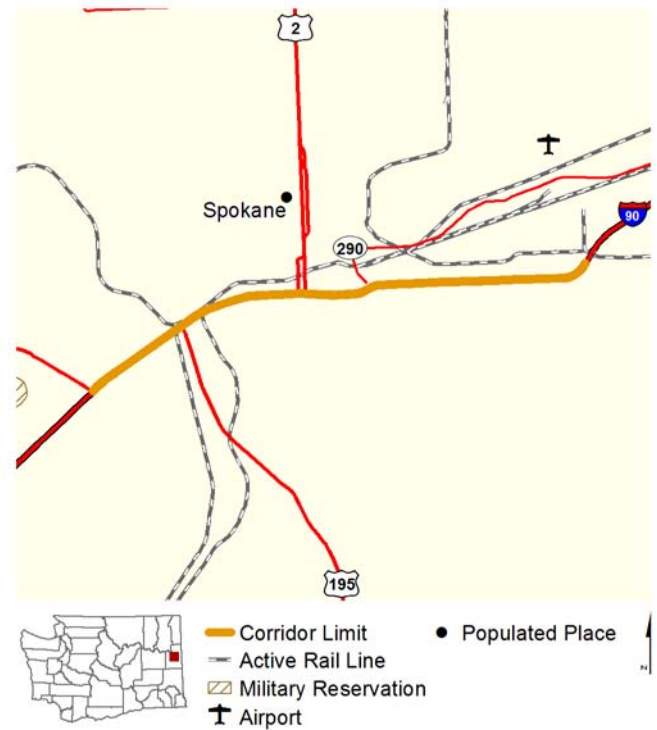


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

## *I-90: US 2 to Sprague Ave. I/C (Interstate 90 Central)*

This eight-mile, east-west corridor within Spokane County runs along Interstate 90 between US Route 2 and Sprague Avenue on the west and east end of downtown Spokane, respectively. The corridor is primarily urban with Spokane's central business district directly north of this section of I-90. Land uses include dense commercial and residential developments as well as some industrial uses. In addition to downtown Spokane, a large medical campus lies just south of the corridor including Providence Sacred Heart Children's Hospital and St. Lukes Rehabilitation Institute. Other major landmarks nearby include Washington State University Spokane and Gonzaga University and Riverfront Park just north of the corridor and Spokane International Airport is just west of the corridor. Between US 2 and US 195, the character is mainly suburban to rural. Land use here includes commercial and residential along with several natural areas and parks. The terrain along the corridor is generally on a north-facing steady slope except at the east end where I-90 crosses over Latah Creek canyon. Vegetation is comprised of maintained grass, coniferous and deciduous trees, and brush.



## Current Function

I-90 is a major east-west transcontinental route used to move freight and people across the country, linking cities like Seattle, Chicago, and Boston. Within Washington, I-90 is a critical east-west route directly linking Seattle with Spokane. This corridor serves the cities of Spokane and Spokane Valley as the primary east-west route in Spokane County, linking northern Idaho and east Spokane communities to various commuter destinations. The corridor also serves communities to the south via a connection with US 195, and communities to the north by a connection with US 2 and US 395. The corridor also connects with SR 290, which provides a parallel route to northern Idaho. This corridor is a heavily used commuter route into downtown Spokane's central business district. It also provides primary access to a major hospital and medical district, a university district, airports, freight rail terminals, passenger rail, and park and ride facilities. Spokane Transit Authority provides fixed route transit service on the corridor. Bicycling is restricted on this section of I-90; however, parallel local facilities and trails provide access for pedestrians and bicyclists.

## 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 I-90 is a divided freeway fluctuating between five and seven lanes. A large portion of this corridor is an elevated viaduct through Spokane. The annual average daily traffic on this corridor is highest at the Appleyway Boulevard/Sprague Avenue interchange and lowest near the US 2 interchange.

### What's working well?

- Roughly 97% of surveyed pavements on corridor are in fair or better condition.
- There are no fish passage barriers present on the corridor.
- There are no habitat connectivity issues.
- Identified chronic environmental deficiencies have been addressed.

### What needs to change?

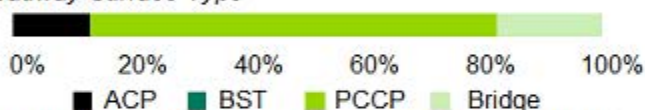
- Approximately 22% of this corridor experiences congestion on a regular basis.
- Six bridge preservation needs have been identified along the corridor.
- Delays are experienced along the ramps on the corridor.
- The viaduct experiences drainage issues during heavy snow.

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

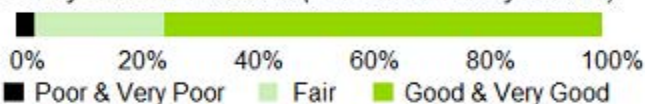
High	Low	
117,818	43,581	Annual Average Daily Traffic (AADT)
12.5%	5.6%	Bus/Truck Percent
50.7		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$51,567,000		Corridor Investments (2005-2016)

### Preservation

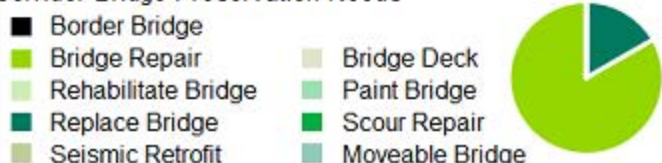
#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

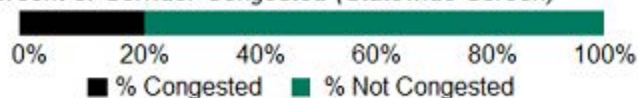


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	33.3% Passable	66.7% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	22 BMPs	Retrofit Prioritization in progress
100.0	% 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:

- Lack of alternative transportation options are a concern. [Mobility]
- Desire for on ramps having barricaded acceleration lanes for merging traffic. [Mobility]
- Development occurring along this corridor has impacted state route connections to I-90. Growth is expected to continue within the communities that use the corridor. [Mobility]
- WSDOT should explore operations and demand management as traffic is expected to increase after the NSC is connected. [Mobility]
- Concerns about ramp management and reconfiguration including cost and local network impacts. [Mobility]
- I-90 could have HOV lanes for STA service. [Mobility]
- STA will be adding an expanded Mirabeau Transit Center in 2022, re-locating the Liberty Lake Park and Ride with non-stop peak service to Spokane in 2023, night and weekend service to the Valley and Liberty Lake in 2024, a pilot service to Post Falls and Coeur d'Alene in 2025 and a new Argonne Rd. Park and Ride in 2029. [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 <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>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, pavement repair, and litter removal.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 40% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
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Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years encompassing 96% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment 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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## Mobility assessment for segment of Corridor 492

*Segment 1: I-90: Maple Street to Freya Street (Milepost 279.9-283.6)*

*Segment 2: I-90: Sprague Avenue Interchange (Milepost 285.1-285.8)*

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Segment one is a 3.7-mile long section of I-90 which passes through the central business district in Spokane providing local access to downtown, the medical facilities south of downtown, and the surrounding neighborhoods. This section intersects US 2, SR 290, and several major local roads.

Segment two is a 0.7-mile long section of I-90 that provides local access to industrial and commercial areas around Sprague Avenue in Spokane Valley.

These segments experience congestion during peak commute periods in the morning and evening. The segment typically experiences free flow speeds all other times.

### Corridor Segment Characteristics

- The average daily traffic on these segments of I-90 was between 89,000 and 118,000 vehicles in 2015.
- Through the urban areas of Spokane Valley, I-90 is generally a six-lane, limited access, 60 mph facility.
- This segment is classified as a T-1 primary freight corridor, annually carrying 40,000,000 tons of freight. Truck volumes constitute about 11% of the traffic on the corridor, reflecting the large amount of commuter traffic between Spokane, the city of Spokane Valley, and the Coeur D'Alene/Post Falls, Idaho metropolitan area.
- I-90 is the primary east-west route through the greater Spokane/Coeur D'Alene metropolitan area.
- These segments are Limited Access Control.
- Five public transit routes traverse portions of these corridor segments.

### Contributing Factors

- Morning traffic is heaviest in the westbound direction and afternoon traffic is heaviest in the eastbound direction. Increased use during peak periods results in morning and evening congestion.
- There is a public transit route on the segment with limited park and ride lots, discouraging public transit use.
- Issues with traffic operations and local traffic circulation during peak travel periods exacerbate congestion.

### 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

- Incident Response
- Incident Detection and Verification
- Queue Warning
- Signage
- Traveler Information
- Multimodal Transportation System
- Local Network Routes
- Enforcement
- Advisory Speed Limit
- Signal Priority/Transit/Emergency Vehicles
- Ramp Reconfiguration
- Ramp Management
- Intersection Geometric Improvements
- Access Management
- Dynamic Lane Assignment
- Freight Climbing Lane, vehicle priority

### Demand Management

- Carpooling/Vanpool/Rideshare
- Commute Trip Reduction
- Public Transportation (Routes/Buses/Park & Rides)
- Parking Management
- Information Transportation Systems for Non-Motorized (Wayfinding tools)
- Pedestrian Access

### Policy Change

- Land Use Planning
- Development Mitigation
- Utilization of Local Network
- Level of Service/How we measure

### Further Study

- Intersection Channelization
- Bottlenecks
- Rail Crossings

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.

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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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