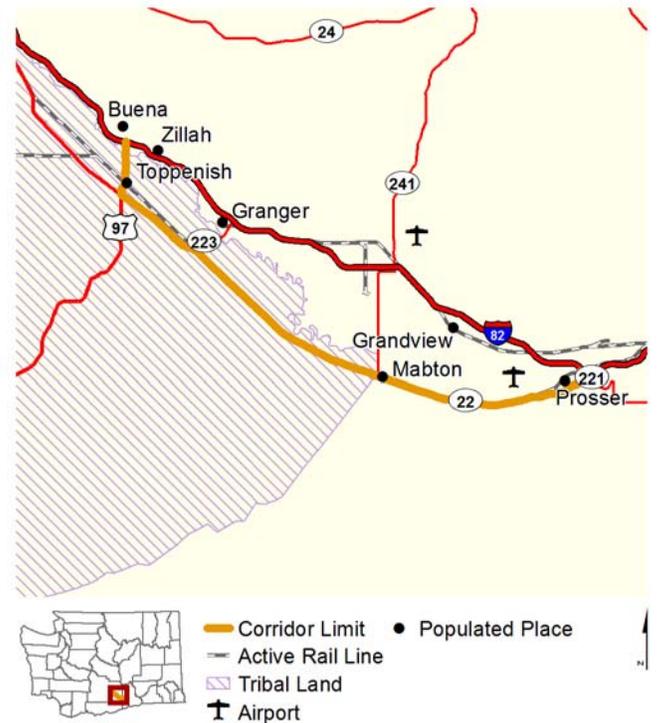


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 22: I-82 Jct (Zillah) to I-82 Jct (Prosser)

This 36-mile long east-west corridor is located in south central Washington, and travels through the Yakama Indian Reservation for 22 miles. The corridor goes between two Interstate 82 interchanges: one near the community of Buena and one in the city of Prosser. The route passes through or near the cities of Zillah, Toppenish, Mabton, and Prosser, and the communities of Buena, Satus, and Byron. The corridor is predominantly rural with suburban/urban uses intermixed as it travels through denser areas. Between the cities, the corridor's land uses include rich, irrigated agricultural land punctuated by scrubland. Through the cities of Toppenish, Mabton, and Prosser, the land use is a mix of retail, commercial, and industrial uses. The entire corridor parallels the BNSF Railway and crosses it in Toppenish. The majority of the corridor parallels Yakima River, crossing over near Buena. In the Prosser vicinity, the corridor is adjacent to the base of the Horse Heaven Hills, which contain dry sagebrush and grasslands. Terrain on the corridor is primarily flat as the road travels through rich, irrigated agricultural lands.



Current Function

State Route 22 is a secondary highway serving the southern two-thirds of the Lower Yakima Valley and the Yakama Nation. This corridor provides one of the few Yakima River crossings in the valley making it an important connector for the mid-Yakima Valley area. The corridor connects I-82 in the Toppenish area to I-82 in Prosser. It is a principal arterial in Toppenish connecting I-82 and US Route 97. The corridor also serves as Toppenish's main street. It is an important agricultural route in the Lower Yakima Valley providing access to nearby farmlands and as a farm-to-market route. Recreational attractors along the corridor include hunting and fishing, murals in Toppenish, the Yakama Nation Museum and Cultural Center, the Yakama Legends Casino, the Yakima River, the Toppenish National Wildlife Refuge, and Sunnyside Wildlife Recreation Area. The corridor intersects I-82, US 97, SR 223, SR 241, and SR 221. The corridor provides connections to two park and rides within Prosser. Wide shoulders accommodate 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

SR 22 is primarily a two-lane, undivided highway for its entire length, until reaching Buena where it transitions to a three-lane, undivided highway until reaching its western terminus. Turn lanes and center lanes are present throughout the corridor. Parallel parking is present on the sides of the road in Toppenish and Prosser. The annual average daily traffic on this corridor is highest in north Toppenish and lowest in Mabton.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no bridge preservation needs identified on the corridor.
- The six- to eight-foot wide corridor shoulders outside of Toppenish help provide mobility for bicyclists and pedestrians.

What needs to change?

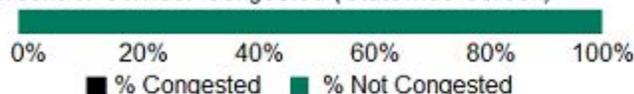
- Roughly 26 % of surveyed pavements on the corridor are in poor to very poor condition, with nearly 55% of the pavements condition unknown.
- Analyze the contributing factors related to fatal and serious injuries on this corridor.
- The entire corridor is identified as moderate for climate impact vulnerability due to flooding, wildfires, and landslides.
- Chronic environmental deficiencies and habitat connectivity issues have been identified on the corridor.
- There is an active rockfall site in Prosser.

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

High	Low	
9,992	1,853	Annual Average Daily Traffic (AADT)
24.0%	8.3%	Bus/Truck Percent
71.92		Number of Lane Miles
4		# of Signalized/Stop Controlled Intersections
\$10,850,000		Corridor Investments (2005-2016)

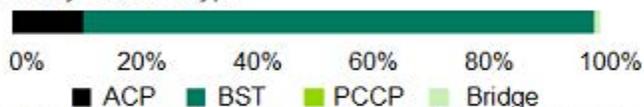
Mobility

Percent of Corridor Congested (Statewide Screen)

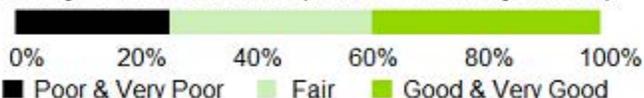


Preservation

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	100% Unresolved
Wildlife Connectivity	0 Structures in Place	5 High Priority Miles
Stormwater Treatment	16 BMPs	Retrofit Prioritization in progress
100.0	% 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:

- Toppenish and Yakima County are interested in shifting freight out of downtown Toppenish and onto I-82 unless the freight has a destination within Toppenish.
- Desire in developing policies to address danger trees.

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, pavement repair, and rest areas.</i>
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Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 18% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 3% 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:

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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