Practical Solutions Planning & Corridor Sketch Initiative

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Integrated Multimodal Transportation Planning

Transportation Policy Goals:
- Economic Vitality
- Preservation
- Safety
- Mobility
- Environment
- Stewardship

Transportation Planning Connections and Consistency

Federal and State Policy Direction

Local & Tribal Government Plans

Modal Plans (Ferries, Highway, Aviation, Rail, Bike/Ped, Public Transportation, & Freight) RCW 47.06

Community Engagement

Metropolitan and Regional Transportation Plans 23 CFR 450.322 RCW 47.80.030

Site Specific and Project Plans

WTP Phase I Transportation Policy Plan RCW 47.01.071

WTP Phase II federally compliant Long-Range Multimodal Transportation Plan RCW 47.06.040 23 CFR 450
Transportation Trends Influencing WTP 2035

- Demand for transportation is changing
- Aging infrastructure
- More problems than funding available to fix
Practical Solutions Planning Responds to These Changes

• Focused on performance:
  • Considers the full range of transportation services
  • Considers the highway in the context of the entire transportation network

• Informed by meaningful community engagement

• Seeks lowest cost option to address the need: operational efficiency, demand management and policy changes before capacity expansion
Our Current Focus for Implementation: Corridor Sketches

- Developed through partnership

- Supports and complements regional planning led by MPOs and RTPOs

- Provides a consistent framework to help align planning with the practical solutions approach

- Informs the Highway System Plan
Corridor Sketch Objectives

- Strategy for every corridor
- Performance-based planning
- Integrated multimodal planning
- Considers range of strategies
- Simplified, accessible corridor information
- Collaborative approach
Key Questions

Set goals and performance targets - *What do we want to accomplish?*

Identify strengths and challenges – *In what ways are we achieving our goals? What obstacles are keeping us from getting there?*

Develop options - *What action is needed to maintain what is working well? What strategies are available to address the problems?*

Evaluate and prioritize - *Which strategies will most effectively achieve our goals given our limitations and strengths?*
How it Works

Collaboration: Work with communities and stakeholders for input into the least cost planning process
  • Establish vision, mission, values, and goals that reflect a community’s unique characteristics
  • Review and reflect local and regional planning goals

Performance Targets: How can the transportation network support community values and vision?
How it Works, continued

Range of Potential Strategies and Solutions: Understanding performance targets in a community context helps us explore a greater range of strategies to address problems before we consider costly capital investments.

Costs and Benefits: Consider more than just the cost of operating and improving the system—but also costs and benefits to society, economy, and environment

Foundation for Implementation:
- Have demand management and system management options been implemented?
- Context?
- Outcomes agreed on by stakeholders?
What We’ve Learned from Community Engagement

Successes:
• Over 50 regional workshops and meetings held statewide
• Over 100 different organizations engaged and provided input on 124 corridors statewide
• Collaboration is helping stakeholders to “see how things fit together in the larger context”
• Many stakeholders are “happy that we were asking for their input”
• Coordination and alignment with MPO/RTPO plans
• Data exchange and joint outreach with MPOs and RTPOs

Challenges:
• Performance measures
• Applying practical solutions in the earliest stages of planning
What We’ve Learned from Data Collection

Successes:
• Developing multimodal corridor baseline datasets
• Capturing local and regional plans and perspectives
• Integrating land use data
• Aligning WSDOT data to corridors

Challenges:
• Performance measures and analysis
• Identification of long-range performance gaps
• Process needs to be automated to collect data from other data systems
Where We Go From Here

• Sketch phase 1: Performance expectations
• Sketch phase 2: Strategies
• Future phases: more detailed, “right-sized” plans will follow
Highway System Plan

- 20-year plan for state highways.
- Includes an assessment of state-owned transportation facilities and assets
- Serves as the basis for six-year highway program and two-year biennial budget request to the legislature
  - Programmatic Approach
  - Corridor Approach (Corridor Sketch Initiative)
Contact

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