

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 129: 1st St/Washington St Int. (Asotin) to US 12 Jct (Clarkston)*

This six-mile long north-south corridor is located in the southeastern corner of Washington State, paralleling the Idaho border throughout its length. The corridor travels between the 1st Street/Washington Street intersection within the community of Asotin and the US Route 12 junction in the city of Clarkston. The corridor includes a 0.25-mile long spur located at the north corridor endpoint near US 12. The character of the corridor is predominantly suburban and urban. Land uses within Asotin and Clarkston consist of sections of residential, school zones, and retail and commercial areas. Between Asotin and Clarkston, the roadway is flanked by steep hills to the west and the Snake River to the east. Rural residences overlook the river from west of the highway. As the corridor enters Clarkston, the terrain flattens and the highway leaves the river's edge. Several parks are located near the corridor that include Greenbelt Walkway, Beachview Park, Chief Looking Glass Park, and Asotin City Park. Other recreational sites present along the corridor include Riverwalk Recreational Vehicle Park and the Asotin County Fair and Rodeo.



**Current Function**

State Route 129 is a state highway located in Asotin County, and is one of two routes out of the Enterprise, Oregon area serving as a north-south lifeline between northeastern Oregon and southeastern Washington. This corridor serves as the only access route between the Asotin area and destinations to the north. The corridor also functions as a freight route, carrying commodities south of the metropolitan area and into Oregon. The corridor functions as the sole commuter route for residents in the southern part of the Clarkston metropolitan area, and is the only access route for recreation in the area. The corridor provides access to trails and many parks, as well as commodities south of the metropolitan area and into Oregon. Other than connecting with US 12, the corridor does not intersect with any other major highways. Ride the Valley provides transit along the corridor. Sidewalks are intermittent along the route and bicycling and pedestrian use is permitted on corridor corridors.

**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 SR 129 is a two-lane, undivided highway with turn lanes throughout, as well as a center lane on a portion of the route. Parallel parking is present in both cities. The annual average daily traffic on this corridor is highest immediately east of the SR 169 Spur and lowest at the intersection of SR 129/SR 129 Spur and Diagonal Street in Clarkston.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no fish barriers in the corridor.

### What needs to change?

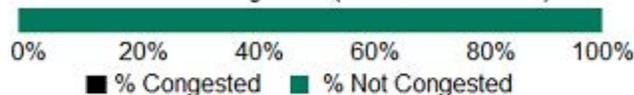
- The design of the US 12/SR 129 junction creates a bottleneck connecting Lewiston and Clarkston.
- There is a lack of sidewalks and bicycle paths for the corridor in Clarkston and Asotin.

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

High	Low	
7,930	2,268	Annual Average Daily Traffic (AADT)
5.3%	1.8%	Bus/Truck Percent
13.88		Number of Lane Miles
8		# of Signalized/Stop Controlled Intersections
\$1,978,000		Corridor Investments (2005-2016)

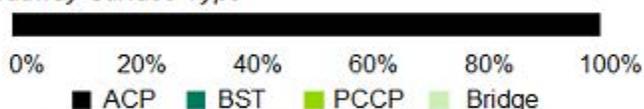
### Mobility

Percent of Corridor Congested (Statewide Screen)

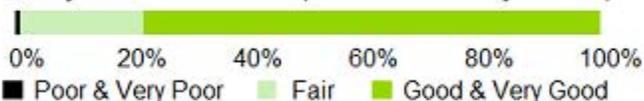


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	100% Passable	0% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	4 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
96.2	% 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:

- Concern over conflict with pedestrians and bicyclists using the Critchfield Road and 13th Street intersections and high-speed traffic along the corridor.
- The 6th/Maple/Diagonal intersection has six legs with difficult angles and sight lines.
- Concern over the US 12/SR 129/2nd Street and intersection. It has five legs with difficult angles with multiple intersections nearby and the Snake River Bridge into Idaho. The North Clarkston Circulation Study recommends modifying the intersection.
- SR 129 divides a school zone in Asotin leading to safety concerns for parents and children. Freight traffic also mixes with school traffic.
- As the metropolitan area grows, new connections will be needed between Washington and Idaho.
- Concern about congestion between Riverside Drive and Highland Avenue, Highland Avenue and Diagonal Street, and the US 12/SR 129/2nd Street intersection. WSDOT did not initially identify congestion here. The agency is looking into getting more data for analysis.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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, pavement repair, and safety patrols.</i>
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Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 19% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 2% of the corridor.</i>
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#### Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 19% 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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## For more information

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

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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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