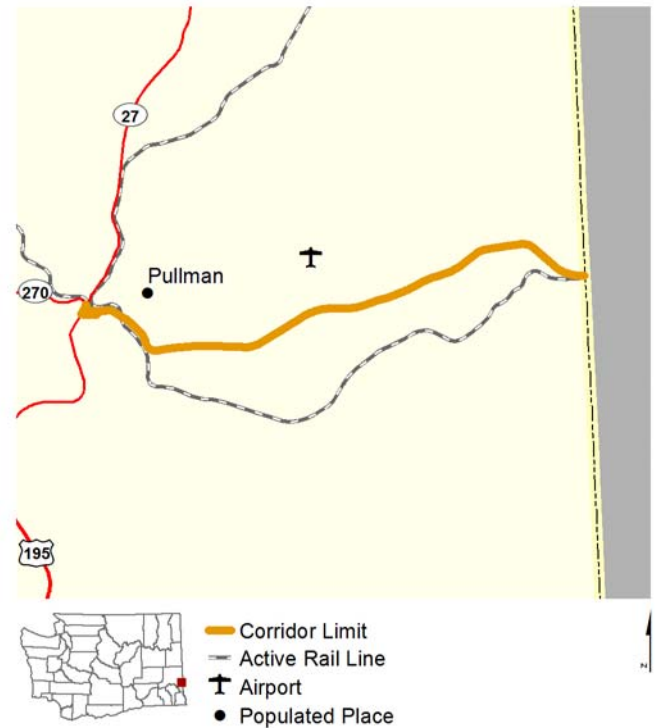


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 270: SR 27 Jct (Pullman) to Idaho State Line

This eight-mile long east-west corridor in Whitman County is known as the Pullman-Moscow Highway. The corridor runs between the State Route 270 junction with SR 27 in the city of Pullman and the Washington/Idaho state line at Moscow, Idaho. The land surrounding the corridor is primarily rural with mostly agricultural land use. There are also commercial, residential, and industrial uses such as gravel mining adjacent to the rural section of the corridor. In Pullman, the corridor exhibits more suburban and urban characteristics passing through dense commercial uses in the city's central business district near SR 27, as well as manufacturing, parks, and residential areas. The Washington State University campus also abuts the corridor just to the northwest of downtown Pullman. The Pullman-Moscow Regional Airport is also located north of the corridor between Pullman and the state line. The region around the corridor is noted for its fertile agricultural land, many miles of rolling hills, and production of wheat and legumes. Paradise Creek runs the entire length of the corridor. Shrubs and small trees grow in the riparian area surrounding the creek.



Current Function

SR 270 connects US Route 195 with Pullman and Moscow, Idaho. This segment of SR 270 functions as an urban arterial through Pullman and connects the city with Moscow, Idaho and as well as Idaho Route 8 and US 95. WSU and the University of Idaho are substantial trip generators for this corridor, which is used heavily by students and university employees. Southeast Washington Economic Development Association, the Port of Whitman County, and the Palouse Knowledge Corridor are some other major employers in this area. The corridor is also used by freight traffic moving goods between Washington and Idaho. WSDOT has identified the section of SR 270 through Pullman, including the SR 270 couplet also known as SE Paradise Street, as a state highway operating as the community's main street. This section of the corridor sees significant pedestrian use. Pullman Transit provides fixed-route transit service on the corridor and there are also paratransit services such as Dial-A-Ride available. Bicycle trails including the Bill Chipman Palouse Trail are present on the south side of the corridor for the majority of its length connecting Pullman and Moscow, Idaho.

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 segment of SR 270 is a four-lane, undivided, signalized highway with a center turn lane for most of its length. At SR 27, there is a small couplet through the central business district. The annual average daily traffic on this corridor is lowest on the individual couplet legs near SR 27 and highest where the couplets' intersect at E Main Street and SE Paradise Street.

What's working well?

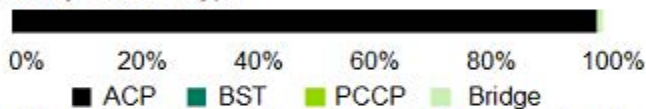
- Over 98% of the corridor operates below congestion thresholds on a regular basis.
- There are no vertical clearance or weight restrictions on the corridor.
- The corridor has a low climate change vulnerability rating and no fish passage barriers.
- Educating college students on distracted driving has been an ongoing process by WSDOT and the RTPO in this area.

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

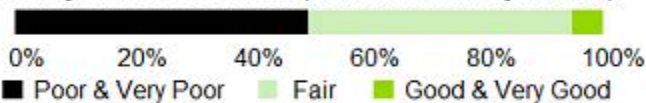
High	Low	
18,900	6,442	Annual Average Daily Traffic (AADT)
7.3%	3.1%	Bus/Truck Percent
30.65		Number of Lane Miles
14		# of Signalized/Stop Controlled Intersections
\$31,187,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs

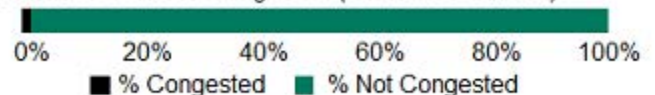


What needs to change?

- Roughly 50% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor's sidewalk system is incomplete and cyclists are restricted to the parallel shared-use trail.
- Passenger and commuter multimodal options are limited to Pullman on the corridor.
- This corridor is a high priority for habitat connectivity.

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	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	39 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
3	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:

- Improve the rail system through Pullman, which has not been maintained. Shipping by rail would eliminate some barge traffic. [Economic Vitality]
- Create additional parking by adding a through lane on S Grand Avenue and modifying Main Street. Alternate parking could be provided or pay a fee for parking could help in the downtown and college areas. [Economic Vitality]
- Potholes and rutting are recurring due to infrequency of pavement preservation. [Preservation]
- A desire for a better drainage system due to standing water on portions of the corridor. [Preservation]
- Interest in investigating strategies to improve mobility gaps including creating an alternate truck route, future ring roads, and eliminating left turns. [Mobility]
- Conduct an origin and destination survey to assist in understanding area traffic flows. [Mobility]
- Partners would like explore trip reduction strategies such as improving public transportation options and park and rides. [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>
-------------------	---

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>
----------------------	--

Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
--------------------	---

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>
-----------------------	--

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
------------	---

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, ditches, and pavement repair.</i>
-------------	--

Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 97% of the corridor.</i>
----------	--

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>
----------	---

This 0.1-mile corridor segment runs between the SR 270 intersection with SR 27 (MP 0.0) in Pullman, running from the east-west couplet at SE Paradise Street and E Main Street in downtown Pullman, and proceeds easterly, as the locally known Pullman-Moscow Highway, to the Idaho State Line.

This segment experiences congestion during peak commute times and at various times of day due to the number of students present. Congestion is made worse during Washington State University events.

Corridor Segment Characteristics

- The average daily traffic on SR 270 was between 8,700 to 14,200 vehicles in 2015.
- SR 270 is a state route through an urban area and is generally a two-lane, limited access, 25 to 35 mph facility through this area.
- The SR 270 corridor connects with Idaho SR 8 which connects with US 95 and links Pullman to Moscow, Idaho.
- This corridor is an urban-principal arterial and is not classified as a freight economic corridor. The segment of this corridor which passes through Pullman has been identified as a state highway operating as the community's "main street".
- A portion of this corridor is served by Pullman Transit with fixed-route transit.
- The Washington State University campus is along this corridor and is heavily used by students of WSU and the University of Idaho.
- The Chipman Trail is a separated paved shared use path on an abandoned railroad right-of-way parallel to this corridor.
- The west side of the segment is within Pullman's Urban Growth Area boundaries. Utilities are already available, and the prospective of future development is medium to high.



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.

Contributing Factors

- Demand from college events and weekend users contribute to recurring congestion.
- The segment's intersection with SR 27 is experiencing development impacting the local roadway network connectivity and local trips.

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

- Signal Timing
- Traveler Information
- Parking Management
- Intersection Operational Improvements
- Access Management
- Signage Pavement Markings
- Adaptive Signal Control
- Signal Priority – Transit/Emergency Vehicles
- Enforcement
- Queue Warning
- Dynamic Lane Assignment
- Incident Response/Roving Vehicle Patrols

Demand Management

- Public Transportation (Routes/Buses/Park & Rides)
- Carpooling/Vanpool/Rideshare
- Commute Trip Reduction Techniques
- Parking Management
- Bike Access
- Pedestrian Access
- Multimodal transportation center
- Information Transportation Systems for Non-Motorized (Wayfinding Tools)

Policy Change

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

Further Study

- Local Network Route Improvements
- Intersection Control/Channelization
- Bottlenecks
- Alternate Mode Facility
- Vehicle Routes

For more information

To find out more information about this corridor or how to get involved, please contact:

Bonnie Gow

Eastern Region Planning Office
Senior Transportation Planner
509-324-6109
gowbl@wsdot.wa.gov

Charlene Kay, P.E.

Eastern Region Planning Office
Region Planning & Strategic Partnership Director
509-324-6195
kayc@wsdot.wa.gov

Mike Gribner

Eastern Region
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.

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.