

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: I-82 Jct (Kennewick) to I-182 Jct (Pasco)*

This eight-mile long north-south corridor is located in Benton and Franklin counties. The corridor runs between the Interstate 82 interchange and the I-182 interchange, roughly bisecting the Kennewick and Pasco urban areas and crossing over the Columbia River via the Pioneer Memorial Bridge (also known as the Blue Bridge). The area around the corridor is entirely urban and suburban in character. Land uses around the corridor are primarily dense suburban residential with single family homes. There are also several areas with concentrations of commercial land use along the corridor, including large box retail stores and car dealerships. Near the Columbia River and I-182, land use is predominantly retail and business-related. The Southridge area near I-82 also has light industrial land uses, the Trios Hospital and Medical Center, and Southridge High School, in addition to commercial and residential development. There are several community parks near the corridor focused around the Columbia River. The Columbia Basin College and Tri-Cities Airport are just north of the I-182 interchange.



Current Function

US Route 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 corridor. This section of US 395 connects Kennewick and Pasco, and is one of two major Columbia River crossings and one of three total crossings in the Tri-Cities area. The corridor helps facilitate the movement of people and goods between I-84, I-82, I-182, and I-90. Major traffic generators along the corridor include employment and commercial centers in the Tri-Cities and regional freight destinations, like the Port of Kennewick. There are two barge loading facilities east of the corridor on the Columbia, one in Pasco and the other in Kennewick. The corridor is a major access route for the Tri-Cities Airport at the northern terminus; this airport has the only commercial service in the Tri-Cities area and is the third largest airport in the state. Ben Franklin Transit provides frequent bus service along the corridor. Cyclist and pedestrian traffic is present on some sections of the corridor in Kennewick. Cyclists and pedestrians are prohibited on US 395 in Pasco north of the Columbia River to Court Street.

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 US 395 is mainly a four-lane, divided highway with multiple signalized intersections in Kennewick, and a four-lane freeway north of the SR 240 interchange. All the intersections have turn lanes except for Ridgeline Drive to accommodate turning with the notable exception of the single northbound lane section at the SR 240 interchange. The annual average daily traffic on this corridor is highest at the Blue Bridge over the Columbia River and lowest at the I-82 interchange.

### What's working well?

- The park and ride lots on the corridor are heavily utilized.
- Freight rail, public transit, and carpool programs are highly utilized along the corridor.
- Outside peak periods, the signalized portion of the corridor operates within accepted levels of service.
- There are no chronic environmental deficiencies on the corridor.

### What needs to change?

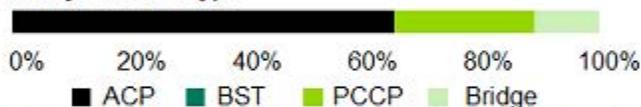
- About 84% of the corridor experiences congestion on a daily basis.
- Roughly 11% of surveyed pavements on the corridor are in poor to very poor condition.
- Several interchanges with local streets are currently operating below expected service standards.
- The Columbia River Bridge's narrow sidewalks impede cyclist/pedestrian access across the river.

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

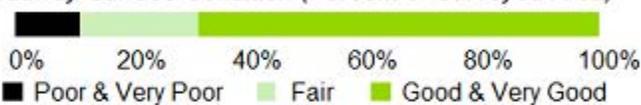
High	Low	
59,487	7,444	Annual Average Daily Traffic (AADT)
17.7%	6.1%	Bus/Truck Percent
29.7		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$22,657,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

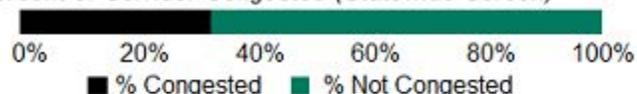


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	2 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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:

- Partners expressed a desire to research ways to improve public safety on the corridor, particularly at interchanges with local streets.
- An emphasis on fixing the traffic bottleneck on the northbound approach to the Columbia River bridge.
- Several partners expressed support for Connecting Washington projects funded in the area such as the US 395/Ridgeline Intersection project.
- An interest in developing options for expanding capacity on alternate routes to ease congestion.
- A concern about impacts to the local street system from fixes proposed in the US 395/I-82 to I-182 Corridor Study.
- Interest in expanding pedestrian and cyclist facilities and access along the corridor as soon as possible.

## 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. WSDOT has a planned Noise Barrier Retrofit action on this corridor.</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 vegetation control.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years encompassing 3% 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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US 395 experiences congestion from 27th Avenue to 10th Avenue during the morning and afternoon peak times especially at the 27th Avenue intersection. The intersection is signalized and has double left-turn lanes on all four legs and has a dedicated right-turn lane on three.

### Mobility Strategies: Operational Improvements

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective, low-cost options.

### Demand Management

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective or low-cost options. Many of these require local commitments.

### Further Study

- Study strategies to address congestion at the 27th Avenue intersection.
- Work with local jurisdictions to develop options to reduce congestion on US 395, especially trips destined to SR 240. Trips that eventually cross the Columbia River will still ultimately end up on US 395.

### Corridor Segment Characteristics

- US 395 is on the National Highway System, is a Congressional High-Priority Route, and is designated a Highway of Statewide Significance.
- The average daily traffic was 23,000 vehicles in 2016.
- US 395 is one of the most important freight routes in the state, and is identified as a T-1 Freight Economic Corridor. It carries 17 million tons of freight per year with trucks accounting for 11% of the traffic in 2016.
- The speed limit on this segment is 50 mph.
- US 395 is a limited access highway for the entire corridor.
- There is limited bicycle and pedestrian infrastructure. The shoulders are available for bicycle and pedestrian use.
- Ben Franklin Transit service is available.

### Contributing Factors

- Kennewick is developing and growing, and is expected to continue into the future increasing the number of users on the corridor.

US 395 is congested on this segment between Ely Street/Dennis Street and the SR 240 interchange. There are three signalized intersections: Kennewick Avenue, Clearwater Avenue and Yelm Street. The Yelm Street intersection has been failing for several years.

### Mobility Strategies: Operational Improvements

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective or low-cost options. Strategies at Yelm Street are particularly effective.

### Demand Management

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective or low-cost options. Many of these require local commitments.

### Further Study

- Further evaluate the US 395 Planning Study for potential strategies to address congestion between Kennewick Avenue and SR 240.
- Work with local jurisdictions to develop options to reduce congestion on US 395, especially trips destined to SR 240. Trips that eventually cross the Columbia River will still ultimately end up on US 395.
- Engage local jurisdictions on their desire to construct an additional Columbia River crossing.

### Corridor Segment Characteristics

- US 395 is on the National Highway System, is a Congressional High-Priority Route, and is designated a Highway of Statewide Significance.
- The average traffic on the segment ranged from 28,000 vehicles at Kennewick Avenue to 46,000 vehicles north of Yelm Street in 2016.
- US 395 is one of the most important freight routes in the state, and is identified as a T-1 Freight Economic Corridor. It carries 17 million tons of freight per year with trucks accounting for 11% of the traffic in 2016.
- The speed limit on this segment is 45 mph.
- US 395 is a limited access highway for the entire corridor.
- There are limited bicycle and pedestrian infrastructure. Bicyclists must walk their bicycles across the Columbia River Bridge, and pedestrians and bicyclists are prohibited north of there to the Court Street interchange.
- Ben Franklin Transit service is available.

### Contributing Factors

- There are only two major Columbia River crossings in the Tri-Cities forcing motorists to heavily use US 395.
- Lack of alternatives to crossing the Columbia River or connecting to SR 240 means many local trips are funneled to US 395.
- Kennewick is developing and growing, and is expected to continue into the future increasing the number of users on the corridor.
- The two northbound lanes through the SR 240 interchange narrow down to one lane causing congestion and delay.
- The Clearwater Avenue/Vista Way is a major signalized intersection with heavy turning volumes onto and off the local street system causing congestion and delay. It also acts as the last opportunity to access US 395 from the local system or the first opportunity to exit US 395 when entering Kennewick. Yelm Street intersection congestion increases due to re-directed traffic from the congested Clearwater Avenue intersection.

US 395 is congested at the approach to the I-182 interchange during the morning and afternoon peak times. In the southbound direction, congestion occurs from heavy volumes on both the westbound and eastbound I-182 ramps merging onto US 395 combined with the weave to the Court Street off-ramp only 300 feet from where the eastbound and westbound I-182 traffic merge.

### Mobility Strategies:

#### Operational Improvements

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective or low-cost options. Strategies at the I-182 interchange are particularly effective.

#### Demand Management

- Evaluate the US 395 Planning Study recommendations using a Practical Solutions framework and identify the most effective or low-cost options. Many of these require local commitments.

#### Further Study

- Work with local jurisdictions to develop options to reduce congestion on US 395, especially trips destined to SR 240. Trips that eventually cross the Columbia River will still ultimately end up on US 395.
- Engage local jurisdictions on their desire to construct an additional Columbia River crossing.

### Corridor Segment Characteristics

- US 395 is on the National Highway System, is a Congressional High-Priority Route, and is designated a Highway of Statewide Significance.
- The average daily traffic 49,000 vehicles in 2016.
- US 395 is one of the most important freight routes in the state, and is identified as a T-1 Freight Economic Corridor. It carries 17 million tons of freight per year with trucks accounting for 11% of the traffic in 2016.
- The speed limit on this segment is 55 mph.
- US 395 is a limited access highway for the entire corridor.
- There are limited bicycle and pedestrian infrastructure. Bicyclists must walk their bicycles across the Columbia River Bridge, and pedestrians and bicyclists are prohibited north of there to the Court Street interchange.
- Ben Franklin Transit service is available.

### Contributing Factors

- There are only two major Columbia River crossings in the Tri-Cities forcing motorists to heavily use US 395.
- Lack of alternatives to crossing the Columbia River or connecting to SR 240 means many local trips are funneled to US 395.
- Pasco is developing and growing, and is expected to continue into the future increasing the number of users on the corridor.

## 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.

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