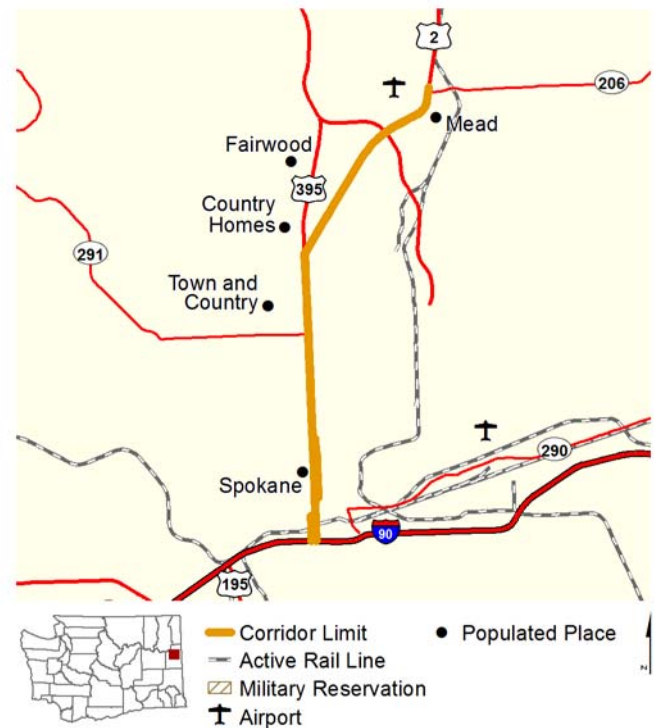


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 2: I-90 Jct (Spokane) to SR 206 Jct (N. Spokane)

This 11-mile long north-south corridor runs between the US Route 2/Interstate 90 junction in downtown Spokane and State Route 206 located in north Spokane. The corridor is primarily very urban in character and consists of dense commercial and residential uses as well as medical centers and schools. The corridor crosses over the Spokane River and bisects the city of Spokane, traveling through the city's urban core with major retail activity centers and the edge of the University District, specifically Gonzaga, Washington State - Medical, Eastern Washington, and Whitworth universities. This corridor passes through several neighborhoods in Spokane. The Spokane Convention Center is located near the US 2/I-90 junction. The northern end of the corridor is more suburban with lower density residential and commercial development, schools, and parks such as Peone Creek Park and Haynes Estate Conservation Area. There is also an industrial area at this end of the corridor. The terrain is generally flat and vegetation consists of maintained urban landscaping except near the northern end of the corridor which features some forested sections.



Current Function

US 2 spans across the northern continental US between Everett and Maine's eastern border with Canada. Within Washington, US 2 connects the western and eastern regions of the state. This segment of US 2 serves as the primary access to Spokane's downtown for the communities located north of the downtown area and serves as a main north-south corridor in Spokane. The corridor is a heavily-used commuter and local access route. Commuters utilizing this corridor include those accessing employment centers, surrounding neighborhoods, and recreational destinations. It is also the main freight route through Spokane and for destinations to the north including Canada. Commercial and residential development is increasing along the northern segment of this corridor. In addition to intersecting with I-90, the corridor also intersects with SR 291, US 395, and SR 206. Mead Flying Service Airport, a privately owned airport, is located near the US 2/SR 206 junction. Public transit is provided on the corridor by Spokane Transit Authority. Bicycle and pedestrian traffic is present particularly in the urban areas along the corridor. Bicycle use is restricted on some sections of the corridor.

Future Function

WSDOT expects traffic to decrease on this section of US 2 once the North-Spokane Corridor is connected. Long-term plans to change the context of the corridor and provide high performance transit may also shift use more toward transit and active transportation modes.

Highlights and Performance

This section of US 2 is primarily a six-lane facility that shifts between undivided and couplet configurations through downtown Spokane and north of the Spokane River. The corridor expands at intersections and major access points to include turn lanes and there are multiple signalized intersections. North of the US 395 junction, the corridor is a four-lane, undivided facility. The average traffic on this corridor is highest at the Spokane River and lowest at the I-90 junction.

What's working well?

- Passenger rail, fixed-route transit, and tribal transit services are available on the corridor.
- There is frequent bus service between Riverside Avenue to Hawthorne Road.
- The corridor has a low climate change vulnerability rating.
- WSDOT installed a wildlife crossing on Deadman Creek to improve safety and habitat connectivity.
- There are no fish passage barriers on the corridor.

What needs to change?

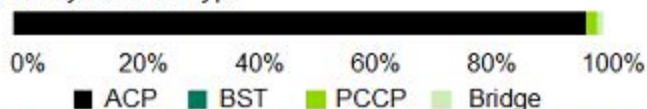
- Roughly 48% of the corridor experiences congestion on a regular basis.
- About 23% of surveyed pavements on the corridor are in poor to very poor condition.
- There are medium and high priority habitat connectivity sites on the corridor's north end.
- The vertical clearance at the I-90 overpass and railroad crossings impedes freight mobility.

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

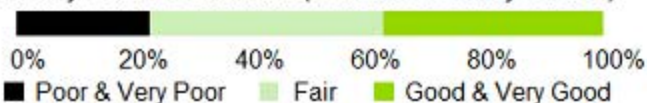
High	Low	
43,936	9,468	Annual Average Daily Traffic (AADT)
5.8%	2.9%	Bus/Truck Percent
61.36		Number of Lane Miles
42		# of Signalized/Stop Controlled Intersections
\$10,565,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

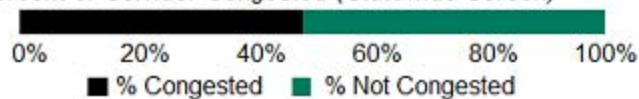


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	1 Structures in Place	3 High Priority Miles
Stormwater Treatment	51 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
2	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:

- During Phase I workshop some attendees were concerned about non-motorized access and wanted to discuss Complete Streets along the corridor. [Mobility]
- Commute Trip Reduction strategies needs to be balanced to ensure they are sustainable. [Mobility]
- The railroad trestle on US 2 at Division and Browne Street/Sprague Avenue has clearance issues and should be reviewed at some point when replacement is warranted due to clearance issues. [Mobility]
- Division Street is a very important route for STA with over one million riders annually. [Mobility]
- STA is planning sidewalk and shelter improvements in 2017-2018 and higher capacity buses in 2018. They are also planning to complete the Preliminary Division Bus Rapid Transit Study in 2019 for a proposed BRT line. [Mobility]
- US 2 is normally congested during all peak hours (morning, noon, and evening peaks). [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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Pavement	<i>WSDOT has identified four Pavement actions in the next six years encompassing 58% 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 one Other Facilities action in the next six years encompassing 57% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions 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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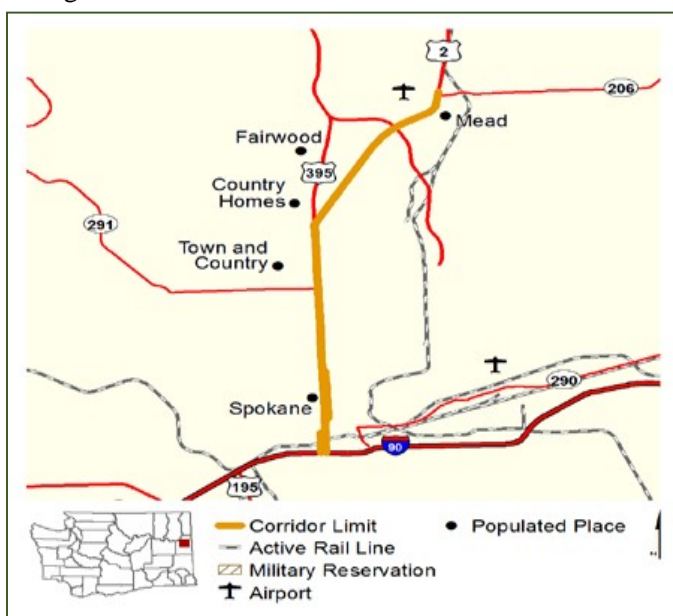
The corridor is a coincident route for US 2 and US 395 through Spokane. US 2 is primarily a six-lane configuration that shifts between undivided and couplet configurations through downtown Spokane and north of Spokane.

The segment is the primary access to downtown for communities north of Spokane and is a heavily used commuter route, as well as the main freight route through Spokane for destinations to the north, including Canada.

The first segment is a six-mile section of US 2 between the interchange with I-90 located in downtown Spokane and ends at the "Y" intersection with US 395 (Division Street) in north Spokane from MP 286.9 to MP 292.9. Both US 2 and US 395 are coincident to one another.

The second segment is a two-mile section of US 2 between Hawthorne Road ending at Farwell Road. From MP 293.8 to MP 295.6. US 2 connects with SR 291 in north Spokane, and the North Spokane Corridor US 395 near the north end of the corridor.

The corridor is congested much of the day with longer travel times. Traffic is heaviest in the morning, noon, and evening peak hours, making travel times longer.



Corridor Segment Characteristics

- The corridor bisects the city of Spokane, traveling through the urban core and Spokane’s major retail activity centers and the edge of the University District, particularly the Gonzaga and Whitworth University campuses.
- The average daily traffic from the I-90 junction to SR 206 on US 2 on this segment ranged from 40,000 at the wye, to 58,000 in downtown vehicles in 2015.
- This corridor is classified as a T-2 freight corridor. The segment has been identified as a state highway operating as the community's “Main Street”.
- This corridor is a four- to six-lane divided principal arterial with a posted speed between 35 to 45 mph, two way left turn lanes in some areas, and 37 signals along the corridor.
- Proceeding north from the I-90 interchange, US 2 passes through Spokane’s urban core and high-density commercial and retail land uses.
- The corridor includes the Browne/Division Street couplet south of the Spokane River and the Ruby/Division Street couplet north of the river.
- In years seven through 20, the remaining lane miles (15.9%) will likely need maintenance and preservation activities.
- US 2 is the main north-south corridor in Spokane.
- The future function of this corridor is expected to remain the same until the North Spokane Corridor is connected to I-90. At that time the function of this corridor will be re-evaluated.
- The land use is highly urbanized and public transit is provided by Spokane Transit Authority.
- The bridge over the Spokane River was replaced in 1992.

Contributing Factors

- The city of Spokane is developing this corridor in its city limits as a commercial/retail “Main Street” which will result in an increase in segment usage.
- Vertical clearance is limited under I-90 and at the railroad crossings both north and south bound which impedes movement of over-height loads.
- High numbers of users and surrounding corridor usage contribute to segment congestion.

Mobility Strategies:

WSDOT worked with Multimodal, Multiagency, 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

- Multi-modal Transportation Center
- Local Network Routes
- Access Management
- Traveler Information
- Incident Response
- Incident Detection & Verification
- Signage Pavement Markings
- Enforcement
- Intersection/Geometric Improvements
- Signal Priority – Transit/Emergency Vehicles
- Bottleneck Mitigation
- Ramp Management
- Ramp Reconfiguration
- Adaptive Signal Operations
- Queue Warning
- Advisory Speed Limit
- Queue Warning
- Dynamic Lane Assignment
- Freight Priority/Pre-Clearance

Demand Management

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

Policy Change

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

Further Study

- Bottlenecks
- Intersection Channelization
- Adding Lanes or Roads



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.

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