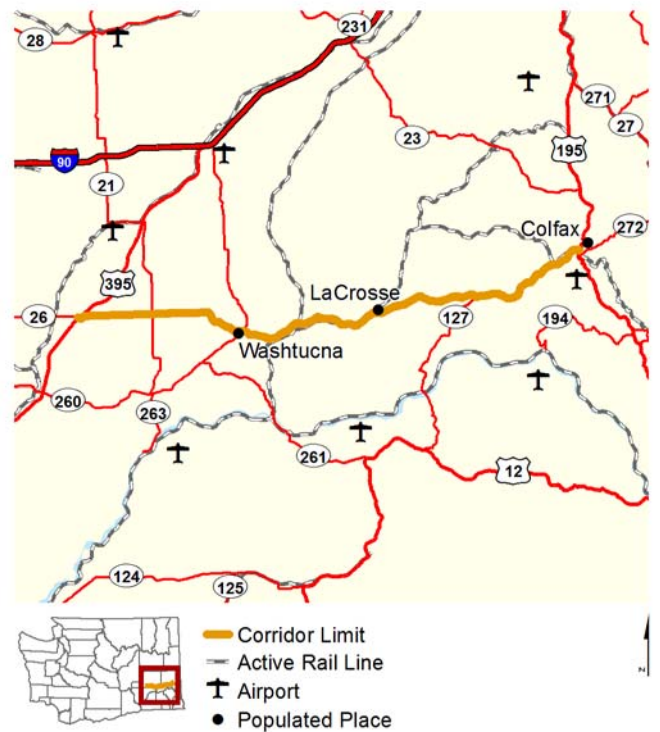


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 26: US 395 Jct to US 195 Jct (Colfax)

This 73-mile long corridor runs between the city of Colfax in Whitman County and State Route 26's intersection with US Route 395 in Adams County, near the Hatton Coulee Rest Area. Land use is primarily dryland farming and open space along this mostly rural and sparsely populated corridor. The exception is where the corridor passes through or near small communities, the largest being Colfax, which is a higher-density town with industrial and commercial land uses and suburban residential areas. This segment of SR 26 briefly follows the Palouse River and crosses it at four locations. The corridor also crisscrosses several creeks. Vegetation present along the corridor includes chiefly low-growing agricultural and dry grassland plants and very few trees, resulting in high visibility for most of the corridor. Shrubs and trees are most prevalent around residences and water bodies. The topography along this route is mostly flat with low rolling hills and short, steep bluffs typical of the Washington State's Palouse region.



Current Function

SR 26 connects the Pullman/Moscow area with Interstate 90 near Vantage and Ellensburg. The corridor serves as a rural transportation and freight route, especially for populations and businesses in eastern Washington. It is also part of the primary route for cross-state travelers between communities in the Seattle metropolitan area and Washington State University. The corridor connects with SR 21, SR 261, and SR 127. It serves regional farming operations and several small communities like Washtucna, La Crosse, Dusty, and Colfax. Local destinations include the Whitman County Fairgrounds/Palouse Empire Rodeo and medical facilities in Colfax. The Columbia Plateau Trail is accessible from the corridor near Washtucna and Hooper, accommodating bicyclists and hikers. Otherwise, pedestrian and bicyclist use of the corridor is uncommon except in or near communities on the corridor. The corridor also provides access to the Eastern Washington short-line rail system, which transports grains, lumber and fertilizers handled in the region. The Port of Whitman Business Air Center public airfield is located south of the corridor near Colfax.

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 26 is a two-lane, undivided, unsignalized highway which includes a center turn lane at junctions with other state highways. The corridor includes a short two-lane, undivided spur in Colfax. Additionally, there are two truck turnout pockets to accommodate the corridor's high freight traffic. The annual average daily traffic on this corridor is highest on the SR 26 spur and lowest at the US 395 junction.

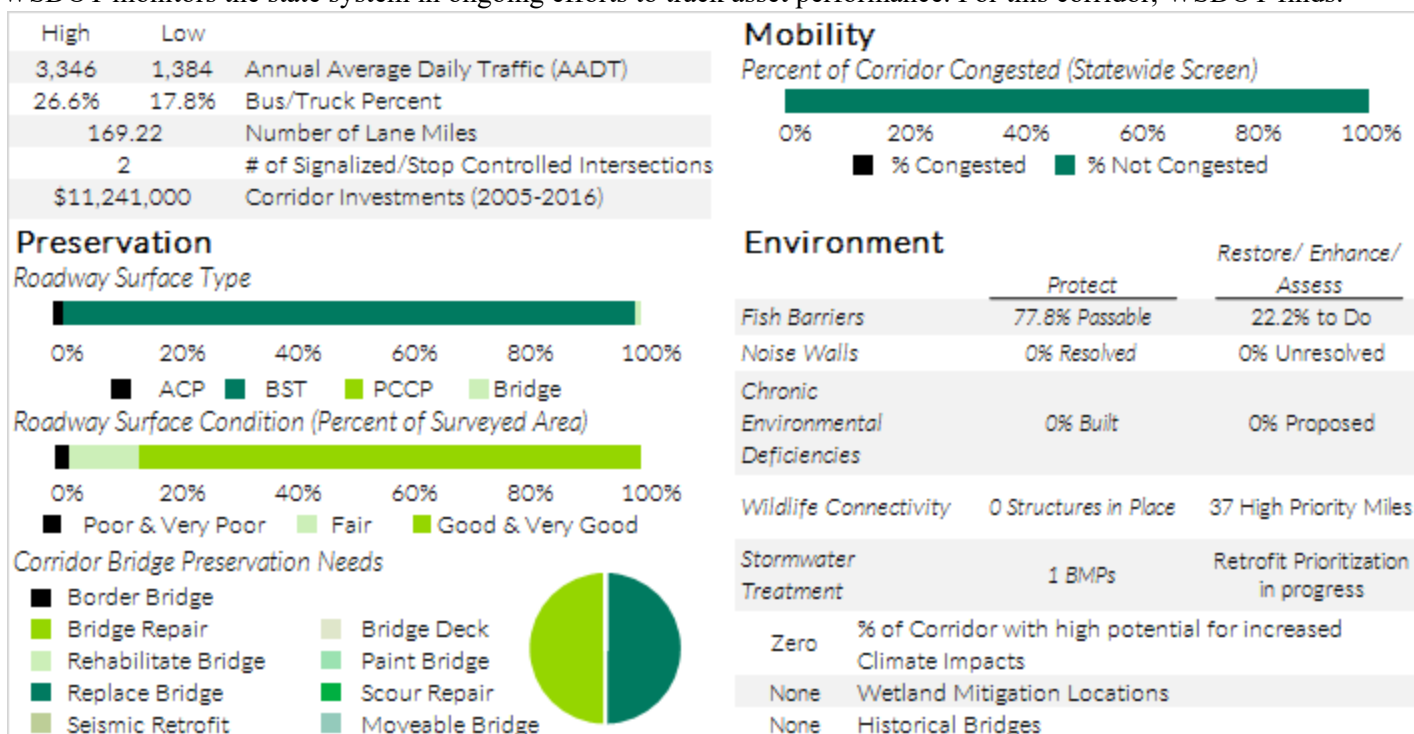
What's working well?

- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- The corridor offers a transit service that provides on demand and scheduled paratransit.
- The corridor has highway advisory radio and static warning signs to enhance driver safety.

What needs to change?

- Mobility around the developing Colfax industrial area is limited by the corridor's narrow facilities.
- There are two bridges on the corridor with height and weight restrictions that impede freight mobility.
- There are four fish passage barriers and high priority habitat connectivity sites on the corridor.
- There are three bridge deck and three bridge repairs needed on the corridor.

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



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:

- A desire to increase facilities for the corridor's high freight traffic, including more truck pullout pockets. [Mobility and Economic Vitality]
- A desire to plan for increased traffic near the airport, developing industrial area, and fairgrounds in Colfax. [Mobility]
- Partners would like to potentially implement new fixed-route transit service in the Colfax area in order to avoid congestion at the industrial park. [Mobility]
- Emphasis on the need for improvements that would enhance driver safety, such as rumble strips, improved signage, and better speed control. [Safety]
- Concerns about the combination of slower local farm traffic and long-distance collegiate traffic originating in Pullman and Idaho. [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>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, ditches, and pavement repair.</i>
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Pavement	<i>WSDOT has identified four Pavement actions in the next six years encompassing 98% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years encompassing 11% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a specific location 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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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 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

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