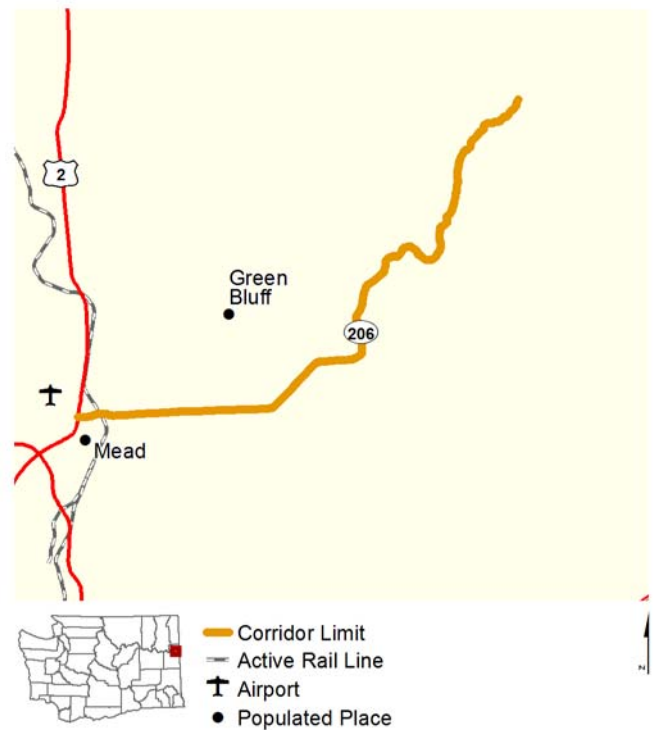


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 206: US 2 Jct to Mt. Spokane State Park*

This 15-mile long corridor is located in Spokane County, near the Idaho border and north of the cities of Spokane and Spokane Valley. The corridor runs between the unincorporated community of Mead and the entrance to Mt Spokane State Park. The route passes through the unincorporated farming community of Green Bluff. The corridor is locally known as North Mt Spokane Park Drive and travels through the rolling foothills of Mt Spokane. The corridor is primarily rural in character. Within Mead, the corridor's character is more suburban and land use is mainly commercial. As the corridor extends east, the route transitions to residential housing with Mt Spokane High School, a public school present. The corridor then transitions to more rural land uses such as agriculture, open space, and forestlands. Notable landmarks along or near the corridor include the Selkirk Lodge and the Mt Spokane Ski and Snowboard Park within the park, and the Bear Creek Lodge near the park's entrance. One airport, Mead Flying Services, is located off the corridor at the western terminus and crosses under the BNSF rail line on the outskirts of Mead.



**Current Function**

State Route 206 is a short route connecting Mead to Mt Spokane State Park and encompasses the entire corridor. The corridor is predominantly a rural-major collector and is not classified as a freight economic corridor. This corridor is a single access route to the state park and a state owned ski area that is a major attraction in the winter. The route also provides access to the residential development of Snowblaze Condominiums located within the park. US Route 2 is the only highway connection enabling commuters of this corridor to travel to outside destinations, such as Spokane. This corridor is of significance or importance to the Spokane, Colville, and Coeur d'Alene tribes. Transit service is not available on this route. Sidewalks are present for a small portion of the corridor in Mead and bicycling and pedestrian use is permitted along the corridor. Mountain biking trails can be found in the surrounding area of Mt Spokane with some providing access to Idaho.

**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

SR 206 is a two-lane, undivided highway primarily serving Mt Spokane State Park. The annual average daily traffic on this corridor is highest at the junction with US 2 in Mead and lowest near mid-corridor.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no vertical clearance issues on this corridor.
- The entire corridor has a low rating for climate vulnerability impacts.

### What needs to change?

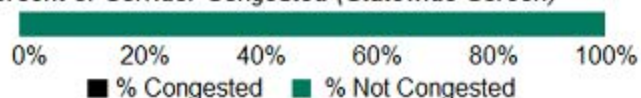
- Roughly 84% of corridor pavement conditions have not been surveyed.
- Four fish passage barriers have been identified along the corridor.
- One weight restriction has been identified for the bridge over Deadman Creek.
- There are low, medium, and high priority wildlife connectivity issues throughout this corridor.

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

High	Low	
10,326	310	Annual Average Daily Traffic (AADT)
8.8%	4.0%	Bus/Truck Percent
30.82		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$5,481,000		Corridor Investments (2005-2016)

### Mobility

Percent of Corridor Congested (Statewide Screen)

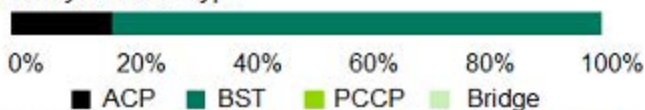


### Environment

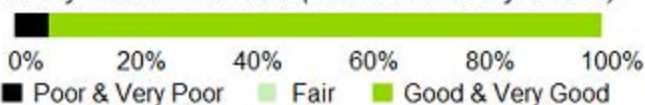
	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	8 High Priority Miles
Stormwater Treatment	17 BMPs	Retrofit Prioritization in progress
54.1	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
None	Historical Bridges	

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



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:

- Concern due to the section of the corridor that lies within forest and parklands being prone to significant treefall issues.
- This corridor is of significance or importance to the Spokane, Colville, and Coeur d'Alene tribes.

## 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>
-------------------	---

#### **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>
----------------------	--

Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
--------------------	---

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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
-----------------------	--

#### **Mobility**

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
------------	--

#### **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, pavement repair, and litter removal.</i>
-------------	---

#### **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>
----------	---

## For more information

To find out more information about this corridor or how to get involved, please contact:

### Bonnie Gow

Eastern Region Planning Office  
Senior Transportation Planner  
509-324-6109  
gowbl@wsdot.wa.gov

### Charlene Kay, P.E.

Eastern Region Planning Office  
Region Planning & Strategic Partnership Director  
509-324-6195  
kayc@wsdot.wa.gov

### Mike Gribner

Eastern Region  
Regional Administrator

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](mailto: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**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.