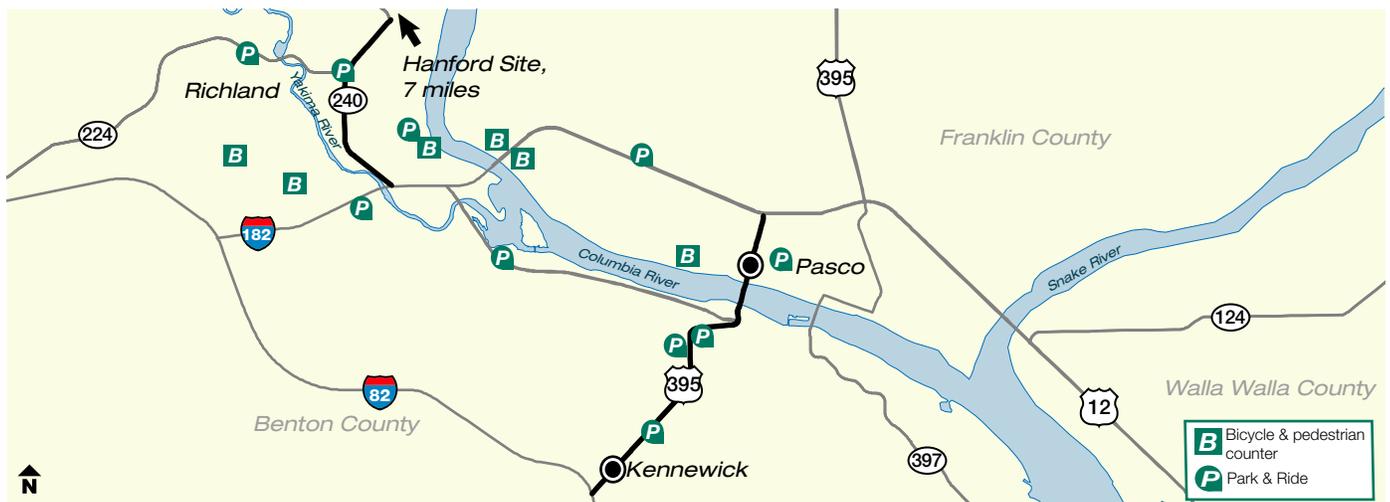


TRICITIES REGION SUMMARY

2019 MULTIMODAL MOBILITY HIGHLIGHTS

- Approximately 322.5 million person miles were traveled on the SR 240, I-182 and US 395 corridors in the Tri-Cities region in 2019, up 3% from 313.2 million person miles in 2018
- Vehicle delay on the SR 240, I-182 and US 395 corridors in the Tri-Cities region increased 50.5% from 151,000 hours in 2018 to 295,000 hours in 2019
- Park & Ride lot usage in the Tri-Cities region varied from 19% to 63% in 2019, down slightly from a range of 26% to 66% in 2018.
- Upcoming improvements to local roads in Richland, including one joint project between WSDOT and the City of Richland, are expected to reduce pressure on the state highway system



Highway mobility in the Tri-Cities Area

US 395 and State Route 240 (SR 240) are two of the key commute and economic corridors in the Tri-Cities region. Both US 395 through Kennewick and SR 240 through Richland experience significant delay due to heavy commuter traffic. Both congested segments are signalized, which creates additional delay.

The segment of US 395 between Interstate 82 (I-82) and I-182 includes a five-mile section in Kennewick with eight traffic signals, a two-mile freeway segment mostly in Pasco and a small freeway segment in Kennewick.

The US 395/SR 240 interchange at the south end of the Columbia River Bridge is a key chokepoint on US 395. There are two bottlenecks created by a complicated series of merges, weaves and lane

reductions. Traffic also peaks at this location with 66,000 vehicles per day (2019).

The segment of SR 240 that extends from Stevens Drive/ Jadwin Avenue to the I-182 interchange is known as the Bypass Highway. SR 240 is a major transportation route serving the Tri-Cities with heavy commuter traffic. The Bypass Highway experiences frequent and persistent delay during peak commute periods. It is a commuter route to major employers including the Hanford Site, Pacific Northwest National Laboratory, Port of Benton, regional medical facilities, and schools. An origin-destination study found most trips originated from south of the Bypass Highway and went to downtown Richland and north Richland. In the afternoon, traffic returned to those locations south of the Bypass Highway.

Upcoming Projects

Several upcoming projects in the region will be funded by Connecting Washington; they include:

- A new interchange at Ridgeline Drive near the south end of the US 395 corridor, which is scheduled to begin construction in 2021;
- Richland Corridor improvements on SR 240 as well, including extending the four-lane section from Stevens Drive to the west and constructing a new compact roundabout at the SR 240/SR 225 intersection. There was strong public interest to modify the SR 225 intersection and to address recent serious crashes.

Improvements to local roads expected to relieve pressure on state highway system

Two improvements to local roads in Richland are expected to take pressure off of the state system. They are:

- A City of Richland project which extended Duportail Street and includes a new bridge over the Yakima River
- A joint project between WSDOT and the City of Richland and WSDOT to make improvements at the SR 240/Duportail Street intersection.

Multimodal mobility in the TriCities Region

Both US 395 and SR 240 are major freight routes in the region. WSDOT classifies them as [T-1 strategic freight corridors](#), and they each carry 11 to 16 million tons of freight annually.

The SR 240 Bypass corridor includes a separated bicycle-pedestrian trail paralleling SR 240 outside the travelled lanes. US 395 has 10-foot shoulders or sidewalks from I-82 to the BNSF railroad overcrossing. Bicyclists and pedestrians are prohibited from the SR 240 interchange to I-182 except on the east side of the Columbia River Bridge where there is a narrow sidewalk.

Ben Franklin Transit provides transit services throughout the Tri-Cities. A few bus routes travel along US 395 for a short distance, but there are no bus stops on US 395. There is bus service in the larger Richland and West Richland areas, but no bus routes travel on SR 240.

There are four park-and-ride lots along the US 395 corridor segment, three in Kennewick and one in Pasco. The SR 240 corridor segment has two park-and-ride lots in Richland. There are a total of 665 parking stalls among the six park-and-ride lots with an annual utilization of around 50%. These lots are essential parts of the transit service network and consistently need to have enough available spaces for transit riders, carpoolers, and vanpoolers.