

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 503: SR 500 Jct (Vancouver) to NE 244th St/NW 25th St Jct (Battle Ground)

The eight-mile long north-south corridor is located in Clark County between the State Route 500 intersection in northeast Vancouver and Battle Ground. This corridor parallels Interstate 5 and the cities of Vancouver and Portland lie just to the south. The character of the corridor is primarily rural and suburban with low-density residential and agricultural being the most common land uses. The northern and southern ends of the corridor, near Battle Ground and Vancouver respectively, have slightly denser land use with significant commercial areas, schools, and some industrial use. The terrain along the corridor is primarily flat with the exception of where the corridor crosses Salmon Creek near its midpoint. Lewisville Regional Park is located just north of this portion of SR 503. Vegetation along the corridor ranges from open agricultural fields in undeveloped areas to limited vegetation in areas that are developed.



Current Function

SR 503 connects rural communities in Clark and Cowlitz counties with I-5 and the Vancouver metropolitan area. The highway makes a loop between Woodland on I-5, the Mount Saint Helens area, and SR 500 in Vancouver. This section of SR 503 runs parallel to I-5 and carries local commuters, some freight traffic, and regional recreational traffic. This route connects north and central Clark County to the city of Battle Ground, with additional connections to Vancouver and I-205 via SR 500. Major traffic generators for the corridor include employment centers in Vancouver and Portland, services in Battle Ground, and the many recreational opportunities north of the corridor such as the Gifford Pinchot National Forest. C-TRAN provides transit service which travels the corridor without making any stops between NE 119th Street and the Battle Ground city limits. Walking and bicycling occurs on sidewalks within Battle Ground, a shared-use path between 149th Street and SW Eaton Boulevard just south of Battle Ground, and some shoulder sections along the rest of the corridor. A freight rail line crosses the corridor near NE 149th Street.

Future Function

Based on the projected population, land use, and economic trends the future function of this corridor is expected to shift toward heavier commuter use. Significant residential growth is likely along this corridor, as well as in north Clark County. WSDOT expects this growth will increase travel demand the corridor. WSDOT is installing median barrier from south to north along the corridor which will alter where left turning movements can occur.

Highlights and Performance

This section of SR 503 is a mainly a four-lane, undivided highway. The facility commonly includes a center turn lane and has multiple signalized intersections. Medians are present on some sections particularly in Vancouver. At most intersections, the facility expands to include right turn lanes. North of the SR 502 junction, the corridor becomes a two-lane facility. The annual average daily traffic on this corridor is highest at the SR 500 junction in Vancouver and lowest near the NE 244th Street/NW 25th Street intersection just north of Battle Ground.

What's working well?

- About 94% of surveyed pavements on the corridor are in fair or better condition.
- There are sidewalks and trails available for pedestrian and cyclist use through most of the corridor.
- The corridor has chronic environmental deficiency sites or noise wall issues.
- Fixed-route transit is available on the corridor.

What needs to change?

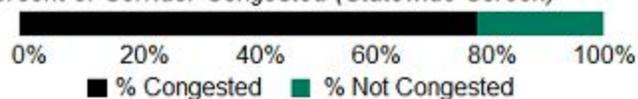
- Approximately 78% of the corridor experiences congestion on a regular basis.
- There are no park and ride lots on or near the corridor.
- Several locations on the south end of the corridor experience flooding during heaving rain events.
- There is one mile with high priority for habitat connectivity.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
37,260	15,776	Annual Average Daily Traffic (AADT)
7.2%	6.3%	Bus/Truck Percent
30.12		Number of Lane Miles
13		# of Signalized/Stop Controlled Intersections
\$14,794,000		Corridor Investments (2005-2016)

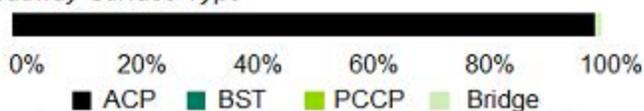
Mobility

Percent of Corridor Congested (Statewide Screen)

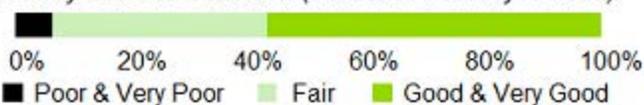


Preservation

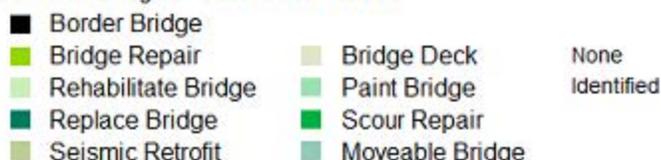
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
16.6	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
None	Historical Bridges	

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:

- Concerns about access along the corridor being too unrestricted due to a large number of open approaches.
- A desire to explore ways in which to address congestion between the NE 119th Street and Padden Parkway intersections.
- Partners are interested in implementing improvements with regards to bicycle facilities to provide a non-motorized alternative for corridor users.
- Concerns about industrial, commercial, and residential growth in the city of Battle Ground and north Clark County and its effects on congestion.

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>Further information about the proposed strategies can be found attached at the end of this document.</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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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 45% 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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SR 502 is the primary connection between Battle Ground and I-5. This six-mile long corridor is predominately a rural route except in the city of Battle Ground, where it functions as an urban corridor. It supports commuter trips as well as local and regional growth in Battle Ground and through central Clark County. A new interchange and link to I-5 was recently constructed at the west end of the corridor. The remainder of the corridor has been reconstructed as a four-lane, divided highway, it is intended to be a through route connecting I-5 to Battle Ground. As Battle Ground develops to the west, portions of SR 502 will change their function.

Congestion occurs within the city of Battle Ground throughout the day near business accesses and particularly during morning and evening peak travel periods.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

Demand Management

- Encourage ridesharing, vanpooling, and transit service to reduce single occupant vehicle trips.
- Improve modal access, options, and connectivity to reduce congestion.
- Develop options to support local trips on the local network to reduce demand on corridor.

Policy Change

- Work with various jurisdictions to establish and coordinate long-term strategies to improve parallel circulation to reduce demand on segment.
- Develop Memorandums of Understanding with the various jurisdictions to establish standards for the highway as the area develops to create a cohesive standard for the segment.

Further Study

- Work with partners to develop potential strategies at future external M3 meetings.

Corridor Segment Characteristics

- The segment lies within the city limits of Battle Ground in Clark County.
- The segment is composed of four general purpose lanes (two eastbound, two westbound).
- There is one freeway-type interchange, several at-grade intersections - nine of which is signalized on the segment.
- In 2015, the average daily traffic on the segment was 26,000 vehicles, freight accounted for 9.42% of traffic.
- The speed limit on the segment ranges from 35 to 50 mph.
- Express bus service runs along this corridor, stopping only within the City of Battle Ground. There is one trip each way daily.

Contributing Factors

- Heavy traffic and numerous businesses directly accessing the highway results in congestion within the city of Battle Ground.



For more information

To find out more information about this corridor or how to get involved, please contact:

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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.

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