Appendix J – Transportation

Design Year 2025; Update the design year to at least 2035

The design year in the Bigelow Gulch/Forker Connector EA was 2025. Spokane Regional Transportation Council (SRTC) has set 2040 for its regional Metropolitan Transportation Plan named "Horizon 2040". The SRTC Horizon 2040 forecast transportation model used for development of Horizon 2040 was used for the basis of this transportation write-up for the Bigelow Gulch / Forker Connector 2014 EA review.

Industrial areas on each end of the corridor would continue to be freight traffic generators.

The Spokane County Comprehensive Plan shows the west and east terminus of the Bigelow Gulch Connector remaining as both heavy & light industrial land use. These types of land use typically generate substantial freight activity. In discussions with the City of Spokane Valley regarding their Sullivan Road study, they indicate the industrial park on the east and south terminus of the Bigelow Gulch Connector remaining industrial, and therefore generating freight activity.

North Spokane Corridor (NSC) is completed in design year

Currently the NSC is completed and open to traffic from Francis (via Freya) to SR 395 at Wandermere. The 2040 forecast model does have the NSC completed from Francis to I-90 for forecasting purposes.

I-90 is 6-lanes from Sullivan road to Idaho State Line.

The 2025 forecast model used for the 2007 EA included widening of I-90 from Sullivan Road to the Idaho State Line from the existing 4 lanes (2 lanes in each direction) to 6 lanes (3 lanes each direction). The Horizon 2040 model has I-90 widened to 6 lanes from Barker to Harvard.

Review of model volumes – Original EA 2025 vs. Project 2040

Table J-1 below shows comparisons of the volumes from the Transportation forecast model used in the Bigelow Gulch/Forker Connector EA and the current model developed by SRTC for the regional Transportation Plan called Horizon 2040.

The first segment, 'West of Argonne' shows a decrease of 4.61% from 2025 compared to the 2040 volumes. This change is negligible when comparing transportation forecasts. The second segment 'East of Argonne' show an increase of 9.14%, this may be attributed to trips finding less friction continuing east on Bigelow Gulch rather than traveling south on Argonne through

Millwood that is known for high congestion. The third segment 'Forker/Sullivan' has a decrease of 16.35%, this may be attributed to a decrease of 22% on Forker north of Bigelow Gulch when comparing the 2025 and 2040 models. See Figure J-1 map graphic below for segment locations.

Table J-1: Review of Model Volumes

CRP 3178		Review of model volumes												notes				
		Date	5/27/2014											^	NSC complete I-90 to US395			
														#	NSC operational: Francis to US395			
															all peak hour volumes or PM			
		2025 Model							2040 model						Volumes with Direction are DDHV			
		Original EA							K - factor assumed at 0.10									
		Existing (2006)			2025 No Action ^		2025 Action		Existing (2010)		2040 no Action #		2040 Action ^					
Segment	Direction	Peak Hr Volumes	AADT	K-factor	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	Peak Hr Volumes	AADT	2025 DHV	2040 DHV	% change	% 2006 to 2025	% 2010 to 2040
West of	WB	527	10,718	0.11	640	12,000	720	14,000	582	12,000	665	14,000	553	13,200	1380	1316	-4.61%	13.96%	13.68%
Argonne	EB	684			600		660		576		734		763						
East of	WB	365	5,384	0.14	240	7,500	640	12,500	393	7,700	443	9,000	694	13,700	1250	1364	9.14%	67.56%	77.18%
Argonne	EB	381			300		610		377		416		671						
Forker /	NB	670	10,720	0.10	600	10,600	1100	19,000	589	10,100	939	14,700	926	15,900	1900	1589	-16.35%	75.93%	57.49%
Sullivan	SB	410			460		800		421		527		664						

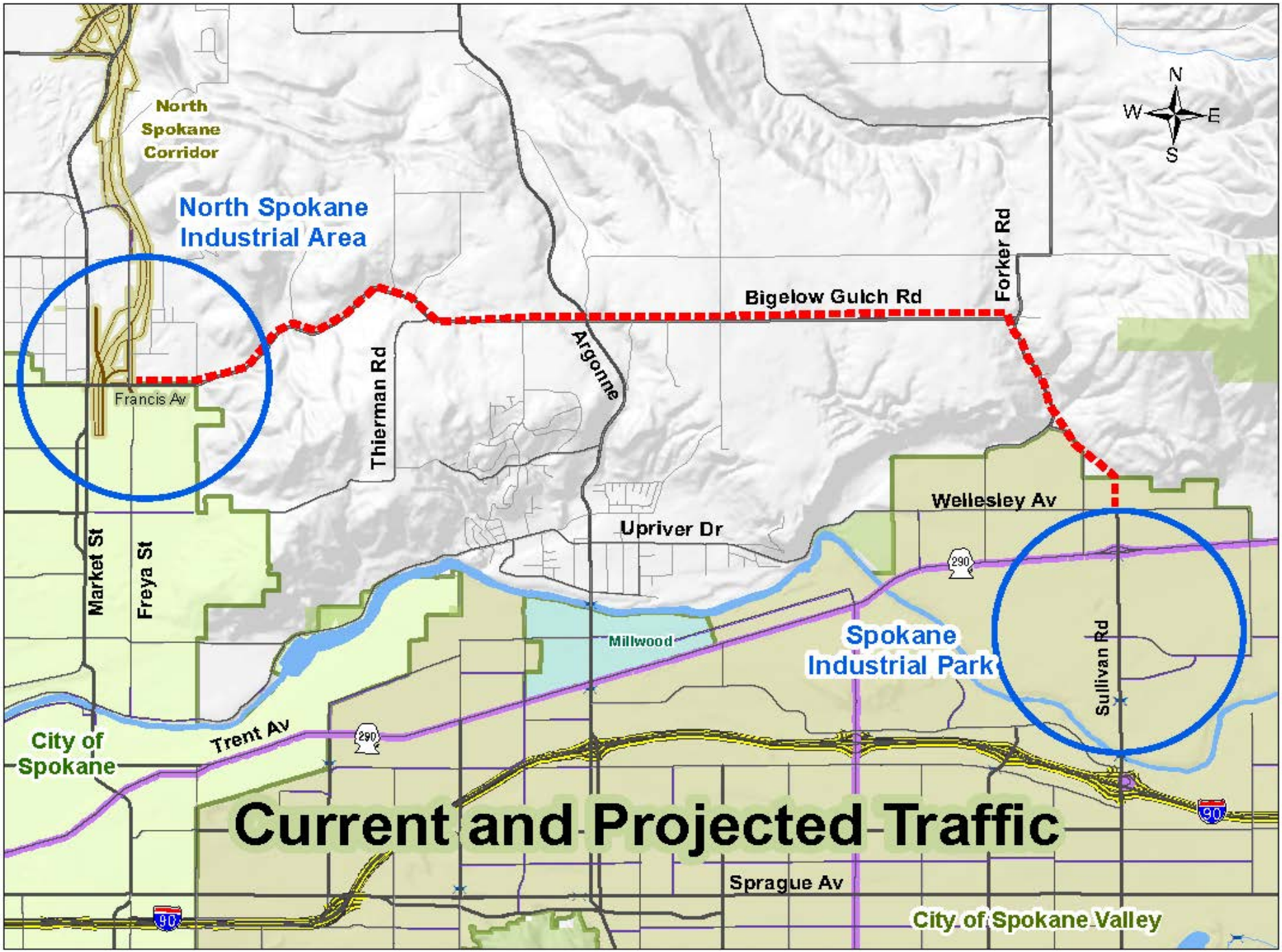

Figure J-1: Area Traffic Map