

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 27: Davis Way/Olson St Int. (Pullman) to SR 272 W Jct (Palouse)

This 15-mile long north-south corridor is located in Whitman County and runs between the State Route 270 interchange in the city of Pullman and the SR 272 junction in the city of Palouse. This corridor does not pass through any other communities as it travels over rolling terrain. The corridor's character is mostly rural between the two cities. Within the city of Pullman the corridor's character shifts and becomes more urban, and within Palouse the character is suburban. The land uses within both cities include residential, retail, and commercial services, whereas land use between the two cities is primarily undeveloped agricultural land. As the corridor travels between Palouse and Pullman, it parallels the Washington-Idaho state border. Along the northern half of the corridor is the Kamiak Butte County Park, which provides scenic views of the surrounding land. The Pullman-Moscow Regional Airport is located on the outskirts of Pullman.



Current Function

SR 27 is a state highway that links Pullman to Spokane Valley and serves Whitman and Spokane counties. This section of SR 27 is a corridor of interest for the Nez Perce, Coeur d'Alene, Spokane, and Colville tribes. The corridor serves as an alternate route between Spokane and Pullman and provides access from the smaller farming communities into Pullman. Within Pullman, the route operates as the city's "main street". The primary traffic generators along the corridor include Washington State University and the University of Idaho hosted events and student/employee commuters. Although it is not designated as a freight economic corridor, Pacific Northwest Farmers Cooperative and Palouse Grain Growers Inc. utilize this route to transport goods. The corridor also serves as a recreational route for the Snake River and nearby forests, as well as trips to Spokane, Oregon, and Idaho. There are sidewalks within the vicinity of Palouse and Pullman and cycling is permitted on shoulders. An Amtrak station served by Greyhound is accessible in Pullman, and Pullman Transit provides service on the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This segment of SR 27 is a four-lane, undivided, signalized highway with a center turn lane in Pullman. It then narrows to a two-lane, unsignalized highway west of the city. The annual average daily traffic on this corridor is highest at the Davis Way/Olson Street intersection in Pullman and lowest at the SR 272 W junction in Palouse.

What's working well?

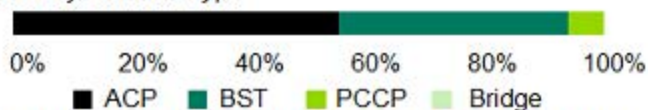
- More than 99% of the corridor operates above WSDOT's congestion thresholds.
- Passenger train service is available on the corridor.
- The corridor has a low climate change vulnerability rating.
- There are no chronic environmental deficiency sites on the corridor.

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

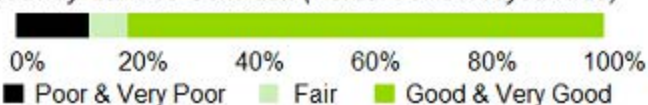
High	Low	
17,934	2,380	Annual Average Daily Traffic (AADT)
5.8%	3.2%	Bus/Truck Percent
32.23		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$4,227,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

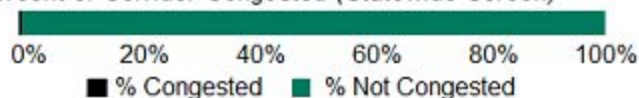


What needs to change?

- Approximately 12% of surveyed pavement on the corridor are in poor to very poor condition.
- The corridor's pedestrian and cyclist facilities are incomplete and limited to the city of Pullman.
- There are medium priority habitat connectivity sites on the corridor.
- There are four fish passage barriers on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	60% Passable	40% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Several partners expressed a desire to see extended bicyclist and pedestrian facilities on the northern section of the corridor. [Mobility]
- Concerns over southbound congestion during the evenings and major events at Washington State University in Pullman. [Mobility]
- One partner would like improvements made to increase mobility on the portion of the corridor within the city of Pullman. [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, ditches, and pavement repair.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 61% 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.

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