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.
- 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:

### Mobility

<table>
<thead>
<tr>
<th></th>
<th>High</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>10,326</td>
<td>310</td>
</tr>
<tr>
<td>8.8%</td>
<td>8.8%</td>
<td>4.0%</td>
</tr>
<tr>
<td>30.82</td>
<td>Number of Lane Miles</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td># of Signalized/Stop Controlled Intersections</td>
<td></td>
</tr>
<tr>
<td>$5,481,000</td>
<td>Corridor Investments (2005-2016)</td>
<td></td>
</tr>
</tbody>
</table>

### Environment

- **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

**Corridor Bridge Preservation Needs**

- **Border Bridge**
- **Bridge Repair**
- **Rehabilitate Bridge**
- **Replace Bridge**
- **Seismic Retrofit**
- **Moveable Bridge**

### 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.

<table>
<thead>
<tr>
<th>Policy Goals / Strategies</th>
<th>Description and Near-Term Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Vitality</td>
<td><strong>Under Development</strong>&lt;br&gt;WSDOT will continue to work with partners in developing strategies to address economic vitality.</td>
</tr>
<tr>
<td>Environment</td>
<td><strong>Protect and Maintain</strong>&lt;br&gt;Protect and maintain existing assets that provide environmental function (these include WSDOT’s mitigation sites, storm water systems, fish passable culverts).</td>
</tr>
<tr>
<td></td>
<td><strong>Enhance or Restore</strong>&lt;br&gt;Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</td>
</tr>
<tr>
<td>Fish Barrier Retrofit</td>
<td><strong>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>.</strong></td>
</tr>
<tr>
<td>Mobility Assessment</td>
<td><strong>A mobility performance strategy has not been identified by WSDOT.</strong></td>
</tr>
<tr>
<td>Preservation</td>
<td><strong>Maintenance</strong>&lt;br&gt;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.</td>
</tr>
<tr>
<td>Stewardship Planning</td>
<td><strong>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.</strong></td>
</tr>
</tbody>
</table>
For more information

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

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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.

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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 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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