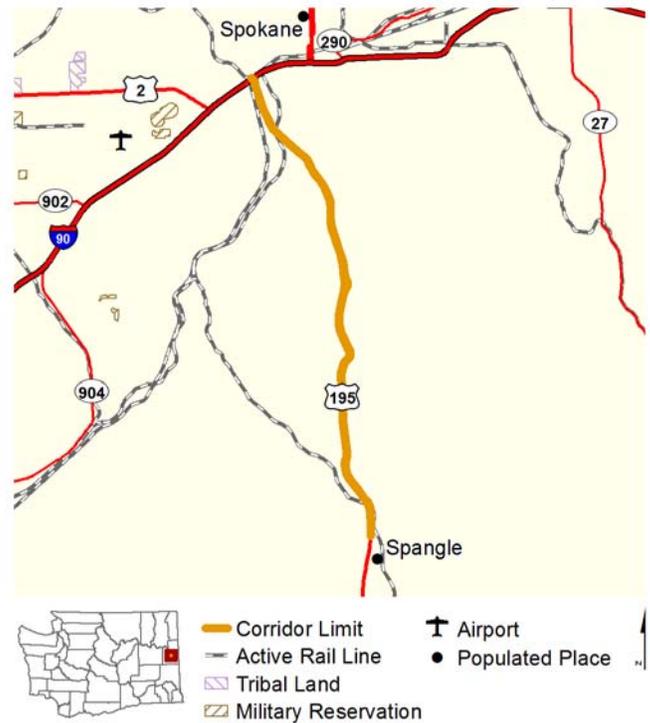


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

US 195: Spangle to I-90 Jct (Spokane)

This 15-mile long corridor in Spokane County is in the Columbia Basin between the town of Spangle and the US Route 195/Interstate 90 junction west of Spokane. Farming and commercial forestry are the primary land uses for this portion of US 195. The corridor is sparsely populated at its southern extent but more densely populated near Spokane, the region's urban center. Within the City of Spokane limits, the corridor is an urban highway through a sprawling suburban area that has increasing housing developments. Non-agricultural commercial activities, retail services, and high-density residential development are present in this vicinity. Much of the terrain is flat or rolling, however a significant portion of this corridor passes through the Hangman Creek Canyon, which has elevation gains around 500 feet. Hydrologically this corridor is relatively wet compared to other portions of US 195, providing for small forests and a greater diversity of plants. The corridor crosses Garden Springs Creek and a branch of Hangman Creek.



Current Function

US 195 is the region's primary north-south throughway between I-90 and I-84 and is used by freight haulers, commuters, and tourists. The sprawling developments along the corridor use US 195 via various uncontrolled intersections to access the center city, adjacent developments, and other locations despite their close proximity due to the lack of a local network. Pedestrian and bicycle traffic are minimally present, and then usually only in the communities on the corridor; cyclists are restricted north of the Cheney-Spokane Road interchange. Agricultural vehicles use this segment, which connects Palouse-region agricultural areas to markets in Spokane and beyond. Major traffic generators for the corridor include Spokane, higher education institutions like Washington State University and Idaho State University, large employers such as Fairchild Air Force Base, tribal developments, Airway Heights Correctional Facility, and Spokane Business & Industrial Park. Other destinations include Turnbull National Wildlife Refuge, multiple parks, golf courses, hospitals, and the Spokane International Airport. Spokane Transit provides vanpool services and park and ride lots on this corridor.

Future Function

If suburban sprawl patterns continue, commuter traffic may become more dominant on the northern portion of the route. WSDOT expects corridor traffic to increase with future planned developments.

Highlights and Performance

This segment of US 195 is primarily a four-lane highway divided by a median. The annual average daily traffic along this corridor is highest near I-90 in Spokane and lowest between Spangle and Rosalia.

What's working well?

- There is no congestion reported on this corridor. Traffic is generally free flowing except at peak hours.
- A new interchange at Cheney-Spokane Road is providing operational benefits.
- There are no immediate bridge preservation needs.
- Variable message signs provide travelers with information about roadway conditions.

What needs to change?

- Roughly 12% of surveyed pavements on this corridor are in poor to very poor condition.
- Merging issues on ramps at northbound US 195 to eastbound I-90 interchange.
- Residential areas along the corridor are highly dependent on US 195 due to a deficient local roadway network.
- Increasing trips from developments are impacting the US 195/ I-90 ramp connection.
- There are high priority habitat connectivity issues present along the corridor

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

High	Low	
16,282	4,975	Annual Average Daily Traffic (AADT)
17.0%	8.2%	Bus/Truck Percent
87.72		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$25,377,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

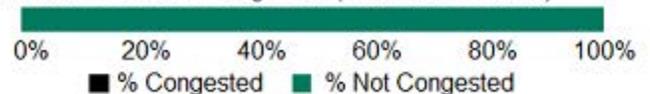


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	16 High Priority Miles
Stormwater Treatment	11 BMPs	Retrofit Prioritization in progress
99.3 % of Corridor with high potential for increased Climate Impacts		
None 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:

- A desire to preserve natural areas such Latah Creek. [Environment]
- Residential developments located next to the corridor, are highly dependent upon this corridor to access I-90 and the connection to US 2, including traveling to downtown Spokane as the local network is limited. [Mobility]
- There is opportunity to provide local network currently with future developments, which would provide additional necessitated access. [Mobility]
- Concerns expressed to address and improve the intersection north of Cheney/Spokane Road. [Mobility]
- SRTC Advisory Committee communicated a desire to widen roads for bicyclist and increase pedestrian crosswalks along the corridor. [Mobility]
- Spokane Transit Authority and the City of Spokane were interested in using roundabouts instead of interchanges at intersections and other traffic calming measures. [Mobility]
- Concern for preserving Fish Lake Trail for non-motorized use and enhancing multimodal corridor use. [Mobility]

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>A mobility performance strategy has not been identified by WSDOT.</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 litter removal.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 21% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 48% 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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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.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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