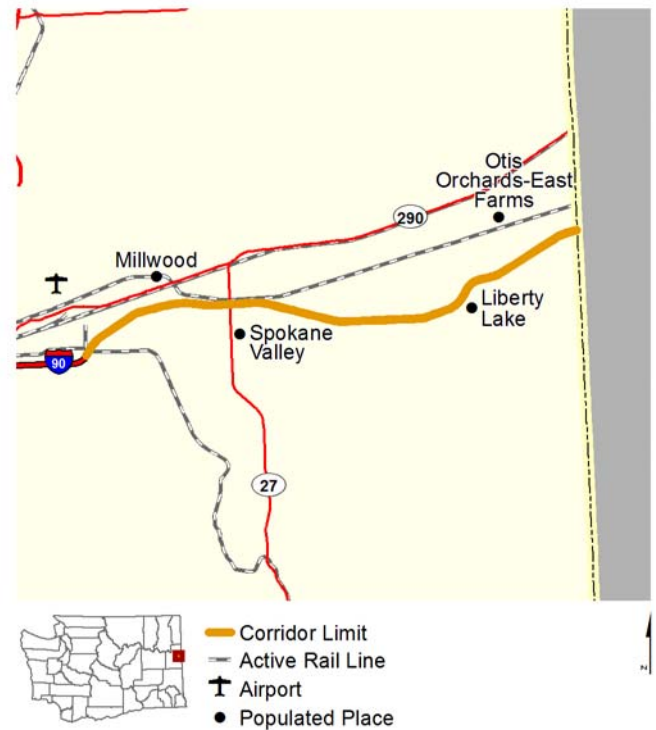


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

I-90: Sprague Ave. I/C to Idaho State Line (Interstate 90 East)

This 14-mile long east-west corridor within Spokane County runs along Interstate 90 between the Sprague Avenue interchange in Spokane Valley and the Idaho state line also running through the town of Liberty Lake. This corridor's character is primarily urban and suburban with residential development at relatively dense to low-density being the most common land use. In addition there are also concentrated areas of commercial and industrial uses particularly near major intersections like the Sprague Avenue intersection. There is also a major medical campus, MultiCare Valley Hospital, near the intersection with State Route 27 in Spokane Valley. The Spokane River, BNSF Railroad, and Union Pacific Railroad each run roughly parallel to this section of I-90. There are several large parks and conservation areas near the corridor such as Dishman Hills Natural Area. Terrain is generally rolling, and the corridor crosses the Spokane River near the Idaho border. Vegetation ranges from coniferous and deciduous trees and well-kept urban landscapes to open dry brushland with pockets of trees, and farmland.



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 route directly linking Seattle with Spokane. This segment of I-90 is the primary east-west route in Spokane County, linking east Spokane communities with Spokane and northern Idaho. The corridor has intersections with major local roads as well as SR 27 and runs parallel to SR 290. It is a heavily used commuter route connecting the region's workforce to employment centers in Spokane and Spokane Valley. This corridor is significant to the Spokane Tribe, Colville Tribes, and Coeur d'Alene Tribe. The corridor also serves a significant amount of regional and national freight. A truck weigh station is located near the state line in Liberty Lake. The corridor also provides primary access to a hospital. Spokane Transit Authority provides fixed route transit service along some of the corridor. Bicycling is restricted on this section of I-90, however, parallel local facilities and trails provide access for pedestrians and cyclists.

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 I-90 is a divided freeway fluctuating between four and seven lanes, and frequently includes extended acceleration/deceleration lanes. The annual average daily traffic on the corridor is highest at the Argonne Road interchange and lowest at the Barker Road interchange.

What's working well?

- More than 99% regularly operates above congestion thresholds.
- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no fish passage barriers present on the corridor.
- All noise walls have been installed on the corridor.

What needs to change?

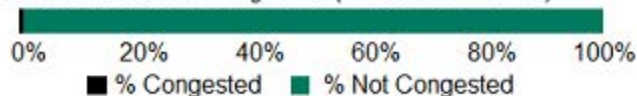
- There is one bridge preservation need that has been identified.
- There are habitat connectivity issues on this corridor between SR 27 and the Idaho state line.
- The corridor has three miles with a medium climate change vulnerability rating.
- Vertical clearance is limited for the undercrossing at Barker Road and the Greenacres interchanges.

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

High	Low	
103,346	61,629	Annual Average Daily Traffic (AADT)
8.0%	5.6%	Bus/Truck Percent
74.33		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$86,178,000		Corridor Investments (2005-2016)

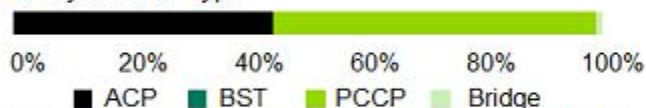
Mobility

Percent of Corridor Congested (Statewide Screen)

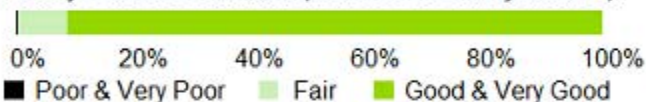


Preservation

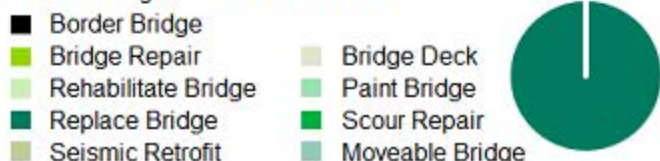
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	171 BMPs	Retrofit Prioritization in progress
	99.9 % 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:

- Concern about the effect of changes on I-90 and travel time to Fairchild Air Force Base on US 2. There is a performance expectation of 70% response time within one hour. This should be taken into consideration for any future system improvement strategies. [Mobility]
- Spokane Transit Authority has three park and ride facilities served by express routes from the Valley and Liberty Lake and plans for further improvements, including the Argonne Park & Ride lot. [Mobility]
- Additional signage on I-90 as a strategy is low cost, however, it is not that effective. [Mobility]
- Traffic is expected to increase after the NSC connections are in place. [Mobility]
- Concerns over current and future congestion points. [Mobility]
- A desire for a dedicated westbound merge lane. [Mobility]
- Strong desire for more multimodal options including park and rides, public transit, and HOV 2+ lanes. [Mobility]
- Concerns over lane visibility at Harvard Road's westbound merge lane. [Safety]

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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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 17% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 31% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 5% 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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This 0.2-mile long east-west corridor segment is within Spokane County, running from the Sprague Avenue westbound off ramp at the interchange (located east of Spokane in the Spokane Valley) to the curve at Custer Street.

The segment experiences congestion during peak commuter periods particularly at the Sprague Avenue westbound off ramp. The segment typically experiences free flow speeds all other times.

Corridor Segment Characteristics

- The average daily traffic on this segment of I-90 was between 92,000 and 118,000 in 2015.
- This corridor is a Limited Access, Fully Controlled urban-interstate and is a T-1 freight route under the Freight and Goods Transportation System.
- This segment of the corridor is a four- to six-lane divided highway posted for 60 to 70 mph.
- 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.

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.
- I-90 is frequently used in lieu of the local network for local trips, notably short trips, resulting in increased users on the corridor.
- There are limited public transportation park and ride lots, discouraging the use of public transit.
- Land uses development around the corridor continues impacting I-90 connections to the freeway.
- Growth is expected to continue within the communities that use the corridor along this corridor further impacting changes.
- Traffic operations issues on the Sprague Avenue Westbound off ramp during peak travel periods result in 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 Detection & Verification
- Incident Response
- Signage Pavement Markings
- Queue Warning
- Multimodal Transportation Center
- Local Network Routes
- Enforcement
- Advisory speed limit
- Signal Priority – Transit/Emergency Vehicles
- Intersection Operational Improvements
- Ramp management
- Ramp reconfiguration
- Access management
- Dynamic lane assignment
- Freight climbing lane

Demand Management

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