

Corridor Sketch Initiative

IMPLEMENTING LEAST COST PLANNING

What is the Corridor Sketch Initiative?

The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions.

A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. It will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects.

The Corridor Sketch Initiative is one way [WSDOT is implementing Least Cost Planning](http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm)¹ at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as [Results WSDOT](http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm)², and the legislature's transportation system policy goals (see back), and supports [WSDOT's Practical Solutions](http://www.wsdot.wa.gov/Projects/PracticalDesign)³.

Practical Solutions maximize benefits at the lowest cost by optimizing the use of current capacity and efficient use of resources.

WSDOT will implement the Corridor Sketch Initiative in phases.

- **Phase I** will focus on working with our partners on documenting current conditions, function, and performance expectations for each corridor throughout the state. In this phase WSDOT will also collaborate with our partners to identify what is working well and what needs to change for each corridor.
- **Phase II** will focus on further collaboration with our partners to identify and rank cost-effective multimodal investment strategies to achieve the performance expectations identified in phase I.

Corridor Sketch Goals

This new initiative will use Least Cost Planning principles to achieve the performance expectations for each corridor. It will help us achieve:

- **Integrated multimodal planning:** Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.
- **Performance-based planning:** Implement performance-based Least Cost Planning to achieve performance goals.
- **Moving Washington Forward:** Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.

WSDOT'S VISION

The Washington State Department of Transportation's vision is to be the best in providing a sustainable and integrated multimodal transportation system.

WSDOT'S MISSION

The Washington State Department of Transportation provides and supports safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

WSDOT'S VALUES

SAFETY

Promote the safety of the public and employees at all times

INCLUSION

Ensure a wide array of perspectives, disciplines and backgrounds are represented in our outreach, decision making and workforce

INNOVATION

Foster an environment of trust that encourages creativity, finding solutions for challenges and leveraging opportunities

INTEGRITY

Build trust with each other and our communities by being ethical, accountable, responsive and honest

LEADERSHIP

Inspire, motivate and support to give each other the confidence to do great things

SUSTAINABILITY

Make decisions and take actions that promote the conservation of resources for future generations by focusing on the balance of economic, environmental and community needs

¹<http://www.wsdot.wa.gov/Projects/PracticalDesign/lcp.htm>

²<http://www.wsdot.wa.gov/Secretary/ResultsWSDOT.htm>

³<http://www.wsdot.wa.gov/Projects/PracticalDesign>

- **Simplified corridor information:** Provide a “one-stop shop” for background information for each corridor around the state that can be used by multiple agencies and organizations.
- ④ **Community engagement:** Provide a framework to engage partners and transportation service providers around the needs of communities around the state.
- ④ **Corridor development strategy:** Identify, document, and pursue appropriate strategies for every corridor. Include these strategies in WSDOT’s long-range Highway System Plan (HSP).

Why is the Corridor Sketch Initiative important?

The Corridor Sketch Initiative is a key component of the HSP. The HSP includes an assessment of state-owned transportation facilities and assets. The plan serves as the basis for the six-year highway program and two-year biennial budget request to the legislature. The Corridor Sketch Initiative provides an opportunity for enhanced collaboration with our partners to achieve a common understanding and develop a set of strategies for all state highways.

Next Steps

Phase I: WSDOT hosts a series of workshops and meetings* throughout the state to engage partners and

collect information to develop a common understanding of current conditions, performance expectations, and performance gaps for each of the state’s corridors - initial focus on corridors with funded Connecting Washington projects. This work will result in developing corridor sketch summaries that will be included in the HSP.

Winter 2015-2016 is the target for completion of Phase I across the state in order to incorporate this information into the HSP in summer 2016 and allow sufficient time for statewide review.

Phase II: WSDOT works closely with our partners on developing cost-effective strategies to address the performance gaps and achieve the performance expectations identified in Phase I. Schedule for Phase II will be prepared after completion of Phase I.

Getting involved

We invite you to attend workshops and meetings*, provide input through email, and participate at public forums.

*Each region will develop a Corridor Sketch Initiative Communication Plan to define their respective approach for engagement with our partners. Contact the Planning Manager for more information.

TRANSPORTATION SYSTEM POLICY GOALS

ECONOMIC VITALITY

To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy

PRESERVATION

To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services

SAFETY

To provide for and improve the safety and security of transportation customers and the transportation system

MOBILITY

To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility

ENVIRONMENT

To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment

STEWARDSHIP

To continuously improve the quality, effectiveness, and efficiency of the transportation system

QUESTIONS?

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Corridor Sketches

Questions to Consider:

- What is your view of the current function of the highway? How well is it meeting this function?
- What role or function (purpose) will this corridor serve in the future? Are there changes in land use planned? How should the corridor be different than it is now? Does this vision agree with the various jurisdictions along the corridor?
- Are there preservation concerns? Are there preservation opportunities?
- Are there safety concerns? Are there safety opportunities?
- Are there mobility concerns? Are there mobility opportunities?
- Are there environmental concerns? Are there environmental opportunities?
- What are the economic vitality concerns and opportunities?

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CORRIDORS IN CLARK COUNTY

- I-5: Columbia River to I-205 Jct. (Salmon Creek) (Bicycles not permitted)
- I-5: I-205 Jct.(Salmon Creek) to Cowlitz County Line
- SR 14: I-5 Jct. (Vancouver) to Washougal East City Limits
- SR 14: Washougal East City Limits to Skamania County Line
- I-205: Columbia River to I-5 Jct. (Salmon Creek)
- SR 500: I-5 Jct. (Vancouver) to 162nd/4th Plain
- SR 500: 162nd/4th Plain (Vancouver) to NE 3rd St. (Camas)
- SR 500: NE 3rd St. to SR 14 Jct. (Camas)
- SR 501: I-5 Jct. (Vancouver) to Ridgefield National Wildlife Refuge
- SR 501: Ridgefield (N. Main St.) to I-5 Jct.
- SR 502: I-5 Jct. to SR 503 Jct. (Battle Ground)
- SR 503: SR 500 Jct. (Vancouver) to NE 244th St./NW 25th St. Jct. (Battle Ground)
- SR 503: NE 244th St./NW 25th St. Jct. (Battle Ground) to Cowlitz County Line