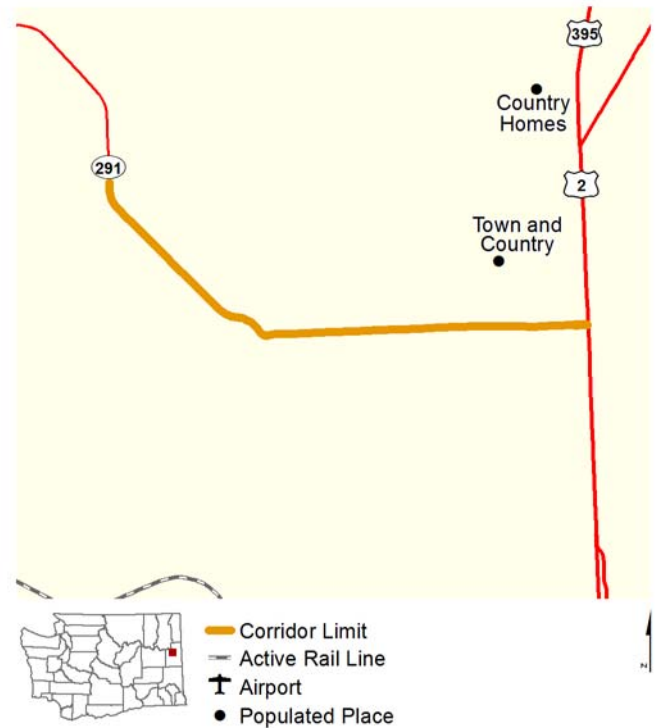


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 291: US 2 Jct to Seven Mile Rd Int.

This five-mile long east-west corridor is located in the northwest quadrant of the city of Spokane within Spokane County. Portions of the route are locally known as Francis Avenue and Nine Mile Road. This corridor runs along State Route 291 between US Route 2 in Spokane and the intersection with Seven Mile Road outside the city limits. The corridor is generally suburban in character with moderately dense single-family housing being the primary land use. The corridor's density lessens to the west as it transitions towards a more rural character. Other land uses along the corridor include commercial, particularly concentrated within Spokane's city limits near the US 2 intersection, as well as several schools and parks. The Spokane VA Medical Center is located just south of the corridor. Terrain is generally rolling throughout and the surrounding vegetation includes a mix of deciduous and evergreen trees with scattered brush, characteristic of Spokane county. The western end of the corridor roughly follows the Spokane River and the Austin Ravine Conservation Area lies just to the north.



Current Function

SR 291 is a 33-mile long state highway that serves Spokane and Stevens counties connecting Interstate 90 in Spokane with SR 231 near Long Lake. This segment of SR 291 is primarily a commuter, commercial, and freight corridor serving the surrounding residential areas and commercial centers. This corridor is the main route between the city of Spokane and the rapidly developing bedroom communities in southwest Stevens County. There are few alternative routes to this corridor for the various large residential subdivisions that connect to it. A segment of this corridor runs through Spokane and has been identified as a state highway operating as the community's main street. The multiple commercial businesses along the corridor, particularly at the eastern end near US 2, attract trips from the surrounding area. Spokane Transit Authority provides frequent fixed route transit service along the eastern end of the corridor connecting riders to downtown and other neighborhoods in north Spokane. Pedestrian and bicyclists use the corridor particularly 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. As the North Spokane Corridor (Future US 395) is completed, the corridor may extend eastward to Freya Street, converting the existing city street to a state highway to intersect with the North Spokane Corridor.

Highlights and Performance

This segment of SR 291 is a four-lane, primarily undivided, signalized highway, often with a center turn lane. The rural portion of the corridor narrows to exclude the center turn lane at several points. The entire corridor lies in the Spokane city limits. The annual average daily traffic on this corridor is highest near the US 2 junction and lowest at the Seven Mile Road intersection.

What's working well?

- A vanpool program and fixed route transit are available on the corridor.
- The urban portion of the corridor has sidewalks available for pedestrian/cyclist use.
- There are no locations on the corridor with missing noise walls.
- There are no fish passage barriers on the corridor.

What needs to change?

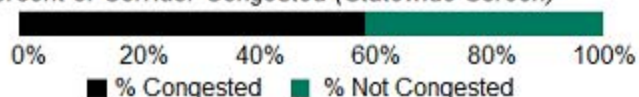
- The majority of the corridor has not been surveyed for pavement conditions.
- Roughly 59% of the corridor experiences congestion on a regular basis.
- The western portion of corridor has a medium habitat connectivity rating.
- The corridor has a medium climate change vulnerability rating.

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

High	Low	
23,181	9,040	Annual Average Daily Traffic (AADT)
3.9%	3.3%	Bus/Truck Percent
24.8		Number of Lane Miles
7		# of Signalized/Stop Controlled Intersections
\$3,689,000		Corridor Investments (2005-2016)

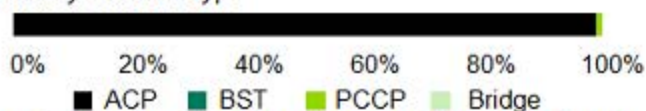
Mobility

Percent of Corridor Congested (Statewide Screen)

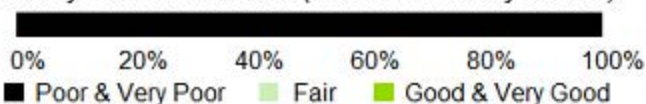


Preservation

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	1 High Priority Miles
Stormwater Treatment	5 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:

- Traffic is expected to increase after connecting the NSC along Francis Ave, west of Freya St. The desire is to change the context, reduce lanes, and provide a high capacity transit network. [Mobility]
- Opportunities to improve transit service for Indian Trails and Suncrest and through potential transit service intercept between tribal transit service. STA thinks vanpool service is the best solution currently but, is willing to consider options in the future. [Mobility]
- Large subdivisions feed into this corridor without an alternative route. [Mobility]
- Stevens County could consider becoming part of the PBTA. [Mobility]
- Reduce speed along the river from 50 mph to 35 mph in the Nine Mile area. [Mobility]
- Partners would like to find means to address congestion between US 2 and Indian Trails Road. [Mobility]
- Concerns over the lack of pedestrian/cyclist facilities in the eastern half of the corridor. [Mobility]
- Interest in access management and signal timing. [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, 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 three-mile long section of SR 291, locally known as Francis Avenue, runs between the US 2/N Division Street junction in Spokane and the intersection with Assembly Street. This corridor is the main route into Spokane for the rapidly developing bedroom communities in SW Stevens County.

This segment of the corridor experiences congestion during the weekends and periods of peak use during the week.

Corridor Segment Characteristics

- The average daily traffic on SR 291 (Francis Avenue) ranged between 11,000 and 30,000 vehicles in 2015.
- This corridor is a four-lane divided, urban-principal arterial, with a posted speed limit of 35 mph, two way left turn lanes, and six signals.
- This corridor is the primary east-west route through the greater Spokane metropolitan area.
- There is managed access control on the segment.
- Spokane Transit Authority provides fixed route transit on the entire corridor.
- There is a park and ride lot north of Francis Avenue at the corner of Ash Street and Five Mile Drive.
- Spokane Regional Transportation Council identified SR 291 (Francis Avenue) from US 2 (MP 0.0) to Indian Trails Rd (MP 2.2) as a Tier 1 Priority in the regional Congestion Management Process.
- This segment has been identified as a state highway operating as the community's "main street".

Contributing Factors

- There are no viable alternative routes for the rapidly developing residential subdivisions along this corridor in southeast Stevens County or north Spokane in the Indian Trails area to access the greater Spokane area.
- Multiple access points from local businesses result in slowdowns from vehicles turning into and out of these locations.

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

- Local Access Routes
- Access Management
- Incident Response
- Signage Pavement Markings
- Traveler Information
- Incident Detection & Verification
- Intersection/Geometric Improvements
- Adaptive Signal Control
- Signal Priority – Transit/Emergency Vehicles
- Queue Warning
- Enforcement
- Advisory Speed Limit

Demand Management

- Commute Trip Reduction
- Carpooling/Vanpool/Rideshare
- Multimodal Transportation Center
- Pedestrian Access
- Public Transportation (Routes/Buses/Park & Rides)
- Bike Access
- Parking Management
- 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 Channelization
- Bottlenecks



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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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.

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