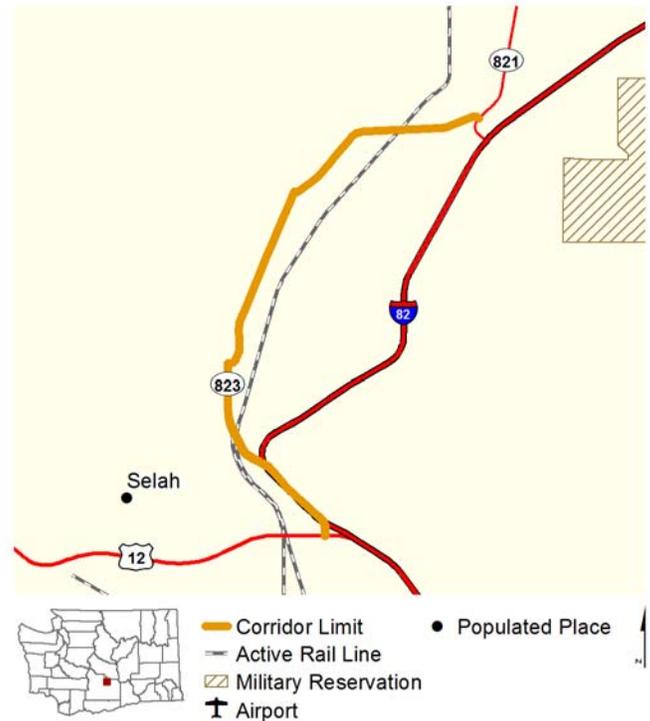


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 823: US 12 Jct (Selah) to SR 821 Jct

This six-mile north-south corridor spans between the north end of Yakima near the Interstate 82/US Route 12 interchange and State Route 821 near the I-82/Firing Center Road interchange. The corridor is chiefly suburban and urban in character as it passes through the community of Selah. Land use is mixed between industrial, commercial, and low- to moderate-density residential development. Agricultural, golf courses, and park and recreational uses are interspersed with residential areas on the corridor in the less densely populated areas. The Yakima Valley is a major fruit producing area and many of its corresponding facilities can be found along this corridor. The BNSF Railway mainline also parallels the corridor. The Vagabond Army Airfield and the Yakima Training Center are located northeast of the corridor. The corridor has relatively flat terrain and crosses the Yakima River at three locations and the Naches River at a fourth location. Vegetation along the corridor ranges from maintained urban landscaping with shrubs, grasses, and a few trees spread throughout, to open areas with agricultural crops, and riparian areas along the Yakima River.



Current Function

SR 823 provides local access across the Yakima and Naches rivers between Selah, the city of Yakima, and I-82. This corridor encompasses SR 823 in its entirety. This corridor is an important freight, industrial, and commuter route. The corridor is a direct arterial connection between Yakima and Selah and connects the industrial and farming uses to other state routes. The Yakima Valley and its surrounding communities are large producers of agricultural products, and this corridor aids in their movement. This corridor also connects the residential areas to nearby localities. The BNSF Railway provides freight rail service around fruit packaging facilities. There are sidewalks along the corridor through parts of Selah for pedestrian use; the remainder of the corridor has shoulders, which pedestrians and bicyclists can use. Selah Transit provides bus service along part 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

SR 823 is a four-lane, undivided highway in the built-up area around Selah; it is a two-lane, undivided facility between Yakima and Selah, and then again north of Selah. Through Selah, there are several signalized intersections with turn lanes, and through downtown, there is a two-way left turn lane. The annual average daily traffic on this corridor is highest just north of the I-82/US 12 interchange and lowest north of the Selah.

What's working well?

- Roughly 93% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has no bridge preservation needs despite a large percentage of the route consisting of bridges.
- Recent improvements to the corridor have enhanced public safety and the mobility of local traffic.
- A newly-constructed bypass has improved mobility and economic vitality for local businesses.

What needs to change?

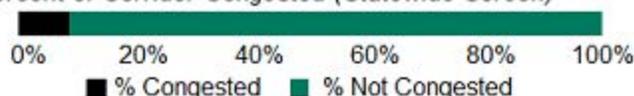
- About 17% of the corridor experiences congestion on a regular basis.
- Stop control at the SR 821 intersection is impacting corridor operations.
- A short section of the corridor is in the Yakima River floodplain.
- There is an existing fish passage barrier on the corridor.

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

High	Low	
30,931	4,574	Annual Average Daily Traffic (AADT)
11.3%	3.2%	Bus/Truck Percent
15.79		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$13,104,000		Corridor Investments (2005-2016)

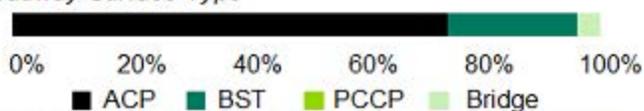
Mobility

Percent of Corridor Congested (Statewide Screen)

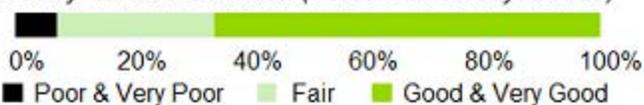


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	83.3% Passable	16.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	10 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
2	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:

- Emphasis on reducing particulate matter emissions by managing levels of congestion and environmental controls on any forthcoming projects.
- Interest in collaborating with WSDOT on disaster preparedness planning for the corridor.
- Yakima County has expressed a desire to improve mobility on the corridor by reconsidering the configuration of the I-82/SR 823/Rest Haven Road interchange and the SR 821/SR 823 intersection.

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 three Pavement actions in the next six years encompassing 65% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 8% 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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SR 823 is a short highway with a direct arterial connection between Selah and Yakima and provides connections to I-82 for Selah. SR 823 is an important commuter and freight route. Several large fruit processors, warehouses, and associated businesses in Selah utilize the corridor.

Traffic from Selah, Selah Heights, and the Wenas Valley converges on SR 823. The corridor is congested from Southern Avenue/11th Avenue to Jim Clements Way/Valley View Avenue in Selah. The morning peak is heaviest in the southbound direction and heaviest in the northbound direction in the afternoon.

Mobility Strategies:

Operational Improvements

- Implement access management on the corridor to reduce traffic conflicts and improve flow.
- Evaluate creating reversible lanes to better match capacity with the significant difference in peak direction traffic flows from morning to afternoon.

Demand Management

- Encourage carpools and vanpools during peak periods to reduce single occupancy vehicle trips.

Local Network Improvements

- Continue developing parallel arterials to SR 823 and a grid network in Selah to reduce the amount of traffic that is eventually funneled onto SR 823.

Further Study

- Develop options to simultaneously improve through travel, provide access to adjacent properties, and improve the pedestrian and bicyclist environment for SR 823 in Selah.
- Evaluate methods for increasing throughput at currently signalized intersections.

Corridor Segment Characteristics

- From US 12 in Yakima to Naches Avenue in Selah, SR 823 is on the National Highway System.
- The average daily traffic on the segment ranged 4,500 vehicles at SR 821 to 31,000 vehicles between Yakima and Selah in 2015.
- From I-82 to N Wenas Road, SR 823 is a T-2 Freight Economic Corridor for Washington. The entire segment carried between 1 and 6 million tons of freight per year with trucks accounting for 5% to 11% of the traffic in 2015.
- From N Wenas Road to SR 821, the speed limit is 55 mph and between 30 mph and 45 mph on the remaining areas.
- SR 823 has limited access in the US 12 and I-82 interchange areas.
- In the city of Selah, SR 823 is a Class 5 access managed highway. In other areas, it is a Class 1 or Class 3.
- Outside the curb section, the segment shoulder is available for bicycle and pedestrian use. Along the curb section, sidewalks are available on both sides for pedestrians; bicyclists share the travel lanes with motor vehicles. In addition, pedestrians and bicyclists can use the Yakima Greenway path, which extends from Yakima to the trolley station (Pleasant Avenue) in Selah.
- Selah Transit service is available on the segment.

Contributing Factors

- Selah and the surrounding suburban and rural areas continue to grow resulting in increases in traffic volumes.
- The topography and the Yakima River at the south end of Selah severely limit alternative routes to SR 823 resulting in more users on the corridor.
- Congestion occurs when traffic volumes peak and conflicts between commuter through-traffic, commercial traffic, and many adjacent driveways from Southern Avenue/11th Avenue to Jim Clements Way/Valley View Avenue in Selah.

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.

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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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