

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

*I-90: Eastgate to Twin Falls (North Bend Vicinity)*

This 26-mile east-west corridor is located between the Interstate 405 interchange in Bellevue and the 468th Avenue SE interchange east of North Bend. The route travels through or abuts Issaquah, Preston, and Snoqualmie. Between Bellevue and Issaquah, the corridor travels through a heavily urbanized area. Land uses include multi- and single- family homes, commercial, and some light industrial areas with the most intense land uses located in the Bellevue vicinity. Traveling east on I-90, land uses become less dense, and east of Issaquah, land use transitions from urban/suburban development to rural as I-90 begins its climb towards North Bend and Snoqualmie Pass. Cougar Mountain Regional Wildland Park, Lake Sammamish State Park, and the Rattlesnake Mountain Scenic Area are located along the corridor. Terrain transitions from rolling to mountainous as it reaches its eastern end point.



**Current Function**

I-90 is a major east-west transcontinental route used to transport freight and people across the country, connecting Seattle, Chicago, and Boston. Within Washington, I-90 is a critical east-west route directly linking Seattle with Spokane. The corridor runs along a heavily traveled segment of I-90 that provides a direct connection between the Puget Sound area and eastern Washington. The corridor serves as a regional connector providing local access to the urbanized areas of Bellevue and Issaquah, as well as a freight route, serving key roads such as State Route 202, SR 18, SR 900, I-405, and West Lake Sammamish Parkway. Recreational travelers use the corridor allowing them access to state parks and lakes. This segment also serves as an alternate route for SR 18 to the south and SR 202 and SR 203 to the north. Bus transit is available on the corridor in Issaquah and near Snoqualmie. Several park and rides are easily accessible off the corridor. There are no bicycle or pedestrian facilities along this corridor.

**Future Function**

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to change. Future passenger light rail and converting high occupancy vehicle lanes to express toll lanes between I-405 and Sunset Blvd interchanges will impact land use and traffic patterns.

## Highlights and Performance

This section of I-90 is a mostly six-lane, divided, unsignalized highway that occasionally expands to seven lanes. From Eastgate to the SR 900 interchange in Issaquah, the corridor includes HOV lanes on both sides. Acceleration and deceleration lanes are present at most interchanges. The annual average daily traffic on this corridor is highest near the Eastgate Way interchange in Eastgate and lowest at the 488th Avenue SE interchange in North Bend.

### What's working well?

- Approximately 96% of surveyed pavements on the corridor are in fair or better condition.
- There are eight park and ride lots and fixed-route transit is available on the majority of the corridor.
- Ramp meters and HOV lanes are installed at the corridor's on-ramps to actively manage congestion and are working well.
- All of the corridor's habitat connectivity sites have been addressed and are operational.

### What needs to change?

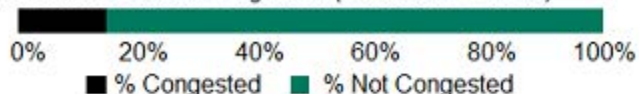
- 15% of the corridor experiences congestion on a regular basis.
- There are 19 bridge preservation needs on the corridor, including 13 seismic retrofits.
- The rural parts of the corridor have a high climate change vulnerability rating and are prone to wildfires.
- There are multiple fish passage barriers on the corridor.

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

High	Low	
146,408	31,074	Annual Average Daily Traffic (AADT)
18.3%	3.5%	Bus/Truck Percent
197.45		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$224,111,000		Corridor Investments (2005-2016)

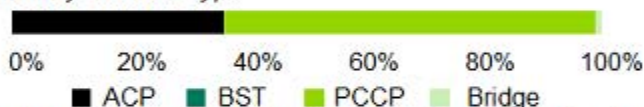
### Mobility

Percent of Corridor Congested (Statewide Screen)

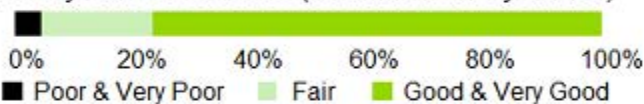


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	27.5% Passable	72.5% to Do
Noise Walls	91.7% Built	8.3% Proposed
Chronic Environmental Deficiencies	0% Resolved	100% Unresolved
Wildlife Connectivity	23 Structures in Place	15 High Priority Miles
Stormwater Treatment	15 BMPs	Retrofit Prioritization in progress
100.0	% of Corridor with high potential for increased Climate Impacts	
5	Wetland Mitigation Locations	
None	Historical Bridges	

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

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire for continued support of the project to install passenger light rail service on the corridor.
- Interest in Intelligent Transportation Systems.

## Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

### Policy Goals / Strategies Description and Near-Term Actions

#### Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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#### Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system. WSDOT has two planned Stormwater Retrofit actions on this corridor.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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#### Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on sweeping and cleaning, catch basins, and snow and ice control.</i>
Pavement	<i>WSDOT has identified six Pavement actions in the next six years encompassing 100% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a specific location within this corridor.</i>

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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.</i>
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#### Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of I-90 serves as a freight and regional connector with local access to the urbanized area of Bellevue.

This portion of the I-90 corridor experiences congestion on a regular basis, up to nine hours per day on weekdays and up to three hours of congestion per day on weekends.

### Corridor Segment Characteristics

- I-90 is typically an urban eight-lane divided facility with an inside high occupancy vehicle lane in each direction and posted speed of 60 mph in rolling terrain.
- The Freight and Goods Transportation designation is T-1 with 22,710,000 in annual tonnage and 4,900 daily trucks (4.6%) in 2017.
- The highest annual average daily traffic is 151,000 in 2017.
- I-90 is on the National Highway System and is designated a Highway of Statewide Significance.
- The access management is established full control limited access.

### Contributing Factors

- High traffic volumes with on and off ramps reduce capacity.

### Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

### Operational Improvements

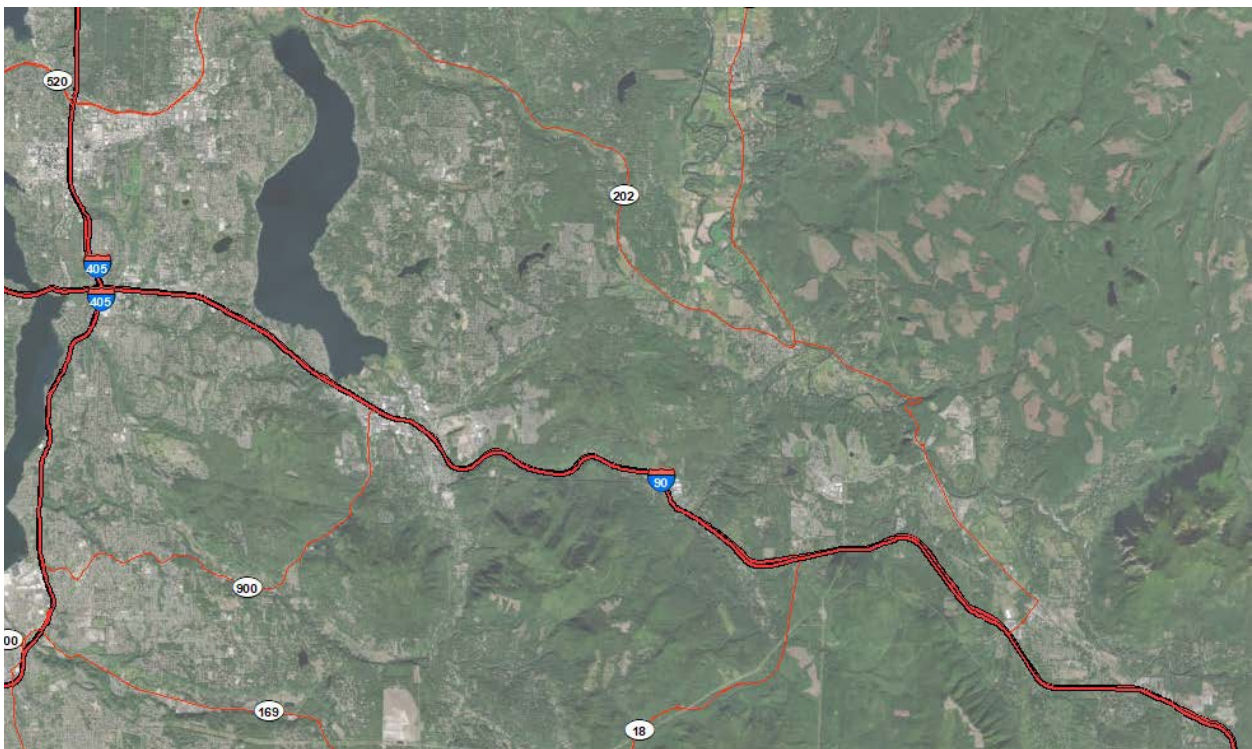
- Intelligent Transportation Systems with Active Transportation Management for efficiency.

### Demand Management

- Continue to support installation of passenger light rail service on the corridor to provide mode shift.

### Further Study

- Continue to collect feedback from agency partners. Key study themes heard will be documented here.



## For more information

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

### **Nazmul Alam**

Corridor Planning Manager  
WSDOT Management of Mobility Division  
206-464-1267  
alamn@wsdot.wa.gov

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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