Law/ Legislature	Maintenance & Operations	Planning	Planning	Scoping	Programming	Designing	Implementing
Establish Policy Framework	Manage System Assets	Identify Needs	Assess Alternative Strategies	Refine Solutions	Assign Resources	Develop Funded Solutions	Implement Solutions

PS 102: Planning within the Practical Solutions Framework

November 8, 2016

Existing Plans

Community Engagement

WSDOT Community Engagement Plan

The Community Engagement Plan guides how the agency engages with partners, stakeholders, tribes, and communities for all WSDOT efforts "stem-to-stern" from the earliest planning through project and service delivery continuing into maintenance and operations. It is intended to be used in coordination with other department guidance such as the Disadvantaged Business Enterprise Plan, Title VI Plan, Limited English Proficiency Plan, Design Manual, Communications Manual, and Environmental Justice guidance.

The plan focuses on three areas: Environmental Justice, "Stem to Stern" Approach, and the Access to Decision Process.

The Environmental Justice portion introduces the concepts surrounding cultural sensitivity, inclusion and environmental justice.

The "Stem to Stern" Approach displays the Practical Solutions Framework banner (from Policy Direction through Implement Solution) and how community engagement at WSDOT (objectives, activities, audiences, performance measures) align with this framework.

The Access to Decision Process portion includes a residents' guide to engaging in the WSDOT practical solutions approach to problem solving.

Other guidance in the plan includes the basic strategies, resources, and measures of effectiveness for planning and implementing effective, culturally sensitive community engagement activities. And finally, important diverse case studies are shared to highlight different successful methods for community engagement. Additional resources are shared, as is a list of groups to engage with and the engagement plan for the Washington Transportation Plan Phase 2.

Human Services Transportation

Coordinated Public Transit - Human Services Transportation Plans (CTP-HSTP)

Coordinated Public Transit - Human Services Transportation Plans identify the transportation needs of people with disabilities, older adults, and people with low incomes in a particular area. The locally developed plans list unmet human transportation needs and service gaps (unserved and underserved areas), and identify strategies for filling the gaps. The plans focus on coordinating services among the public and human service transportation providers to maximize the use of limited transportation resources.

In Washington State, local CTP-HSTPs are updated every four years and are used to help prioritize requests for certain state and federal funding. In other years, WSDOT prepares a statewide HSTP to identify statewide human services transportation gaps, investigate best practices for planning and service delivery, and develop common strategies for improving access and enhancing mobility for target populations.

These plans provide useful information for WSDOT planners including who provides transportation services in a given area, what human services transportation needs and gaps exist, and what strategies local communities have identified to address the greatest needs in their area.

Local Agencies (Cities and Counties)

GMA Comprehensive Plans

Transportation Planners should always familiarize themselves with the local jurisdictions' plans before embarking on any planning process. The centerpiece of local planning is the Growth Management Act (GMA) Comprehensive Plan.

The GMA requires the fastest growing counties and the cities within them to plan extensively in keeping with 14 state GMA goals on aspects such as regional transportation, sprawl reduction, concentrated urban growth, and environmental protection.

Twenty-nine counties are either required to fully plan under the GMA or have chosen to do so. These counties make up about 95 percent of the state's population. The remaining ten counties must plan for critical areas and natural resource land only under the GMA.

The GMA provides a framework for regional coordination, and counties planning under the GMA are required to adopt county-wide planning policies to guide plan adoption within the county and to establish urban growth areas (UGAs). Local comprehensive plans must include the following elements: land use, housing, capital facilities, utilities, **transportation**, and, for counties, a rural element. Shoreline master program policies are also an element of local comprehensive plans.

State agencies are required to comply with comprehensive plans and development regulations of jurisdictions planning under the GMA. The GMA is codified primarily in Chapter 36.70A RCW

Clark County has a good example of a GMA Comprehensive Plan. Additional resources are available through WSDOT's website.

Metropolitan Planning Organizations

Metropolitan Transportation Plans

A Metropolitan Planning Organization (MPO) is a federally-required transportation planning organization comprised of elected officials in urbanized regions with a population of 50,000 or more. The 12 MPOs in Washington provide a forum for local decision-making, public participation and cooperation with the state on transportation issues of a regional nature. The cooperative transportation decision-making process enables member jurisdictions to discuss regional transportation issues and plan transportation improvements for the region.

The MPO planning process culminates in the Metropolitan Transportation Plan (MTP). The MTP becomes the basis for developing a regional transportation system that is consistent with local comprehensive plans, federal and state transportation policies and goals.

MTPs identify and address regional transportation issues, including regional transportation facility and service improvements proposed for implementation for at least the next 20 years. An MTP should be consistent with state and local plans.

Specific MTPs can be found on each MPO's website. The Chelan-Douglas Transportation Council's MTP is a great example. More information is available on WSDOT's website.

Modal Plans

Highway System Plan

The scope of the HSP is currently under construction.

Municipal Research & Services Center of Washington (MRSC)

City and Town and County Websites

Search multiple Washington city and town and county websites for Comprehensive Plans and other information.

Public Transportation

Washington State Public Transportation Plan

The Washington State Public Transportation Plan offers a blueprint to further integrate public transportation to meet the needs of Washington's people and communities. Since the public transportation system is managed by many partners, the plan represents a partnership among government agencies, service providers, community organizations and others throughout Washington. The plan also further defines the state's role in public transportation and discusses practical solutions as a structure for the integration of public transportation services. The plan sets forth five goals for Washington's system of public transportation that include thriving communities, access, adaptive transportation capacity, customer experience, and transportation system guardianship. The plan identifies strategies to support each of these goals, and a program of near-term actions for each goal. The near-term actions include furthering efforts to reduce drive-alone vehicle trips, integrating access to transit into land use planning, improving data collection and evaluation methodologies, maximizing the effectiveness of park and ride lots, and improving safety for pedestrian and bicycle users.

Regional Transportation Planning Organizations

Regional Transportation Plans

A Regional Transportation Planning Organization (RTPO) is formed through a voluntary association of local governments within a county or contiguous counties. RTPO members include cities, counties, WSDOT, tribes, ports, transportation service providers, private employers and others. Like MPOs, RTPOs provide a forum for local decision-making and public participation on transportation issues of a regional nature.

RTPOs were authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans in the rural areas of the state. There are 14 RTPOs covering 37 of the 39 counties in Washington (Okanogan and San Juan Counties are not part of any RTPO). RCW 47.80 spells out the requirements for RTPOs.

An RTPO's long-range plan, known as a Regional Transportation Plan (RTP), is the outcome of the regional planning process. The RTP becomes the basis for developing a regional transportation system that is consistent with local comprehensive plans and state transportation policies and goals. The plan should identify and address regional transportation issues, including regional transportation facility and service improvements proposed for implementation for at least the next 20 years.

RTPOs serve the same basic transportation planning functions as MPOs – develop a long-range plan, coordinate within a region, and prepare a transportation improvement program. The federal MPO and state RTPO requirements of these organizations are complementary. The lead agency for an RTPO is typically also the lead agency for the MPO within the region; however certain RTPOs are stand-alone organizations in areas of the state where no MPO exists.

Specific RTPs can be found on each RTPO's website. The Peninsula RTPO's RTP is a great example. More information is available through WSDOT's website.

Washington Transportation Plan

Washington Transportation Plan Phase 2

The Washington Transportation Plan (WTP) Phase 1—Policy is an update to WTP 2030 and provides policy guidance and recommendations for all transportation modes. It was developed and adopted by the Washington State Transportation Commission in January 2015 and delivered to the governor and legislature. Phase 1 contains 11 key findings and 151 recommended actions. Further information on Phase 1 can be found at www.wtp2035.com.

WTP Phase 2—Implementation updates the 2007-2026 WTP to meet the federal and state requirements for the long-range statewide transportation plan. It will implement recommendations from Phase 1 for the development of the state's multimodal transportation system, which includes public roads, ferries, public transportation, aviation, freight and passenger rail, ports, and bicycles and pedestrian facilities. It is scheduled to be completed by December 2017.

Guidance

Basis of Design

Basis of Design Form

The primary purpose of the [Basis of Design form](#) is to document the selection of the design elements that will be included in a WSDOT capital improvement project. Practical design requires several considerations to be made before design elements can be selected.

This form documents design considerations. It is not intended to duplicate detailed information available in other forms, e.g. planning documents, Project Summary, or environmental documentation (NEPA/SEPA). It is intended to summarize the major issues, conditions, and considerations that shape the preferred alternative. The form is scalable based on project type and complexity.

The form should be filled out during planning (determination of system and corridor needs), scoping (as part of an approved project summary), and/or during design (for inclusion in the design approval and/or project development approved package).

Context Sensitive Design

Understanding Flexibility in Transportation Design—Washington

[Understanding Flexibility in Transportation Design—Washington](#) provides conceptual guidance for the application of context-sensitive design in the project development process and provides a compilation of topics related to highway planning and design.

It provides information and tools to increase our understanding of how different issues such as context settings, modal needs, traffic volumes and speeds are interrelated, and how understanding this interrelationship leads to better decision-making during the development of solutions.

Understanding Flexibility gives detailed illustrations of significant and distinguishing features of a variety of contexts in which projects may be located. Rather than the old "rural" or "urban" designations this report goes further, and details eight land use contexts which can be a valued starting point for planners, designers, and our partners for determining local land use and transportation contexts. Check out the report for its eight contexts presented as:

- Urban Centers.
- Planners Corridors.
- Suburban Corridors.
- Industrial and Manufacturing.
- Rural Town Centers.
- Rural Corridors.
- Residential Areas.

Guidance is provided for what types of users may be within each context. Each of these user groups has different needs associated with the design and operation of transportation facilities, and at times these needs conflict. Many of these needs and the effect they may have on other users are discussed in this document.

Understanding Flexibility provides guidance on speed transitions to best target traffic speed operations within and between contexts. Environmental considerations such as urban forestry, urban streams, natural resources, and more are discussed as well as information on possible impacts and mitigation.

Typical design considerations such as intersection characteristics, gateway elements, roadside design, roadway geometrics, and streetscape amenities present potential tradeoffs. The information offered in this document concerning this aids designers and planners in decision-making to achieve a safe, efficient, and aesthetically appealing transportation facility.

Planning Environmental Linkage

Considering Environmental Issues as Part of Practical Solutions

Key environmental issues can help build partnerships that remove controversy from a project. With enough early coordination, major environmental stakeholder issues can be addressed and some projects that would otherwise be an EA or EIS can be programmed as a NEPA Categorical Exclusion (CE). If it appears that a project is going to have significant adverse environmental impacts, coordination efforts during planning can be documented and utilized during a NEPA EA or EIS process to reduce the overall cost and schedule of project design. Focus on specific environmental issues is more relevant at different stages of the planning/practical solutions process; landscape level information to identify needs, and programming level considerations and regulatory focused information as you define potential strategies.

Landscape level information can help identify performance gaps, potential partnership opportunities, and provide context for community engagement opportunities at the beginning of your planning process, generally when a team is identifying needs and performance gaps. The following information is available on the Environmental Workbench and ESO or region environmental staff can integrate relevant data and engage appropriate stakeholders through their participation on your M^3 teams:

- Climate vulnerability.
- Chronic environmental deficiencies.
- Fish Passage Barriers.
- Habitat connectivity.
- Recover, restoration, and network plans.
- Disadvantaged population demographics.
- Noise compatibility.
- Stormwater retrofit priorities.

As part of identifying alternative strategies, an Environmental Coordinator will assess NEPA-related considerations (i.e., project purpose and need, and project boundaries – logical termini and independent utility) of the various strategies. Strategies likely to be programmed as a capital solution will be assessed to determine the appropriate NEPA documentation (e.g., CE, EA, EIS) and likely timing of implementation (i.e., near-term, mid-term, or long-term). Projects likely to be categorized as an EA or EIS are assessed to determine whether or not further outreach or coordination might identify a stakeholder concern with a specific impact that WSDOT might be able to reduce which could allow for a reclassification of the strategy to a CE level project.

When alternative strategies are identified two additional queries are valuable:

- Programming level considerations—considerations that affect schedule and budget:
- Development in a floodplain.
- Know cultural resources.
- Mitigation needs (e.g., wetlands, noise, historic bridges/cultural resources).
- Relocation needs.

Regulatory information—Information relevant to the WSDOT project permitting process:

- USCG permits.
- Clean Water Act—stormwater management and treatment, water quality, wetlands (including discussion of least environmental damaging practical alternative).
- Endangered Species Act—proximity to endangered species and critical habitat.
- National Historic Preservation Act—Section 106 cultural resources.
- Recreation/Resource Lands—(6(f) and Section 4(f) considerations.

To ensure the planning and environmental efforts are linked, a WSDOT PEL questionnaire should be completed to ensure planning efforts meet FHWA requirements for use during the NEPA process. With a list of near and mid-term strategies that are likely to require an EA or EIS, the Environmental Coordinator will help document early planning processes that can be used during the NEPA process. The questionnaire will help ensure that the early planning process is undertaken and documented correctly. This effort is most valuable for EA's and EIS's that will be started within 5 years of completion of agency planning efforts. The WSDOT PEL questionnaire should be made part of the planning effort documentation to ensure the planning effort meets FHWA requirements for use during the NEPA process.

Safety

Safety Guidance for Corridor Planning Studies

Safety Guidance for Corridor Planning Studies provides the foundation for developing the safety chapter in a corridor planning study. The development of a safety chapter assumes a general understanding of the fundamentals of how WSDOT approaches highway safety (Sustainable Highway Safety) and the direct relationship with Washington's Strategic Highway Safety Plan (Target Zero). While not intended to prescribe a "cookie cutter" approach, the typical outline shown in this guide supports consistency across the agency, maximizes the potential benefit of the planning study for the program and project development process, and increases the likelihood of meeting expectations of the public, elected officials, safety stakeholders and the Department on achieving high levels of safety performance for Washington's highways.

This Guide is organized as follows:

Section 1:   Introduces the WSDOT's approach to safety.

Section 2:   Discusses setting the scale and scope of the safety analysis.

Section 3:   Discusses the need and nature of internal consultation in the development of a safety chapter.

Section 4:   Describes the basic outline of a safety chapter.

Sections 5, 6,   Discuss the basic, intermediate and advanced level safety
and 7:   analysis

Transportation System Management and Operations

TSMO Strategies

Transportation systems management and operations (TSMO) refers to multimodal transportation strategies intended to maximize the efficiency, safety, and utility of the transportation infrastructure. TSMO considers the full range of options for maximizing the performance of existing transportation infrastructure without expanding the infrastructure itself (e.g. adding general purpose lanes, constructing a new interchange, etc.). TSMO strategies can include physical changes to the roadway, changes to how the roadway is used, and efforts aimed at reducing demand for use of the roadway (also known as Transportation Demand Management, or TDM).

Examples of physical changes include turn lanes, signage, roundabouts, striping, and traffic calming measures. Changes to how the roadway is used include incident response, ramp metering, transit signal prioritization, highway access management, and managed lanes (High occupancy vehicle (HOV), congestion pricing, etc.). Strategies to reduce demand include all efforts that reduce drive alone trips, from increasing the use of transit, ride-sharing, vanpools, biking, and walking, to managing parking and park and ride lots, to teleworking and using alternative work hours. This redistribution of travel demand decreases the number of vehicles contributing to congestion and increases person throughput.

The TSMO website provides information on all of these strategies and also provides contacts and additional resources. By improving mobility, TSMO activities have a wide-ranging impact on travel accessibility, safety, and reliability, as well as economic vitality and environmental quality.

WSDOT Design Manual

Chapter 321 – Sustainable Safety

Chapter 321 – Sustainable Safety is an approach to transportation safety at WSDOT through the use of "…tools and procedures based on accepted science, data, and proven practice" in accordance with the Secretary's Executive Order E 1096, Agency Emphasis and Expectations, to target safety needs, and "deliver the right solutions at the right time and at the right location.

Chapter 1100 – Practical Design

Chapter 1100 – Practical Design includes an overview and description of the WSDOT Practical Solutions initiative, the practical design process, and the relevant chapter information necessary to complete each process step.

Chapter 1101 – Need Identification

Chapter 1101 – Need Identification includes guidance on accurate and concise identification of project needs for practical design. Needs are first identified in planning, so knowing how this is used in design will benefit planners.

Chapter 1102 – Context Identification

Chapter 1102 – Context Identification includes land use and transportation contexts that harmonize with the existing state or future visions. There are also links to context references.

Chapter 1103 – Design Control Section

Chapter 1103 – Design Control Selection explains that design controls are specific elements that directly influence or are used to assist in the selection of most other cross section elements and their dimensions. As such, design controls establish fundamental boundaries for alternatives. The five controls are Design Year, Modal Priority, Access Control, Speed, and Terrain. By understanding the need and context, planners can best identify the right controls to support the roadway size and function envisioned.

Chapter 1104 – Alternative Analysis

Chapter 1104 – Alternative Analysis discusses how information determined from planning phases and *Design Manual* chapters is utilized in alternative solution formation, and how to evaluate the alternative solutions developed.

Chapter 1230 – Geometric Cross Section

Chapter 1230 – Geometric Cross Section is composed of multiple lateral elements such as lanes, shoulders, medians, bike facilities, and sidewalks. This chapter presents many example illustrations of highways intended to function as roads or streets. It provides visual ideas for teams contemplating modal priorities, roadway and streetside zones, and traffic speeds. Planners set the stage for the design task which is to select and size these elements according to designated performance target(s), design controls, and context determined in planning.

Tools

Corridor Sketch Initiative

A New Approach to Evaluate State Highway Facilities

As a new planning tool under Practical Solutions, the Corridor Sketch takes a new approach to evaluate state highway facilities and their role in a connected, multimodal transportation system.

The Corridor Sketch Initiative complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute, or compete with other planning efforts. The Corridor Sketch Initiative's primary goal is to cooperatively engage with partners to jointly assess the highway system and identify:

- Performance gaps.
- What's working well.
- What needs to change now and in the future.
- Strategies to close performance gaps and sustain what works well.

Strategies developed through the Corridor Sketch Initiative will inform development of solutions and subsequent investment decisions at WSDOT, as well as other statewide, regional, and local planning efforts that collectively shape the future of Washington's transportation system.

Strategies, or pathways, identified in the Corridor Sketch Initiative include:

- Acceptance (No Action)
- Operations (Traffic)
- Travel Demand Management (Public Transportation)
- Local Improvements (Local Programs)
- Policy Changes (Referred as Appropriate)
- Further Study (Planning)

Phase I Folio

The Phase I folio describes how WSDOT worked with our partners to collect contextual information on corridors.

CorridorSketch_HQ
April2016.pdf

Phase II Folio

The purpose of Phase II of the Corridor Sketch Initiative is to keep corridors working well, and to develop cost-effective, multimodal strategies to improve corridors with performance gaps. This effort will apply the information gathered in Phase I in addition to analysis and outreach performed during Phase II.

CSI Phase 2 draft
Folio 11x17_2016-09

Data

Web Based Mapping and Reporting Application - OnTheMap

OnTheMap is an online mapping and reporting application located at http://onthemap.ces.census.gov/ that shows where people work and where workers live. OnTheMap was developed through a unique partnership between the U.S. Census Bureau and its Local Employment Dynamics (LED) partner states.

OnTheMap provides an easy-to-use interface for creating, viewing, printing, and downloading workforce related maps, profiles, and underlying data. An interactive map viewer displays workplace and residential distributions by user-defined geographies at census block level detail. This flexibility allows for a variety of use cases, including emergency planning, transportation planning, site location, and economic development. The application also provides companion reports on worker and firm characteristics, employment and residential area comparisons, worker flows, and commuting patterns. In OnTheMap, statistics can be generated for specific segments of the workforce, including ages, earnings, or industry groupings.

The US Census has developed the OnTheMap web based mapping and reporting software to help better understand the travel patterns from home to work. The software uses the US Census' Longitudinal Employer-Household Dynamic (LEHD), Origin Destination Employment Statics (LODES) to describe the geographic patterns of jobs of employment and residential locations and gives the user the power to explore the local connection between the two. This software contains data for most states from 2002 to 2014.

"OnTheMap Local Employment Dynamics",
http://lehd.ces.census.gov/doc/help/onthemap/OnTheMapOnePager.pdf

Walk Score

Walk Score's mission is to promote walkable neighborhoods; as walkable neighborhoods are one of the simplest and best solutions for the environment, our health, and our economy. This technology, located at www.walkscore.com, measures the walkability of any address by analyzing hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category.

Walk Score also measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density by using data from Google, Education.com, Open Street Map, the U.S. Census, Localeze, and places added by the Walk Score user community. Walk Score is capable of providing scoring for Transit, Bikeability, Crime Grades, and City and Neighborhood rankings as well.

EJ Screen

Collecting and Using Demographic Data

WSDOT's Environmental Justice web page http://www.wsdot.wa.gov/Environment/EJ/ has detailed guidance on how to collect and assess demographic data utilizing EJScreen. EJScreen is a tool developed and maintained by the Environmental Protection Agency (EPA) to determine the demographics of your project area. It uses data from the U.S. Census Bureau and the American Community Survey to calculate demographic data through a geospatial map interface. Information from the demographic analysis can help project teams ensure that all the voices in your community are considered as you seek solutions to transportation needs.

Geographic Information Systems (GIS)

Linking Location to Information

Linking location to information is a process that applies to many aspects of decision-making in government, business and the community. Choosing a site, understanding population demographics, planning a distribution network, zoning a neighborhood, allocating resources, and responding to emergencies—all these problems involve questions of geography. Where is pavement condition deteriorating rapidly? Which communities have a high percentage of non-English speaking members? Which parts of a roadway network are most vulnerable to seasonal flooding or other natural disasters? Where are power poles located, and when did they last receive maintenance?

GIS represents features on the earth— roads, bridges, cities, wetlands, and critical habitat—on a computer. People use GIS to visualize, question, analyze, and understand data about the world and human activity. Often, this data is viewed on a map, which provides an advantage over using spreadsheets or databases. Why? Because maps and spatial analysis can reveal patterns, point out problems, and show connections that may not be apparent in tables or text.

WSDOT has developed an extensive library of GIS data, applications, and support resources to help get you started using GIS.

ArcGIS Desktop & the GIS Workbench

ArcGIS Desktop & the GIS Workbench
ArcGIS Desktop refers to a suite of integrated applications: ArcMap, ArcCatalog, ArcScene, and ArcGlobe. ArcMap is used for all mapping and editing tasks, as well as map-based analysis. ArcCatalog is the application for managing spatial data holdings, for managing database designs, and for recording and viewing metadata. ArcToolbox simplifies many common GIS data conversion and geoprocessing tasks and is available as a window from inside ArcMap and ArcCatalog. ArcScene and ArcGlobe provide 3D viewing capabilities and interactive fly through options for elevation data and the ability to drape or overlay GIS data on a 3D surface.

The *GIS Workbench* is an extension to ArcMap that allows users easy access to WSDOT's corporate GIS databases, and custom spatial tools.
http://wwwi.wsdot.wa.gov/GIS/supportteam/GettingStarted/LevelPlayingField.asp

GIS Training

Training for ArcGIS Desktop and the GIS Workbench is available for free to all WSDOT employees. Training is generally offered twice per year in each Region. Additional classes are scheduled on an as-needed basis.
http://wwwi.wsdot.wa.gov/planning/data/training/default.htm

GIS Support Team/GIS Helpdesk

For GIS help or problems contact the WSDOT HQ Help Desk at: 360-705-7050 and log a ticket. For general questions regarding how you can use GIS in your project, you may contact a GIS Team member directly.
http://wwwi.wsdot.wa.gov/GIS/supportteam/default.asp

WSDOT Community Planning Portal

WSDOT's Community Planning Portal located at http://wsdot.maps.arcgis.com is an online forum for state, regional, and local transportation planners to share transportation and land use data. The intent of the portal is to foster collaborative planning to achieve common goals, including the provision of a reliable, responsible, and sustainable transportation system for the public.

WSDOT has compiled the state transportation data we think will help local and regional planners, decision makers, and citizens better understand the story of the state transportation system in their jurisdictions. We hope sharing this data will lead to a closer partnership so that, together, we can identify opportunities to operate our system more efficiently, manage demand, and, where appropriate, fund strategic capacity improvements.

Why Did WSDOT Create the Community Planning Portal? Many local governments are in the process of updating their comprehensive plans and regulations, as required periodically by the Growth Management Act. WSDOT is making it easier for local and regional planners to access the information they need from us for these updates, as well as for other planning efforts that may affect the state transportation system.

The Community Planning Portal allows local and regional governments to access interactive online maps and fact sheets customized for their jurisdictions. Agencies can print maps or download data layers from the portal. They can also upload their own data or data from other state and federal agencies that have published content to ArcGIS Online. More easily sharing data presents an exciting opportunity for planners across Washington to better integrate local, regional, and state transportation and land use planning.

Final Community Planning Portal Folio

Electronic Resources

Existing Plans

- Community Engagement
  - [WSDOT Community Engagement Plan](#)
- Corridor Planning
  - [Current Plans and Planning Studies](#)
- Public Transportation
  - [RTPOs' Human Services Transportation Plan](#)
- Statewide Planning
  - [Modal Plans](#)
  - [2016 Washington State Public Transportation Plan](#)
  - [Target Zero - Washington State Strategic Highway Safety Plan 2016](#)
  - [Washington's Statewide Human Services Transportation Plan](#)
  - [Washington State Freight Mobility Plan](#)
  - [Washington Transportation Plan 2035 Phase 1](#)
  - [Washington Transportation Plan 2035 Phase 2](#)
- Tribal Planning
  - [The Tribal Planning Guide for Washington State](#)
  - [Washington State Tribal Transportation Planning Organization](#)

Guidance

- Asset Management
  - [Asset Management by FHWA](#)
  - [Asset Management and Planning](#)
  - [Pavement Asset Management](#)
  - [Transportation Asset Management Case Studies, The Washington State Experience by FHWA](#)
  - [Transit Asset Management Plan](#)
- Design
  - [Design Manual](#)
    - [Sustainable Safety, Chapter 321](#)
    - [Practical Design, Chapter 1100](#)
    - [Need Identification, Chapter 1101](#)
    - [Context Identification, Chapter 1102](#)
    - [Design Control Selection, Chapter 1103](#)
    - [Alternative Analysis, Chapter 1104](#)
    - [Geometric Cross Section, Chapter 1230](#)
  - [Understanding Flexibility in Transportation Design—Washington](#)
  - [Building Projects that Build Communities](#)
  - [State Highways as Main Streets: A Study of Community Design and Visioning](#)
  - [Practical Design Guidance (Including Basis of Design)](#)
- Environmental
  - [Environmental Guidance](#)
  - [WSDOT's Work to Improve Wildlife Habitat Connectivity](#)
- Federal and State Rules and Laws
  - Planning Assistance and Standards – Metropolitan Transportation Planning and Programming
    - [23 CFR, Part 450](#)

- o Growth Management – Planning by Selected Counties and Cities
  - Chapter 36.70A RCW
- o Department of Transportation
  - Chapter 47.01 RCW
- Federal Highway Administration
  - o Planning
- Performance Measures
  - o Performance Measures Publications
  - o Performance Measures for Public Transit Mobility Management
- Safety
  - o WSDOT Assistance to Local Governments by Providing Crash Data
  - o WSDOT Safety Guidance for Corridor Planning Studies
  - o WSDOT Sustainable Highway Safety
- Transportation System Management and Operations (TSMO)
  - o What is TSMO
  - o Demand Management
  - o Smart Growth America—Transportation
  - o Transportation Systems Management and Operations

Tools

- Design
  - o WSDOT's Highway Safety Program, A Long-range, Strategic, Engineering Approach to Achieve Target Zero
- Environmental
  - o Climate Change & Extreme Weather Vulnerability Assessment Framework
  - o Environmental Review Toolkit, Planning and Environmental Linkages by FHWA
  - o EJ Screen
- Performance Measures
  - o Performance Measurement Library
  - o Performance Measures Lessons Learned (Lynnwood)
- Planning
  - o Planning Level Cost Estimation Tool
- Public Transportation
  - o Washington State Summary of Public Transportation
- Statewide
  - o Community Planning Portal
  - o GIS
- Traffic
  - o Traffic Analysis