

# Corridor Sketch Summary

US 395: I-82 Jct (Kennewick) to I-182 Jct (Pasco)

Highway No. 395

Mileposts: 13.05 to 20.59

Corridor 265

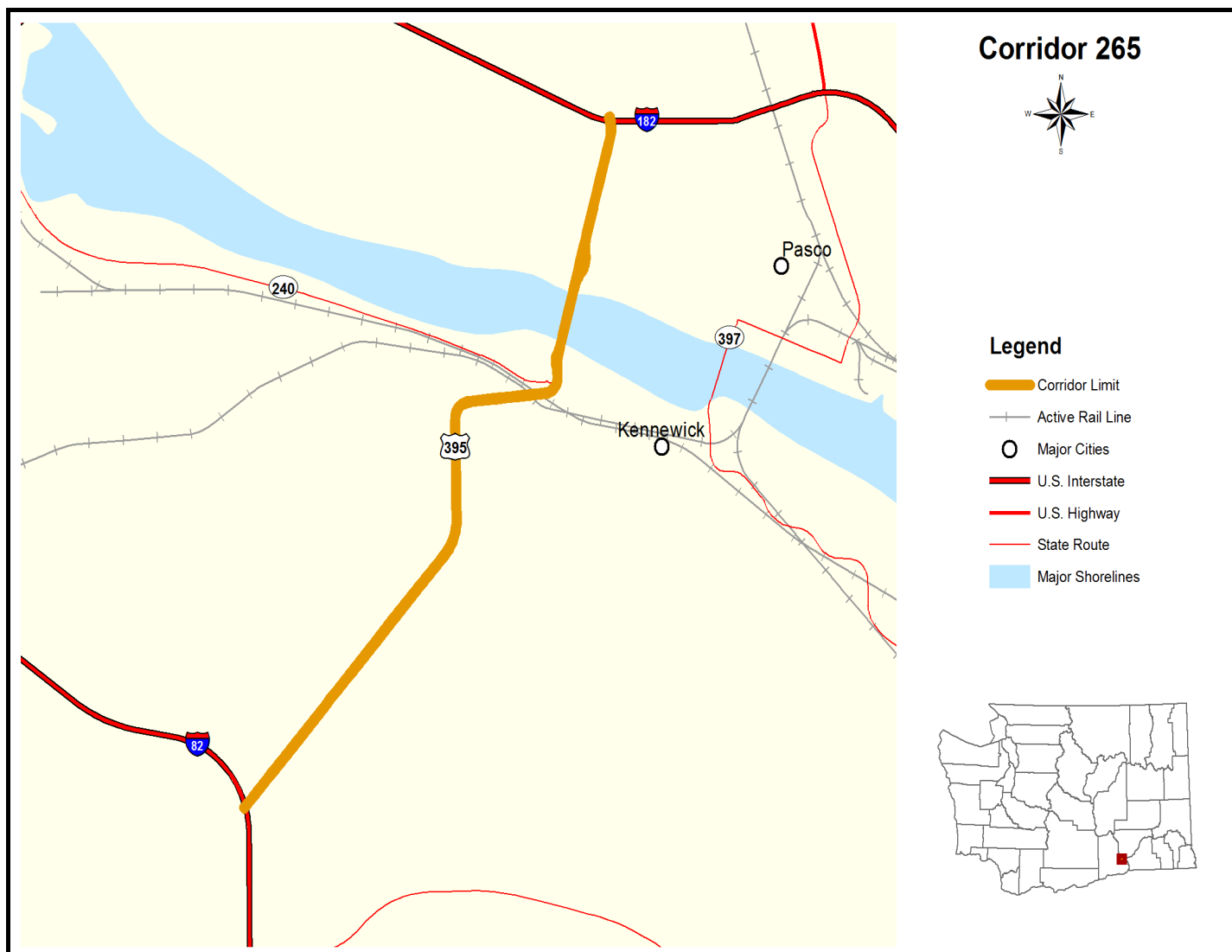
Length: 7.54 miles

## Corridor Description

This 7 mile long corridor begins at the I-82/US 395 interchange and roughly bisects the Kennewick and Pasco urban areas before ending at the I-182/US 395 interchange. This highway is one of two major Columbia River crossings in the region/metropolitan area and is a major freight and passenger vehicle corridor connecting I-84, in Oregon, with the Tri-Cities and points north. US 395 is part of a contiguous set of highways that form an international freight corridor between Mexico, the US, and Canada.

The traffic composition in this corridor is diverse. It is a heavily utilized freight corridor as well as a primary commuter route for people employed in the Tri-Cities. The corridor accommodates local, regional, interstate and international traffic. It is a critical segment for moving people and goods between I-84, I-82, I-182 and I-90.

Land use adjacent to the corridor are a mix of residential and commercial. However, as the corridor approaches the Columbia River and I-182, land use is predominantly retail and business related.



## Corridor Function

### Current Function

U.S. Highway 395 (US 395) is one of two major Columbia River crossings and a critical north-south route through the Kennewick and Pasco urban areas and the region. Of the three Columbia River crossings in the area, US 395 continues to have the highest daily traffic volumes.

This corridor is an urban, limited access facility owned, managed, and operated by the State of Washington (WSDOT). US 395 is functionally classified as an Urban Principal Arterial (U1). It is on the National Highway System (NHS) and is identified as a Highway of Statewide Significance (HSS). Further, US 395 as a whole is the only route in Washington State designated as a Congressional High-Priority Corridor per the Intermodal Surface Transportation Efficiency Act of 1991.

### Future Function

U.S. Highway 395 (US 395) will continue to serve as one of two major Columbia River Crossings, as well as a critical north-south route through Kennewick and Pasco. Growth will have the greatest impact on mobility through the signalized corridor. All major intersection are projected to fail by 2030 (verify) and the LOS of the Columbia River Bridge is expected to reach F by 2020.

Much of the northern half of the corridor is considered to be at full build-out; however, large tracts of land to the south of the corridor are being or plan on being developed in the near future. As new development occurs and population increases in the Tri-City urban area, US 395 will need to be expanded.

Comments or feedback on function

## Preservation

Policy Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation system and services.

### What's Working Well?

The majority of the pavement south of the river is in good condition, including concrete pavement at the major intersections.

### What Needs to Change Today?

The pavement surface along the Columbia River Bridge and the northbound lanes in Pasco is past due

### What Needs to Change in the Future?

The pavement surface of the southbound lanes is Pasco and between milepost 17 - 18 is due.

Comments or feedback on preservation

## Safety

Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

### What's Working Well?

See US 395/I-82 to I-182 Corridor Study for detailed collision analysis.

**What Needs to Change Today?**

See US 395/I-82 to I-182 Corridor Study for detailed analysis. The Yelm Avenue intersection is currently failing. Today, queues in the southbound direction can back-up into the through lane. This, combined with limited sight distance from the bridge, creates a larger potential for rear-end crashes. WSDOT should complete further analysis, propose a solution, and begin the NEPA process.

When the US 395/SR 240 interchange was reconstructed in 2009, unexpected collisions began occurring at the SR 240 to northbound US 395 merge. The safety issue was corrected by re-striping the northbound lanes; however, the "fix" is now a bottleneck creating different unexpected collisions.

Upgrade TMC/EMC/IRT

**What Needs to Change in the Future?**

The unconventional "left-off" of the Lewis St. interchange and the weave at I-182 East/US 395 North are issues that will need to be addressed as congestion increases.

Comments or feedback on safety

**Mobility**

Policy Goal: To improve the predictable movement of goods and people through Washington State, including congestion relief and improved freight mobility.

WSDOT currently defines congestion for system screening as locations that currently or are projected to operate below 70% of the posted speed limit during peak hour. Statewide analysis is performed to screen at three time periods: current year, ten year and twenty year.

**What's Working Well?**

Outside of AM and PM Peak hours, the signalized corridor operates within the accepted LOS threshold. Court Street interchange currently and is projected to operate within LOS threshold. See US 395/I-82 to I-182 Corridor Study for detailed analysis.

**What Needs to Change Today?**

Detailed analysis and a prioritized list of mobility improvement projects can be found in the US 395/I-82 to I-182 Corridor Study. Within the signalized portion of the corridor, 27th Avenue is projected to fail in 2018, 10th Avenue in 2019, and Clearwater is likely currently operating below LOS thresholds. Within the freeway segment, the Columbia Drive to northbound US 395 merge is failing. Add multimode connections along corridor; Columbia River and Yelm to SR 240.

Multimodal connection across US 395 at Ridgeline.

**What Needs to Change in the Future?**

Mobility Screening shows the entire length of this corridor is congested (V/C > 0.5, up to 15hr/day).

A prioritized list of mobility improvement projects can be found in the US 395/I-82 to I-182 Corridor Study. The Columbia River bridge is at or near capacity in the PM Peak.

Comments or feedback on mobility

## Environment

Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

### *What's Working Well?*

The noise wall along the left of US 395, between Yelm Street and West Canal Drive overcrossing. There are no chronic environmental deficiencies within the corridor.

### *What Needs to Change Today?*

There is a need for park and ride facilities to the south, near the Soutridge Sub-area.

### *What Needs to Change in the Future?*

There are 5 locations within the corridor on the Retro-fit Noise Wall list. The Columbia River bisects this corridor, creating a significant barrier to bike and ped connectivity and the current pedestrian path along the bridge is narrow and does not accommodate bicycles.

Comments or feedback on environment

## Economic Vitality

Policy Goal: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

### *What's Working Well?*

Access control appears to adequately serve adjoining land uses. It is assumed this is working well for the City and it is anticipated the current level(s) of access control will remain into the future.

### *What Needs to Change Today?*

Congestion and split-phase timing of the US 395/Clearwater Avenue intersection needs to be addressed as access to business along Clearwater is restricted by vehicle queues during peak hours.

### *What Needs to Change in the Future?*

Due to safety concerns, WSDOT restricted turning movements at the unsignalized intersection of Ridgeline Drive and US 395. These restrictions will remain in place until an interchange is constructed to replace the intersection. As of 2016, only design of the interchange is funded.

As the Tri-Cities area continues to grow, more green time will be allocated to the mainline through movement and less to the side streets and businesses will suffer. At some point, additional lanes along US 395 will be needed to improve access and lessen the burden US 395, as a barrier, creates.

Comments or feedback on economic vitality