

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-205: Columbia River to I-5 Jct (Salmon Creek)

This 11-mile long north-south corridor is located in Clark County. The corridor crosses through the city of Vancouver, extending between the Columbia River and its junction with Interstate 5 in Salmon Creek. Land use surrounding the corridor is predominantly urban in character. The area around the corridor is very dense with many residential developments running throughout its length. The corridor's character shifts towards suburban residential at its southern terminus. There are several strip malls and box store developments scattered throughout the length of the corridor. Near the interchange with State Route 500, there are condominium and apartment complexes mixed in with single-family developments. There are several strip malls with restaurants and commercial uses distributed along the corridor. Undeveloped land immediately adjacent to the corridor provides for aesthetic green space with deciduous, evergreen, and open grassy areas. Vegetated areas include Evergreen Memorial Gardens, several community parks, and riparian zones surrounding creeks.



Current Function

I-205 is a loop route that serves the Portland-Vancouver metropolitan area and serves as a bypass route of I-5. This corridor makes up the northern terminus of I-205 and serves the eastern side of Vancouver and surrounding communities. Interchanges at SR 14 and SR 500 provide east-west access to adjacent communities and the Columbia River Gorge. The corridor serves as a main commuter connection for the residential developments along the corridor and surrounding metropolitan area. The corridor provides access to Vancouver Mall, Portland International Airport, and several medical facilities located north of the corridor. Other modes present on this corridor include public transportation, nearby Amtrak and airport, seven park and ride lots, bicycle and pedestrian, and their associated facilities. A bicycle and pedestrian trail parallels I-205 from Vancouver, Washington crossing over the Columbia River to Oregon City, Oregon.

Future Function

Based on the projected population, land use, and economic trends, increased demand is likely while the future function of this corridor is expected to remain the same. However, residential and commercial growth continues to occur near this corridor and throughout Clark County. WSDOT expects this growth will increase commuter demand on the corridor.

Highlights and Performance

From the Columbia River, I-205 is an eight-lane, unsignalized, divided highway that decreases to six lanes after the bridge. The middle section of the corridor includes extended acceleration and deceleration lanes at most interchanges. The roadway narrows once more to four lanes around the I-5 junction in Salmon Creek. The annual average daily traffic on this corridor is highest half a mile south of the SR 14 interchange and lowest at the I-205/SR 500 interchange.

What's working well?

- All of surveyed pavements are in fair or better condition.
- All locations that require noise walls on the corridor currently have them installed.
- There is a shared-use trail that crosses the Columbia River paralleling the corridor.
- There are no chronic environmental deficiencies or habitat connectivity issues in the corridor.

What needs to change?

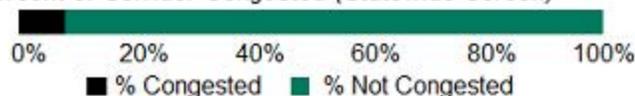
- 8% of the corridor experiences congestion on a regular basis.
- Annual transit passenger miles traveled decreased by 9.5% between 2013 and 2015.
- There are fish passage barriers present on the corridor.
- The average travel time from the I-5 junction to the Columbia River increased from 16 minutes in 2013 to 18 minutes in 2015.

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

High	Low	
133,789	63,271	Annual Average Daily Traffic (AADT)
5.7%	5.7%	Bus/Truck Percent
54		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$60,499,000		Corridor Investments (2005-2016)

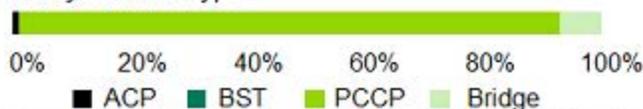
Mobility

Percent of Corridor Congested (Statewide Screen)

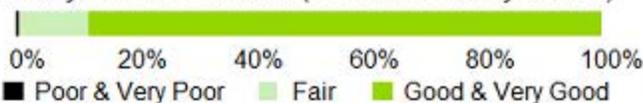


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
2	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:

- Concerns over the spacing and volume capacity of interchanges along the route, especially SR 14, SR 500, and NE Padden Parkway.
- A desire for increased pedestrian and cyclist mobility both along the corridor and on arterial streets.
- Several partners indicated that capacity and mobility improvements that focused specifically on I-5 would possibly improve the same issues on the I-205 corridor.
- Partners expressed concern over the diversion of traffic onto the local street network during peak congestion times on the corridor.
- The average speed of traffic transitioning from the highway to local streets is well above posted speed limits.
- A desire to explore ways in which to increase fixed-route transit usage along the corridor.

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>No assessment is available.</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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Structures	<i>WSDOT has identified two Structures actions in the next six years encompassing 18% of the 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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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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