td>76.0</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
<td>Seatac</td>
<td>68.4</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
<td>Kent</td>
<td>81.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Federal Way</td>
<td>77.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Auburn</td>
<td>67.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tukwila</td>
<td>63.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Des Moines</td>
<td>69.4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pacific</td>
<td>53.1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Normandy Park</td>
<td>64.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Algonia</td>
<td>62.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
<tr>
<td></td>
<td></td>
<td>King County Weighted Average*</td>
<td>70.6</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries:
There are nine primary ferry routes that serve cross-Sound routes, of which three operate from the Fauntleroy ferry terminal located in West Seattle:

- Seattle/Vashon Island Passenger Only
- Fauntleroy (West Seattle)/Vashon Island
- Fauntleroy (West Seattle)/Southworth

\textsuperscript{22} Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
In addition, the King County Ferry District operates two passenger-only ferry routes from Colman Dock in downtown Seattle:

- Seattle/West Seattle
- Seattle/Vashon Island

**Transit:** King County Metro, Sound Transit, and Pierce Transit all provide service in this corridor, particularly from downtown Seattle. In 2006, I-5 had seven Sound Transit routes operating on it, most to downtown Tacoma and Pierce County, but one also to Sea-Tac International Airport. Sound Transit operates two bus routes on SR 167 and one route on I-405 from Bellevue to Burien to Fauntleroy Ferry Terminal in West Seattle. In addition, Sound Transit operates the Sounder Commuter Rail line south from Seattle to Tukwila, Kent, Auburn and into Pierce County. Pierce Transit has three bus routes that operate into South King County to the Transit Center in Federal Way. King County Metro operates transit centers jointly with Sound Transit at Federal Way, Auburn, Kent, Burien, and Renton. The King County Metro Joint Bus and Light Rail transit tunnel operates through downtown Seattle with underground stations at International District, Pioneer Square, University Street, Westlake, and Convention Place. The E3 Busway south of downtown provides a transit-only route for buses and Central Link LRT to avoid I-5 and downtown Seattle congestion, and queue up for the joint Bus/LRT Tunnel.

**Existing Transit Congestion:** Existing transit congestion in this corridor matches the WSDOT “Famous Commutes” of I-5 and I-405. Transit routes from downtown Seattle to West Seattle were identified as operating on heavily congested arterials with all five types of transit congestion. The Rainier Valley bus routes, as the top ridership routes in the region, experience arterial congestion affecting transit reliability, which was improved by the opening of Central Link LRT in a dedicated right-of-way in 2009. From the Transit Competitiveness Index analysis, there is a need for new service directly connecting West Seattle to Bellevue and Redmond along I-90, rather than the long commute along I-405. From the volume vs. capacity ratio (V/C) analysis, the transit service on SR 509 showed a need for additional transit capacity from Seattle to Burien.

**Special Needs Transportation:** King County Metro’s ADA Paratransit Program provides next-day, shared rides on Access Transportation within 3/4 of a mile on either side of non-commuter, fixed-route bus service during the times and on the days those routes are operating. Access is a shared-ride shuttle service for people who, because of their disability, are unable to ride the regular fixed-route bus service within King County. Eligibility is based on whether the disability prevents the rider from performing the tasks needed to ride regular bus service some or all of the time. Metro Transit, Pierce Transit, Community Transit, Everett Transit, Kitsap Transit, Intercity Transit, and Jefferson Transit have a joint paratransit eligibility agreement. Persons found eligible by any of those agencies can use paratransit service offered by the other agencies. Applications for eligibility are processed by the transit agency that serves the area where the rider lives.
Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- The Hyde Shuttle (free van service for seniors 55 or older and people with disabilities living in Central or SE Seattle during weekdays)
- Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:

- **Dial-a-ride Transit or DART** (Using vans that can go off regular routes to pick up and drop off passengers within a defined service area, DART service may allow you to arrange for transit service closer to a location.) DART service in South King County includes community connector service in Federal Way, Kent and Kent East Hills, Algona/Pacific and Auburn.
- Job Access Transportation Program or JARC (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
- Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
- Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker, or an Access Pass is valid for the fare.)
- Car sharing (King County Metro and the City of Seattle have joined with Mobility, Inc. to introduce the car sharing program, Zipcar, to the Seattle region.)
- Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)
Community Resources:
- Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage.
- Crisis Clinic operates the Community Information Line providing information and referral assistance.
- Senior Services has two programs to assist seniors:
  - Senior Shuttles, using both paid and volunteer drivers, transport seniors to hot meal programs, medical appointments, senior centers, grocery stores, and other local destinations. Service area and type of service is specific to each van.
  - Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency-provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the Coordinated Plan.

TDM Programs: The Southwest King Corridor contains approximately 165 Commute Trip Reduction-affected work sites along I-5 and SR 167 with notable concentrations at Sea-Tac Airport and manufacturing and industrial centers (MICs) in Seattle and Kent. The Duwamish TMA continues their efforts targeted towards members of the Manufacturing and Industrial Council, located primarily in the Duwamish area but also in Ballard and Interbay. All areas of the corridor are impacted by programs and services offered by jurisdictions and transit agencies that support investment in alternative mode infrastructure such as vanpools and transit service, as well as programs designed to discourage single-occupant vehicles.

Transportation System Management and Operations: I-5 between Seattle and Federal Way as well as SR 167 are instrumented with cameras and detection equipment to provide data back to traveler information portals such as the WSDOT Flow map. Cameras and detection also assist with quickly identifying incidents from the traffic management centers. There are currently six traffic management centers in the corridor: WSDOT NW Region, Seattle, King County, Auburn, Kent and Renton. There are also roving incident management teams to assist with incident clearance to reduce incident-related congestion and delay. Transit Signal Priority is placed on some major arterial routes. Traffic signal coordination exists on some major arterials but there is still a need for improved multi-agency coordination. One example of successful implementation of multi-agency signal coordination is on the Trans Valley Corridor. SR 167 has a tolled high-occupancy vehicle lane which utilizes automatic toll collection technology. Southwest King is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. All major freeways are included in the WSDOT traveler information web and mobile applications displaying travel times. The Active Traffic
Management technique of speed harmonization was deployed on I-5 south of Seattle in July 2010.

**Bicycle and Pedestrian Facilities**

There are several bicycle travel options serving parts of this corridor. There are off-road facilities that include the Duwamish River Trail, Alki Waterfront Trail, BPA-Power line trail, Green River Trail, and Interurban Trail. Critical connectivity and coverage gaps exist in the bikeway network. The trail network is more advanced in its development in the north-south direction than it is in the east-west direction. The on-road bicycle network needs significant improvements to ensure it adequately accommodates safe, connected bicycle travel. There are some difficult roadway crossings that need safety improvements. There is very limited wayfinding signage.

**Bicycle and Pedestrian Safety:** The street network in much of the South Seattle/North Highline area is laid out in some form of a grid pattern highly conducive to walking, although there are gaps in the sidewalk network. Street crossing improvements throughout the corridor are needed, particularly across a number of major arterials such as Pacific Highway South, West Valley Highway, and East Valley Highway/Central Avenue/Auburn Way. The poor quality of crossing facilities, as well as the long distance between crossing points, makes long sections of many of these busy arterials into major pedestrian barriers dividing neighborhoods. Areas that are perceived to be unsafe discourage walking.

As part of the *Target Zero* safety efforts, schools in the Southwest King County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Supporting safe and healthy students, the Seattle Public School District offers:

- Safe Routes Maps for all Schools serving K-5 students
- A District-wide School Traffic & Safety Committee
- Assistance to School Safety Patrols

**Freight:** Each of the major facilities identified above are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. The Southwest King SMART Corridor also contains a number of designated regional growth centers which are likely to generate smaller specialized deliveries. The Duwamish Manufacturing Industrial Center in this area serves as a freight generator for a variety of commercial vehicle movements, including those from the Port of Seattle facilities. The North Tukwila Manufacturing Industrial Center in this area serves as a freight generator for a variety of commercial vehicle movements, and the Kent Manufacturing Industrial Center generates freight more specific to warehousing and distribution activity.

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23 Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
Park-and-Ride Lots: The Southwest King County SMART Corridor contains 37 total park-and-ride lots, 15 major (over 250 stalls), and 22 smaller (fewer than 250 stalls). The corridor has a total of 9,702 stalls and an average utilization rate of 53% (2009).

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Saints Lutheran Church</td>
<td>75</td>
<td>60</td>
<td>80%</td>
</tr>
<tr>
<td>Auburn Garage at Auburn Station*</td>
<td>507</td>
<td>452</td>
<td>89%</td>
</tr>
<tr>
<td>Auburn P&amp;R</td>
<td>358</td>
<td>161</td>
<td>45%</td>
</tr>
<tr>
<td>Auburn Surface Lot at Auburn Station</td>
<td>114</td>
<td>113</td>
<td>99%</td>
</tr>
<tr>
<td>Beverly Park First Baptist Church</td>
<td>12</td>
<td>1</td>
<td>8%</td>
</tr>
<tr>
<td>Burien Church of God</td>
<td>20</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Burien Municipal Parking Lot**</td>
<td>87</td>
<td>46</td>
<td>53%</td>
</tr>
<tr>
<td>Burien Transit Center***</td>
<td>304</td>
<td>245</td>
<td>81%</td>
</tr>
<tr>
<td>Community Bible Fellowship</td>
<td>29</td>
<td>2</td>
<td>7%</td>
</tr>
<tr>
<td>Family Life Center-Church of God</td>
<td>27</td>
<td>2</td>
<td>7%</td>
</tr>
<tr>
<td>Federal Way Transit Center</td>
<td>1,200</td>
<td>1,000</td>
<td>83%</td>
</tr>
<tr>
<td>Federal Way/S 320th St</td>
<td>877</td>
<td>442</td>
<td>50%</td>
</tr>
<tr>
<td>Fred Meyer, Renton</td>
<td>21</td>
<td>26</td>
<td>124%</td>
</tr>
<tr>
<td>Holy Family Church</td>
<td>23</td>
<td>2</td>
<td>9%</td>
</tr>
<tr>
<td>Kent Garage at Kent Station****</td>
<td>876</td>
<td>768</td>
<td>88%</td>
</tr>
<tr>
<td>Kent Surface Lot at Kent Station^</td>
<td>225</td>
<td>180</td>
<td>80%</td>
</tr>
<tr>
<td>Kent/Des Moines</td>
<td>370</td>
<td>340</td>
<td>92%</td>
</tr>
<tr>
<td>Kent/James Street</td>
<td>713</td>
<td>138</td>
<td>19%</td>
</tr>
<tr>
<td>Normandy Park Congregational</td>
<td>10</td>
<td>1</td>
<td>10%</td>
</tr>
<tr>
<td>Olson Place SW/Myers Way</td>
<td>98</td>
<td>107</td>
<td>109%</td>
</tr>
<tr>
<td>Our Saviour's Baptist Church</td>
<td>24</td>
<td>4</td>
<td>17%</td>
</tr>
<tr>
<td>Peasley Canyon Rd/West Valley Hwy</td>
<td>54</td>
<td>34</td>
<td>63%</td>
</tr>
<tr>
<td>Redondo Heights P&amp;R</td>
<td>697</td>
<td>42</td>
<td>6%</td>
</tr>
<tr>
<td>Renton First Baptist Church</td>
<td>96</td>
<td>48</td>
<td>50%</td>
</tr>
<tr>
<td>Sunrise Evangelical Free Church</td>
<td>10</td>
<td>4</td>
<td>40%</td>
</tr>
<tr>
<td>South Federal Way P&amp;R</td>
<td>515</td>
<td>306</td>
<td>59%</td>
</tr>
<tr>
<td>South Renton P&amp;R</td>
<td>373</td>
<td>367</td>
<td>98%</td>
</tr>
<tr>
<td>Spokane/Airport</td>
<td>25</td>
<td>22</td>
<td>88%</td>
</tr>
<tr>
<td>St. Columba's Episcopal Church</td>
<td>15</td>
<td>4</td>
<td>27%</td>
</tr>
<tr>
<td>St. Luke's Lutheran Church-Federal Way</td>
<td>20</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Star Lake</td>
<td>540</td>
<td>430</td>
<td>80%</td>
</tr>
<tr>
<td>Sunrise United Methodist Church</td>
<td>25</td>
<td>2</td>
<td>8%</td>
</tr>
<tr>
<td>SW Spokane St</td>
<td>55</td>
<td>26</td>
<td>47%</td>
</tr>
<tr>
<td>The Church by the Side of the Road</td>
<td>28</td>
<td>4</td>
<td>14%</td>
</tr>
<tr>
<td>Tukwila International Blvd Station^</td>
<td>600</td>
<td>476</td>
<td>79%</td>
</tr>
<tr>
<td>Tukwila Interurban Investment</td>
<td>41</td>
<td>44</td>
<td>107%</td>
</tr>
<tr>
<td>Tukwila P&amp;R</td>
<td>255</td>
<td>251</td>
<td>98%</td>
</tr>
<tr>
<td>Tukwila Surface Lot at Tukwila Station^^</td>
<td>199</td>
<td>164</td>
<td>82%</td>
</tr>
<tr>
<td>Twin Lakes</td>
<td>600</td>
<td>108</td>
<td>18%</td>
</tr>
</tbody>
</table>

* Capacity increased from 500 7/09
** Closed 5/09
*** Reopened 5/09
**** Capacity Increased from 874 2Q 2009
^ Capacity Decreased from 227 2Q 2009
^^ Opened 7/18/09
^^^ Capacity Increased from 185 2Q 2009
Security and Emergency Management: According to the Regional Transportation Recovery Plan there are six potential disruption scenarios that have been identified in Southwest King County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

King County Closure of SR 167 – I-405 to Pierce County Line
There are two routes presented as alternatives. The primary route entails diverting traffic from SR 167 to I-5. The secondary route entails diverting traffic from SR 167 to I-5 onto SR 99.

King County Closure of I-405 from I-5 to SR 167
For the closure of I-405 from I-5 to SR 167, the primary reroute for north to south traffic will be diverted from I-405 onto I-90 to I-5. A secondary route will entail diverting traffic from I-405 onto SR 167, SR 18 and onto I-5. The primary reroute for south to north traffic will be diverted from I-5 onto I-90 to I-405. A secondary route will entail diverting traffic from I-5 onto SR 18, SR 167 and on to I-405. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

King County Closure of I-405 Exits 2 to 4
For the closure of I-405 between exits 2 and 4, there is one major alternate route which will be as follows:
- Northbound traffic from I-405 will be diverted onto I-5 to I-90 and back on I-405.
- Southbound traffic from I-405 will be diverted onto I-90 to I-5 and back on I-405.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

King County Closure of I-5 from SR 599 to SR 900
There are two routes presented as alternatives. The primary route for both north and southbound traffic entails diverting traffic from I-5 onto SR 99, SR 509 to SR 518 back onto I-5. The secondary route is only a southbound alternative that entails diverting traffic from I-5 onto SR 99, SR 599 back onto I-5.

King County Closure of SR 181 from I-405 to SR 516
There are two routes presented as alternative routes for this scenario. The primary route entails diverting traffic onto I-405, I-5 to SR 516. The secondary route entails diverting traffic from I-405 at SR 181 to SR 167.

King County Closure of West Seattle (High) Bridge
The closure of the West Seattle Bridge may cause closures with the lower bridge and may restrict access to the Duwamish Waterway, which is critical for the maritime industry. The West Seattle High Bridge is located over navigable waterways, which are regulated by the United States Coast Guard. The U.S. Coast Guard determines the opening and closing of the waterway.
The King County Water Taxi operates between downtown Seattle and West Seattle. Increase in ferry service may be able to be provided by local private ferry operators. For alternate routes for the West Seattle High Bridge please see Maps and Alternate Routing Plan for specific and additional information.

King County Closure of I-5, I-405 and SR 518 Interchange
For the closure of I-5, I-405 and SR 518 Interchange, there are two routes presented as alternatives. One route details moving traffic within the mainline of Seattle. Another route details diverting traffic from I-5 onto SR 18 to SR 167 to I-90 and back onto I-5.

King County Closure of I-5/I-90 Interchange
The I-5 and I-90 Interchange is located southeast of downtown Seattle and provides many different access routes to both downtown Seattle and to I-5 and I-90. It also is a significant freight route for east-west traffic to and from the Seattle-area. For this closure there are several routes presented as alternatives.
- For north-south through traffic use I-405.
- For local traffic north of the interchange use SR 520 to I-405.
- For local traffic south of the interchange use SR 99 to SR 519.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
- There is also a potential for developing a number of alternative one-way couplets to divert traffic depending on the extent of the damage.

Pierce County Closure of I-5 SR 16 Interchange
There are two routes presented as alternatives for this scenario. The primary route entails diverting traffic from the I-5 SR 16 interchange onto SR 512 to SR 167 to I-405 back onto I-5. This is strictly a local alternative and would not be suitable for freight trucks. The secondary route is for regional traffic. Divert traffic from I-5 to I-90, I-82, I-84 and back to I-5.
Southwest King County
SMART Corridor

Regional Growth Centers:
- Burien
- Seatac
- Tukwila
- Kent
- Federal Way
- Auburn

Manufacturing/Industrial Centers:
- Kent
- Duwamish
- North Tukwila

WSDOT "Commonly Congested" Commutes:
- Tukwila to Bellevue via I-405 (AM)
- Bellevue to Tukwila via I-405 (PM)
- Federal Way to Seattle via I-5 (AM)
- Seatac to Seattle via I-5 (AM)
- Auburn to Renton via SR 167 (AM)
- Renton to Auburn via SR 167 (PM)
Southwest King County
SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
Southeast King County SMART Corridor

Corridor Description

This corridor includes rural suburban cities such as Enumclaw, Maple Valley, Black Diamond, Covington and urban and rural portions of unincorporated King County. Large traffic generators include the White River Amphitheater and King County Fair Grounds.

Major employers in the corridor include public school districts.

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>293,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities</td>
<td>-</td>
</tr>
<tr>
<td>Core Cities: Renton, Auburn, Kent</td>
<td>19,980</td>
</tr>
<tr>
<td>Larger Cities: Maple Valley</td>
<td>3,014</td>
</tr>
<tr>
<td>Smaller Cities: Covington, Black Diamond, Covington, Enumclaw</td>
<td>8,605</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>5,538</td>
</tr>
<tr>
<td>Rural</td>
<td>6,918</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>44,055</strong></td>
</tr>
</tbody>
</table>

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- Segments of SR 169 between I-405 interchange and Maple Valley
- SR 18 between Hobart and I-90
- SR 516 through Covington
- Segments of SR 164 east of Auburn to Academy Drive SE vicinity

The Regional Traffic Operators Committee did not identify any key arterials in this corridor.
**Pavement Conditions**: The following are the pavement condition index (PCI) scores for the Southeast King County **SMART** Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* Jurisdiction PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renton</td>
<td>56.4</td>
</tr>
<tr>
<td>Auburn</td>
<td>67.0</td>
</tr>
<tr>
<td>Kent</td>
<td>81.8</td>
</tr>
<tr>
<td>Maple Park</td>
<td>70.0</td>
</tr>
<tr>
<td>Covington</td>
<td>60.7</td>
</tr>
<tr>
<td>Black Diamond</td>
<td>63.2</td>
</tr>
<tr>
<td>Enumclaw</td>
<td>59.0</td>
</tr>
<tr>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
<tr>
<td>King County Weighted Average*</td>
<td>70.6</td>
</tr>
</tbody>
</table>

*weighted by length of roadway segment (ft)

**Roadway Safety**: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, *Target Zero*. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

**Ferries**: Not applicable

**Transit**: All of King County is in King County Metro’s service area and the western portion is within Sound Transit’s service area. The Southeast King SMART Corridor is served by King County Metro locally. King County Metro provides two rural local routes and five rural intercity routes, many of which serve this corridor, particularly service to Black Diamond, Covington, Maple Valley and Enumclaw from Kent and Auburn. Sound Transit provides Sounder commuter rail service along the east side of the Kent Valley, going through Sumner, Auburn, Kent and Renton. Sound Transit also provides several buses connecting the same set of cities to SeaTac and downtown Seattle and Tacoma.

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24 Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on a 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Transit Congestion: No transit-congested corridors were identified in the Southeast King SMART Corridor. The bus route operating between Auburn and Black Diamond showed a high volume/capacity ratio, but no other types of transit congestion. However, due to the congestion on the arterial connecting Black Diamond and Covington to Kent and its impact on the bus service there during peak hours, many transit riders travel out of direction south on SR 18 to Auburn to ride the Sounder commuter rail trains to Seattle. As a result, the local communities have started a SE King County Diesel Multiple Unit (DMU) study for a connector to Sounder commuter rail in Auburn.

Special Needs Transportation: To provide the most options to people with special transportation needs, King County Metro Transit has expanded and enhanced the fixed-route transit service in this suburban and rural area. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities. For those individuals who are unable to take the fixed-route transit service, King County Metro’s ADA Paratransit Program provides next-day, shared rides on Access Transportation within 3/4 of a mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Beyond the fixed-route transit network and paratransit services of Access Transportation, King County Metro has several programs that focus on the Kent/Auburn area. Farther to the east, there are fewer transit-supported programs and in the rural areas of SE King County, more of the human service providers take a lead role with volunteer drivers and shuttle programs.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:

- Dial-a-ride Transit or DART (Using vans that can go off regular routes to pick up and drop off passengers within a defined service area, DART service may allow riders to arrange for

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25 This information was collected in close consultation with the regional transit agencies in 2008 and 2009.
transit service closer to a location.) DART service is provided in the lower density Renton Highlands, Kent East Hills, Auburn—Pacific, and Auburn East Hills areas.

- Job Access Transportation Program or JARC (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
- Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
- Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker, or an Access Pass is valid for the fare.)
- Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)

Community Resources:
- Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage.
- Crisis Clinic operates the Community Information Line providing information and referral assistance.
- Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency-provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the Coordinated Plan.

**TDM Programs:** Southeast King County is a significant generator of vanpools. Approximately 50 vanpools originate in the Covington, Maple Valley, and Black Diamond areas as well as an additional 100+ in the western portion of the corridor. Comparatively speaking, these are longer commute trips into employment centers than other SMART corridors. The corridor also contains a small number of Commute Trip Reduction sites at which employers are required to implement programs designed to reduce their number of single-occupant (SOV) commuters. Jurisdictions and transit agencies operating in the corridor implement various incentive programs and other efforts that support healthy communities, rideshare, and transit investment as well as discourage single-occupant vehicles. There are no Growth and Transportation Efficiency Centers in this SMART corridor.
**Transportation System Management:** Intelligent Transportation Systems are limited within this corridor. There is a need for improved signal and multi-agency coordination. Southeast King is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

**Bicycle and Pedestrian Facilities**\(^{26}\): There are several bicycle travel options in this corridor including off-road facilities such as the Cedar River Trail, but critical gaps exist in the bikeway network. The trail network is more fully developed than the on-road bicycle roadway network which needs significant improvements to ensure it adequately accommodates bicycle travel. There are also some difficult roadway crossings and a need to improve east/west connections. There is very limited wayfinding signage.

**Bicycle and Pedestrian Safety:** Most residential development was completed during the decades after World War II, when pedestrians were not a major design concern. As a result, sidewalk coverage is incomplete. Furthermore, the connectivity of the underlying street network rates poorly in terms of connectivity (large block sizes, many cul-de-sacs, neighborhoods with few access points, etc.). Making these communities walkable poses a challenge.

Street crossing improvements throughout the corridor are needed, particularly across a number of major arterials, such as Kent-Kangley Road and Maple Valley Highway. The poor quality of crossing facilities, as well as the long distance between crossing points, makes long sections of many of these busy arterials into major pedestrian barriers dividing neighborhoods.

As part of Target Zero, schools in the Southeast King County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Horizon Elementary School in Kent has instituted a Safety Patrol and safety guidelines for walking to and from school.

**Freight:** All of the major facilities identified within the Southeast King CMP Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year (with the exception of SR 164 and SR 169 south of SR 18). The Southeast King SMART Corridor contains a portion of the Renton Regional Growth Center, which is likely to generate smaller, more specialized deliveries.

**Park-and-Ride Lots:** The Southeast King SMART Corridor contains no major (over 250 stalls) park-and-ride lots. There are 14 smaller park-and-ride lots in the corridor totaling 1,017 stalls. They have an average utilization rate of 42% (2009), which dropped from 56% in 2006.

\(^{26}\) Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Diamond Masonic Temple</td>
<td>30</td>
<td>12</td>
<td>40%</td>
</tr>
<tr>
<td>Cornerstone United Methodist Church</td>
<td>20</td>
<td>6</td>
<td>30%</td>
</tr>
<tr>
<td>East Hills Friends Church</td>
<td>20</td>
<td>4</td>
<td>20%</td>
</tr>
<tr>
<td>Fairwood Assembly of God</td>
<td>25</td>
<td>18</td>
<td>72%</td>
</tr>
<tr>
<td>Farmer's Park</td>
<td>25</td>
<td>2</td>
<td>8%</td>
</tr>
<tr>
<td>Kent Covenant Church</td>
<td>20</td>
<td>10</td>
<td>50%</td>
</tr>
<tr>
<td>Kent United Methodist Church</td>
<td>23</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Lake Meridian/East Kent</td>
<td>172</td>
<td>47</td>
<td>27%</td>
</tr>
<tr>
<td>Maple Valley P&amp;R</td>
<td>122</td>
<td>103</td>
<td>84%</td>
</tr>
<tr>
<td>Nativity Lutheran Church</td>
<td>49</td>
<td>21</td>
<td>43%</td>
</tr>
<tr>
<td>New Life Church</td>
<td>25</td>
<td>13</td>
<td>52%</td>
</tr>
<tr>
<td>Renton City Municipal Garage</td>
<td>250</td>
<td>193</td>
<td>77%</td>
</tr>
<tr>
<td>Renton P&amp;R</td>
<td>150</td>
<td>130</td>
<td>87%</td>
</tr>
<tr>
<td>Sacred Heart Church of Enumclaw</td>
<td>40</td>
<td>18</td>
<td>45%</td>
</tr>
<tr>
<td>SR 18/Auburn-Black Diamond Road</td>
<td>26</td>
<td>7</td>
<td>27%</td>
</tr>
<tr>
<td>Valley View Christian Church</td>
<td>20</td>
<td>1</td>
<td>5%</td>
</tr>
</tbody>
</table>

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan there is one potential disruption scenario that has been identified affecting Southeast King County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

*King County Closure of I-90 Snoqualmie Pass*

For the closure of I-90 Snoqualmie Pass, there are two routes presented as alternative routes for this scenario. The primary route entails diverting traffic from I-705, to I-5, I-84, I-82 and returning to I-90 in Ellensburg. The secondary route entails diverting traffic from I-5 onto SR 12, which should be used as a priority route for passenger cars and a limited amount of prioritized freight (short term only), to I-82 and back to I-90.
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
Northeast King SMART Corridor

Corridor Description

The corridor includes rural suburban cities such as North Bend and Snoqualmie, as well as urban and rural portions of unincorporated King County. This corridor is primarily rural and residential. The eastern portion of I-90 is in the corridor carrying freight and through traffic to and from the region.

Major employers in the corridor include Nintendo.

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>149,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Bellevue</td>
<td>179</td>
</tr>
<tr>
<td>Core Cities</td>
<td>-</td>
</tr>
<tr>
<td>Larger Cities: Issaquah, Sammamish</td>
<td>22,197</td>
</tr>
<tr>
<td>Smaller Cities: Duvall, Carnation, Snoqualmie, North Bend, Skykomish</td>
<td>7,173</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>1,882</td>
</tr>
<tr>
<td>Rural</td>
<td>6,262</td>
</tr>
<tr>
<td>Total</td>
<td>37,693</td>
</tr>
</tbody>
</table>

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 202 between Sahalee Way to 24\textsuperscript{th} Ave NE
- Segments of SR 900 south of I-90 to May Valley Rd vicinity
- I-90 between 148\textsuperscript{th} Ave SE vicinity and Issaquah
- Segment of SR 203 in Duvall
Pavement Conditions: The following are the pavement condition index (PCI) scores for the Northeast King County SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* Jurisdiction PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue</td>
<td>79.1</td>
</tr>
<tr>
<td>Issaquah</td>
<td>67.7</td>
</tr>
<tr>
<td>Sammamish</td>
<td>78.9</td>
</tr>
<tr>
<td>Duvall</td>
<td>88.2</td>
</tr>
<tr>
<td>Snoqualmie</td>
<td>49.4</td>
</tr>
<tr>
<td>North Bend</td>
<td>49.7</td>
</tr>
<tr>
<td>Skykomish</td>
<td>26.1</td>
</tr>
<tr>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
<tr>
<td>King County Weighted Average*</td>
<td>70.6</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: All of King County is in King County Metro’s service area with the western portion within Sound Transit’s service area. King County Metro provides service east to Duvall in the north and to North Bend in southern section of Northeast King County. The local circulator transit route operates along I-90 to North Bend, then north to Snoqualmie, Carnation, and to Duvall along Fall City – Carnation Road (SR 203). The remainders of the routes are east-west service into Bellevue, Overlake, Issaquah, and Seattle.

Existing Transit Congestion: In comparison to the significant transit congestion identified in the Top Ten Congested Transit Routes in western King County, no transit congested routes were identified in Northeast King County.

Special Needs Transportation: To provide the most options to people with special transportation needs, King County Metro Transit has expanded and enhanced the fixed-route transit service in this suburban area. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities. For those individuals who are unable to take the fixed-route transit service due to a disability, King County Metro’s ADA
Paratransit Program provides next-day, shared rides on Access Transportation within ¾-mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Beyond the fixed-route transit network and paratransit services of Access Transportation, King County Metro has several programs that focus on the Issaquah-Sammamish area. Farther to the east, there are fewer transit-supported programs and in the more rural areas of NE King County, human service providers take a lead role with volunteer drivers and shuttle programs.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:

- Dial-a-ride Transit or DART (Using vans that can go off regular routes to pick up and drop off passengers within a defined service area, DART service may allow riders to arrange for transit service closer to a location.) DART service is provided in the lower density Issaquah and Lake Sammamish Plateau areas.
- Job Access Transportation Program or JARC (comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
- Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
- Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker or an Access Pass is valid for the fare.)
- Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)
Community Resources:

- Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage.
- Crisis Clinic operates the Community Information Line providing information and referral assistance.
- Senior Services has two programs to assist seniors:
  - Senior Shuttles, using both paid and volunteer drivers, transport seniors to hot meal programs, medical appointments, senior centers, grocery stores, and other local destinations. Service area and type of service is specific to each van. Senior Shuttles include the Mt Si Senior Center Shuttle in North Bend.
  - Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role.

TDM Programs: Programs are limited in the Northeast King County SMART Corridor outside of the relatively few Commute Trip Reduction sites located along the Interstate 90 corridor, primarily in the Issaquah area. A fair number of vanpools originate in the corridor, again primarily along I-90; however, there are also vanpool users in areas surrounding the cities of Sammamish, Duvall, and Carnation.

Transportation System Management and Operations: The city of Issaquah has a traffic management center and operates cameras and vehicle message signs on the arterials. Beyond the city of Issaquah, Intelligent Transportation Systems is limited within this corridor. There are some variable message and speed signs on I-90 approaching Snoqualmie Pass.

Bicycle and Pedestrian Safety: As part of Target Zero, schools in the Northeast King County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Pacific Cascade Middle School in Issaquah has instituted a Safety Patrol and safety guidelines for walking to and from school.

Freight: I-90 and SR 18 are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. Both of these facilities are of particular importance to trucks servicing the ports of Seattle and Tacoma and nearby manufacturing and industrial centers.

Park-and-Ride Lots: The Northeast King SMART Corridor contains three major (over 250 stalls) park-and-ride lots and eight smaller lots totaling 2,523 stalls, with an average utilization rate of 39%. Concern about limited access for the new Issaquah park-and-ride for Issaquah residents
has been raised; however, a license plate survey of the lot has identified an evenly spread distribution of people using the lot in Northeast King County as well as from Issaquah itself. The lot is located just before the majority of the daily congestion begins on I-90 westbound, which is a typical incentive for people to use park-and-ride lots.

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duvall P&amp;R</td>
<td>49</td>
<td>22</td>
<td>45%</td>
</tr>
<tr>
<td>Issaquah Highlands P&amp;R</td>
<td>1,006</td>
<td>733</td>
<td>73%</td>
</tr>
<tr>
<td>Issaquah Transit Center</td>
<td>819</td>
<td>506</td>
<td>62%</td>
</tr>
<tr>
<td>Klahanie #1</td>
<td>30</td>
<td>10</td>
<td>33%</td>
</tr>
<tr>
<td>Klahanie #3</td>
<td>30</td>
<td>3</td>
<td>10%</td>
</tr>
<tr>
<td>Preston P&amp;R</td>
<td>53</td>
<td>34</td>
<td>64%</td>
</tr>
<tr>
<td>Sammamish Hills Lutheran Church</td>
<td>54</td>
<td>23</td>
<td>43%</td>
</tr>
<tr>
<td>Snoqualmie Community Park</td>
<td>20</td>
<td>5</td>
<td>25%</td>
</tr>
<tr>
<td>South Sammamish P&amp;R</td>
<td>265</td>
<td>108</td>
<td>41%</td>
</tr>
<tr>
<td>Tibbett's Lot</td>
<td>170</td>
<td>22</td>
<td>13%</td>
</tr>
<tr>
<td>Tibbett's Valley Park</td>
<td>27</td>
<td>6</td>
<td>22%</td>
</tr>
</tbody>
</table>

Security and Emergency Management: According to the Regional Transportation Recovery Plan there is one potential disruption scenario that has been identified in Northeast King County. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

**King County Closure of US 2 in Skykomish at Stevens Pass**
For the closure of US 2 in Skykomish at Stevens Pass, there is one alternate route identified for this scenario. The alternative would divert traffic from US 2 to US 97 to I-90 to I-5 and back to US 2.
Urban Centers:
- North Bend
- Snoqualmie

WSDOT "Commonly Contested" Commutes:
- Issaquah to Bellevue via I-90 (AM)
- Bellevue to Issaquah via I-90 (PM)
Northeast King SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
Northeast King SMART Corridor
Freight & Goods Transportation System

Northeast King
Intermodal Connectors
At Grade Railroad Crossing
Ferry Terminals
Truck Count Locations
Marine Deepwater Ports
Major Airports
Mainline/Branch Railroads
FHWA Intermodal Connectors
State Heavy Tonnage Routes (2009)
Tonnage Class
T-1 ( > 10 million tons/year)
T-2 ( 4-10 million tons/year)
Current MTS Roadway
Manufacturing Industrial Center
Incorporated Urban Areas
Unincorporated Urban Areas
Goods Dependent Employment
> 2,500 / TAZ
Eastside SMART Corridor

Corridor Description

The Eastside SMART Corridor encompasses many suburban cities, including Bellevue, Bothell, Kenmore, Kirkland, Redmond, Newcastle, and Woodinville. The corridor also includes smaller suburban and rural communities, as well as some portions of unincorporated suburban and rural King County. The corridor includes major commercial/retail centers and other major trip generators, which affect travel patterns. Major commercial and retail centers are located in downtown Bellevue adjacent to Interstate 405 and in the Overlake/Crossroads area of Bellevue and Redmond. Significant trip generators include Microsoft Corporation, Eddie Bauer, T Mobile, Puget Sound Energy and Overlake hospital. The Overlake/Crossroads area is located east of downtown Bellevue and is near the east end of SR 520. Other major trip generators in the corridor include Bellevue College, hospitals, and many other medium-sized commercial/retail centers.

Major employers in the corridor include:

- Microsoft
- Evergreen Hospital
- City of Bellevue
- Costco
- Overlake Hospital
- Puget Sound Energy
- Bellevue Community College

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>395,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Covered Employment Estimates</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities: Bellevue</td>
<td>114,270</td>
</tr>
<tr>
<td>Core Cities: Bothell, Redmond, Kirkland, Renton</td>
<td>142,805</td>
</tr>
<tr>
<td>Larger Cities: Kenmore, Woodinville</td>
<td>15,168</td>
</tr>
<tr>
<td>Smaller Cities: Beaux Arts, Clyde Hill, Hunts Point, Medina, Newcastle, Yarrow Point</td>
<td>2,598</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>7,032</td>
</tr>
<tr>
<td>Rural</td>
<td>3,380</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>285,253</strong></td>
</tr>
</tbody>
</table>

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- I-405 from Snohomish County line to Renton
- I-90 from Bellevue Way vicinity west to Seattle and from 148th Ave vicinity east to Issaquah
- SR 520/ I-405 interchange west to Seattle and segments east to Redmond
- SR 522 between Shoreline city limits and Kenmore
- SR 202 north of Redmond to NE 124th St and segments in Woodinville
Arterials identified by the Regional Traffic Operators Committee as key arterials for freight, transit, high volume/capacity ratio and alternate routes to the interstate include:

- SR 522 (K27): Between I-405 and I-5
- 68th Ave NE/NE 170th St/Simonds Road NW/100th Ave NE/ NE 120th Pl/ 98th Ave NW/Market St/Central Way / Lake St S/ Lake Washington Blvd NE/Bellevue Way NE (K12): Between SE 522/NE Bothell Way and I-90
- NE 90th/148th Ave NE (K5): Between SR 202 and Newport Way
- Central Way/NE 85th St/ Redmond Way/SR 202 (K10): Between Market Street and I-90
- Richards Road SE/Factory Blvd SE/Coal Creek Parkway SE/Duval Ace NW/138th Ave SE (K14): Between Lake Hill Connector and NE 4th Street
- S. 2nd, S 3rd St/ Houser Way, Bronson Way/Sunset Blvd NE/Rainer Ace S/ Airport Way S/Logan Ace S/SR 900/ 17th Ave NW/NW Sammamish Rd/SE 56th St (K16): Between SR 167 and East Lake Sammamish Parkway
- Woodinville Duval Road (K1): Between SR 522 and SR 203
- S Jackson St/ Rainier Ave S (K25): Between 4th Ave S and Grady Way
- SR 527 (S9): Between I-5 and SR 522 in Bothell

**Pavement Conditions**: The following are the pavement condition index (PCI) scores for the Eastside SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* Jurisdiction PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellevue</td>
<td>79.1</td>
</tr>
<tr>
<td>Bothell</td>
<td>72.3</td>
</tr>
<tr>
<td>Redmond</td>
<td>81.2</td>
</tr>
<tr>
<td>Kirkland</td>
<td>56.5</td>
</tr>
<tr>
<td>Renton</td>
<td>56.4</td>
</tr>
<tr>
<td>Kenmore</td>
<td>78.4</td>
</tr>
<tr>
<td>Woodinville</td>
<td>56.1</td>
</tr>
<tr>
<td>Beaux Arts</td>
<td>79.5</td>
</tr>
<tr>
<td>Clyde Hill</td>
<td>72.2</td>
</tr>
<tr>
<td>Hunts Point</td>
<td>95.3</td>
</tr>
<tr>
<td>Medina</td>
<td>79.3</td>
</tr>
<tr>
<td>Newcastle</td>
<td>59.3</td>
</tr>
<tr>
<td>Yarrow Point</td>
<td>60.3</td>
</tr>
<tr>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
</tbody>
</table>

| King County Weighted Average* | 70.6 |

* weighted by length of roadway segment (ft)

---

27 Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on a 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: All of King County is in King County Metro’s service area and the western portion is within Sound Transit’s service area (see Figures F-2 and F-3). The Eastside Corridor is served by King County Metro locally and regionally, and by Sound Transit regionally. In addition, Community Transit operates one commuter route to Overlake. Sound Transit contracts with Metro to provide seven regional commuter service routes from East King County and with Community Transit to provide seven regional commuter routes from Snohomish County. King County Metro provides 63 suburban local routes and 69 suburban commuter routes, many of which serve the Eastside Corridor. Major transit centers are located in Renton, Bellevue, Overlake and downtown Kirkland, Totem Lake, Redmond, and at the UW Campus in Bothell.

Existing Transit Congestion: Transit congestion in the Eastside Corridor matches the roadway congestion of the most congested commutes on WSDOT facilities. These include the I-405 freeway to and from Bellevue and out to Redmond, Tukwila, and Everett. With HOV lanes on I-405 from Tukwila to Lynnwood and on I-90 to Issaquah, and direct access ramps to transit centers in Bellevue, Totem Lake, and Lynnwood, transit has significant priority in this corridor on the freeway. The 3+ HOV lanes on SR 520 westbound from I-405 to the Lake Washington Bridge operate as an extended queue jump rather than a typical HOV lane. Limited management of the HOV lanes has resulted in high roadway congestion within the HOV lanes, particularly around Bellevue and SR 520. Arterial congestion is significant, particularly around the freeway connections and in downtown Bellevue and the Overlake area.

Special Needs Transportation: To provide the most options to people with special transportation needs, the transit agencies on the Eastside have expanded and enhanced the fixed-route transit service in this area. For those individuals who are unable to take the fixed-route transit service, King County Metro’s ADA Paratransit Program provides next-day, shared rides on Access Transportation within ¾-mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Access is a shared-ride shuttle service for people who, because of their disability, are unable to ride the regular fixed-route bus service within King County. Metro Transit, Pierce Transit, Community Transit, Everett Transit, Kitsap Transit, Intercity Transit, and Jefferson Transit have a joint paratransit eligibility agreement. Persons found eligible by any of those agencies can use paratransit service offered by the other agencies. Applications for eligibility must be submitted to the transit agency that serves the area where the rider lives.
Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit program (Access) and are traveling to work sites.)

Other transportation programs at Metro include:

- Dial-a-ride Transit or DART (Using vans that can go off regular routes to pick up and drop off passengers within a defined service area, DART service may allow the rider to arrange for transit service closer to a location.) DART local community connector service is provided between Redmond and Kingsgate/Kirkland, Kirkland/Juanita, Bellevue/Crossroads to Eastgate, Renton Highlands to Lake Kathleen, Newcastle to Coal Creek, and Kenmore to Juanita to Kingsgate.

- Job Access Transportation Program or JARC (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)

- Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)

- Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit, reduced fare sticker or an Access Pass is valid for the fare.)

- Car sharing (King County Metro and the City of Seattle have joined with Mobility, Inc. to introduce the car sharing program, ZipCar, to the Seattle region, with vehicles located in downtown Bellevue in the Eastside Corridor.)

- Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)
Community Resources:
- Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage and provides other community transportation services as a non-profit.
- Crisis Clinic operates the Community Information Line providing information and referral assistance.
- Senior Services has two programs to assist seniors:
  - Senior Shuttles, using both paid and volunteer drivers, transport seniors to hot meal programs, medical appointments, senior centers, grocery stores, and other local destinations. Service area and type of service is specific to each van.
  - Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency-provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the Coordinated Plan.

TDM Programs: The Eastside Corridor contains approximately 175 active Commute Trip Reduction sites along I-405, SR 520, and I-90. One of the most notable programs is offered by Microsoft, which in 2007 unveiled “the Connector,” a private transit service serving five Seattle and Eastside neighborhoods. Today, the program has expanded to offer service to 21 communities around the region with a fleet of over 40 vehicles. The corridor also contains two Growth and Transportation Efficiency Center programs: one in downtown Bellevue and the other in Redmond/Overlake. Employers benefit from two Transportation Management Associations (TMAs) which are public private partnerships to reduced trips in a targeted area: TransManage in downtown Bellevue and the Greater Redmond TMA. Jurisdictions and transit agencies operating in the corridor implement various incentive programs and other efforts that support healthy communities, rideshare, and transit investment as alternatives to travel by single-occupant vehicles.

Transportation System Management and Operations: Most of the core freeway system in the corridor is instrumented with cameras and detection equipment to provide data to traveler information portals such as the WSDOT Flow map and the Bellevue Flow map. Cameras and detection also assist with quickly identifying incidents from the traffic management centers. There are currently five traffic management centers in the corridor: WSDOT NW Region, Bellevue, King County, Renton, and Redmond. There are also roving incident management teams to assist with incident clearance and reduce related congestion and delay. Transit Signal Priority (TSP) is in place on some major arterial transit routes as well as Metro’s Rapid Ride routes. Traffic signal coordination exists on some major arterials such as 148th between Redmond and Bellevue, but there is still need for more multi-agency coordination. Eastside is
included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. All major freeways are included in the WSDOT traveler information web and mobile applications displaying travel times.

**Bicycle and Pedestrian Facilities**

There are numerous bicycle travel options in this corridor including off-road facilities such as the Burke Gilman (northern portion), Sammamish River, SR 520, I-90, and Lake Washington Trails, but critical gaps exist in the bikeway network. The bicycle trail network is more fully developed than the bicycle on-road network, which needs significant improvements to ensure that it adequately accommodates bicycle travel. There are also some difficult roadway crossings and a need to improve east/west connections. There is very limited wayfinding signage, although five cities (Bellevue, Redmond, Kirkland, Issaquah, and Bothell) recently jointly applied for, and received, grant funding to begin planning on a coordinated bicycle wayfinding system.

Sidewalk coverage in the Eastside SMART Corridor varies greatly. Some communities have fairly complete sidewalk systems, while others are underdeveloped. The connectivity of the underlying street network also varies greatly. Some older neighborhoods are laid out in some form of a grid pattern highly conducive to walking. However, other communities established in the decades after World War II have street networks that rate poorly in terms of connectivity (large block sizes, many cul-de-sacs, neighborhoods with few access points, etc.). Making these communities walkable poses a difficult challenge.

The overall walkability in the various Eastside town centers also varies greatly. Some, such as downtown Kirkland, rate very well with complete sidewalks, small block sizes, and pedestrian-scale development. Others, such as Totem Lake, are dominated by large “big-box” retail surrounded by large surface parking lots.

Pedestrian access to transit service varies in quantity and quality, with some routes lacking covered waiting areas, route information, and benches. Pedestrian improvements are needed to enhance access to bus rapid transit service currently programmed to link Bellevue and Redmond on NE 8th St and 156th Ave NE.

**Bicycle and Pedestrian Safety:** As part of Target Zero, schools in the Eastside SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Stevenson Elementary School in Bellevue has improved crosswalks and signage for walking to and from school.

**Bicycle Parking:** King County Metro and Sound Transit offer secure bicycle lockers at park-and-ride lots and transit centers as well as bicycle racks on buses. As of February 2009, there is a waitlist for lockers at the Kenmore, Redmond, South Bellevue, and South Kirkland park-and-ride lots. In 2008 King County Metro began a demonstration/pilot project on the SR 520 Bridge allowing deadheading coaches to provide free bike service in either direction between

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28 Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
Montlake and Evergreen Point to free up capacity for cyclists making longer trips using regular in-service coaches across the lake. It also supports the increase in cyclists traveling across the SR 520 Bridge, which has no pedestrian or bicycle access. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

**Freight:** All of the major facilities identified within the Eastside SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year (with the exception of Bellevue Way and 148th above SR 520).

**Park-and-Ride Lots:** The Eastside SMART Corridor contains nine major (over 250 stalls) lots and 28 smaller (fewer than 250 stalls) park-and-ride lots in the corridor totaling 4,230 stalls with an average utilization rate of 61% (2009).
<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bear Creek P&amp;R</td>
<td>283</td>
<td>288</td>
<td>102%</td>
</tr>
<tr>
<td>Bellevue Christian Reformed Church</td>
<td>20</td>
<td>1</td>
<td>5%</td>
</tr>
<tr>
<td>Bellevue Foursquare Church</td>
<td>35</td>
<td>4</td>
<td>11%</td>
</tr>
<tr>
<td>Bethany Bible Church</td>
<td>75</td>
<td>68</td>
<td>91%</td>
</tr>
<tr>
<td>Bothell P&amp;R</td>
<td>220</td>
<td>200</td>
<td>91%</td>
</tr>
<tr>
<td>Brickyard Road P&amp;R</td>
<td>233</td>
<td>228</td>
<td>98%</td>
</tr>
<tr>
<td>Cottage Lake Assembly of God P&amp;R</td>
<td>20</td>
<td>8</td>
<td>40%</td>
</tr>
<tr>
<td>Eastgate Congregational Church P&amp;R</td>
<td>20</td>
<td>12</td>
<td>60%</td>
</tr>
<tr>
<td>Eastgate P&amp;R</td>
<td>1,614</td>
<td>1,294</td>
<td>80%</td>
</tr>
<tr>
<td>Evergreen Point Bridge</td>
<td>51</td>
<td>44</td>
<td>86%</td>
</tr>
<tr>
<td>Grace Lutheran Church</td>
<td>50</td>
<td>42</td>
<td>84%</td>
</tr>
<tr>
<td>Holy Spirit Lutheran Church</td>
<td>40</td>
<td>19</td>
<td>48%</td>
</tr>
<tr>
<td>Houghton</td>
<td>470</td>
<td>143</td>
<td>30%</td>
</tr>
<tr>
<td>Kenmore Community Church</td>
<td>15</td>
<td>8</td>
<td>53%</td>
</tr>
<tr>
<td>Kenmore P&amp;R</td>
<td>603</td>
<td>526</td>
<td>87%</td>
</tr>
<tr>
<td>Kennedale United Methodist Church</td>
<td>50</td>
<td>51</td>
<td>102%</td>
</tr>
<tr>
<td>Kingsgate P&amp;R</td>
<td>502</td>
<td>434</td>
<td>86%</td>
</tr>
<tr>
<td>Korean Covenant Church</td>
<td>30</td>
<td>8</td>
<td>27%</td>
</tr>
<tr>
<td>Newport Covenant Church</td>
<td>75</td>
<td>40</td>
<td>53%</td>
</tr>
<tr>
<td>Newport Hills Community Church</td>
<td>37</td>
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<td>57%</td>
</tr>
<tr>
<td>Newport Hills P&amp;R</td>
<td>275</td>
<td>167</td>
<td>61%</td>
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<tr>
<td>Overlake P&amp;R</td>
<td>203</td>
<td>87</td>
<td>43%</td>
</tr>
<tr>
<td>Overlake Transit Center</td>
<td>170</td>
<td>176</td>
<td>104%</td>
</tr>
<tr>
<td>Redmond Home Depot*</td>
<td>178</td>
<td>40</td>
<td>22%</td>
</tr>
<tr>
<td>Redmond Interim*</td>
<td>110</td>
<td>106</td>
<td>96%</td>
</tr>
<tr>
<td>Redmond P&amp;R**</td>
<td>221</td>
<td>178</td>
<td>81%</td>
</tr>
<tr>
<td>Redwood Family Church</td>
<td>10</td>
<td>3</td>
<td>30%</td>
</tr>
<tr>
<td>Renton Boeing Lot 12</td>
<td>225</td>
<td>216</td>
<td>96%</td>
</tr>
<tr>
<td>Renton Highlands</td>
<td>146</td>
<td>115</td>
<td>79%</td>
</tr>
<tr>
<td>South Bellevue P&amp;R</td>
<td>519</td>
<td>551</td>
<td>106%</td>
</tr>
<tr>
<td>South Kirkland P&amp;R</td>
<td>596</td>
<td>590</td>
<td>99%</td>
</tr>
<tr>
<td>SR 908/Kirkland Way</td>
<td>20</td>
<td>16</td>
<td>80%</td>
</tr>
<tr>
<td>St. Andrews Lutheran Church</td>
<td>20</td>
<td>4</td>
<td>20%</td>
</tr>
<tr>
<td>St. Luke's Lutheran Church-Bellevue</td>
<td>30</td>
<td>5</td>
<td>17%</td>
</tr>
<tr>
<td>St. Margeret's Episcopal Church</td>
<td>64</td>
<td>34</td>
<td>53%</td>
</tr>
<tr>
<td>St. Thomas Episcopal Church</td>
<td>52</td>
<td>24</td>
<td>46%</td>
</tr>
<tr>
<td>Wilburton P&amp;R</td>
<td>186</td>
<td>162</td>
<td>87%</td>
</tr>
<tr>
<td>Woodinville P&amp;R</td>
<td>438</td>
<td>185</td>
<td>42%</td>
</tr>
<tr>
<td>Woodinville Unitarian Universalist Church</td>
<td>30</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

* Closed 7/09
** Closed 6/08, Opened 7/09

Security and Emergency Management: According to the Regional Transportation Recovery Plan there is one potential disruption scenario that has been identified in the Eastside Corridor. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.
**King County Closure of I-90 I-405 Interchange**

The I-90 I-405 Interchange is located just south of Bellevue and provides many different access routes to downtown Seattle, I-405 and I-90. It also is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway are as follows:

- Use I-5 for north-south through traffic.
- Use SR 18 for south traffic from I-90.
- Use SR 520 for east-west traffic from I-90 to downtown Seattle.
- 148th Ave. SE should be used as a local detour.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

**King County Closure of I-405 Exits 18 to 20**

For the closure of I-405 at Exits 18 thru 20, there are several routes presented as alternatives.

**Regional Trips**

- Northbound traffic from I-405 will be diverted onto I-90 to I-5 and SR 522 back to I-405.
- Southbound traffic from I-405 will be diverted onto SR 522 to I-5 and I-90 back onto I-405.

**Local Trips**

- Northbound I-405 traffic headed for local destinations east of I-405 such as Redmond and Totem Lake will exit eastbound to NE 85th Street at exit 18. Detour routing will lead from eastbound NE 85th Street north to NE 124th Street.
- Northbound I-405 traffic headed for local destinations west of I-405 such as Kirkland and Kenmore will exit westbound to NE 70th Street at exit 17. Detour routing will lead from eastbound NE 70th/68th Streets to northbound 6th Street.
- Southbound I-405 traffic headed for local destinations east of I-405 such as Redmond and Totem Lake will exit eastbound to NE 160th Street at exit 22. Detour routing will lead from eastbound NE 160th Street to 124th Avenue NE.
- Southbound I-405 traffic headed for local destinations west of I-405 such as Kirkland and Kenmore will exit westbound to NE 124th Street at exit 20. Detour routing will lead from eastbound NE 124th Street to southbound NE 100th Street.

**King County Closure of I-405 SR 520 Interchange**

The I-405 and SR 520 Interchange is a major interchange for north-south traffic on I-405 as well as the east-west traffic on SR 520. The alternate routes consist of using the I-90 via the floating bridge, or by going around the lake either to the north or to the south. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
**Eastside SMART Corridor**

**Regional Growth Centers:**
- Downtown Bellevue
- Totem Lake - Kirkland
- Redmond
- Redmond/Overlake
- Renton

**WSDOT "Commonly Congested" Commutes:**
- Tukwila to Bellevue via I-405 (AM)
- Bellevue to Tukwila via I-405 (PM)
- Lynnwood to Bellevue via I-405 (AM)
- Bellevue to Lynnwood via I-405 (PM)
- Seattle to Bellevue via SR 520 (AM)
- Bellevue to Seattle via SR 520 (PM)
- Bellevue to Seattle via I-90 (PM)
- Seattle to Bellevue via SR 520 (PM)
- Everett to Bellevue via I-405 (AM)
- Issaquah to Bellevue via I-90 (AM)
- Bellevue to Issaquah via I-90 (PM)
- Seattle to Redmond via SR 520 (AM)
- Redmond to Seattle via SR 520 (PM)
- Seattle to Redmond via SR 520 (PM)
- Bellevue to Redmond via SR 520 (PM)
Eastside SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality

Note: Collision data provided to PSRC by WSDOT Transportation Data Office
Cross Sound SMART Corridor

Corridor Description

The Cross Sound SMART Corridor represents the commute across Puget Sound primarily by ferry service. There are nine routes that serve the central Puget Sound. The Tacoma Narrows Bridge also serves the Cross Sound Corridor.

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>11,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2009 Covered Employment Estimates</strong></td>
<td></td>
</tr>
<tr>
<td>Metropolitan Cities</td>
<td>-</td>
</tr>
<tr>
<td>Core Cities</td>
<td>-</td>
</tr>
<tr>
<td>Larger Cities: Bainbridge Island</td>
<td>6,244</td>
</tr>
<tr>
<td>Smaller Cities</td>
<td>-</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
<td>-</td>
</tr>
<tr>
<td>Rural</td>
<td>2,434</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>8,678</td>
</tr>
</tbody>
</table>

Existing Congestion and Mobility Conditions

Ferries: There are nine primary ferry routes that serve cross Sound routes.

- Edmonds/Kingston
- Seattle/Bainbridge Island
- Seattle/Bremerton
- Seattle/Vashon Island Passenger Only
- Fauntleroy (West Seattle)/Vashon Island
- Fauntleroy (West Seattle)/Southworth
- Southworth/Vashon Island
- Mukiteo/Clinton (Whidbey Island)
- Point Defiance (Tacoma)/Tahlequah (Vashon Island)

Transit: No transit agencies provided cross-Sound ferry service.
Existing Transit Congestion: Loading congestion was an issue at most ferry docks during peak hours for both auto and pedestrian movements, although ferry schedules have been adjusted to reflect this congestion. There is limited coordination between ferry schedules and transit and transit schedules, with only Kitsap Transit optimizing its bus service departures to match up with the ferry arrivals.

TDM Programs: In an effort to encourage ridesharing, Washington State Ferries (WSF) allows registered carpools and vanpools preferential loading on designated sailings. In addition, WSF maintains a list of cross-Sound vanshare groups and a waiting list for each. Vanshares provide the “last mile” connection between a ferry terminal and final destination. Throughout 2008 and 2009 the Kitsap Regional Coordinating Council implemented a pilot telework program with the goal of providing a toolkit for employers to expand the use of telecommuting in the region. That toolkit is currently available online at http://www.teleworktoolkit.com/.

Transportation System Management and Operations: Traveler information is provided on ferry arrivals on the WSDOT web page. Some ferry terminals also provide message signs to inform passengers of wait times. For example at Hood Canal there is a message sign indicating the ferry wait time for Kingston and Bainbridge at a key decision point at the intersection of SR 3 and SR 104. Northeast King is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. The Washington State Ferries web page also displays boat on-time information.

Freight: The Tacoma Narrows Bridge and SR 16 are both significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. Both of these facilities also serve the South Kitsap Industrial Area, a designated manufacturing and industrial center.

Park-and-Ride Lots: Many of the ferry terminals have park-and-ride lots; however, there is often a fee associated with them. There are five smaller (fewer than 250 stalls) park-and-ride lots primarily on Vashon Island and at the Steilacoom Ferry terminal. There is a total amount of 171 stalls and an average utilization rate of 75% (2009).

<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ober Park</td>
<td>48</td>
<td>48</td>
<td>100%</td>
</tr>
<tr>
<td>Ober Park Annex</td>
<td>9</td>
<td>8</td>
<td>89%</td>
</tr>
<tr>
<td>Tahlequah</td>
<td>36</td>
<td>23</td>
<td>64%</td>
</tr>
<tr>
<td>Valley Center</td>
<td>55</td>
<td>44</td>
<td>80%</td>
</tr>
<tr>
<td>Vashon Episcopal Church of the Holy Spirit</td>
<td>23</td>
<td>10</td>
<td>43%</td>
</tr>
</tbody>
</table>

29 This information was collected in close consultation with the regional transit agencies in 2008 and 2009.
Critical Infrastructure: Bridge
- Critical Infrastructure: Interchange
  - Critical Infrastructure: Highway
    - Bicycle Trails (2010)
  - Park & Ride (2009)
- Chokepoints & Bottlenecks
- ITS Key Arterial Corridors
- Key Transit Corridor
- Marine Transportation Recovery Routes
- Metropolitan Transportation System
- Cross Sound SMART Corridor Boundary
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area
- Regionally Significant Airports
Cross-Sound
SMART Corridor
Freight & Goods
Transportation System

Intermodal Connectors
At Grade Railroad Crossing
Marine Deepwater Ports

Goods Dependent Employment

Tonnage Class
State Heavy Tonnage Routes (2009)

FHWA Intermodal Connectors
Mainline/Branch Railroads

Cross Sound
Intermodal Connectors
At Grade Railroad Crossing
Ferry Terminals
Truck Count Locations

Marine Deepwater Ports

Major Airports
Mainline/Branch Railroads
FHWA Intermodal Connectors
State Heavy Tonnage Routes (2009)

Tonnage Class
T-1 (> 10 million tons/year)
T-2 (4-10 million tons/year)
Current MTS Roadway

Manufacturing Industrial Center
Incorporated Urban Areas
Unincorporated Urban Areas
Goods Dependent Employment

> 2,500 / TAZ
Cross Lake SMART Corridor

Corridor Description

The corridor spans Lake Washington and eight jurisdictions: Seattle, Medina, Hunts Point, Yarrow Bay, Clyde Hill, Kirkland, Bellevue, Mercer Island and Redmond. Most of the corridor land use is urban or suburban in nature. Major commercial/retail centers exist in downtown Seattle and Bellevue.

Major employers in the corridor include:

- Children's Hospital
- University of Washington
- Swedish Medical Center
- City of Seattle
- King County
- Port of Seattle
- Group Health
- Providence Health
- Harborview Hospital
- Evergreen Hospital
- City of Bellevue
- Bellevue Community College

<table>
<thead>
<tr>
<th>2009 Population Estimate</th>
<th>216,000</th>
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<table>
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<tr>
<th>2009 Covered Employment Estimates</th>
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<tr>
<td>Metropolitan Cities: Seattle, Bellevue</td>
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<tr>
<td>Core Cities: Kirkland</td>
</tr>
<tr>
<td>Larger Cities: Mercer Island</td>
</tr>
<tr>
<td>Smaller Cities: Medina, Clyde Hill, Beaux Arts, Hunts Point, Yarrow Point</td>
</tr>
<tr>
<td>Unincorporated Urban</td>
</tr>
<tr>
<td>Rural</td>
</tr>
</tbody>
</table>

Total | 322,550

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 520 between Seattle and Bellevue
- I-90 between Seattle and Bellevue
- I-5 downtown Seattle and south of I-90
- I-405 through SMART corridor
- Montlake Blvd from SR 520 north
- SR 99 south of Downtown Seattle
Pavement Conditions\textsuperscript{30}: The following are the pavement condition index (PCI) scores for the Cross Lake SMART Corridor.

<table>
<thead>
<tr>
<th>Condition</th>
<th>PCI Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>89-100</td>
</tr>
<tr>
<td>Good</td>
<td>67-88</td>
</tr>
<tr>
<td>Fair</td>
<td>49-66</td>
</tr>
<tr>
<td>Poor</td>
<td>21-48</td>
</tr>
<tr>
<td>Fail</td>
<td>&lt;20</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2008 Weighted Avg.* Jurisdiction PCI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seattle</td>
<td>68.2</td>
</tr>
<tr>
<td>Bellevue</td>
<td>79.1</td>
</tr>
<tr>
<td>Kirkland</td>
<td>56.5</td>
</tr>
<tr>
<td>Mercer Island</td>
<td>78.6</td>
</tr>
<tr>
<td>Medina</td>
<td>79.3</td>
</tr>
<tr>
<td>Clyde Hill</td>
<td>72.2</td>
</tr>
<tr>
<td>Beaux Arts</td>
<td>79.5</td>
</tr>
<tr>
<td>Hunts Point</td>
<td>95.3</td>
</tr>
<tr>
<td>Yarrow Point</td>
<td>60.3</td>
</tr>
<tr>
<td>Unincorporated King County</td>
<td>75.8</td>
</tr>
<tr>
<td>King County Weighted Average*</td>
<td>70.6</td>
</tr>
</tbody>
</table>

* weighted by length of roadway segment (ft)

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, Target Zero. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: King County Metro, Sound Transit and Community Transit all provide service in this corridor, particularly to Bellevue. In 2006, the SR 520 Bridge had 17 King County Metro bus routes, four Sound Transit routes, one Community Transit route operating on it, while the I-90 Bridge had 13 King County Metro routes and two Sound Transit routes operating between Seattle and East King County. In addition, Sound Transit had six more regional routes serving the I-405 corridor out of Bellevue. King County Metro bus service extended east to Duvall and North Bend.

Existing Transit Congestion: Existing transit congestion in the corridor matches WSDOT’s Commonly Congested Commutes, although the transit HOV lanes and reversible corridor on I-90 performs significantly better than the SR 520 bridge without HOV lanes. There is significant

\textsuperscript{30} Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction’s entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.
congestion in the SR 520 westbound approach 3+ HOV lane, which is more like a very long queue jump than a typical HOV lane. From the TCI gaps analysis, North and West Seattle riders are less likely to take transit due to the additional transfer required in the University District.

**Special Needs Transportation:** Within this corridor are major special needs destinations. Medical transportation to and between the numerous regional medical facilities is a major special needs activity, particularly for Medicaid and Medicare patients. With the major recreational, cultural, and shopping destinations on either side of Lake Washington, there is significant demand for special needs transportation.

King County Metro’s ADA Paratransit Program provides next-day, shared rides on *Access Transportation* within 3/4 of a mile on either side of non-commuter fixed-route bus service during the times and on the days those routes are operating. Access is a shared-ride shuttle service for people who, because of their disability, are unable to ride the regular fixed-route bus service within King County. Eligibility is based on whether the disability prevents the rider from performing the tasks needed to ride regular bus service some or all of the time. Metro Transit, Pierce Transit, Community Transit, Everett Transit, Kitsap Transit, Intercity Transit, and Jefferson Transit have a joint paratransit eligibility agreement. Persons found eligible by any of those agencies can use paratransit service offered by the other agencies. Applications for eligibility must be submitted to the transit agency that serves the area where the rider lives. Regular accessible bus service is intended to be the primary mode of public transportation for persons with disabilities.

Going beyond the required ADA services, through its Community Transportation Program, King County provides:

- Enhanced Access Transportation Service (expanded service area beyond the ¾-mile of fixed-route service, advance reservations, etc.)
- Taxi Scrip Program (allows disabled low-income residents to purchase taxi scrip at 50% discount)
- Transit Instruction Program (free training for persons with disabilities on how to ride regular transit)
- Community Access Transportation:
  - CAT Advantage Vans (Provides retired Access and vanpool vehicles to participating agencies, including emergency response, vehicle maintenance and repairs, driver training, and technical assistance)
  - CAT Vanworks (Provides retired Access and vanpool vehicles and pays the cost of standard Vanpool agreement on behalf of local agencies that have a number of clients who are eligible for Metro’s ADA Paratransit Access program and are traveling to work sites.)

Other transportation programs at Metro include:

- Job Access Transportation Program or *JARC* (Comprehensive approach to providing transportation to transition low-income and welfare reform clients into employment)
• Rideshare Operations (provides Ridematch, vanpool and Rideshare Plus for sharing the ride to work, school or other frequent destinations. Lift-equipped vehicles are available for vanpools.)
• Custom Bus (service for employers and schools. Routes are designed to meet the specific needs of the business or educational facility. Fares are based on the length of the trip; however, a current Regional Reduced Fare Permit reduced fare sticker or an Access Pass is valid for the fare.)
• Car sharing (King County Metro and the City of Seattle have joined with Mobility, Inc. to introduce the car sharing program, ZipCar, to the Seattle region.)
• Bicycling (Every Metro bus has a bicycle rack that can accommodate two bikes, and many vanpools are also equipped for transporting bikes. No special permit or extra fare is required.)

Community Resources:
• Hopelink coordinates transport to services covered by Medicaid through Medical Transportation Brokerage and provides other community transportation services as a non-profit.
• Crisis Clinic operates the Community Information Line providing information and referral assistance.
• Senior Services has two programs to assist seniors:
  • Senior Shuttles, using both paid and volunteer drivers, transport seniors to hot meal programs, medical appointments, senior centers, grocery stores, and other local destinations. Service area and type of service is specific to each van. Senior Shuttles include the Mt Si Senior Center Shuttle in North Bend.
  • Senior Services Volunteer Transportation with volunteers driving their own vehicles providing transportation to seniors 60 years of age and older living throughout King County to medical and other essential appointments. Volunteers not only provide a ride but also wait with seniors at their appointments before driving them home, offering a helping hand and moral support.

Beyond the transit agency provided special needs transportation services listed above and on Findaride.org, numerous additional human services organizations have been identified as having a transportation role. Please also refer to Appendix C—Inventory of Services—in the Coordinated Plan.

TDM Programs: The Cross Lake SMART Corridor contains the highest density of active Commute Trip Reduction sites in the entire region, with approximately 265 affected employers. Seattle and Bellevue, two of the largest employment centers in the central Puget Sound, are also currently implementing Growth and Transportation Efficiency Center programs in their respective central business districts. Jurisdictions throughout the corridor implement additional residential programs, and WSDOT has partnered with King County Metro and local jurisdictions on Interstate 405 construction mitigation programs, including a new emphasis on vanpooling.
Transportation System Management and Operations: The core freeway system in the corridor is instrumented with cameras and detection equipment to provide data back to traveler information portals such as the WSDOT Flow map. Cameras and detection also assist with quickly identifying incidents from the traffic management centers. There are currently three traffic management centers in the corridor: WSDOT NW Region, Bellevue and Seattle. There are also roving incident management teams to assist with incident clearance to reduce incident-related congestion and delay. Cross Lake is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card. All major freeways are included in the WSDOT traveler information web and mobile applications displaying travel times. As part of the Urban Partnership program, tolling will put in place on SR 520 in early 2011 utilizing ITS technologies such as tag readers in addition to active traffic management technologies.

Bicycle and Pedestrian Facilities31: The Cross Lake SMART Corridor spans Lake Washington and eight jurisdictions: Seattle, Medina, Hunts Point, Yarrow Bay, Clyde Hill, Kirkland, Bellevue, and Redmond. A bicycle/pedestrian path along SR 520 and on the new Evergreen Point Bridge has the potential to connect the region’s longest and most popular trails, including: Burke Gilman Trail, Washington Park Arboretum Waterfront Trail, Lake Washington Loop Route, Sammamish River Trail, East Lake Sammamish Trail, as well as many on-street bike routes. WSDOT’s SR 520 Transit and HOV project, as part of the overall SR 520 Bridge Replacement and HOV project, is critical in completing design and construction of the SR 520 cross-lake connection.

The I-90 Trail takes riders from the edge of Beacon Hill east across Lake Washington to Mercer Island and Bellevue on the edge of the I-90 floating bridge. In Bellevue, the Greenway Trail that connects to the I-90 trail at Enatai Beach goes eastward through the Mercer Slough and ends at Factoria Boulevard. The next grade-separated multi-use trail begins 1.9 miles east at the Sunset Trail and 161st Avenue SE. The city of Bellevue’s 2009 Pedestrian and Bicycle Transportation Plan identifies this missing connection as a unique opportunity to fill one of only five short missing links in this cross-state facility that will link Bellevue residents and people throughout the region to major population centers.

Freight: Major facilities identified in the Cross Lake SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington’s freight tonnage classification system, each moving more than 4-10 million tons per year. Regional growth centers within the Cross Lake Corridor are likely to generate smaller specialized deliveries. I-90 is of particular importance for trucks entering and leaving the region to serve the Port of Seattle and the Duwamish Manufacturing and Industrial Center.

Park-and-Ride Lots: The Cross Lake SMART Corridor contains four large park-and-ride lots that contain over 250 stalls. There are 11 smaller park–and-ride lots in the corridor, totaling 3,738 stalls with an average utilization rate of 63% (2009). The majority of these stalls are located at the Eastgate park-and-ride location which alone contains 1,614 stalls.

31 Existing conditions provided in fall 2009 by participants in the Bicycle and Pedestrian Advisory Committee.
<table>
<thead>
<tr>
<th>Park-and-Ride Lot</th>
<th>2009 Capacity</th>
<th>2009 Occupancy</th>
<th>2009 Utilization</th>
</tr>
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<tbody>
<tr>
<td>Bellevue Foursquare Church</td>
<td>35</td>
<td>4</td>
<td>11%</td>
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<tr>
<td>Eastgate P&amp;R</td>
<td>1,614</td>
<td>1,294</td>
<td>80%</td>
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<tr>
<td>Evergreen Point Bridge</td>
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<td>86%</td>
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<td>Grace Lutheran Church</td>
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<td>84%</td>
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<td>Mercer Island P&amp;R</td>
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<td>4</td>
<td>13%</td>
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<tr>
<td>Mercer Island United Methodist Church</td>
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<td>106%</td>
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<td>South Kirkland P&amp;R</td>
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<td>99%</td>
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<td>19%</td>
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<tr>
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<td>88%</td>
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<tr>
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<td>53%</td>
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<tr>
<td>St. Thomas Episcopal Church</td>
<td>52</td>
<td>24</td>
<td>46%</td>
</tr>
<tr>
<td>Wilburton P&amp;R</td>
<td>188</td>
<td>162</td>
<td>87%</td>
</tr>
</tbody>
</table>

**Security and Emergency Management:** According to the Regional Transportation Recovery Plan four potential disruption scenarios have been identified in the Cross Lake Corridor. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

**King County Closure of I-90 I-405 Interchange**
The I-90 I-405 Interchange is located just south of Bellevue and provides many different access routes to downtown Seattle, I-405 and I-90. It also is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway are as follows:
- Use I-5 for north-south through traffic.
- Use SR 18 for south traffic from I-90.
- Use SR 520 for east-west traffic from I-90 to downtown Seattle.
- 148th Ave. SE should be used as a local detour.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
King County Closure of I-90 Floating Bridge
The I-90 Floating Bridge (Homer Hadley Floating Bridge) connects downtown Seattle to Mercer Island and is one of the main routes connecting downtown Seattle to other major metropolitan areas along the east side of Lake Washington. It also is a significant freight route for east-west traffic to and from the Seattle-area. The alternative routes for this section of roadway are as follows:

- Westbound traffic from I-90 headed to downtown Seattle use I-405, SR 520 to I-5.
- Westbound traffic from I-90 headed south of Seattle use I-405 to I-5.
- Eastbound traffic use SR 520, I-405 to I-90.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

King County Closure of I-405 SR 520 Interchange
The I-405 and SR 520 Interchange is a major interchange for north-south traffic on I-405 as well as the east-west traffic on SR 520. The alternate routes consist of using I-90 via the floating bridge, or by going around the lake either to the north or to the south. Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.

King County Closure of the SR 520 Floating Bridge
The SR 520 Floating Bridge (Governor Albert D. Rosellini Bridge—Evergreen Point) connects downtown Seattle to the east side of Lake Washington. The alternative routes for this section of roadway are as follows:

- Utilizing I-90 as the alternative for SR 520 is the preferred route for east/west travel.
- Taking 522 on the north side of Lake Washington to I-405 is a secondary option for east/west travel.
- Lake Washington could be used as an additional transportation corridor for passenger-only ferries at various locations.
Critical Infrastructure: Bridge
Critical Infrastructure: Interchange
Critical Infrastructure: Highway
Bicycle Trails
Park & Rides (2009)
Chokepoints & Bottlenecks
ITS Key Arterial Corridors
Key Transit Corridor
Transportation Recovery Routes
Metropolitan Transportation System
Cross-Lake SMART Corridor
Regional Growth Centers:
- Downtown Seattle
- Downtown Bellevue
- South Lake Union
- Capitol Hill
- First Hill
Manufacturing/Industrial Centers
- Duwamish

WSDOT "Commonly Congested" Commutes:
- Seattle to Bellevue via SR 520 (AM)
- Bellevue to Seattle via SR 520 (PM)
- Seattle to Bellevue via SR 520 (PM)
- Seattle to Redmond via SR 520 (AM)
- Redmond to Seattle via SR 520 (PM)
- Seattle to Redmond via SR 520 (PM)
- Bellevue to Seattle via I-90 (PM)
- Bellevue to Redmond via SR 520 (PM)
Cross-Lake SMART Corridor
2007: Collisions Resulting in Serious Injury or Fatality