

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 290: I-90 Jct (Spokane) to Idaho State Line

This 18-mile long, east-west corridor in Spokane County, extends between the State Route 290/Interstate 90 junction in the city of Spokane and the Washington-Idaho state line. The corridor travels through the cities of Spokane and Spokane Valley. The University District including Gonzaga, Washington State Medical, Eastern Washington, and Whitworth universities is located near the corridor's western terminus. The Spokane River, BNSF Railroad, and Union Pacific Railroad each run parallel to the corridor. As the corridor passes through the two cities, the corridor's character fluctuates between urban and suburban. Land use through the city of Spokane is dense with manufacturing, warehouses, and other industrial uses as well as some residential use. Land use in Spokane Valley is less dense and includes more commercial services. East of Spokane Valley, the corridor's character is a mix of suburban and rural with both agricultural and residential uses. The corridor runs along the foothills of Mount Spokane State Park. The landscape around the corridor consists of flatlands with deciduous and coniferous trees dispersed along the route.



Current Function

SR 290, also known as Trent Avenue, spans between Hamilton Street in the city of Spokane's University District and Idaho State where it becomes Idaho Route 53, connecting Spokane to eastern suburban communities. The highway serves as a primary east-west alternate route to I-90 for commuter and freight movement between Washington and Idaho. This corridor accounts for all of SR 290 and serves the cities of Spokane and Spokane Valley and the communities of Otis Orchards and Newman Lake. Segments of this corridor run through Spokane and Spokane Valley and have been identified as state highways operating as the community's main street. The corridor's primary traffic generators include Gonzaga University, Spokane International Airport, and the various urban employment and residential areas through which the corridor passes. There are shoulders and sidewalks usable for both pedestrian and cyclist traffic along the corridor, but bicycles are restricted on some sections of the corridor. Spokane Transit Authority provides fixed-route bus service on part of the corridor.

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

SR 290 is primarily a four-lane, undivided highway that frequently includes center turn lanes and signalized intersections. East of Spokane Valley, SR 290 becomes a two-lane, undivided highway. Average annual daily traffic is highest near the I-90 interchange in Spokane and lowest adjacent to the large industrial area south of Spokane Community College.

What's working well?

- 97% of this corridor does not experience congestion on a regular basis.
- There are multiple operational strategies used within the corridor, including highway advisory radio.
- The corridor has a low climate change vulnerability rating.
- There are no chronic environmental deficiency sites or fish passage barriers on this corridor.

What needs to change?

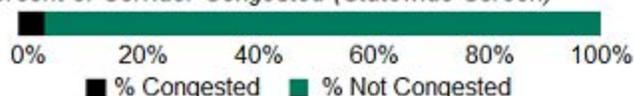
- Approximately 15% of surveyed pavements are in poor to very poor condition.
- There are medium and high priority habitat connectivity sites on this corridor.
- There is limited vertical clearance at two railroad undercrossings which impede freight movement.
- Four bridge preservation needs have been identified on this corridor.

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

High	Low	
34,075	6,699	Annual Average Daily Traffic (AADT)
16.2%	4.5%	Bus/Truck Percent
61.12		Number of Lane Miles
12		# of Signalized/Stop Controlled Intersections
\$6,751,000		Corridor Investments (2005-2016)

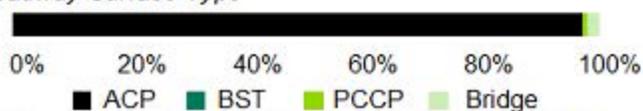
Mobility

Percent of Corridor Congested (Statewide Screen)

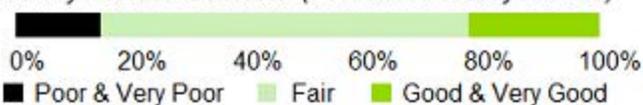


Preservation

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	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	8 High Priority Miles
Stormwater Treatment	221 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	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:

- Interest in mobility improvement opportunities at Sullivan Road, the Freya Street/Thor Street/Greene Street intersection, and the Argonne Road/Mullan Road intersection. [Mobility]
- Support for sidewalk and bus stop improvements STA is planning in conjunction with WSDOT. [Mobility]
- Trent Avenue and Freya Street may have operational issues when the North Spokane Corridor connections are in place. Monitor operations at these intersections. [Mobility]
- STA is planning to expand the Mirabeau Transit Center in 2022, which is the closest transit center to SR 290. [Mobility]
- Concern about the signal operation at the Argonne Road intersection was noted during the Corridor Sketch Initiative Phase I workshop. [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 two Pavement actions in the next six years encompassing 53% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years at specific locations within this 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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SR 290 serves as a east-west alternate highway to I-90. The corridor runs from the I-90/Hamilton Street Spur junction east and the Washington-Idaho border.

Segments experience congestion during peak commute times in the morning and evening. The first segment is a 0.7-mile long section of SR 290 that runs between Hamilton Street and the Washington-Idaho State Line, from MP 0.1 at the I-90 junction and MP 0.7. The second segment is a 1.1-mile long section of SR 290 between Havana Street and Fancher Way Road from MP 3.2 to MP 4.3. For nearly its entire length SR 290 is locally known as Trent Avenue.

Corridor Segment Characteristics

- Between I-90 to Spokane Falls Boulevard, the average daily traffic on SR 290 was 34,000 vehicles in 2015. Between Havana Street to Fancher Road, the average daily traffic on SR 290 ranged between 6,800 to 24,000 vehicles in 2015.
- This corridor is categorized as an urban principal arterial between MP 0.0 and MP 12.5, and urban minor arterial from MP 12.5 to MP 18.4 and is classified as a T-2 freight economic corridor.
- This corridor is a four-lane, divided principal arterial, posted for 35 mph, with two way left turn lanes along most of the corridor and three signals through this corridor segment.
- This corridor serves the cities of Spokane and Spokane Valley and the communities of Otis Orchards and Newman Lake.
- The corridor serves as primary alternate route for commuters and freight movement between Washington and Idaho and connects with SR 27.
- Part of the corridor is served by Spokane Transit Authority with fixed transit service.
- This route is an I-90 alternative highway route to travel to the State Line and the Post Falls/Rathdrum Idaho areas.



SR 290: From I-90 to Spokane Falls Boulevard.

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

- Access Management
- Bottleneck Mitigation
- Local Network Routes
- Signage Pavement Markings
- Intersection/Geometric Improvements
- Incident Detection & Verification
- Incident Response
- Traveler Information
- Signal Priority – Transit/Emergency Vehicles
- Enforcement
- Adaptive Signal Operations
- Ramp Management
- Ramp Reconfiguration
- Queue Warning

Demand Management

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

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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