

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: SR 272 W Jct (Palouse) to SR 271 Jct (Oakesdale)*

This 22-mile long north-south corridor is located in eastern Washington near the Washington-Idaho border. The corridor runs between the State Route 272 junction in Palouse and the SR 271 junction in Oakesdale, and passes through the city of Garfield and the unincorporated community of Belmont. The corridor's character is primarily rural throughout its length with a mixture of agriculture, open space, some single-family residential units, and a few manufacturing facilities between the two towns. Within the towns, land use includes residential, retail, civic buildings, and commercial services. The towns are laid out in a grid-like fashion, with the corridor passing through their downtowns. The corridor is adjacent to the Washington and Idaho Railroad crossing over it at three locations near Garfield and Oakesdale. The entire corridor travels through rolling terrain and vast fields; the Palouse River located in Palouse is the only body of water the corridor encounters. Vegetation on the corridor consists of irrigated agricultural land, grassland, some coniferous and deciduous trees, and shrubbery.



**Current Function**

SR 27 is a state highway that serves both Whitman and Spokane counties linking Pullman and Spokane Valley. The corridor is a major rural collector route. This corridor serves the Palouse region as part of the Palouse Scenic Byway. The corridor is not classified as a freight economic corridor, but there is a grain train located in Garfield. This corridor is a corridor of interest or significance for the Coeur d'Alene, Spokane, and Colville tribes. Segments of this corridor through Garfield and Oakesdale are identified as state highways operating as community "main streets". This corridor is an alternate route from Pullman to Spokane and provides access for the farming communities into the two cities. SR 272 and SR 271 are the only state highways this corridor intersects. Traffic generators along the route include Washington State University and University of Idaho events and student and employee commutes during holidays and long weekends. Bicycling is permitted along corridor shoulders and sidewalks are intermittent within Oakesdale, Garfield, and Palouse.

**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 section of SR 27 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest at the SR 272 W junction in Palouse and lowest at the SR 271 junction in Oakesdale.

### What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- All surveyed pavements on the corridor are in fair or better condition.
- There are no clearance or weight restrictions inhibiting freight mobility on the corridor.
- The corridor has a low climate change vulnerability rating.

### What needs to change?

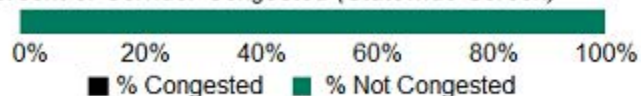
- There are no dedicated active transportation facilities and corridor shoulders are too narrow for adequate pedestrian and bicyclist use.
- There are no commuter or passenger multimodal options on the corridor.
- There are three passage barriers present on the corridor.
- The corridor has several medium priority habitat connectivity sites.

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

High	Low	
2,380	550	Annual Average Daily Traffic (AADT)
32.4%	5.6%	Bus/Truck Percent
44.88		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$4,965,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

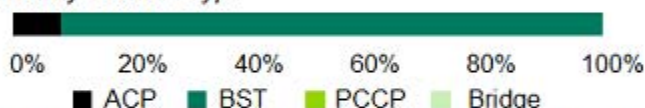


### Environment

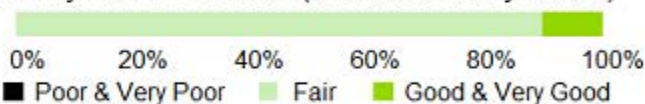
	Protect	Restore/ Enhance/ Assess
Fish Barriers	72.7% Passable	27.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
	Zero % of Corridor with high potential for increased Climate Impacts	
	1 Wetland Mitigation Locations	
	None Historical Bridges	

### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on page four of this document.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 100% 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.

#### **Americans with Disabilities Act (ADA) Information**

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.

#### **Title VI Statement to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.

#### **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](mailto: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.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.