
Route Improvements

Eastern Region
SR 291 Route Development Plan
Freya Street to Scotts Valley Road

Mobility

Mobility improvement projects support strategies that improve Level of Service (LOS) operations on rural highways, and whenever cost effective, reduce the number of existing or potential access points onto state highways by purchasing access rights or encouraging the consolidation of access through the land development review process. Projects that provide intersection improvements, highway realignment, highway widening, bridge replacement, access improvements, climbing lanes, and passing lanes are examples of mobility projects.

Mobility Improvements Identified in the 2003 – 2022 Highway System Plan

The following proposed mobility improvements on this segment of SR 291 were identified in the **2003 - 2022 Washington State Highway Systems Plan**:

Vicinity	Improvement	Estimated Cost Range (\$ in Millions)
MP 0.0 to MP 2.3 Division to G Street	Intersection Improvements; Intelligent Transportation Systems	4.68 to 6.34
MP 7.53 to 11.07 Ridgecrest to Stevens County	New Facility; 9 Mile Bypass	23.98 to 32.44
MP 11.07 to 14.31 Stevens County To Suncrest	New Facility; 9 Mile Bypass	9.77 to 13.21

Source: 2003 - 2022 Washington State Highway System Plan

Spokane County's Urban Connector System

Spokane County is currently developing an Urban Connector System to serve the growing transportation needs in the Spokane vicinity. This comprehensive network of existing and proposed surface arterials will eventually comprise several individual Connector links to serve areas within the region. Initial traffic modeling suggests that a proposed Northwest Urban Connector (*Appendix A – Pg. 74*) would have a positive affect in relieving congestion within the SR 291 Corridor.

Safety

Safety improvement projects support strategies that improve highway geometrics at locations that have a high accident history. For example, safety projects may involve intersection improvements such as left turn channelization and deceleration/ acceleration lanes when traffic volume warrants are met or when collision history qualifies the highway section as a HAL or a HAC.

Current Safety Improvements

Concerned with the safety on SR 291, WSDOT has begun construction of the “Nine Mile Safety Improvements” project to mitigate a High Accident Corridor from MP 8.5 to MP 9.5. The existing Rutter Parkway intersects SR 291 at a sharp angle and on a steep grade. This safety project will re-construct Rutter Parkway on a new alignment, and widen SR 291 to allow for channelization through the Nine Mile Community and at the Charles Road/SR 291 intersection.

Environmental Documentation

SR 291 has the Spokane River and several mapped wetlands within its corridor. The Environmental Review process within WSDOT requires multiple layers of documentation and approvals by outside agencies during the different stages of route development. This documentation includes, but is not limited to, National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) reviews, an Endangered Species Act/Biological Assessment, Hydraulic Reports and Permits, a Documented Categorical Exclusion (DCE), an Environmental Classification Summary (ECS), Wetland Report and Wetland Mitigation Plan (if applicable), and Cultural Resource Surveys and Tribal correspondence.

Environmental impacts will be avoided or minimized where possible through design and construction considerations

Environmental retrofit projects support strategies that retrofit elements of the existing highway system to meet environmental requirements that have emerged since the highways were built. It is expected that consideration of any future improvements or developments would include strategies to improve stormwater runoff, fish passage, noise reduction, and air quality where appropriate.

Future Development

As expansion continues in the surrounding areas served by the SR 291 facility, the need to maintain safety and mobility within the corridor will remain a priority. Developers will be required to mitigate safety and traffic impacts generated from development.

Bicycle/Pedestrian

There is steadily increasing interest among a variety of local groups to expand the resources within the SR 291 RDP corridor to provide safer and more accessible use to bicycles and pedestrian traffic. It is expected that consideration of any future improvements would include strategies to accommodate non-vehicular traffic.