

WSDOT Community Collaboration Resource Guide

OUR VISION: Washington travelers have a safe, sustainable and integrated multimodal transportation system.

OUR MISSION: We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.

From a traveler's perspective, there is one interconnected system of highways, roads, sidewalks, trails, bus routes, rail lines, ferry routes, and more – connecting to the destinations they want to reach. They don't care who "owns" it, they just want all the pieces to operate well together, regardless of jurisdiction. We want to work with our partners to meet that expectation.

Our priorities in working with you, our local partners, are to:

- Support your work to make land use changes that can bring people and destinations closer together. When housing, services, education, shopping, employment, healthcare, and recreation are located close to each other, more people can meet their daily needs within easy access of their homes and they have the option of walking, rolling, bicycling, using transit or driving.
- Improve the presence, quality, and connectivity of active transportation and transit networks, to give people choices about how they get around and provide transportation independence to people who can't drive.
- Ensure and support a coordinated and collaborative approach to achieving environmental justice by identifying and addressing environmental health disparities in overburdened communities and underserved populations, specifically as it relates to multimodal transportation.
- Appropriately manage the character of roadways, keeping economic and community activity away from high-speed roadways, and slowing speeds and calming traffic to improve the visibility and safety of human activity on local streets with a mix of destinations.
- Approach both state and local investments in transportation infrastructure, specifically for walking, biking, and rolling, with an emphasis on collaboration and understanding a community's needs to build complete networks across jurisdictional boundaries.



Our state highway system is mature. Adding highway lanes to our system has reached a point of diminishing returns; it costs us more and more to build and the added capacity has less and less impact on addressing our mobility needs. Looking to the future we need to maintain the assets we have and manage them to get more utility from our infrastructure. In many cases, the funding is not available for expanding vehicle capacity and we must find ways to maximize the safety, efficiency, reliability, and resilience of the infrastructure we have. Adding new vehicle lanes is, at best, an expensive, temporary fix to congestion and it often stimulates a net increase in driving due to induced demand without considering appropriate, cost-effective changes to incrementally contribute to more complete streets for walking, bicycling, and rolling that many communities have requested.

We want to work with you to embed realistic and accurate assumptions for future highway capacity into your growth management efforts and to incorporate complete connections for all modes. And we want to work together to effectively advance statutory requirements to:

- Plan, design, and construct complete streets, in keeping with a safe system approach, with facilities that provide street access with all users in mind, including pedestrians, bicyclists, and public transportation users ([RCW 47.24](#))
- Improve preservation, safety, stewardship, mobility, economic vitality, and the environment ([RCW 47.04.280](#))
- Reduce environmental and health disparities and achieve environmental justice ([RCW 70A.02](#))
- Reduce per capita vehicle miles traveled ([RCW 47.01.440](#))
- Meet state greenhouse gas reduction targets ([RCW 70A.45.020](#))
- Encourage mode shift from single occupancy vehicles to more efficient mobility choices ([RCW 70A.15.4020](#))
- Reduce conversion of undeveloped land into low density sprawl that forces people to drive to most destinations ([RCW 36.70A.020](#)).
- Develop strategies for pedestrian and bicycle transportation ([RCW 47.06.100](#)), improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools ([RCW 47.04.300](#)), and encourage the development of bicycle routes ([RCW 47.26.300](#)).
- Coordinate with aviation interests to discourage the siting of incompatible uses adjacent to airports ([RCW 36.70.547](#)).
- Encourage regional transportation decision making through the Regional Transportation Planning Organization (RTPO) program ([RCW 47.80.011](#)).

ACTIVE TRANSPORTATION:

[Active Transportation Plan](#)

[Complete Streets](#)

AVIATION:

[Land use around airports](#)

[Airport mapping tool](#)

FREIGHT:

[Truck parking and other freight land use topics](#)

MODE SHIFT:

[Commute Trip Reduction](#)

[Transportation Demand Management](#)

PUBLIC TRANSPORTATION:

[Public Transportation Plans](#)

SAFETY:

[Target Zero](#)

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO):

[TSMO resources](#)



