

CMP STRATEGIES MATRIX

Appendix C

CMP Tier 1 Corridors

CMP STRATEGIES MATRIX

HAMILTON / NEVADA 1-90 to Francis MARKET / HAVEN Euclid to Francis FRANCIS Division to Bigelow Gulch FREYA / GREENE 1-90 to Euclid MAPLE / ASH 1-90 to Francis FRANCIS Assembly to Division SPRAGUE Hamilton to Argonne ARGONNE Sprague to Upriver SULLIVAN Sprague to Trent SPRAGUE Argonne to 1-90 DIVISION Francis to NSC I-90 Harvard to State Line DIVISION 1-90 to Francis PINES Sprague to Trent I-90 Hamilton to Broadwa I-90 Broadway to Pines I-90 Pines to Harvard US 2 Division to NSC US 2 Craig to 1-90

*Re	egional CMP strategies that can be applied to be	nefit	all c	orric	lors c	are sh	now i	in bo	ld tex	ct.												Comments
1.	1. TRAVEL DEMAND MANAGEMENT (TDM)																					
1.1	Alternative Travel Mode Outreach Programs (Group)	0	0	0	0	0	0	0		0	0	0	0	0	0		0	0			0	
1.2	Alternative Travel Mode Outreach Programs (Individualized)																					
1.3	Alternative Work Hours*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.4	Bicycle Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	I-90: Bicycles prohibited, improvements to adjacent facilities
1.5	Local Delivery Service							0	0													
1.6	Parking Facility Management Informational Signs	0	0	0	0	0													0	0		I-90: At parking garages, park & rides Pines & Sullivan: park & rides
1.7	Parking Management	0	0	0	0	0										0			0	0		I-90: Downtown Spokane, park & rides Freya: SCC Pines & Sullivan: park & rides
1.8	Pedestrian Improvements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	I-90: Pedestrians prohibited, improvements to adjacent facilities
1.9	Regional Commuter Benefit Program*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.10	Public Education Campaigns*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.11	Ridesharing Services & Ride Matching	0	0	0	0	0	0									0					0	
1.12	Telecommuting*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1.13	Universal Access Transit Pass Program*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.	OPERATIONAL IMPROVEMENTS	RATIONAL IMPROVEMENTS																				
2.1	Access Management	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0		0	0	
2.2	Circulation Improvements	0	0	0	0	0	0	0														
2.3	Communication Networks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.4	High Occupancy Vehicle (HOV) Lanes—New or Converted																					



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*Re	gional CMP strategies that can be applied to be	nefit	all c	orrid	lors c	are sh	now i	n bol	d tex	ct.												Co
2.5	Incident Management	0	0	0	0	0	0															
2.6	Incident Response (Courtesy Patrol)	0	0	0	0	0		0	0													
2.7	Limited Intersection Improvements	0	0	0	0	0	0									0			0			
2.8	Maintenance Management	0	0	0	0	0	0	0	0	0	0	0									0	
2.9	Ramp Metering	0	0	0	0	0																
2.10	Signal Improvements	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.11	Traffic Management Center*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.12	Traveler Information Services	0	0	0	0	0	0	0	0	0		0	0	0		0					0	
2.13	Turning Movement Enhancements	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.14	Variable Speed Limits & Dynamic Advisory Speeds	0	0	0	0	0	0	0	0	0												
3.	TRANSIT OPERATIONAL IMPROVEMENTS																					
3.1	Fixed Guideway Transit or Dedicated Transit Lanes							•	0							0						
3.2	General Transit Infrastructure Improvements	•	0	0	•	0	0	0	0	•	•	•	•	•	•	•	0	•	0	0	•	
3.3	Park and Ride Facilities—New or Improved	•	0	0	0	0							0	0		0			0			
3.4	Transit Oriented Development																					
3.5	Transit Service Expansion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
3.6	Transit Signal Priority							•	0	•						0	0	•				
3.7	Transit Vehicle Travel Information*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



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*Re	*Regional CMP strategies that can be applied to benefit all corridors are show in bold text.														Comments						
4.	FREIGHT AND GOODS MOVEMENT																				
4.1	Freight Capacity Investments					(•													•	
4.2	Freight Operations Improvements	•						•	•	•		•			•	•			•	•	1-90: Chain-up area needed for Sunset Hill, access issues for trucks at Division & US 195 interchanges Division: Alternative routing for freight
5.	ROADWAY CAPACITY IMPROVEMENT	NTS																			
5.1	Adding Capacity/Widening				•													•		•	I-90: Widening from Barker to Harvard Argonne: I-90 interchange Sullivan: Bridge over Spokane River & Trent/BNSF overpass expansions
5.2	Grade-Separated Intersections				•																1-90: Barker Rd interchange reconstruction & expansion
5.3	Grade-Separated Railroad Crossings																		•		
5.4	Hill-Climbing Lanes																				
5.5	Major Intersection Improvements																				
5.6	Minor Road Expansions	•														•				•	1-90: Minor expansion necessary in the Freya/Thor area
5.7	New or Extended Roadways					(•								•	•					US 2: Parallel network construction Freya/Greene & Market/Haven: NSC





