

# Practical Solutions Planning & Corridor Sketch Initiative



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# Integrated Multimodal Transportation Planning

## Transportation Planning Connections and Consistency

### Transportation Policy Goals:

Economic Vitality

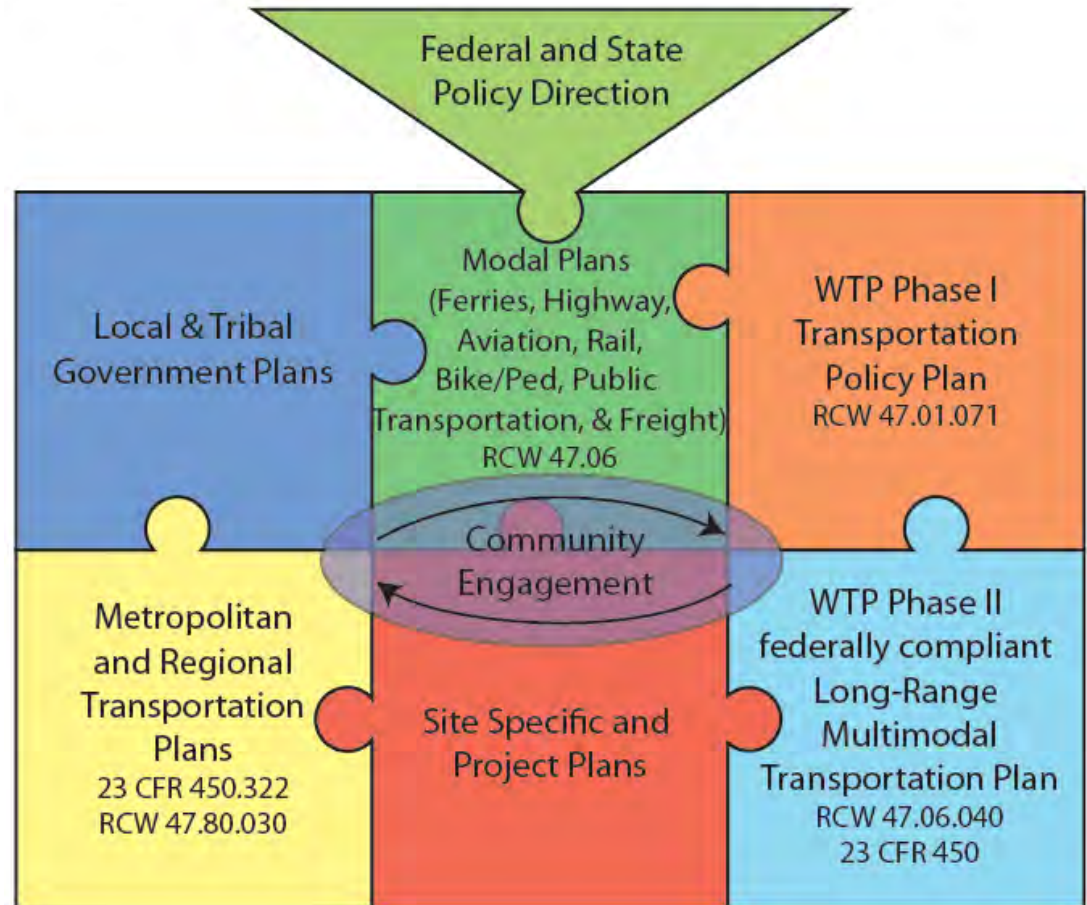
Preservation

Safety

Mobility

Environment

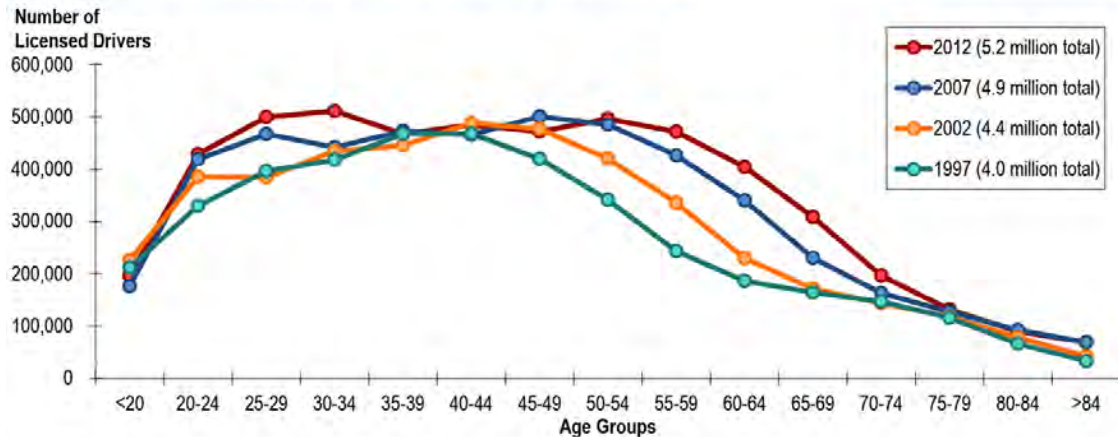
Stewardship



# Transportation Trends Influencing WTP 2035

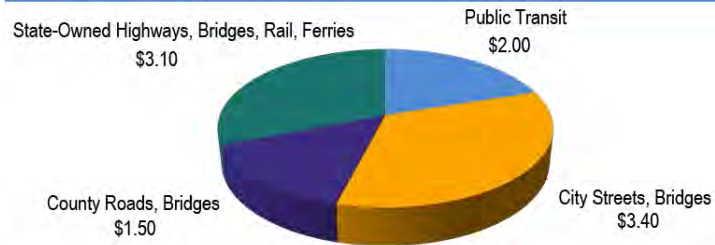
- Demand for transportation is changing
- Aging infrastructure
- More problems than funding available to fix

Washington Licensed Drivers by Age Group 1997, 2002, 2007, and 2012



Source: FHWA Office of Highway Policy Information, Highway Statistics Series (2012, 2007, 2002, and 1997). WTP 2035

10-Year Maintenance and Operations: Needs, All Modes and Jurisdictions (Billions of 2012 Dollars)



Source: 2012 Final Report of Connecting Washington Task Force. Includes state, county, and city owned infrastructure. WTP 2035

# 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



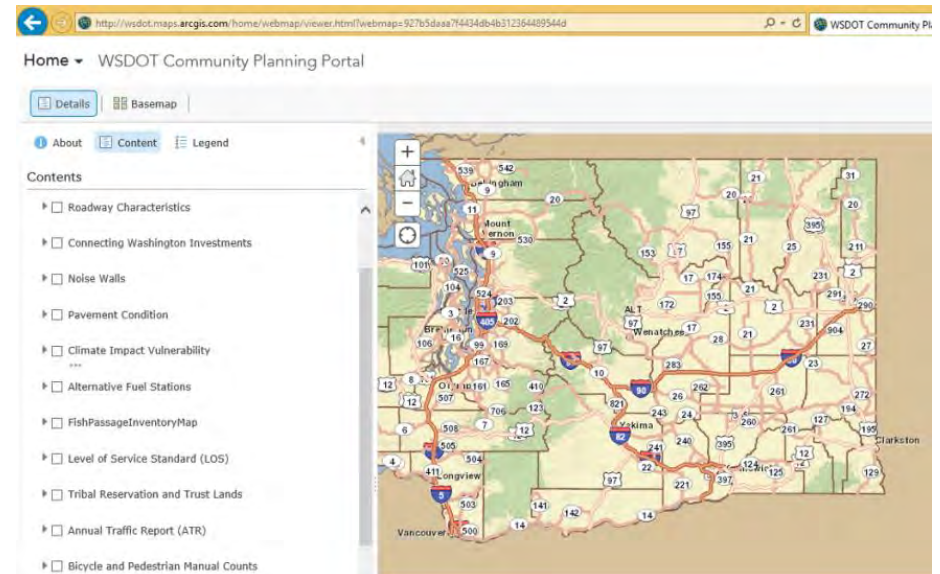
# What We've Learned from Data Collection

## 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)

**WSDOT** AUGUST 2015

## Corridor Sketch Initiative IMPLEMENTING LEAST COST PLANNING

**What is the Corridor Sketch Initiative?**  
The Corridor Sketch Initiative is a new way for the Washington State Department of Transportation to work jointly with partners to capture and document consistent baseline information about each transportation corridor around the state in order to inform future investment decisions.

A corridor sketch will contain information that describes the characteristics of each corridor, its current and future function, as well as its performance expectations. It will ultimately identify cost-effective strategies for future consideration. A corridor sketch is not a substitute for detailed planning and analysis, nor is it a list of investments or projects.

The Corridor Sketch Initiative is one way WSDOT is implementing **Least Cost Planning**<sup>1</sup> at the corridor level. Statewide implementation of the Corridor Sketch Initiative is consistent with WSDOT's strategic plan, also known as **Results@WSDOT**<sup>2</sup>, and the legislature's transportation system policy goals (see back), and supports **WSDOT's Practical Solutions**<sup>3</sup>.

Practical Solutions maximize benefits at the lowest cost by optimizing the use of current capacity and efficient use of resources.

WSDOT will implement the Corridor Sketch Initiative in phases.

<sup>1</sup><http://www.wsdot.wa.gov/Projects/PracticalDesign/Log.htm>  
<sup>2</sup><http://www.wsdot.wa.gov/Secretary/Results@WSDOT.htm>  
<sup>3</sup><http://www.wsdot.wa.gov/Projects/PracticalDesign>

**WSDOT'S VISION**  
The Washington State Department of Transportation's vision is to be the best in providing a sustainable and integrated multimodal transportation system.

**WSDOT'S MISSION**  
The Washington State Department of Transportation provides and supports safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

**WSDOT'S VALUES**

**SAFETY**  
Promote the safety of the public and employees at all times.

**INCLUSION**  
Ensure a wide array of perspectives, disciplines and backgrounds are represented in our outreach, decision making and workforce.

**INNOVATION**  
Foster an environment of trust that encourages creativity finding solutions for challenges and leveraging opportunities.

**INTEGRITY**  
Build trust with each other and our communities by being ethical, accountable, responsive and forward.

**LEADERSHIP**  
Inspire, motivate and support to give each other the confidence to do great things.

**SUSTAINABILITY**  
Make decisions and take actions that promote the conservation of resources for future generations by focusing on the balance of economic, environmental and community needs.

**Corridor Sketch Goals**  
This new initiative will use Least Cost Planning principles to achieve the performance expectations for each corridor. It will help us achieve:

- Integrated multimodal planning: Work with local, regional, tribal, state and federal partners to develop an integrated multimodal planning approach for improving the transportation system.
- Performance-based planning: Implement performance-based Least Cost Planning to achieve performance goals.
- Moving Washington Forward: Develop cost-effective, integrated sets of strategies that first consider operational improvements, demand management, and policy change strategies before considering investments in capacity expansion to achieve mobility performance goals.

WSDOT strives to ensure that all projects that will be funded by federal or state funds are accessible to all people with disabilities. If you are unable to access this website, please contact the Washington State Department of Transportation at 360.735.7000. If you are unable to access this website, please contact the Washington State Department of Transportation at 360.735.7000. If you are unable to access this website, please contact the Washington State Department of Transportation at 360.735.7000.

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