



# General Application

Rev.20180104

## DESCRIPTION OF PROPOSAL

Map amendments to the Arterial Network Map TR 12 and update the

US 195 Corridor paragraph in Chapter 4, Transportation.

Address of Site Proposal (if not yet assigned, obtain address from Public Works before submitting application):

Multiple locations – see attached list.

## APPLICANT

Name: Inga Note, Senior Traffic Planning Engineer, ICM

Address:

Phone: 509-625-6331

Email: inote@spokanecity.org

## PROPERTY OWNER

Name: City of Spokane public streets

Address: 808 W Spokane Falls Blvd

Phone:

Email:

## AGENT

Name: Not applicable

Address:

Phone:

Email:

Assessor's Parcel Numbers:

Legal Description of Site:



## **Chapter 4 – Page 4-51**

### *US 195 Corridor*

A part of the National Highway System, US 195 supports an array of transportation demands including international, interstate, and interregional commerce. This highway is the regional transportation link of people and goods between Lewiston, Idaho and Spokane, Washington. Throughout the corridor there are numerous locations where growth is anticipated, primarily in the form of residential developments. The increased traffic associated with this growth will continue to intensify congestion and traffic safety concerns. The City of Spokane, WSDOT, and SRTC joined together to complete the US 195/I-90 Transportation Study in 2021. The study identified practical solutions that all agencies could agree on, with a focus on reducing the volume using the substandard NB 195 to EB I-90 ramp. The projects include: J-turns at US 195/Meadowlane and US 195/Hatch Roads, turn restrictions at US 195/16<sup>th</sup>, reconnection of Inland Empire Way to US 195 and reconstruction of some segments, construction of Lindeke from Thorpe to 16<sup>th</sup>, improvement of Marshall Road from Thorpe to 44<sup>th</sup>, restriping the commercial part of Cheney-Spokane Road, shared-use pathway on Cheney-Spokane from Qualchan Drive to the interchange, additional frontage roads between Qualchan and Hatch and establishment of transit service in the area.

~~has identified several projects along the entire I-195 corridor within the city that will require future study. The study will be a collaborative effort between the city and WSDOT and will utilize a least-cost planning approach in identifying practical solutions for future corridor needs and improvements~~

### **Chapter 4, Map TR 12 modifications**

Additional discussion on some of the changes is provided below the table.

<b>Street</b>	<b>Limits</b>	<b>Classification on TR 12 Map</b>	<b>New Classification</b>	<b>Reason</b>	<b>Proposed by</b>
Francis Avenue	Freya to East CL	Urban Principal Arterial	Urban Minor Arterial	Needs correction per WSDOT	WSDOT
Indian Trail Road	Francis to Shawnee	Urban Principal Arterial	Urban Minor Arterial	Match with FCC	ICM
Indian Trail Road	Shawnee to North CL	Urban Minor Arterial	Urban Major Collector	Match with FCC	ICM
Upriver Drive	North Crescent to Havana	Urban Major Collector	Urban Minor Arterial	Match with FCC	ICM
21 <sup>st</sup> Avenue	Deer Heights to Flint	Proposed Urban Minor	Urban Minor Arterial	Construction in 2022	ICM
Sunset Highway Frontage Road	Russel to Grove	Local	Proposed Urban Minor Collector	West Plains Subarea Plan	ICM
Campus Drive	US 2 to Granite	Local	Proposed Urban Major Minor Collector	West Plains Subarea Plan	ICM
Inland Empire Way	23 <sup>rd</sup> Avenue to Cheney-Spokane	Urban Minor Collector/local	Urban Minor Arterial / Proposed Urban Minor Arterial	US 195/I-90 Transportation Study	ICM
Marshall Road	Thorpe to 44 <sup>th</sup> Avenue	Proposed Urban Major Collector	Same, but match alignment to plan	US 195/I-90 Transportation Study	ICM
44 <sup>th</sup> Avenue	Marshall to RR tracks	Local	Proposed Urban Major Collector	US 195/I-90 Transportation Study	ICM
Lindeke	13 <sup>th</sup> to 16 <sup>th</sup>	Proposed Urban Minor Arterial	Urban Major Collector	US 195/I-90 Transportation Study	ICM
US 195 frontage road	Cheney-Spokane to Qualchan	Proposed Urban Major Collector	none	US 195/I-90 Transportation Study	ICM

unnamed	Cheney-Spokane to Cedar	Proposed Urban Minor Collector	none	Proposed by Marshall Creek subdivision	ICM
US 195 frontage road	Eagle Ridge Blvd to Hatch Road	Urban Major Collector	Proposed Urban Major Collector	Mistake on map	ICM
44 <sup>th</sup> Avenue	Crestline to Altamont	Proposed Urban Major Collector	Urban Major Collector	Construction in 2022	ICM
37 <sup>th</sup> Avenue	Ray to Freya	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis	ICM
Freya Street	37 <sup>th</sup> to 41st	Urban Minor Arterial	Urban Principal Arterial	Ray-Freya Alternatives Analysis	ICM
2 <sup>nd</sup> Avenue	Sprague Way to Freya off-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity	ICM
3 <sup>rd</sup> Avenue	Sprague Way to Freya on-ramp	Urban Minor Arterial	Urban Principal Arterial	Volumes/connectivity	ICM
G Street	Francis to Rowan	Local	Urban Minor Collector	Longtime transit route. No intersection control.	STA
Cincinnati Street	Desmet to Mission	Local	Urban Minor Collector	CCL Route with uncontrolled intersection	STA
Pacific Ave	Spruce to Maple	Local	Urban Minor Collector	CCL Route, has yield signs, prefers stop signs	STA
Broadway Ave	Lincoln to Post	Local	Urban Minor Collector	Volumes, circulation in area	ICM
Post Street	Broadway to Mallon	Local	Urban Minor Collector	Volumes, circulation in area	ICM

#### West Plains Subarea Plan

The West Plains Subarea Plan identified two additional arterial segments that should be added to the TR 12 map to provide a parallel route and connectivity on the north and south sides of Highway 2.

#### US 195/I-90 Transportation Study

The US 195/I-90 Transportation Study was a regional effort to identify transportation needs in the US 195 corridor. The current version of TR 12 has a few new arterial routes identified, but these will be refined and updated to match the results of the study.

#### Ray-Freya Alternatives Analysis

This analysis helped the city to confirm the decision to not pursue the Ray-Freya Crossover project, which was previously identified on Map TR 12. The changes listed in the table will fix a gap in the Principal Arterial network.

#### STA Proposals (G Street, Cincinnati Street, Pacific Avenue)

STA has asked the city to modify the intersection control along three transit routes that run on local streets. In general the city does not install stop signs at local/local street intersections. City staff prefers to address this as an arterial amendment as that allows the public and elected officials to weigh in on the impacts of changing the intersection control.