

# **SR 503 Corridor Study**

*BPAC Update*

August 2022

# PROJECT UPDATE

- TAC Meeting #1 in March 2022 - Presented project objectives, background documents, community engagement process and challenges
- TAC Meeting #2 in early August 2022 – Shared Existing and Future Baseline Conditions
- Final Project Purpose and Needs statement

*This study will develop a long-term plan to determine the type of transportation network SR 503 should support and how SR 503 interacts with surrounding land uses. WSDOT Southwest Region selected this corridor for evaluation to facilitate strategic decision-making for all road users as the briskly developing corridor becomes increasingly urban and suburban in character.*

# PROJECT UPDATE - TSMO

Part of Purpose and Need – Study will be the first to implement the WSDOT *Guidebook for Incorporating TSMO in Corridor Planning*.

## **EFFECTIVE TSMO STRATEGIES MEET THE FOLLOWING VALUES**

**SAFETY:** KEEP PEOPLE SAFE AND HELP ACHIEVE TARGET ZERO.

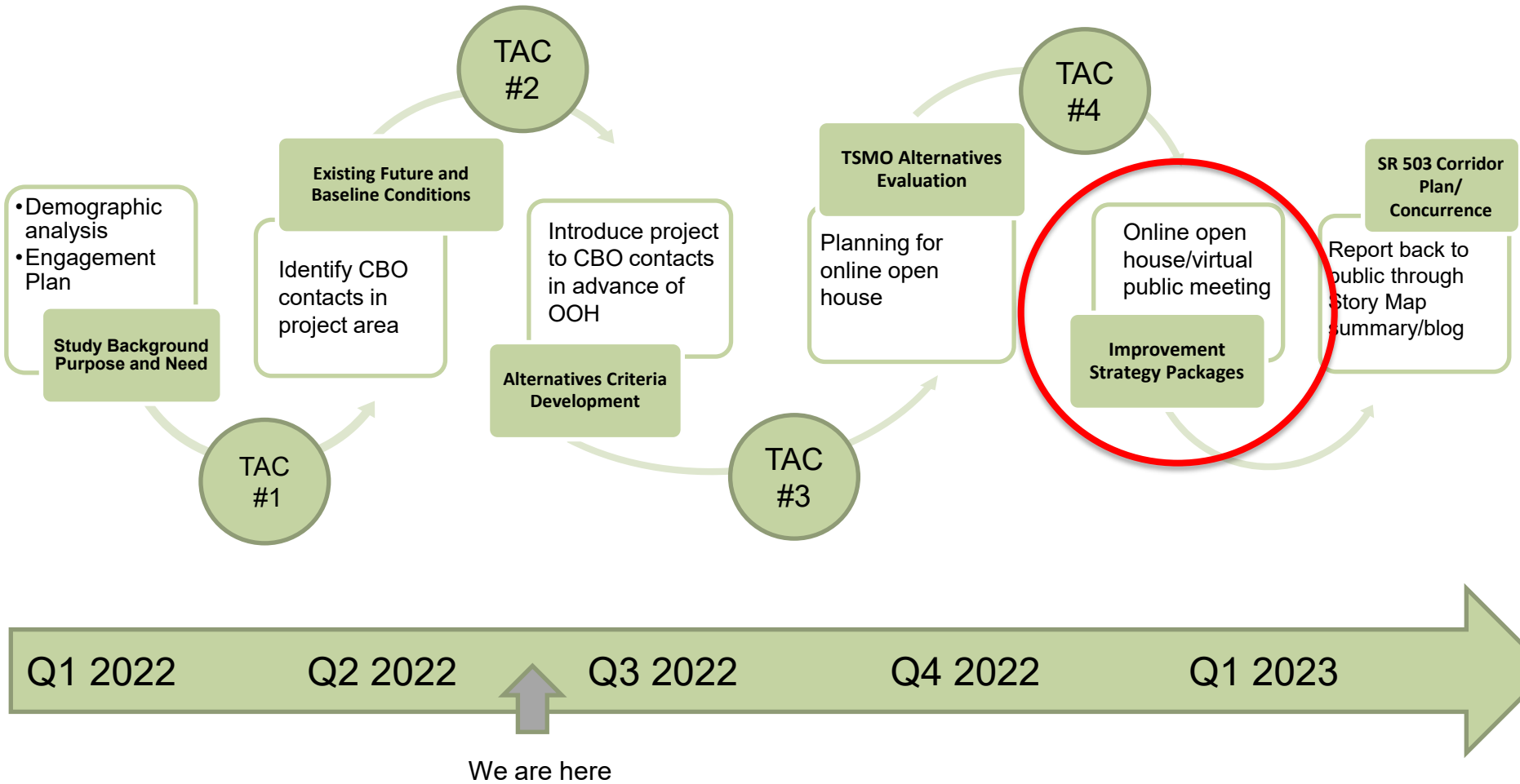
**SUSTAINABILITY:** IMPROVE ENERGY EFFICIENCY, REDUCE POLLUTION, AND ENHANCE RESILIENCY.

**EQUITY:** CREATE EQUITABLE ACCESS TO RELIABLE AND AFFORDABLE TRANSPORTATION OPTIONS.

**PERFORMANCE:** BALANCE THE PRIORITIES OF SAFETY, EFFICIENCY, AND RELIABILITY TO INCREASE MULTIMODAL MOBILITY.

WSDOT TSMO Program Plan (2021)

# COMMUNITY ENGAGEMENT SNAPSHOT



# EXISTING AND FUTURE BASELINE CONDITIONS

- Corridor Overview
- Environmental
- Pedestrian, Bicycle and Transit Facilities
- Safety Assessment
- Vehicle Operations and Mobility
- Freight Mobility
- Maintenance and Preservation



# CORRIDOR OVERVIEW



Connects Vancouver to Battle Ground

Parallel route to I-5

Cross-section: mostly 5 lanes (2 to 7 lanes, narrow or TWLTL median area)

16,000 to 38,000 ADT

40 to 55 MPH posted speeds

Mix of urban and rural segments

- 50% of corridor in Battle Ground UGA
- 25% in Vancouver UGA
- 25% in unincorporated Clark County

Adjacent Land Uses

- Commercial
- Industrial
- Agricultural
- Single/Multi-Family Housing

Significant development and more potential

# ACTIVE TRANSPORTATION

## Inventory and Analysis

### Walking

- Inventory sidewalks and pathways
- System gaps
- Crossing distances
- Crossing quality
- Pedestrian Level of Traffic Stress

### Biking

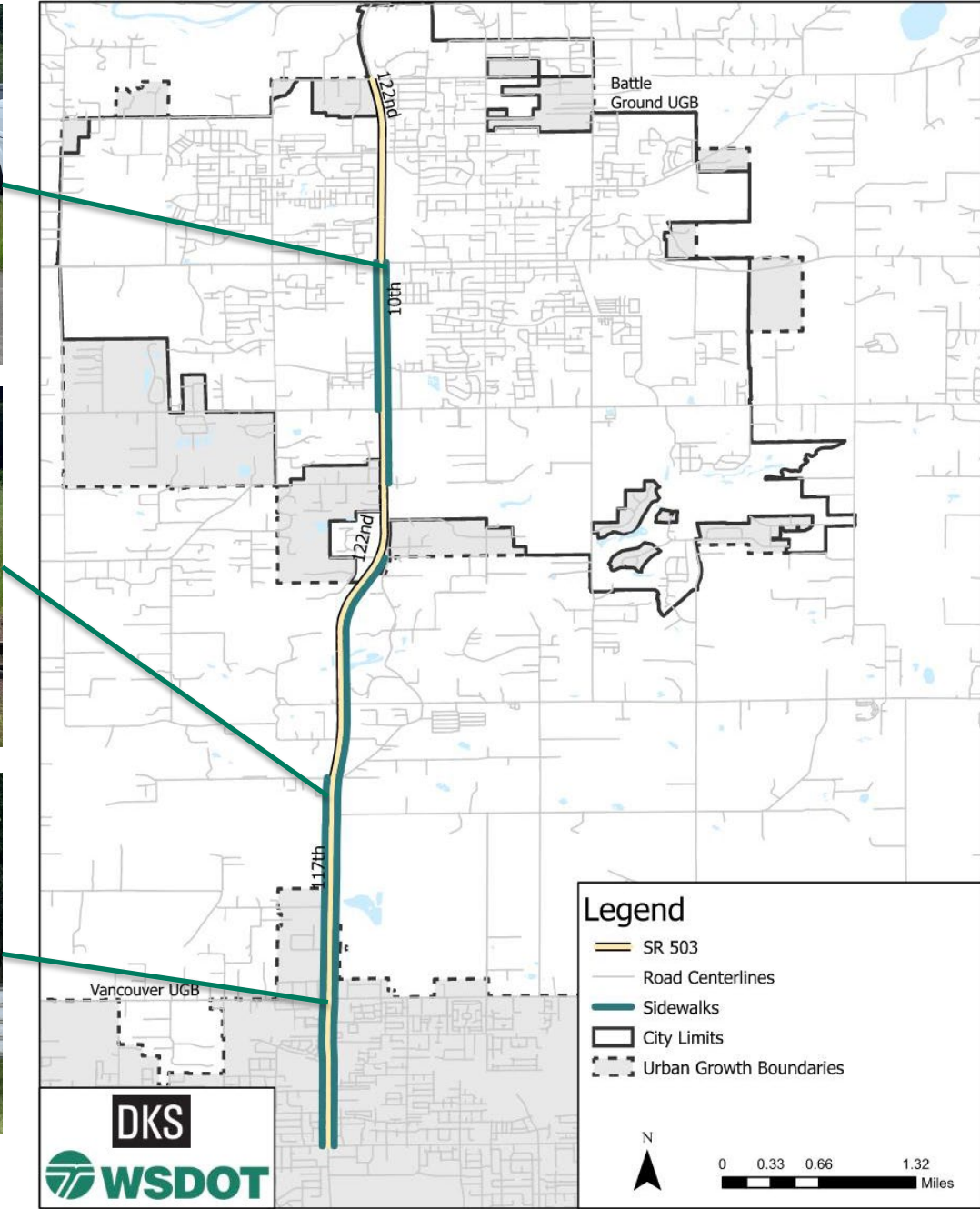
- Inventory bike routes (bike lanes and wide shoulders)
- System gaps
- Bicycle Level of Traffic Stress

### Transit

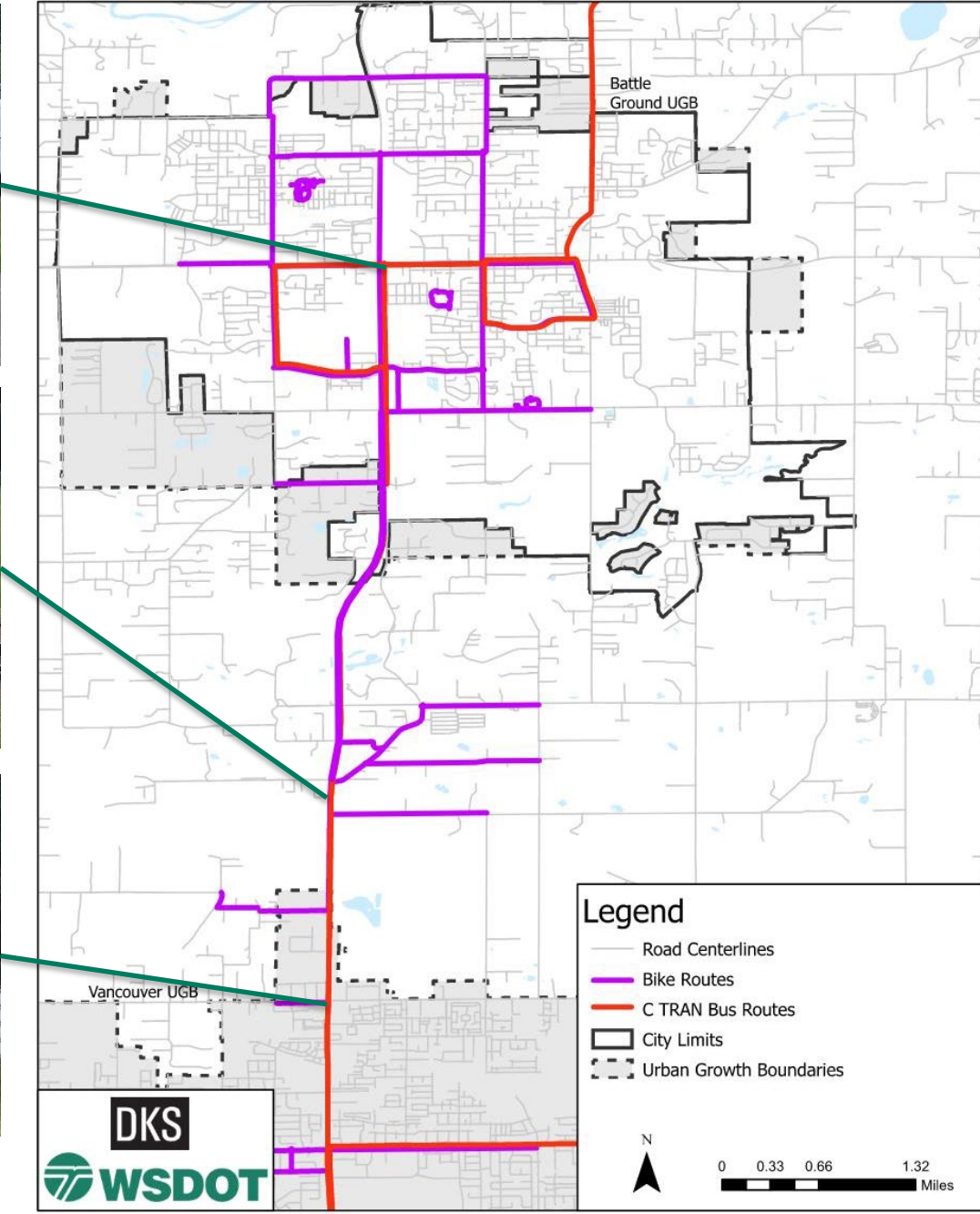
- Stop IDs and Information











# PEDESTRIAN LEVEL OF TRAFFIC STRESS

## Pedestrian Level of Traffic Stress

- Level 3-4 for roadway segments and crossings
- Vehicle speeds and volume

## PEDESTRIANS



## LEVEL OF TRAFFIC STRESS (PLTS)

1	High Comfort for All
2	High Comfort for Adults
3	Increasing Stress for Most
4	High Stress Experience

## Crossing Distances

- Range from 77 to 100 feet across SR 503

## Pedestrian Volumes

- Low in rural segments
- Moderate in urban segments

INTERSECTION	PEDESTRIANS
119 <sup>th</sup> Street	6
149 <sup>th</sup> Street	2
179 <sup>th</sup> Street	0
189 <sup>th</sup> Street	4
Eaton Blvd	1
Scotton Way	7
Main Street (SR-502)	14
Onsdorff Blvd	7
244 <sup>th</sup> Street	0
TOTAL	41

# BICYCLE LEVEL OF TRAFFIC STRESS

## Bike Level of Traffic Stress

- Level 3-4 for roadway segments
- Vehicle speeds and volume

## Bicycle Volumes

- Low in rural segments
- Moderate in urban segments

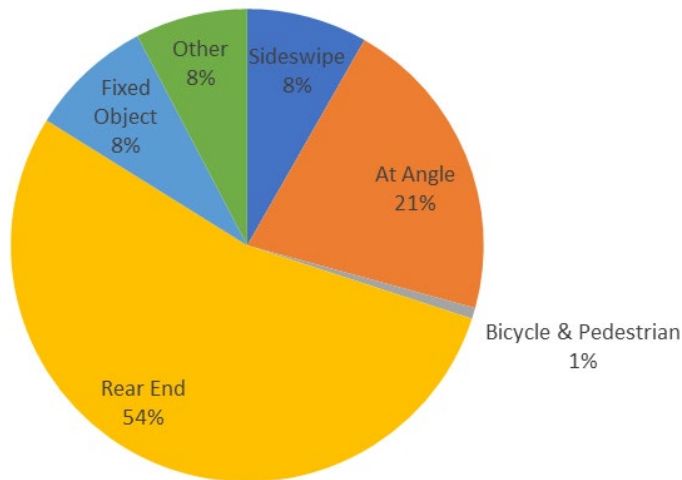


INTERSECTION	BICYCLES
119 <sup>th</sup> Street	1
149 <sup>th</sup> Street	0
179 <sup>th</sup> Street	2
189 <sup>th</sup> Street	5
Eaton Blvd	2
Scotton Way	1
Main Street (SR-502)	4
Onsdorff Blvd	3
244 <sup>th</sup> Street	0
<b>TOTAL</b>	<b>18</b>

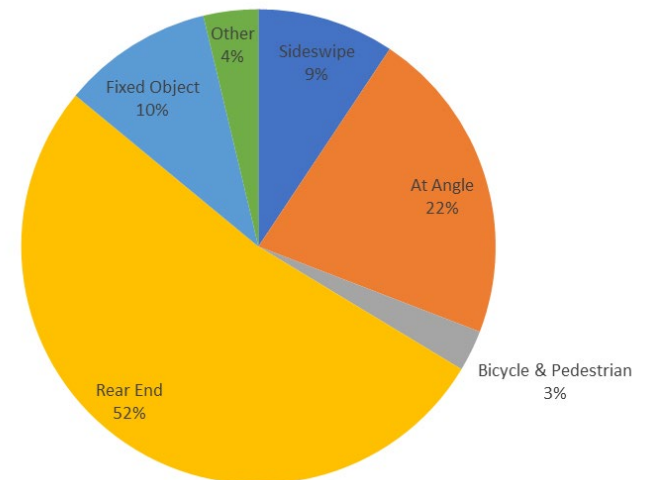
# SAFETY ASSESSMENT

Description	2015	2016	2017	2018	2019	Total
Fatal (K)	1	1	0	1	1	4
Suspected Serious Injury (A)	1	2	2	2	1	8
Suspected Minor Injury (B)	8	5	13	6	7	39
Possible Injury (C)	22	32	22	25	22	123
Property-Damage-Only(O)	66	67	78	76	72	539
<b>Total Crashes (KABCO)</b>	<b>98</b>	<b>107</b>	<b>115</b>	<b>110</b>	<b>103</b>	<b>533</b>

Crash Type  
2015-2019



Crash Type  
2021





# FINDINGS SUMMARY

- Clear urban vs rural character
- Mix of land uses and access needs along the corridor
- Environmental considerations near Battle Ground
- Bike and pedestrian system gaps, high level of traffic stress
- Transit service available, no bus route 7 stops outside cities
- Consider safety improvements identified by WSDOT
- Level of service standard met today, anticipate SR 503/119<sup>th</sup> Street LOS F in 2040
- Accommodate freight in planning efforts

