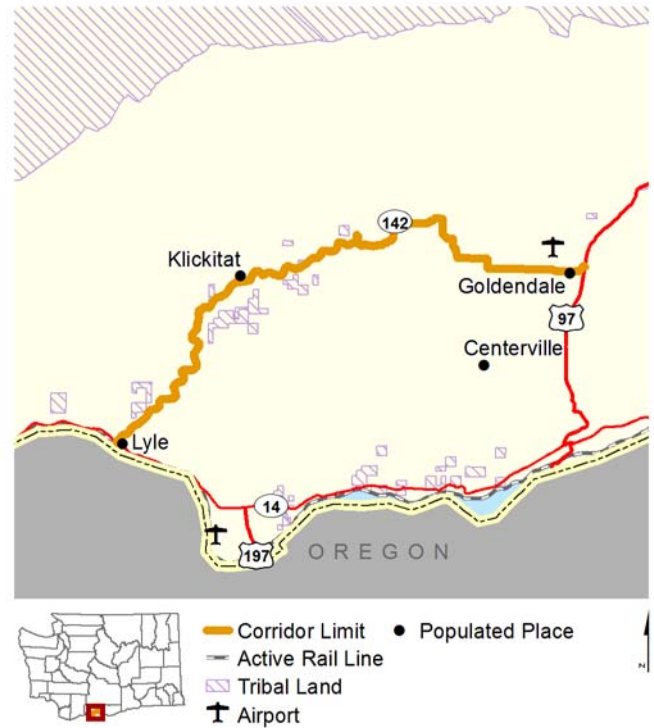


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 142: SR 14 Jct (Lyle) to US 97 Jct (Goldendale)*

This 35-mile long east-west corridor is located in the south central Washington near the Oregon border. The corridor runs from the State Route 14 junction in the community of Lyle, passing through the community of Klickitat, and US Route 97 junction in the city of Goldendale. The corridor is primarily rural in character with sparse development throughout its length. Land uses along the corridor include undeveloped land, minimal residential units, and agriculture on the eastern half. There is some density in Lyle, the community of Klickitat, and city of Goldendale. Terrain is mostly mountainous as the route follows the Klickitat River and travels the Klickitat Canyon. The steep slopes and forested hillsides create scenic views and restrict other land uses for most of the corridor. The eastern portion of the route traverses the level terrain of the Columbia Basin Plateau. Notable water features are the Columbia River near Lyle and a multitude of creeks tributating into the Klickitat River. Natural vegetation consists of dry grass, shrubbery, and a mix of coniferous and deciduous trees.



**Current Function**

SR 142 runs between SR 14 in Lyle and US 97 in Goldendale. The route encompasses the entire corridor and functions as a commuter corridor. The corridor provides the only reasonable access to the communities along the route, as well as other regional destinations in the area. The segment has been designated a Scenic and Recreational Highway and serves as a “main street” in the city of Goldendale and the unincorporated town of Klickitat. This route provides access to recreational uses including hunting, fishing, and watersports. This corridor serves as an alternate for US 97, between SR 14 and Goldendale, and SR 14, between Lyle and US 97. Goldendale Municipal Airport is located in Goldendale. There are limited sidewalks in Goldendale and Klickitat, and a parallel multiuse path follows an abandoned railroad through much of this corridor. There are narrow or no shoulders along the majority of this route. Mount Adams Transportation Service provides dial-a ride throughout Klickitat County.

**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 corridor is primarily a two-lane, undivided highway. Mid-corridor, the road narrows while remaining a two-lane highway. The annual average daily traffic on this corridor is highest in Goldendale and lowest 10 miles west of Goldendale.

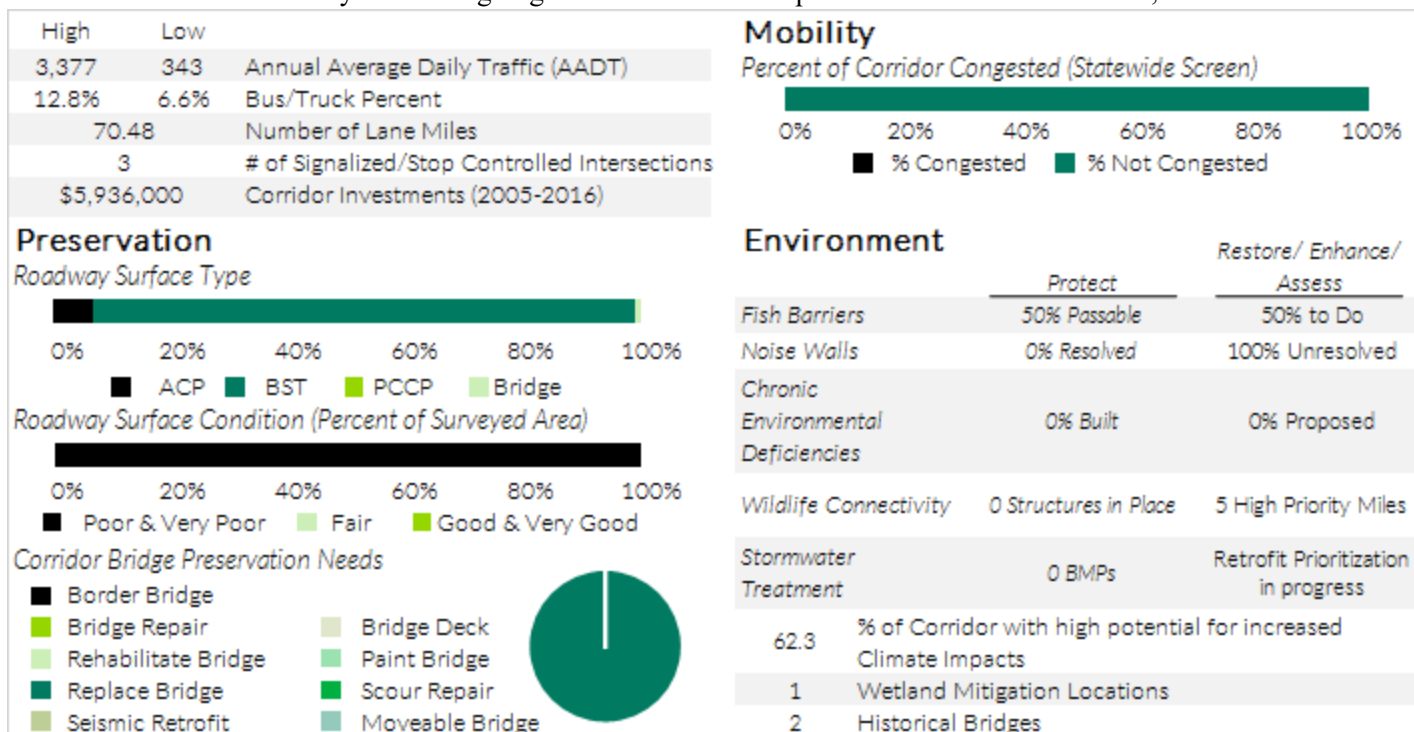
### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.

### What needs to change?

- 98% of corridor pavements on this corridor were not surveyed. Of the pavements surveyed, all were in poor to very poor condition.
- WSDOT identified one bridge replacement need on the corridor, which is a bridge replacement.
- The corridor experiences frequent rockfalls.
- 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:



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 the lack of shoulders along the route.
- Area at the intersection with Horseshoe Bend Road is washing out.
- Interest in improving sidewalks in Klickitat.
- A portion of the route is narrow without a center stripe line.

## 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> |
|-------------------|---|

#### 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> |
|----------------------|--|

|                    |   |
|--------------------|---|
| Enhance or Restore | <i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i> |
|--------------------|---|

|                       |  |
|-----------------------|--|
| 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> |
|-----------------------|--|

#### Mobility

|            |  |
|------------|--|
| Assessment | <i>A mobility performance strategy has not been identified by WSDOT.</i> |
|------------|--|

#### 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 repairing slopes.</i> |
|-------------|---|

|          |   |
|----------|---|
| Pavement | <i>WSDOT has identified one Pavement action in the next six years encompassing 96% of the corridor.</i> |
|----------|---|

|            |  |
|------------|--|
| Structures | <i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i> |
|------------|--|

#### 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> |
|----------|---|

## For more information

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

### Michael Williams

Southwest Region Planning Office

Planning Manager

360-905-2082

[william@wsdot.wa.gov](mailto:william@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.

#### **Title VI Statement to Public**

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](mailto: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.

#### **Notificación de Título VI al Público**

Es la póliza de el Departamento de Transportación del Estado de Washington de asegurar que ninguna persona sea excluida de participación o sea negado los beneficios, o sea discriminado bajo cualquiera de sus programas y actividades financiado con fondos federales sobre la base de raza, color, origen nacional o sexo, como proveído por el Título VI de el Acto de Derechos Civiles de 1964. Cualquier persona que cree que sus protecciones de Título VI han sido violadas, puede hacer una queja con la Oficina de Igualdad de Oportunidades (OEO). Para información adicional con respecto a procedimientos de quejas de Título VI y/o información con respecto a nuestras obligaciones sin discriminación, por favor de comunicarse con le Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.