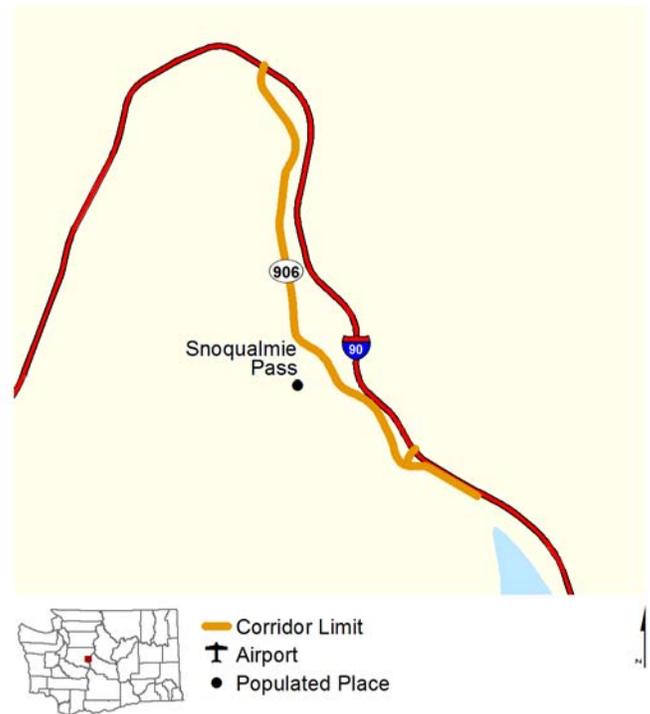


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 906: Snoqualmie Pass Access

This three-mile long north-south corridor lies at the summit of Snoqualmie Pass. The corridor passes near the Summit at Snoqualmie ski area and includes a 0.4-mile long spur located near the southern junction with Interstate 90. The spur provides access to WSDOT's Hyak Maintenance Facility. The corridor's character is rural. Land uses on the corridor includes major ski areas and other recreational areas, commercial facilities, a motel, a service station, a rest area, and a United States Forest Service office. The north end of the corridor has a commercialized area with major ski areas such as Alpentel, Summit West, Summit Central, and Summit East. The south end of the corridor is less commercialized with forests and includes the Summit Nordic Center, Hyak Sno-Park and Sno-Play areas, and the Gold Creek Sno-Park. These areas offer a variety of winter recreation including alpine skiing, snowboarding, Nordic skiing, winter tubing, snowshoeing, and snowmobiling. There are recreation and year-round homes on the mountainside throughout the corridor. A notable water feature near the south of the corridor is the Keechelus Lake. Corridor terrain is mountainous.



Current Function

State Route 906 is a local access route serving the summit area of Snoqualmie Pass. This corridor serves the four major recreational ski facilities in the area, two Washington State sno-parks, and two national forests. The corridor also provides access to I-90 travelers, restaurants, multiple trailheads that include Lake Keechelus, the Pacific Crest Trail, and recreational and year-round residences in the Snoqualmie Pass area. This route serves the Travelers Rest Area, provides access to services for people crossing the pass, access for the WSDOT Hyak maintenance facility by way of the SR 906 Spur. The Hyak facility is responsible for plowing I-90 Snoqualmie Pass. Other attractors accessible from the route are the Mount Baker-Snoqualmie National Forest, Okanogan-Wenatchee National Forest, Hyak Sno-Park and Sno-Play areas, and Gold Creek Sno-Park, and Keechelus Lake. Activities include hiking, downhill, cross-country and backcountry skiing, snowshoeing, snowmobiling, and horseback riding. Wide shoulders are available for pedestrian and bicyclist use. The John Wayne Pioneer Trail, an unpaved trail for use by hikers, bicyclists, and horseback riders, is located nearby.

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 906 is primarily a two-lane, undivided highway that transitions to a four-lane highway near the northern I-90 junction. The annual average daily traffic on this corridor is highest near the northern I-90 junction and lowest at the SR 906 Spur/SR 906 junction.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- The safety rest area on the corridor is very popular and well used.
- SR 906 Spur is classified as a low priority for habitat connectivity investment.

What needs to change?

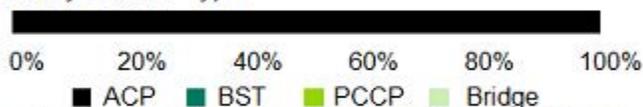
- Roughly 52% of pavement conditions are in poor to very poor condition.
- Pavement markings quickly wear away due to durability issues under harsh conditions.
- There is inadequate parking for travelers using the Travelers Rest facility causing overflow parking onto private property, as well as slowdowns caused by users looking for spaces.
- There is inadequate room to store plowed snow.
- The corridor is rated medium for climate vulnerability impacts due to mudslides.
- Fish passage barriers are present on the corridor.

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

High	Low	
1,985	333	Annual Average Daily Traffic (AADT)
33.3%	12.4%	Bus/Truck Percent
6.43		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$2,831,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

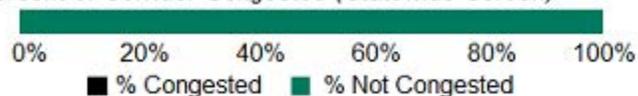


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	44.4% Passable	55.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
86.0	% of Corridor with high potential for increased Climate Impacts	
None	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:

- There is heavy truck parking and queueing when Snoqualmie Pass is closed.
- There is a huge parking issue on SR 906. Many trucks use Travelers' Rest and the surrounding businesses to take a break. The large vehicles use a lot of space and do not mix well with recreation traffic.
- There is recreational sledding on some of the SR 906 ramps.
- The expense of a Discover Pass or Sno-Park permitting has pushed cars to park anywhere a fee is not permitted.
- There is a heavy concentration of truck parking. Truck traffic mixes with recreational pedestrian traffic and rest area traffic causing discomfort and safety issues for recreation and rest area users on the corridor.

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>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, rest areas, and pavement repair.</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

South Central Region Planning Office

Planning Engineer

509-577-1630

gonsetp@wsdot.wa.gov

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.

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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 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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