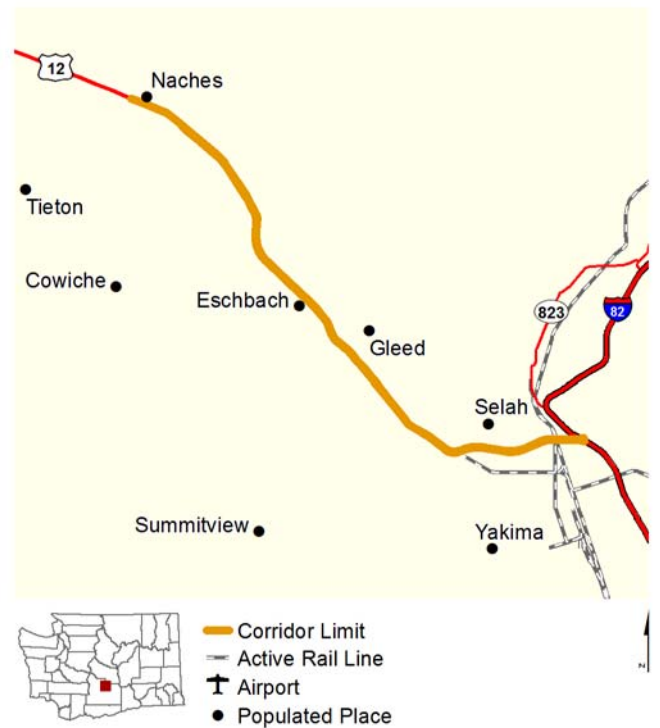


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

US 12: Naches to I-82 Jct. (Yakima)

This 13-mile north-south corridor is located in Yakima County and follows the Naches River. The river carves a broad valley through the surrounding ridges as it enters the Yakima area. The corridor runs between US Route 12 in the town of Naches in the west and the Interstate 82 intersection in the city of Yakima. The corridor also passes through the unincorporated communities of Eschbach and Gleed. The character of the land around the corridor is primarily rural with agriculture as the most common use. Residential and commercial developments are interspersed along the corridor with a number of large agricultural warehouses, processing and packing plants, which are major employers in the area. At the eastern end of the corridor in Yakima, the Naches River flows along the north side of US 12. South of US 12, land use is urban in character with commercial, residential, and industrial areas. Vacant lands along this section of the corridor continue to fill in with urban developments.



Current Function

US 12 is major east-west US highway crossing the northern United States between Aberdeen and Detroit, Michigan. This segment of US 12 provides connections between White and Chinook passes, Yakima, and I-82. White Pass is one of three year-round mountain passes over the Cascade Range in Washington. The corridor functions primarily as a freight and farm-to-market route. It provides access to freight distribution centers, warehouses, and agricultural production and packaging sites, which are also major traffic generators for the corridor. US 12 also serves as a commercial highway corridor through Naches and a commuter route to the greater Yakima area. Pedestrians and bicyclists use the Yakima Greenway, which runs parallel to US 12, between Naches and I-82. Shoulders are also available for bicyclists and pedestrians.

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 segment of US 12 is primarily a four-lane, divided highway. A short section of the corridor in Naches is a two-lane, undivided highway with a center turn lane. There are two signalized stops along the route. The annual average daily traffic on this corridor is highest at the I-82 junction and lowest at the western city limits of Naches.

What's working well?

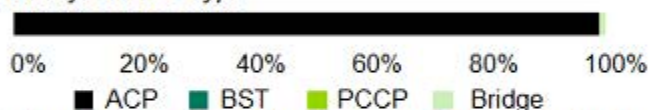
- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- Recent changes to the most heavily used ramps have drastically improved mobility on the corridor.
- The portion of the corridor that experiences the highest volumes operates above safety standards.
- The corridor is identified as having a low climate change vulnerability rating.

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

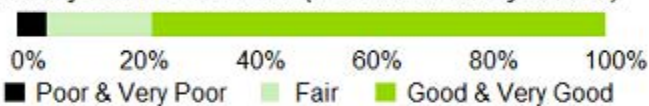
High	Low	
28,838	8,048	Annual Average Daily Traffic (AADT)
11.0%	9.0%	Bus/Truck Percent
50.3		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$15,350,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



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:

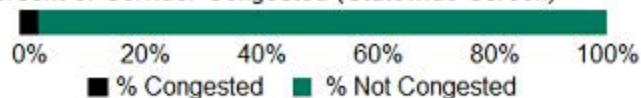
- The Town of Naches has a major desire for improving access control to US 12 due to a large number of uncontrolled approaches.
- Desire to improve pedestrian and bicyclist access to the Greenway with projects in both Naches and Yakima.
- Desire to develop policies on preventing interference of trees with the corridor's traffic and improve habitat connectivity.
- Several partners perceive the weaving, turn radius, and ramp length at several points along the corridor to be an impediment to mobility.
- Desire to see possible improvements made to several key interchanges and intersections.
- Interest in making more local network connections to US 12 particularly in Yakima.

What needs to change?

- About 3% of the corridor experiences congestion on a regular basis.
- Several issues impede the mobility of pedestrian and bicycle traffic, including Yakima Greenway access.
- The current layout of some interchanges in Yakima and approaches in Naches is a problem for freight traffic.
- The corridor has both chronic environmental and habitat connectivity issues.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	50% Resolved	50% Unresolved
Wildlife Connectivity	0 Structures in Place	2 High Priority Miles
Stormwater Treatment	10 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
None	Historical Bridges	

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 rest areas.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 63% of the corridor.</i>
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Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>
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Safety

Investment	<i>WSDOT has identified five Safety Investment actions in the next six years encompassing 78% 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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US 12 is the main highway through the Naches Valley. It is a primary freight route, a commute route, and provides access to mountain passes, national forests, and Mount Rainier National Park. It is a high-speed freeway except in the town of Naches where it is a local arterial.

Traffic volumes significantly increase from Naches into Yakima. During peak times, the ramps are congested at the I-82, N First Street, and 16th Avenue interchanges. WSDOT and the local jurisdictions have identified the I-82/US 12 interchange as a mobility concern, and the US 12/16th Avenue interchange as a chokepoint. On the east side of Naches, congestion is identified where US 12 transitions from two lanes to four lanes or four lanes to two lanes. However, the causes occur just to the west where there are tightly packed approaches, including some that are wide open. Also, a new city street (Kel-Lowry Road) now intersects US 12 in this location providing access to a new school.

Mobility Strategies:

Operational Improvements

- Define approaches upstream from the congested segment to reduce turning conflicts.

Further Study

- Develop solutions to maintain highway speeds and accommodate multiple traffic streams merging on eastbound US 12 to eastbound I-82.
- Study potential options to better accommodate non-motorized users on the 16th Avenue bridge over US 12 and expanding industrial growth near the interchange.

Corridor Segment Characteristics

- US 12 is on the National Highway System and is a Highway of Statewide Significance.
- Traffic ranges from 40,000 vehicles per day at I-82 to 5,800 vpd in Naches in 2016.
- The speed limit is 60 mph except in Naches where it is 35 mph.
- The corridor is a Freight Economic Corridor. The freight tonnages range from 9.8 million tons per year in Yakima to 2.2 million annual tons in Naches. Freight accounted for 20% of the traffic in Naches to 11% through the rural Naches Valley and Yakima in 2015.
- US 12 is a limited access highway from Naches to I-82 with interchanges in the Yakima vicinity. It is managed access through Naches.
- A separate bicycle and pedestrian pathway parallels US 12.
- No transit service is available.

Contributing Factors

- The local jurisdictions and WSDOT agree that the weave section from eastbound US 12 to eastbound (southbound) I-82 is too short to allow vehicles to merge and maintain highway speeds creating congestion and reducing capacity on I-82 and US 12.
- Traffic demands exceeds capacity at the 16th Avenue bridge over US 12 resulting in traffic delays.
- A lack of pedestrian and bicycle facilities on the N 16th Avenue bridge hinders non-motorized access to the Greenway.

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

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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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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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