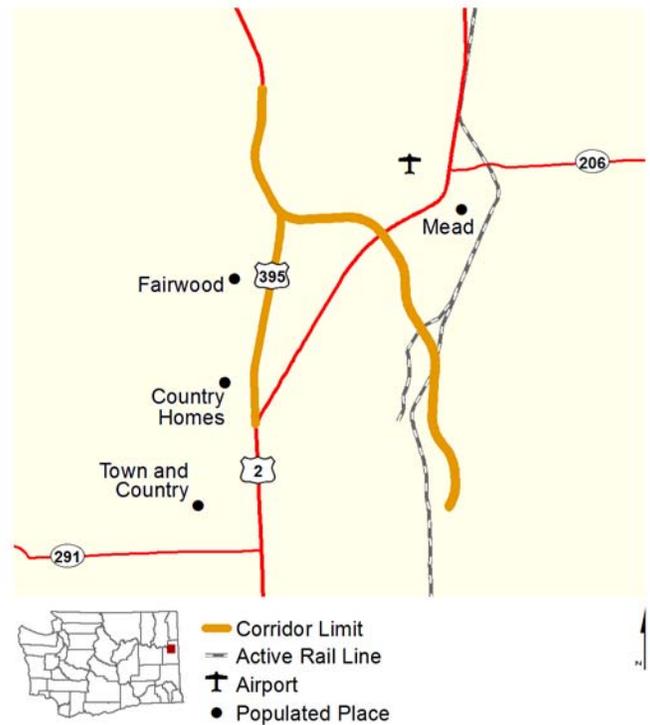


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 395 North Spokane Corridor: I-90 to Hatch Rd

This 10-mile long forked corridor in Spokane County skirts the northern fringe of Spokane. The northern 2 miles are located between Hatch Road and the US Route 395 fork near its crossing of the Little Spokane River. South from there, the corridor includes both the current US 395 alignment extending to US 2 in Spokane, as well as the future alignment of the North Spokane Corridor to Interstate 90 (partially shown). The corridor's character is suburban with low-density residential being the most common land use. Land uses along the corridor include single- and multi-family suburban developments, commercial and retail services, recreation, and industry in this developing suburban route. There are also sections of the corridor that are more rural in character with some residential uses as well as open space and agriculture. The future alignment of US 395 also includes urban characteristics near the proposed future interchange with I-90. The Little Spokane River flows under the corridor north of the US 395 split. The terrain is generally flat, with low rolling hills. Mixed conifers, shrubs, and grasses account for a significant portion of the vegetation on this well-treed route.



Current Function

US 395 is a major north-south highway running between the Canadian border in Laurier, north of Spokane, and Los Angeles, California forming an international freight route. The route serves international, domestic, and regional freight movement. This section of US 395 is the primary north-south route between Spokane and communities to the north. It is a heavily used commuter route and a link for freight and traveler movement between I-90 and northern destinations, including Canada. A portion of the corridor in Spokane, also known as Division Street, serves as the community's main street. The corridor intersects several major local roads and US 2. Traffic generators include education centers, such as Whitworth and Gonzaga universities, and Spokane's employment opportunities and urban amenities. Natural areas, trails, river activities, and sports facilities are recreational attractions on this corridor. The Children of the Sun Trail connects pedestrians and cyclists with two other trail systems and closely parallels most of the north and east legs of the corridor. The Spokane Transit Authority serves portions of the corridor with park and ride lots, vanpools, and bus service.

Future Function

When fully complete, the North Spokane Corridor will connect to I-90 on the south end, just west of the existing Thor/Freya interchange, and link on the north end to existing US 2 at Farwell Road and US 395 at Wandermere. The existing corridor is projected to become part of the local street network with the significant reduction in freight movement and some commuter traffic.

Highlights and Performance

The western leg of US 395 is a four-lane, undivided, signalized highway with a center turn lane. The highway briefly expands to five lanes with a southbound right turn lane between Hastings and Wandermere Roads. After leaving the Spokane city limits, it becomes a divided, four-lane freeway. The eastern leg, Future US 395, is a six-lane, divided freeway. The annual average daily traffic on this corridor is highest near the Hawthorne Road intersection and lowest near the Future US 395/US 2 interchange.

What's working well?

- All of surveyed pavements on the corridor are in good to very good condition.
- There are three fixed-route transit services available in the western leg of the corridor.
- There are no fish passage barriers present on the corridor.
- The corridor operates above WSDOT's adopted safety standards.

What needs to change?

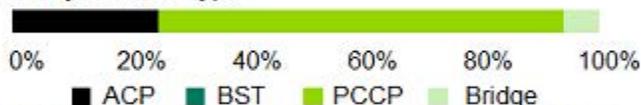
- About 18% of the corridor experiences congestion on a regular basis.
- There are four miles of the corridor rated medium or high for habitat connectivity issues.
- Pedestrian mobility is limited by missing links in both the sidewalk system and shared-use trails.
- There is a lack of park and rides on the Future US 395 section of the corridor.

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

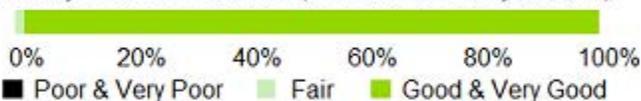
High	Low	
28,527	6,502	Annual Average Daily Traffic (AADT)
7.9%	3.1%	Bus/Truck Percent
49.56		Number of Lane Miles
5		# of Signalized/Stop Controlled Intersections
\$340,685,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

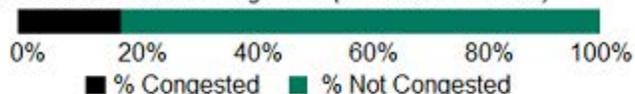


Corridor Bridge Preservation Needs



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	4 High Priority Miles
Stormwater Treatment	178 BMPs	Retrofit Prioritization in progress
14.6	% of Corridor with high potential for increased Climate Impacts	
1	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 increase cyclist mobility and other multimodal options within the corridor in order to bypass congestion. [Mobility]
- A desire to look into putting in park and ride infrastructure on Broadway or Sprague and Argonne. [Mobility]
- Interest in improving pedestrian access and providing additional park and ride opportunities. [Mobility]
- STA provides service from the Plaza to the Hastings Park and Ride via Hawthorne Road. There is no service north of Hawthorne. [Mobility]
- STA is expanding bus service and planning a new Farwell Road Park and Ride in 2030. [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>
-------------------	---------------------------------------------------------------------------------------------------------

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>
----------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
--------------------	---------------------------------------------------------------------------------------------------------------------------

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>
-----------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
------------	-------------------------------------------------------------------------------------------------------------

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>
-------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 20% of the corridor.</i>
------------------	-----------------------------------------------------------------------------------------------------------------

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>
----------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Mobility assessment for segment of Corridor 491

US 395: Division Street “Y” to Hawthorne Road (Milepost 164.5-165.3)

US 395 Future: Farwell Road to Wandermere Road (Milepost 166.9-167.4)

Segment one is a 0.8-mile segment of US 395 between the Division Street “Y” to Hawthorne Road in both directions.

Segment two is a 0.5-mile section of the US 395 Spur/North Spokane Corridor between Farwell Road and Wandermere Road in both directions.

These segments of the corridor experience three hours and 15 hours of congestion, respectively, during peak commute periods in the morning and evening. Weekend congestion also occurs.

Corridor Segment Characteristics

- The average daily traffic on SR 395 from Division Street “Y” to Hawthorne Road ranged from 19,000 to 29,000 vehicles in 2015.
- The average daily traffic between Farwell Road and Wandermere Road was approximately 24,000 vehicles northbound and 8,300 southbound in 2015.
- This corridor is categorized as an urban-principal arterial and a T-2 freight corridor.
- A segment of this corridor through Spokane has been identified as a state highway operating as the community’s “main street”.
- The SR 395, Division “Y” to Hawthorne Road segment is a four-lane, divided, principal arterial, posted for 35 mph with three signals.
- Spokane Transit Authority provides fixed route transit on a portion of this corridor.

Contributing Factors

- The corridor is the primary route into the city of Spokane from the north and is a heavily used by bedroom community commuters, contributing to the number of users on the corridor.
- Commercial development along the corridor is increasing, resulting in more corridor users.
- As the North Spokane Corridor is completed, the existing corridor will change with the redistribution of the through freight movement and a portion of the commuter trips. WSDOT expects segment one will become part of the local street network increasing the number of users on the corridor.

Mobility Strategies:

WSDOT worked with Multi-modal, 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

- Access Management
- Adaptive Signal Operations
- Signal Timing
- Travel Information
- Intersection Operational Improvements
- Signal Priority – Transit/Emergency Vehicles
- Signage Pavement Markings
- Enforcement
- Incident Detection & Verification
- Incident Response
- Dynamic Lane Assignment
- Freight priority/Pre-clearance

Demand Management

- Carpooling/Vanpool/Rideshare
- Public Transportation (Routes/Buses/Park & Rides)
- Commute Trip Reduction
- Multimodal Transportation Center
- Pedestrian Access
- Parking Management
- Bike Access
- Information Transportation Systems for Non-motorized (wayfinding tools)

Policy Change

- Land use planning
- Development mitigation
- Utilization of local network
- Level of service/how we measure

Further Study

- Intersection control/Channelization
- Local Network Improvements
- Bottlenecks
- Alternate mode facility
- Grade separation/ highway/Grade crossings
- New 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:

Bonnie Gow

Eastern Region Planning Office
Senior Transportation Planner
509-324-6109
gowbl@wsdot.wa.gov

Charlene Kay, P.E.

Eastern Region Planning Office
Region Planning & Strategic Partnership Director
509-324-6195
kayc@wsdot.wa.gov

Mike Gribner

Eastern Region
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 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.