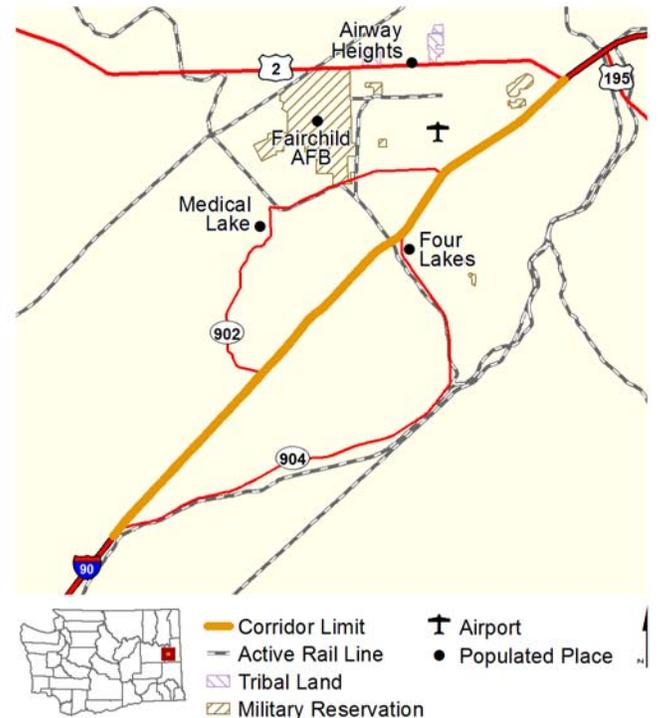


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*I-90: SR 904 Jct (Tyler-turn-off to Cheney) to US 2 Jct (turn-off Airway Heights, Spokane International Airport and Fairchild Airforce Base)(Interstate 90 West)*

This 21-mile segment of Interstate 90 is in Spokane County, southwest of Spokane. The corridor is located between the US Route 2 interchange, near the Spokane International Airport, and the State Route 904 interchange in the community of Tyler. Northeast of the corridor is the city of Spokane and the Spokane River. The character of the corridor is predominantly rural, with adjacent land uses including open space, agriculture, and single-family residences. Notable developments along the corridor are located at interchanges near the Spokane International Airport, at the interchange with SR 902, and at Four Lakes. The Turnbull National Wildlife Refuge is just south of the Four Lakes area. On the eastern end of the corridor, the character is more suburban with residential developments, and some commercial and industrial uses present. The terrain along the corridor is generally flat with rolling hills and some elevation gain around the community of Four Lakes. Water bodies dot the landscape on the western half of the corridor, including Silver Lake, Clear Lake, Medical Lake, Duck Lake, Granite Lake, and Willow Lake. Vegetation consists of mixed conifer forests, grasses, and shrubs.



**Current Function**

I-90 is a major east-west transcontinental route used to transport freight and people across the country, linking cities like Seattle, Chicago, and Boston. In Washington state, it is the primary east-west highway, linking Seattle and Spokane. The main use of the corridor is to connect the greater Spokane area with other communities throughout the state. The corridor shares junctions with SR 902, SR 904, and US 2, connecting the communities of Cheney, Four Lakes, and Medical Lake to I-90/US 395 interchange. It provides access to several regionally-significant traffic-generating destinations including Fairchild Air Force Base, Spokane International Airport, and the densely populated city of Spokane. This corridor is a primary commuter route for the region, as well as a critical freight route and recreational corridor providing access to the many waterbodies. Spokane Transit Authority serves portions of this corridor with regional bus, paratransit, and vanpool services. While bicycle shoulder use is allowed on the western half of the corridor, it is minimally used. Bicycle use on I-90 is prohibited on the eastern half of the corridor.

**Future Function**

The future function of this corridor is expected to largely remain the same, although development at the east end of this corridor near Spokane in the west plains area may increase commuter use. Spokane Transit Authority has plans for a transit center in this area at the Medical Lake Interchange.

## Highlights and Performance

This section of I-90 is a four-lane, divided freeway. The annual average daily traffic on this corridor is highest near the Garden Springs Road exit adjacent to Spokane International Airport and lowest near the SR 904 interchange at Tyler.

### What's working well?

- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor operates above WSDOT's congestion threshold.
- Passenger air and rail services are available near the corridor.
- There are no fish passage barriers on the corridor.

### What needs to change?

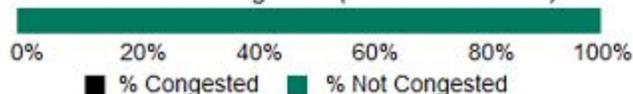
- There are currently no park and ride lots available on the corridor.
- The corridor does not have pedestrian facilities and cyclists can only use shoulders intermittently.
- There are high priority habitat connectivity sites on the corridor.
- Several bridges over the interstate have limited vertical clearance.

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

High	Low	
43,581	20,189	Annual Average Daily Traffic (AADT)
23.7%	12.5%	Bus/Truck Percent
93.08		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$32,156,000		Corridor Investments (2005-2016)

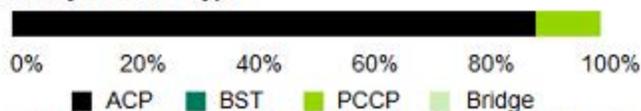
### Mobility

Percent of Corridor Congested (Statewide Screen)



### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

### 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	20 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	Historical Bridges	

### What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- Concerns about addressing the corridor's current issues with regards to the surrounding environment. [Environment]
- One partner would like to see increased accessibility from the corridor to the Spokane International Airport. [Mobility]
- A willingness to explore ways in which to increase multimodal passenger and commuter transit on the corridor, particularly at the southern SR 902 interchange. [Mobility]
- A desire to increase mobility for both motorized and pedestrian traffic at the Geiger Boulevard/Grove Road and both SR 902 interchanges. [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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</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 54% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 9% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 89% 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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## 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.

#### **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](mailto: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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