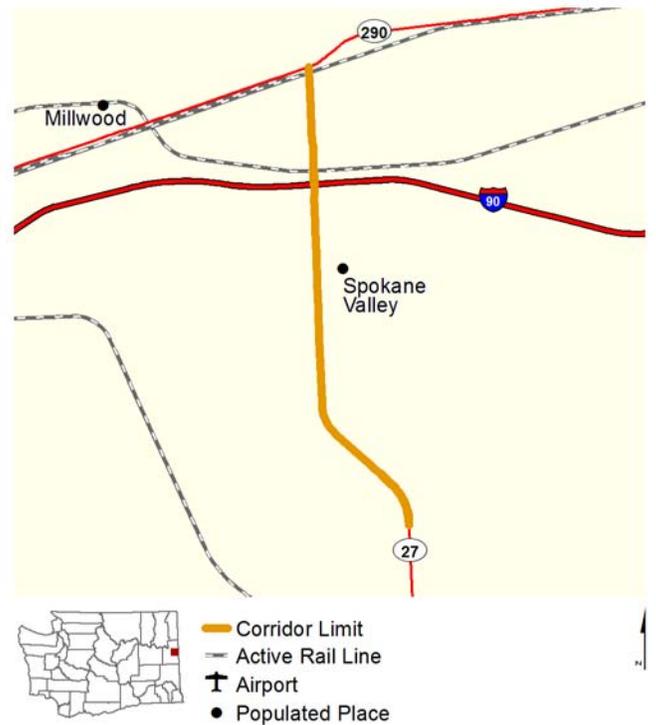


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 27: 32nd Ave Int. (Spokane Valley) to SR 290 Jct

This five-mile long, north-south corridor is located in the city of Spokane Valley within Spokane County. The corridor runs along State Route 27 between the E 32nd Avenue intersection at the southern city limits of Spokane Valley and the SR 290 junction, signed as E Trent Avenue. It crosses Interstate 90 and the I-90 business loop of through Spokane Valley. The corridor's character is largely suburban with relatively dense residential developments being the most common land use throughout. Other land uses along the corridor include commercial development particularly on the north end of the corridor, several parks, and several schools. There are multiple medical clinics and businesses along the corridor due to the MultiCare Valley Hospital being located just east of the corridor near the I-90 interchange. There is also a major commercial area at the corridor's intersection with Sprague Avenue, a major local road. The terrain along the corridor is flat, in contrast to much of the area surrounding the city. Vegetation consists of a mix of deciduous and conifer trees lining the corridor.



Current Function

SR 27 is a 90-mile long state highway serving Whitman and Spokane counties connecting the cities of Pullman, Palouse, Tekoa, and Spokane Valley and providing an alternate to US Route 195. This segment of SR 27 serves as a principal arterial for the city of Spokane Valley and is locally known as Pines Road. This corridor has been identified as a state highway operating as the community's main street. The corridor intersects with SR 290 and I-90, providing access to Spokane and other regional destinations. This corridor primarily serves commuters connecting to Spokane and the surrounding area. In addition there is some freight use. Spokane Transit Authority provides fixed route bus service throughout the corridor. There are two railroad lines running perpendicular to the corridor, one intersecting at the SR 290 junction, the other by the I-90 junction. There is an additional rail line, running north-south to the west of the corridor. Pedestrian and bicycle use is permitted throughout the corridor and is most common on the north end where there are sidewalks and a greater density of destinations.

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 four-lane, undivided, signalized highway that includes a center turn lane for most of the corridor. The annual average daily traffic on this corridor is highest at the I-90 interchange and lowest at the 24th/25th Avenue intersection.

What's working well?

- There are sidewalks along the entire corridor for pedestrian and cyclist use.
- There is one fixed route transit service available on the corridor.
- There are no chronic environmental deficiency sites on the corridor.
- There are no fish passage barriers on the corridor.

What needs to change?

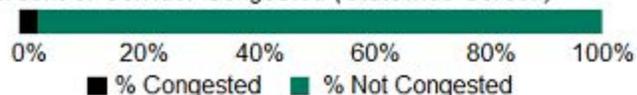
- About 52% of the corridor experiences congestion on a regular basis.
- Roughly 18% of surveyed pavements are in poor to very poor condition.
- The northern half of the corridor has medium habitat connectivity issues.
- There are no park and ride lots available on the corridor.

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

High	Low	
28,006	7,370	Annual Average Daily Traffic (AADT)
10.5%	2.4%	Bus/Truck Percent
18.7		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$2,616,000		Corridor Investments (2005-2016)

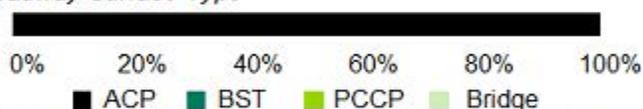
Mobility

Percent of Corridor Congested (Statewide Screen)

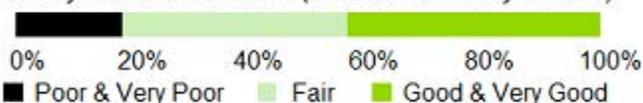


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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	2 High Priority Miles
Stormwater Treatment	33 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

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, pavement repair, and litter removal.</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 0.4-mile long segment of the corridor is in the city of Spokane Valley between Mission Avenue and Mansfield Avenue. This segment of the north-south corridor is the stretch around the I-90 interchange and is better known as Pines Road by locals.

This segment experiences congestion particularly during peak commuter times in the morning and evening and on the weekends.

Corridor Segment Characteristics

- The average daily traffic on SR 27 was between 22,000 to 37,000 in 2015.
- The segment is made up of a four-lane, with two-way left turn lanes, and a 35 mph speed limit road.
- This segment of the corridor is served by Spokane Transit Authority with fixed route transit and the Mirabeau park and ride is located just to the east.
- This portion of the corridor through Spokane Valley has been identified as a state highway operating as the community's "main street".
- This corridor was identified as a high risk land development corridor in a study completed for WSDOT, "Land Development Risks Along State Transportation Corridors", September 2013.
- This segment is a main connection from I-90 to SR 290 and is a direct route to the Spokane Valley hospital for emergency services, located directly off the corridor on Mission Avenue.

Contributing Factors

- A lack of local network connections across I-90, concentrating demand onto this segment.
- This segment provides direct access to the Valley Mall, medical offices, a hospital, a large community center, and many other attractions in a concentrated area resulting in high demand.
- This segment provides a partial shortcut between Spokane Valley and north Spokane resulting in additional demand 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

- Intersection Operation Improvements
- Access Management
- Signal Timing
- Adaptive Signal Operations
- Signage Pavement Markings
- Dynamic Lane Assignment
- Signal Priority - Transit/Emergency Vehicles
- Incident Detection & Verification
- Incident Response/Roving Service Patrols
- Ramp Metering
- Ramp Reconfiguration
- Traveler Information
- Parking Management
- Freight Priority/Pre-clearance

Demand Management

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

Policy Change

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

Further Study

- Intersection Control/Channelization
- Local Network Improvements
- Bottlenecks
- Rail Crossings
- Alternate Mode Facility
- Vehicle routes
- Managed HOV/HOT Lanes

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.