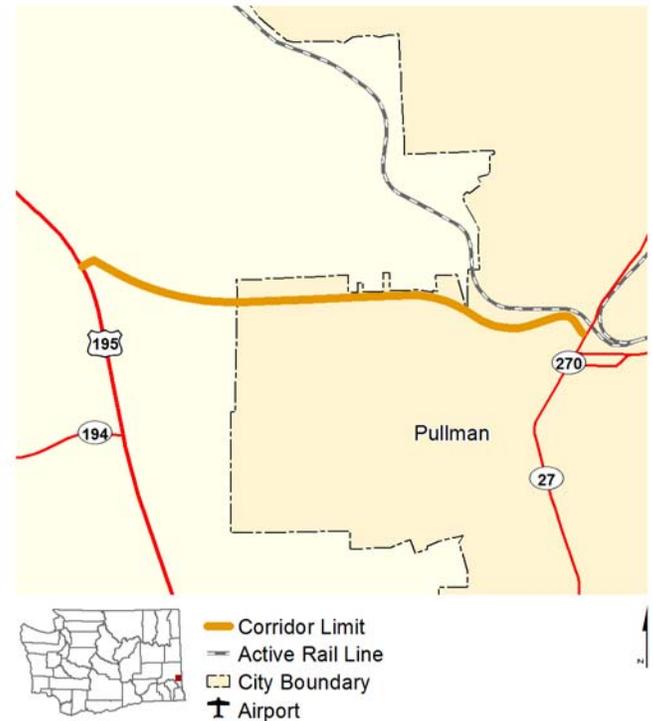


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## *SR 270: US 195 Jct to SR 27 Jct (Pullman)*

This two-mile long east-west corridor is located in the southeastern region of Washington. The corridor runs between the US Route 195 junction and the State Route 27 junction in the city of Pullman. The corridor is also known as Davis Way and travels over rolling terrain. The route is a mix of rural and suburban character, as the corridor enters Pullman. Land uses at the western end of the corridor consists of agriculture and some single-family residential units. As the corridor enters Pullman, density increases, and land uses include single- and multi-family residential developments, commercial services, and manufacturing. Washington State University is located within Pullman, just east of the corridor. A small portion of the corridor parallels the Washington and Idaho Railroad at the east end in Pullman. One airport, the Pullman-Moscow Regional Airport, is situated to the northeast of the corridor. Vegetation along the corridor includes long grasses, conifer and deciduous trees, maintained yards, and farmland.



### Current Function

SR 270 is a state highway that connects US 195 with Pullman and Moscow, Idaho. This corridor primarily functions as a commuter route, bringing people in and out of Pullman. This corridor is classified as a connector route to major freight corridors, and directly connects to more heavily used freight corridors. A segment of this corridor through Pullman has been identified as a state highway operating as the community's main street. Students and employees traveling to and from both WSU and the University of Idaho generate traffic along the corridor as well as commuters making connections to SR 27 and US 195. Pullman Transit serves this corridor with fixed-route transit. Wide shoulders are present along the corridor to accommodate bicycling and pedestrian use and sidewalks are present in Pullman.

### 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 corridor is a two-lane, undivided highway with several turn lanes, transitioning to a three-lane highway as it heads east near the SR 27 junction. One block immediately west of SR 27, the roadway becomes a four-lane highway. The annual average daily traffic on this corridor is highest at the corridors junction with SR 27 and lowest at the junction with US 195.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 96% of surveyed pavement on the corridor is in fair or better condition.
- The corridor has a low rating for climate vulnerability impacts.

### What needs to change?

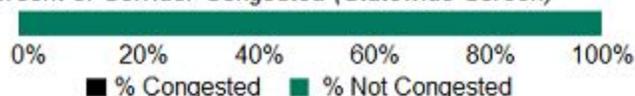
- During WSU events the corridor can become congested.
- There are two fish passage barriers on the corridor.
- There are wildlife connectivity issues on this corridor due to deer and wildlife collisions at Wawawai Road.

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

High	Low	
8,747	4,012	Annual Average Daily Traffic (AADT)
7.5%	7.3%	Bus/Truck Percent
4.7		Number of Lane Miles
1		# of Signalized/Stop Controlled Intersections
\$9,000		Corridor Investments (2005-2016)

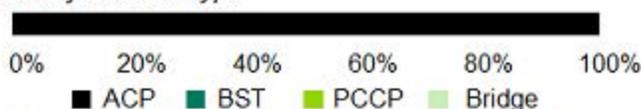
### Mobility

Percent of Corridor Congested (Statewide Screen)

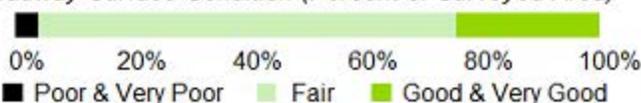


### Preservation

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>

### 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	2 High Priority Miles
Stormwater Treatment	1 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concern expressed over wheel rutting, potholes, and cracked sealing. Partner would like to see regular resurfacing and patching.

## 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 one Pavement action 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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Regional Administrator

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.

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