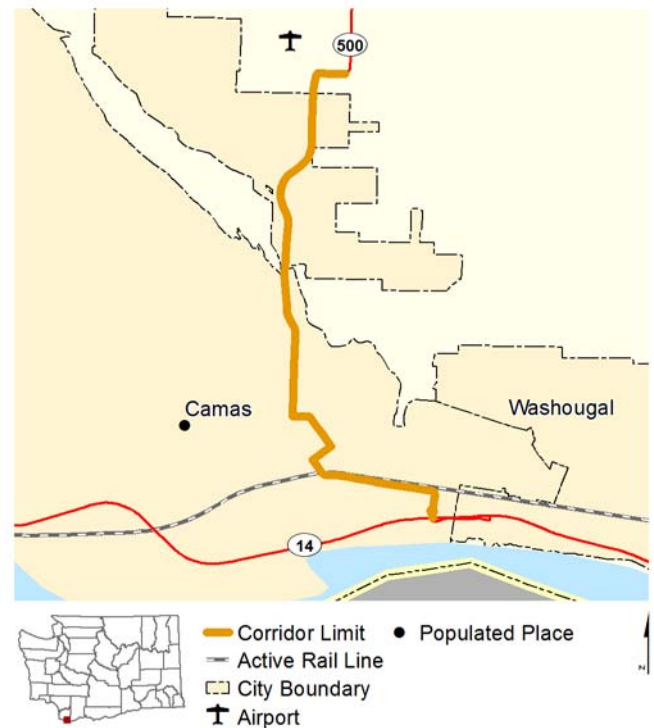


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 500: NE 3rd St to SR 14 Jct (Camas)

This four-mile long east-west corridor is located east of both Vancouver and Portland. The corridor runs between NE 3rd Street near Grove Field Airport, and the State Route 14 Junction in Camas. The corridor is predominantly urban in character with a mix of residential, commercial, and industrial land uses. Between Lacamas Lake and Grove Field, the corridor's character is more suburban with land uses being made up of residential, civic buildings, and the Georgia Pacific Camas Paper Mill. Notable water features near the corridor are the Columbia River, which runs parallel with the corridor, and the Washougal River, which it crosses, and Round and Lacamas lakes located mid-corridor. The BNSF Railway parallels a portion of the corridor between its intersection with SR 14 and the Washougal River in the south. The Port of Camas-Washougal is located just east of the corridor at the junction with SR 14. Terrain is a mixture of rolling and level and vegetation includes conifers and deciduous trees, residential landscaping, and some agricultural land.



Current Function

SR 500 is a state highway located entirely within Clark County, extending from the interchange with Interstate 5 near downtown Vancouver and downtown Camas. This corridor connects the rural areas north of the city of Camas, through Camas, to SR 14 at Union Street while also serving as a main street. The corridor functions as an alternate route for several city streets. Recreational commuters use the corridor to access Lacamas Lake Regional County Park, as well as two city parks, Lacamas Park and Fallen Leaf Lake Park, all of which are located along the corridor. The corridor provides connections to an Amtrak station in the city of Vancouver. C-TRAN provides service within the vicinity of the southern end of the corridor and provides paratransit service within the city of Camas. One park and ride is located near the junction of SR 14 and provides a link to another park and ride in Vancouver. Sidewalks and bicycle lanes are present through much of the Camas providing active transportation to corridor users.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

SR 500 is primarily a two-lane, undivided corridor that increases in number of lanes to include center turn lanes. The annual average daily traffic on this corridor is highest just north of Lacamas and Round lakes and lowest at the intersection with SR 14.

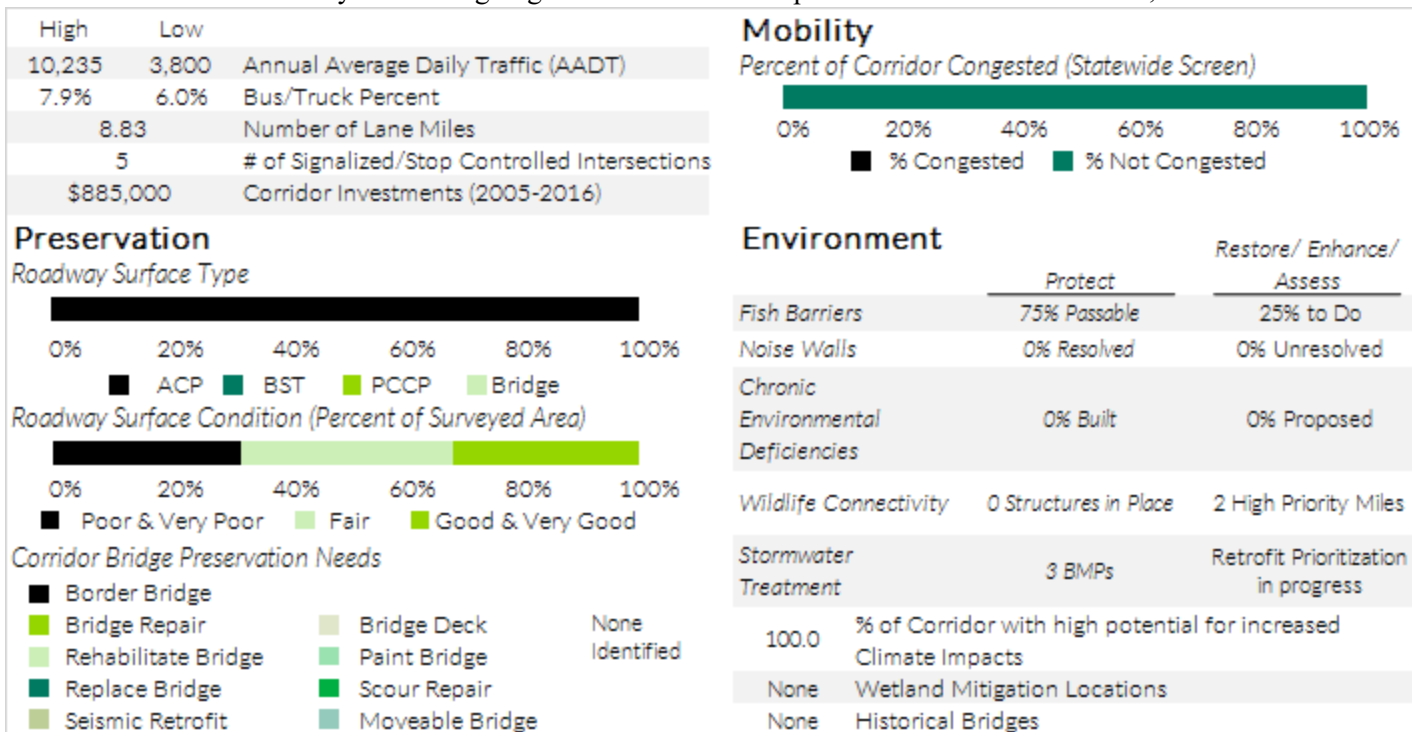
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The corridor provides access for bicycling.
- Sidewalks are available through the urban areas of the corridor.

What needs to change?

- 32% of the corridor pavement conditions are in poor to very poor condition.
- The corridor has a high climate vulnerability rating.

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 collected feedback from agency partners. Key themes included:

- Interest expressed in widening the two-lane bridge at the southern end of Lacamas Lake.
- Desire for roundabouts along portions of the corridor.
- Active transportation facility wanted south of NE 43rd Avenue, toward the Lacamas Lake Bridge.

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>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 one Pavement action in the next six years encompassing 53% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 7% 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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Southwest Region Planning Office

Planning Manager

360-905-2082

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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.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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