

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 501: I-5 Jct (Vancouver) to Ridgefield National Wildlife Refuge

This 11-mile segment of State Route 501 extends between the interchange with Interstate 5 in downtown Vancouver, the Port of Vancouver, and the Ridgefield National Wildlife Refuge at its northwestern end. Most of the corridor is rural in character, with the primary land use being agriculture and open space. The southeastern end of the corridor in downtown Vancouver is distinctly urban and features significant industrial land use, a large rail yard, and a mixed-use dense urban area with residential, government, and commercial use. The corridor follows the curve of the Columbia River and passes Vancouver Lake, an environmentally sensitive area, as well as regional parks such as Frenchman's Bar Regional Park. Large numbers of waterfowl and other wildlife inhabit this westerly portion of the corridor. Vegetation along the corridor ranges from maintained urban landscapes with decorative trees and shrubs on the southeastern end to open agricultural fields with stands of deciduous trees and significant amount of wetlands on the northwestern end.



### Current Function

SR 501 is a regional highway with two sections: a southern section near Vancouver, and a northern section in Ridgefield. Both sections connect communities to I-5. This corridor is the southern section of SR 501 and connects the greater Vancouver region with the Port of Vancouver and recreational opportunities along the Columbia River. This corridor serves several functions. Near the port, it is primarily a freight corridor with significant truck traffic off- and on-loading cargo at the railyard, the marine port, and numerous industries in and near the port. In downtown Vancouver, the corridor is largely used by local traffic and commuters. This section has significant transit, pedestrian, and bicycle traffic. Bus stops operated by C-Tran, bike lanes, and sidewalks are located directly on this portion of the corridor. An Amtrak station is also located just south of the corridor next to the port. Finally, the northwestern end the corridor primarily serves recreational traffic accessing the many recreational sites near the facility. The primary traffic generators for this corridor are the Port and downtown Vancouver which draw in traffic from the surrounding area.

### Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. The Port of Vancouver is developing its 108-acre Centennial Industrial Park, as well as other areas in their property. The city of Vancouver as well as private investors are also developing a 32-acre, high density, mixed use urban redevelopment, just south of this corridor. WSDOT may re-evaluate state interest in the northwestern portion of this corridor in the future.

## Highlights and Performance

SR 501 is mainly a two-lane, undivided highway. A major exception is in downtown Vancouver where the facility is four lanes and divides into two one-way couplets. Average daily traffic is highest near I-5 in downtown Vancouver and lowest at the western end of the corridor near Ridgefield National Wildlife Refuge.

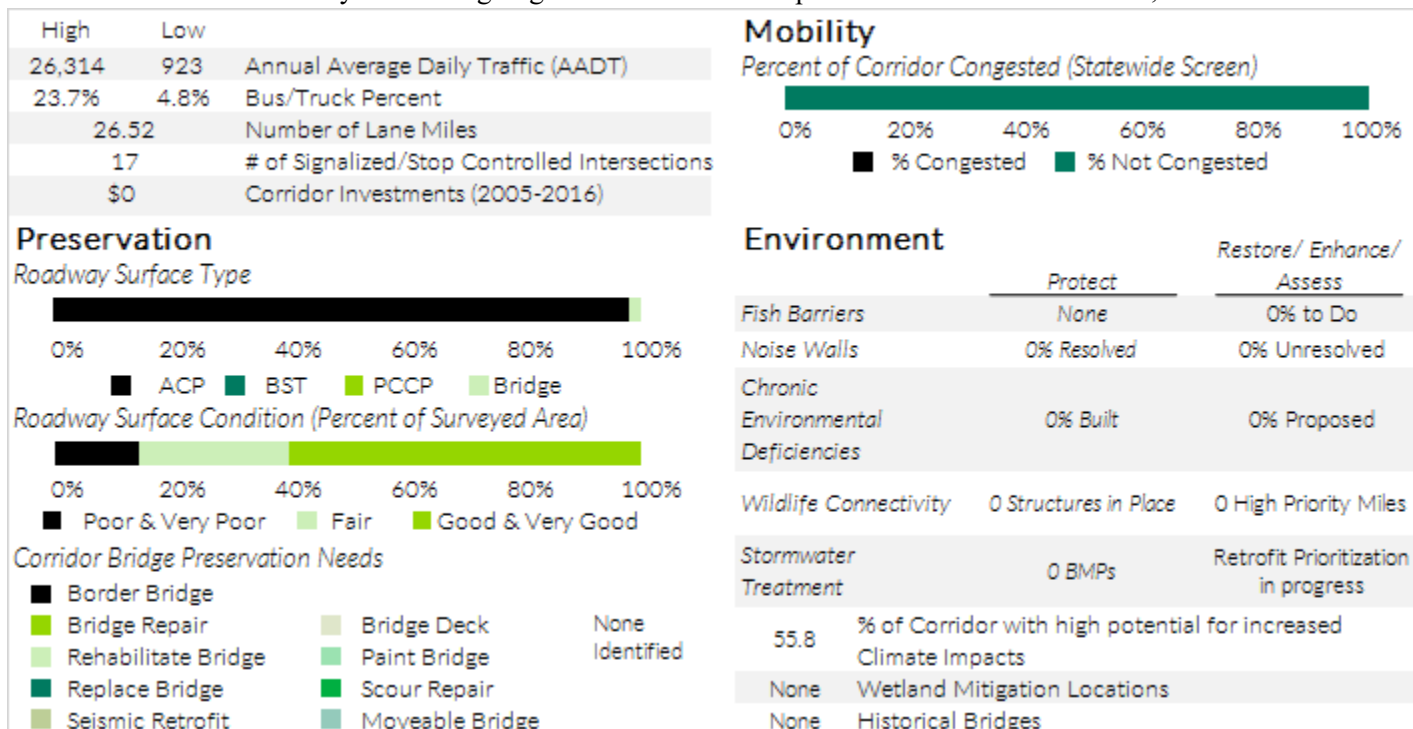
### What's working well?

- There are no bridge preservation needs currently on the corridor.
- None of the corridor experiences congestion on a regular basis.
- This corridor facilitates significant transit use and non-motorized travel.

### What needs to change?

- Roughly 14% of surveyed pavements on the corridor are in poor to very poor condition.
- There are significant conflicts between heavy freight traffic and other modes in downtown Vancouver
- Repeated maintenance issues on some sections may become chronic environmental deficiencies.
- There are user conflicts between freight traffic and recreational users, particularly bikes, near the port.

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



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 planners collected feedback from partners including Southwest Washington Regional Transportation Council and the city of Vancouver. Key themes included:

- Partners expressed concern about the facility's functionality for the various modes that use it. Specifically, the mix of heavy freight traffic through downtown Vancouver with downtown traffic and short block length combined with frequent signals.
- The city of Vancouver stated that speeding is a problem for downtown Vancouver neighborhoods the road passes through. The City is reviewing all major streets in this area as part of its Westside Mobility Strategy development process.
- The city of Vancouver expressed concern that the corridor serves freight well but, largely to the detriment of downtown Vancouver urban livability.
- SR 501 signal mast arms, signals and geometric clearances limit over-dimensional freight causing detours onto Washington Street to access I-5.
- Bus Rapid Transit or transit between I-5 and Washington Street is recommended.

## 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 <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>A mobility performance strategy has not been identified by WSDOT.</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 two Pavement actions in the next six years encompassing 84% 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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## 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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