

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

SR 14: I-5 Jct (Vancouver) to Washougal East City Limits

This 18-mile long segment of State Route 14 in Clark County follows the Columbia River's north bank between the city of Vancouver and the eastern city limits of Washougal. The corridor's character is primarily suburban, with residential housing running along most of the corridor. There are significant pockets of industrial uses, particularly in Camas, Washougal, and between the western end of the corridor and the DuBois Park neighborhood. Commercial and retail uses are also present along the corridor. The far ends and the center of the corridor feature some open space and undeveloped sites like the Steigerwald Lake National Wildlife Refuge. The route, also known as the Lewis and Clark Highway, is generally flat with some minor grades. In undeveloped areas and along the road shoulders, the vegetation is a dense mix of conifers and deciduous trees, shrubs and groundcover. The corridor crosses Camas Slough and Lady Island at the mouth of the Washougal River.



Current Function

SR 14 connects southwest Washington and communities east of the Cascade Mountains via the Columbia River Gorge and is an alternate route for Interstate 84 in Oregon. This segment of SR 14 links downtown Vancouver, its eastern suburbs, and the various industrial areas and freight facilities along the corridor. It intersects to I-5 and I-205, which link southwest Washington with Portland, Oregon, as well as SR 500 in Camas. This corridor is mainly used by commuters in east Vancouver, Camas, and Washougal, and freight traffic. Travelers also use the route to access recreational opportunities the Columbia River Gorge and eastern Washington. Significant contributors to traffic include large industrial employers and employment centers, and services in Vancouver and Portland. Transit services and park and ride lots on the corridor are operated by C-Tran and Skamania Transit. Cycling is permitted on the road shoulders. There are several connections to a major freight railroad, which parallels this corridor. The Vancouver Amtrak station and Pearson Field Municipal Airport are near the corridor's west end.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is anticipated to remain unchanged. Continuing growth in east Vancouver and Camas will likely add to travel demand on SR 14.

Highlights and Performance

This portion of SR 14 is a largely four-lane, divided facility which expands at major interchanges to accommodate entering and exiting highway. On the eastern bridge over Camas Slough within Washougal’s city limits the facility narrows to two lanes and includes one signalized intersection. The annual average daily traffic on this corridor is highest at the I-5 junction and lowest at the eastern Washougal city limits.

What's working well?

- Roughly 98% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has a low vulnerability to the effects of climate change.
- Variable message signs on the corridor inform travelers of roadway conditions.
- WSDOT recently installed low-cost enhancements to improve operations like updating the ramp metering system.

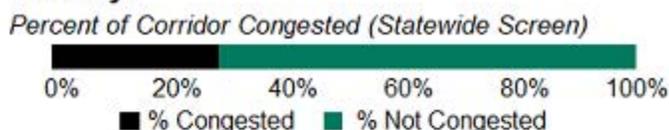
What needs to change?

- Approximately 28% of the corridor experiences significant congestion on a regular basis.
- There are six bridge preservation needs on the corridor including five seismic retrofits.
- There are drainage issues at several points along the corridor.
- There are fish passage barriers present on this corridor.

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

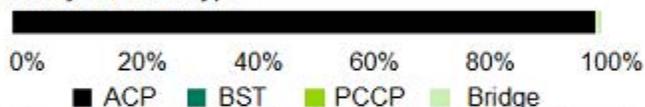
High	Low	
66,739	5,221	Annual Average Daily Traffic (AADT)
12.6%	4.5%	Bus/Truck Percent
67.33		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$58,030,000		Corridor Investments (2005-2016)

Mobility

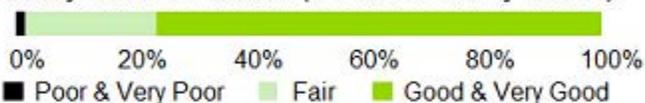


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	23.1% Passable	76.9% to Do
Noise Walls	33.3% Built	66.7% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	6 High Priority Miles
Stormwater Treatment	45 BMPs	Retrofit Prioritization in progress
17.3	% of Corridor with high potential for increased Climate Impacts	
None	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:

- The city of Vancouver expressed a desire to modernize the corridor’s I-5 interchange to ease eastbound congestion.
- Partners expressed interest for increasing local network connections across SR 14 to locations immediately south of the corridor to improve access for vehicles and non-motorized traffic between neighborhoods.
- Interest in creating a shared use trail along SR 14 to facilitate greater east-west mobility for cyclists.
- Interested in widening the highway at the eastern Camas Slough bridge and several other locations on the corridor.
- A desire to install noise walls particularly between I-205 and 164th street to reduce noise impacts as well as potentially near the new roundabouts in Washougal to separate a proposed shared use trail from the highway.
- A desire to add more connections to local streets, particularly in Camas and Washougal using roundabouts, and to improve existing ones like the signalized intersection in Washougal.

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>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</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 snow and ice control, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 19% of the 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 18-mile, limited access section of the corridor runs between I-5 within the city of Vancouver and SR 500 in Camas following the Columbia River. Most access is with freeway-type interchanges, except in Washougal, where this segment ends. The highway continues east through the Columbia River Gorge. SR 14 is a T-1 freight corridor west of SE 192nd Avenue and T-2 to the east.

Congestion occurs between I-5 and I-205 in during the morning peak, and east of I-205 during peak evening hours. Segment experiences turning conflicts at at-grade intersections in Washougal.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Demand Management

- Encourage biking, walking, ridesharing, vanpooling, and transit service to reduce single occupant vehicle trips.
- Improve modal access, options, and connectivity to reduce conflict points and increase throughput.
- Develop options to support local trips on the local network.

Policy Change

- Consider closing problem ramp locations and/or provide alternative ramp locations to increase traffic flow.

Further Study

- Engage the Regional Transportation Council on their study of the feasibility of allowing transit vehicles to use the SR 14 shoulder between I-205 and SE 164th Avenue when freeway travel lanes are congested to improve mobility on the corridor.
- Study options for improving traffic flow on SR 14 from between I-205 and SE 164th Avenue.

Corridor Segment Characteristics

- There are 11 freeway-type interchanges, three at-grade intersections in Washougal, one of which is signalized in this corridor.
- The Average Daily Traffic on this corridor ranged from 84,000 between I-205 and SE 164th Avenue to 6,700 at the east end of the corridor. Freight accounted for 4.5% to 11% of traffic.
- The speed limit on this segment is 55 to 60 mph.
- This segment of SR 14 is limited access control.
- There is express bus service mostly during weekday commute periods on the corridor.
- There is a major transit center with a park and ride lot at 164th Avenue, and limited park and ride lots at Columbia House Boulevard and in Camas.

Contributing Factors

- Congestion on the I-5 bridge across the Columbia River causes traffic backs up westbound SR 14, especially during the morning peak.
- Westbound traffic going south on I-205 is diverting onto Evergreen at 164th Avenue, going west to Ellsworth, going back onto westbound SR 14 to reach I-205 causing backups.
- Traffic backs up westbound approaching the I-205 bridge west of SE 164th Avenue especially during the morning peak impeding traffic movement.
- The at-grade intersections in Washougal experience turning conflicts.
- The West Camas Slough Bridge is a two-lane bridge with a four-lane highway on each side resulting in congestion on either side of the bridge.
- The park and ride lot at Columbia House Boulevard is at capacity impeding additional carpooling.



For more information

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

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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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