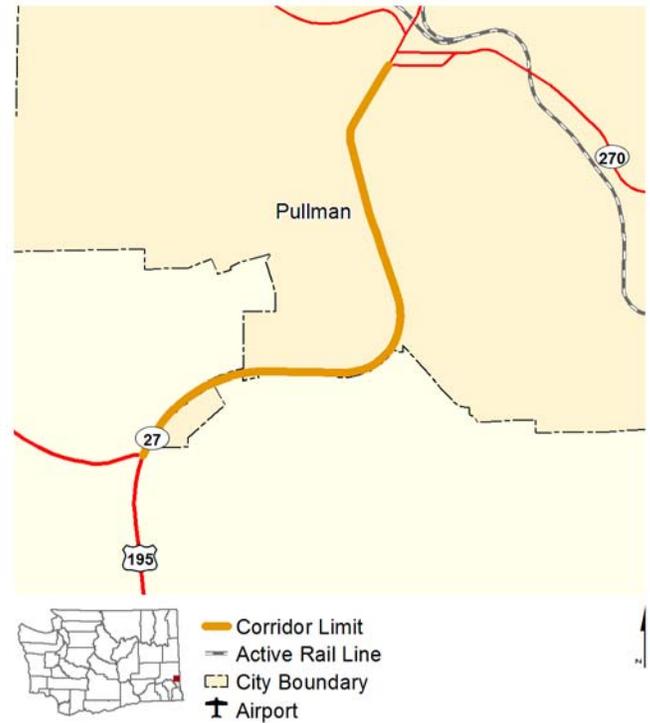


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 27: US 195 Jct to SR 270 Jct (SE Paradise St in Pullman)

This two-mile long north-south corridor is located in Whitman County. The corridor runs between the US Route 195 junction on the south edge of the city of Pullman, the largest city in Whitman County, and the State Route 270 junction in the middle of downtown Pullman. This section of SR 27 is known locally as S Grand Avenue. The corridor's character is primarily suburban, transitioning to a more rural character towards the southern terminus of the corridor. The northern end of the corridor is urban with several restaurants, stores, and government buildings. Washington State University's campus lies just east of the corridor's north end. South of downtown Pullman, lots become larger and more spread out, there are strip malls and suburban developments in this area. Near the corridor's southern terminus, there are agricultural fields and more industrial uses present. The Pullman-Moscow Regional Airport is located northeast of the corridor. This area is noted for its fertile agricultural land, many miles of rolling hills, and production of wheat and legumes.



Current Function

SR 27 is a state highway serving Whitman and Spokane counties, connecting the communities of Pullman, Palouse, Tekoa, and Spokane. The route is designated as a Scenic State Route. This segment of SR 27 serves as a commuter and freight corridor and is used for local access to Pullman, the Pullman-Moscow Regional Airport, and Washington State University. Additionally, this corridor provides access to the rural communities outside of Pullman. WSU is the major traffic generator for the corridor. Other traffic generators include commercial centers in downtown and on the south end of Pullman. The corridor also serves tourist and recreational users crossing the state, en route to Idaho, and using the surrounding outdoor amenities, as well as those traveling beyond US 195 and SR 270. Pullman Transit provides public transportation services along the urban and suburban segments of the corridor. Pedestrians and bicyclists are also present particularly in the urban areas along the corridor where there are sidewalks.

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 portion of SR 27 is a two-lane, undivided highway, which includes signals and a center turn lane within the Pullman city limits. The annual average daily traffic on this corridor is highest at the SW McKenzie Street intersection in Pullman and lowest at the US 195 junction.

What's working well?

- All of surveyed pavements on the corridor are in fair or better condition.
- There are sidewalks available in Pullman for pedestrian use.
- Freight traffic on the corridor is unlimited by height or weight restrictions.
- There are no fish passage barriers on the corridor.

What needs to change?

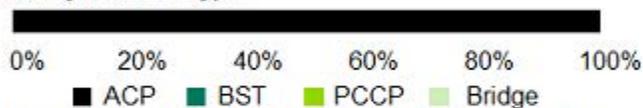
- Roughly 11% of the corridor experiences congestion on a regular basis.
- There are no dedicated bicyclist facilities available on the corridor.
- There are segments of the corridor which have a medium climate change vulnerability rating.
- There are medium priority habitat connectivity sites on the corridor.

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

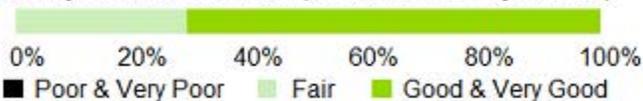
High	Low	
15,605	5,628	Annual Average Daily Traffic (AADT)
11.2%	3.5%	Bus/Truck Percent
4.64		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$3,497,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

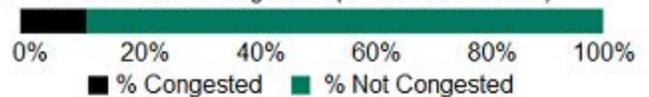


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	3 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:

- Concerns about the primarily northbound congestion in downtown Pullman during peak traffic hours. [Mobility]
- A desire to create bicycle facilities in the Pullman Unincorporated Growth Area in order to increase bicyclist mobility on the corridor. [Mobility]
- One partner would like to explore adding signalization to the corridor's intersections with Grand and Center Street.
- Exploring the possibility of restricting curbside parking in some parts of the corridor to increase capacity. [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>Further information about the proposed strategies can be found attached at the end of this document.</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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This 0.73-mile long corridor segment in Whitman County is located on SR 27 (MP 1.91B) at the intersection of Rocky Way to SR 270 (Davis Way, MP 0.0) in Pullman. This corridor is locally known as S Grand Avenue through the City of Pullman.

This segment experiences congestion during peak commute times and special events.

Corridor Segment Characteristics

- The average daily traffic on SR 27 ranged between 18,000 to 20,000 vehicles in 2015.
- SR 27 is a state route which passes through an urban area and is generally a two-lane, limited access, 25 mph facility.
- This corridor is classified as an urban-principal arterial and is not classified as a freight economic corridor.
- A segment that passes through Pullman and has been identified as a state highway operating as the community's "main street".
- The Washington State University campus is along this corridor.
- A portion of this corridor is served by Pullman Transit with fixed-route transit.
- The west side of the corridor is within the Urban Growth Area boundaries.
- Utilities are already available along the corridor, and the prospective of future development is medium to high.
- Between Pullman and Tekoa, SR 27 is designated as part of the Palouse Scenic Byway.

Contributing Factors

- College events and weekend users contribute to heavy traffic.
- Development occurring on the corridor is increasing demand on the corridor.
- Low local network connectivity is funneling local trips onto the corridor.

Mobility Strategies:

WSDOT worked with Multimodal, Multi-agency, Multi-disciplinary (M3) teams to identify which strategies could help reduce congestion on the corridor. The team voted on the following strategies listed in order of precedence within each category.

Operational Improvements

- Signal Timing
- Traveler Information
- Parking Management
- Intersection Operation Improvements
- Access Management
- Signage Pavement Markings
- Adaptive Signal Operations
- Signal Priority - Transit/Emergency Vehicles
- Queue Warning
- Dynamic Lane Assignment
- Incident Response/Roving Service Patrols

Demand Management

- Public Transportation (Routes/Buses/park & rides)
- Carpooling/Vanpool/Rideshare
- Commute Trip Reduction
- Parking Management
- Bike Access
- Pedestrian Access
- Multimodal Transportation Center
- Information Transportation Systems for Non-Motorized (Wayfinding tools)

Policy Change

- Utilization of Local Network
- Land Use Planning
- Level of Service/How we Measure

Further Study

- Local Network Improvements
- Intersection Control/Channelization
- Bottlenecks
- Alternate Mode Facility
- Vehicle routes

Partners included: City of Airway Heights, City of Spokane, Spokane County, Spokane Regional Transportation Authority, FAFB, SIA, Kalispel Tribe, Spokane Tribe, West Plains Chamber of Commerce, citizens, and WSDOT.



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 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.