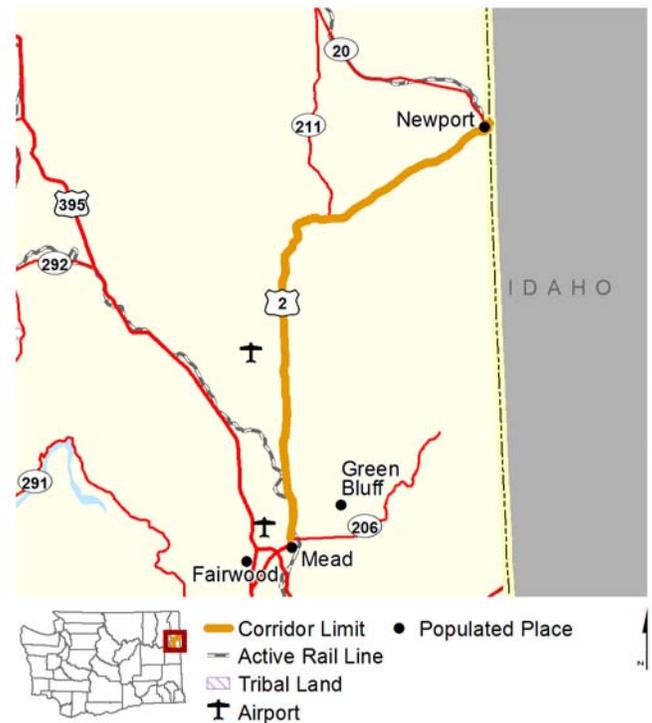


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 2: SR 206 Jct (N. Spokane) to Idaho State Line

This 37-mile north-south corridor is located between the State Route 206 junction north of Spokane and the Idaho State Line in Pend Oreille County. The character of the corridor is primarily rural with mainly agricultural, open space, and rural residential land uses throughout. Commercial uses are also present near major intersections and in small communities such as Chattaroy, Riverside, Eloika, Diamond, and Sacheen Lakes. Mining and manufacturing land uses are adjacent to this section of the corridor. At its far ends in Mead and Newport, the corridor has a more suburban and urban character with denser residential development, schools, commercial areas, and some industrial use. This corridor passes through or near several parks and natural recreational areas, including Diamond Lake. The topography along the corridor is primarily flat with some tree cover throughout.



Current Function

US Route 2 spans across the northern continental US between Everett and Maine’s eastern border with Canada. Within Washington, US 2 connects the western and eastern regions of the state. This section of US 2 connects Spokane and Newport at the Idaho border. The corridor serves a mix of local commuter traffic near Spokane, freight traffic, and recreational users. The corridor connects with SR 211 and SR 41 at the Idaho state line. This section of US 2 is an important route for recreational access to lakes, parks, ski resorts, and wilderness areas in northeastern Washington, northern Idaho, and western Montana. A segment of this corridor through Newport has been identified as a state highway operating as the community’s main street. Pedestrian traffic is present, particularly in communities along the corridor where there are sidewalks. Bicycling is permitted on certain shoulders along the corridor. The Kalispell Tribe of Indians provides transit service on a portion of the corridor.

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 US 2 shifts between being a four-lane, divided highway and a two-lane, undivided facility. In Newport, the highway separates into a two-lane northbound highway with a two-lane southbound couplet. The corridor often includes center turn lanes and passing lanes. The annual average daily traffic on this corridor is highest near the SR 206 intersection north of Spokane and lowest just east of the SR 211 junction near Diamond Lake.

What's working well?

- Approximately 97% of surveyed pavements on the corridor are in fair or better condition.
- There are no limited vertical clearance issues to freight traffic on the corridor.
- The corridor operates above WSDOT's adopted safety.

What needs to change?

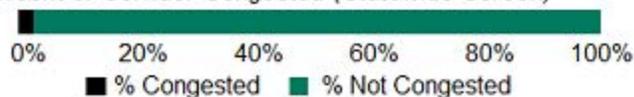
- About 3% of the corridor experiences congestion on a regular basis.
- There are limited pedestrian and bicyclist facilities on the corridor.
- Most of the corridor has high priority wildlife connectivity issues.
- There are several fish passage barriers on the corridor.

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

High	Low	
25,653	4,513	Annual Average Daily Traffic (AADT)
14.6%	4.7%	Bus/Truck Percent
107.34		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$12,030,000		Corridor Investments (2005-2016)

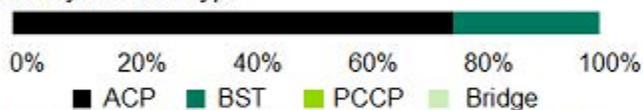
Mobility

Percent of Corridor Congested (Statewide Screen)

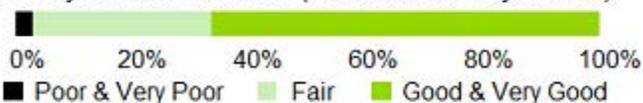


Preservation

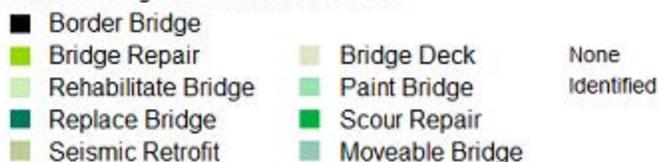
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	85.7% Passable	14.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	37 High Priority Miles
Stormwater Treatment	26 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	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:

- Access management was a concern for future development along the highway along as well as land use planning for the corridor. [Mobility]
- There are no connecting multi-use trails/paths to the other urban established trails in the area. [Mobility]
- Spokane Transit Authority provides service from the downtown Plaza to Hastings Park & Ride however, there is no transit service north of Hawthorne Road. [Mobility]
- Traffic is generally free flowing along this section, except during peak hour periods. [Mobility]

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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</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 litter removal.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 41% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 6% 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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This segment is part of a rural highway that is a main commuter route into Spokane and the Mead/Greenbluff area. The 2.6-mile long segment runs between Farewell Road, just south of the US 395 interchange and Day Mount Spokane Road in the community of Mead north of the junction with SR 206.

Traffic is generally free flowing on the segment except in the peak hours of the day and during seasonal recreational travel patterns.

Corridor Segment Characteristics

- The corridor traverses rural and agricultural areas of Spokane and Pend Oreille counties.
- The corridor provides recreational access to lakes, parks, ski resorts and wilderness areas in northeastern Washington, northern Idaho, and western Montana.
- The corridor is an important freight corridor, especially for lumber and agricultural products.
- The average daily traffic on the corridor ranged from 23,000 to 27,000 vehicles in 2015.
- The corridor serves Colbert (MP 299.9), Chattaroy (MP 304.5), Riverside (MP 310.2), Diamond Lake (MP 324.9 - MP 325.7), Newport (MP 332.8), and the Spokane, Kalispel, and Colville Tribes.
- The corridor is a four-lane roadway with a 55 mph speed limit.
- The corridor connects with SR 211 at MP 321.3 and SR 41 at the Idaho State Line.
- This corridor is classified as an urban principal arterial and a rural principal arterial.
- The corridor is classified as a T-3 freight corridor.
- A segment of this corridor through Newport has been identified as a state highway operating as the community's "main street".
- Some mining and manufacturing land use is adjacent to the corridor.



Partners included: City of Airway Heights, City of Spokane, Spokane County, Spokane Regional Transportation Authority, FAFB, SIA, Kalispel Tribe, Spokane Tribe, West Plains Chamber of Commerce, citizens, and WSDOT.

Mobility Strategies:

WSDOT worked with Multi-modal, Multi-agency, Multi-disciplinary (M3) teams to identify which strategies could help reduce congestion on the corridor. The team voted on the following strategies listed in order of precedence within each category.

Operational Improvements

- Access Management
- Intersection/Geometric Improvements
- Traveler Information
- Incident Response/Roving Service Patrols
- Signage Pavement Markings
- Adaptive Signal Operations
- Signal Timing
- Incident Detection & Verification
- Variable Speed Limits
- Automated Speed Enforcement
- Freight Priority/Pre-clearance
- Signal Priority – Transit/Emergency Vehicles
- Enforcement
- Dynamic Lane Assignment

Demand Management

- Carpooling/Vanpool/Rideshare
- Public Transportation (Routes/Buses/Park & Rides)
- Commute Trip Reduction
- Multimodal Transportation Center
- Bike Access
- Information Transportation Systems for Non-Motorized (Wayfinding Tools)
- Pedestrian Access

Policy Change

- Land Use Planning
- Development Mitigation
- Utilization of Local Network
- Level of Service/How we measure

Further Study

- Intersection Channelization
- Local Network Route Improvements
- Alternate Mode Facility
- Bottlenecks
- Vehicle routes
- Rail Crossings

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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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.

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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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