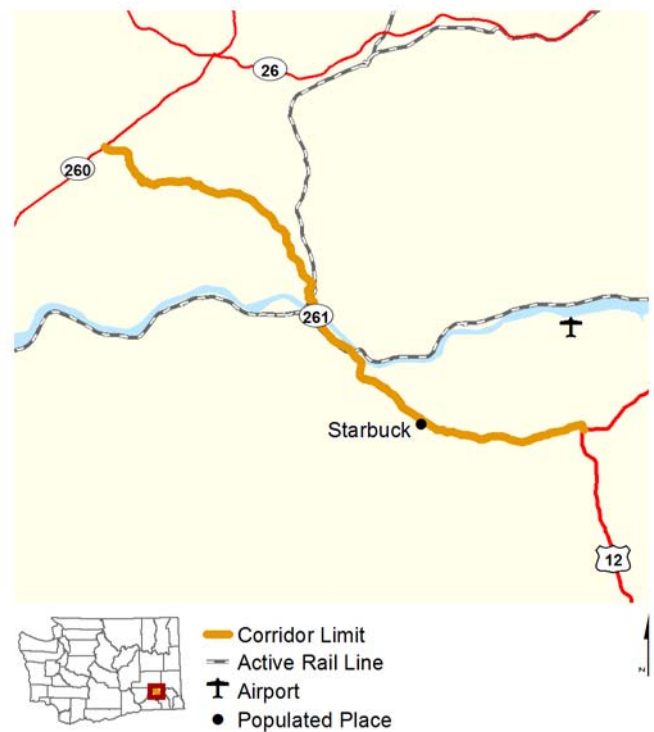


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

### *SR 261: US 12 Jct to SR 260 Jct*

This 29-mile long north-south corridor runs between the State Route 260 junction and the US Route 12 junction in south central Washington. The corridor is located 65 miles west of the Washington-Idaho border and is one of two routes that cross the Snake River between the Tri-Cities and Clarkston, Washington/Lewiston, Idaho. There is over an 800-foot elevation change from the Snake River to the top of the ridge. The corridor travels through hilly to mountainous terrain, passing through a very rural and remote section of Washington with few settlements. The land has a mix of dryland farming and open grasses and sagebrush. South of the Snake River, the route travels through the Tucannon River Valley with small farms and the small, unincorporated community of Starbuck. The corridor runs along Palouse Falls State Park and crosses the Snake River at Lyons Ferry where it climbs the river canyon to a Missoula floodplain plateau (Columbia Plateau). North of the Snake River, the road is bordered by scablands, small farms, and ranches on loam deposits. The corridor crosses the Union Pacific rail line at two locations. The Little Goose Lock & Dam State Airport is northeast of Starbuck.



### Current Function

SR 261 is a 63-mile long state highway, running between US 12 and Interstate 90, and serves Columbia, Franklin, and Adams counties. The corridor provides a crossing of the Snake River and intersects SR 260 and SR 26. It is important to eastern Washington's economic vitality as a farm to market route and assists in the transport of commodities going to the Port at Lyons Ferry, a barge port on the Snake River. The corridor provides access to recreational sites including Palouse Falls State Park, Lyons Ferry State Park, the Little Goose Lock & Dam State Airport (open between June 1 and October 1), and the Starbuck/Lyons Ferry Marina and KOA campground. There is also access for the Lyons Ferry Trout Hatchery. The corridor provides primary access to the unincorporated community of Starbuck and Little Goose Lock & Dam. Bicyclists and pedestrians are allowed in the corridor, but shoulders are narrow. Columbia Transit provides on demand services to persons with special needs, veterans, elderly, and Medicaid recipients.

### 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

This section of SR 261 is a two-lane, undivided, unsignalized highway. The annual average daily traffic on this corridor is highest at the intersection with US 12 and lowest near the Lyons Ferry State Park.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are many multimodal opportunities on the corridor such as Marine Ports and Freight Commodity Terminals.
- The corridor is performing above adopted safety standards of Target Zero.

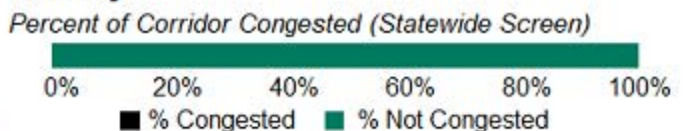
### What needs to change?

- All of the corridor's pavement conditions are unknown.
- Corridor shoulders are narrow offering limited space for bicyclists and pedestrians as well as offering no refuge for disabled vehicles or for drivers to recover.
- There are three fish passage barriers present on the corridor, one on Pataha Creek and two on unnamed creeks.
- The Snake River Bridge has low vertical clearance.
- One bridge preservation need has been identified on the corridor.

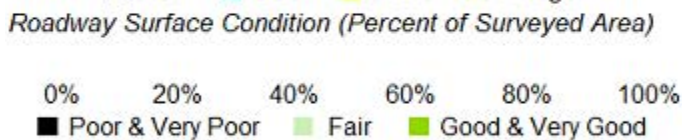
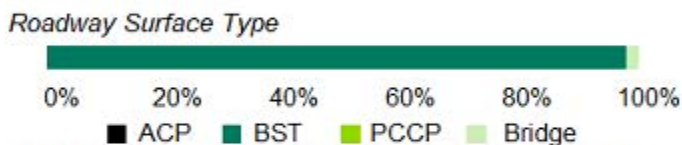
WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
547	310	Annual Average Daily Traffic (AADT)
19.6%	12.5%	Bus/Truck Percent
58.7		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$2,300,000		Corridor Investments (2005-2016)

### Mobility



### Preservation



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	40% Passable	60% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	7 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
51.7	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
1	Historical Bridges	

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 has been expressed over the corridor's narrowness, including the bridges. This does not provide a refuge for disabled vehicles or flexibility for drivers to avoid collisions or recovery if they wander outside the traveled lanes.
- The corridor in general and the Snake River Bridge in particular are too narrow for the uses they carry. Hundreds of semi-trucks haul grain to the Lyons Ferry barge facility. Most of the land in the Lyons Ferry area is zoned heavy industrial, but is unattractive to potential businesses because of the design of the road and limits some types of commercial loads.
- There were four injury-crashes at the US 12/SR 261 junction due to right-lane confusion. During heavy snows, drivers think they are on the road and drive over the embankment.
- The highway edge can be difficult to see at night.
- The highway is hilly, has many curves, and little or no shoulders. There are no passing lanes or pull-outs.

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

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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#### 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 safety patrols.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 48% of the corridor.</i>
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#### 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>
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## For more information

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

### Paul Gonseth

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Planning Engineer

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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.

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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.

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