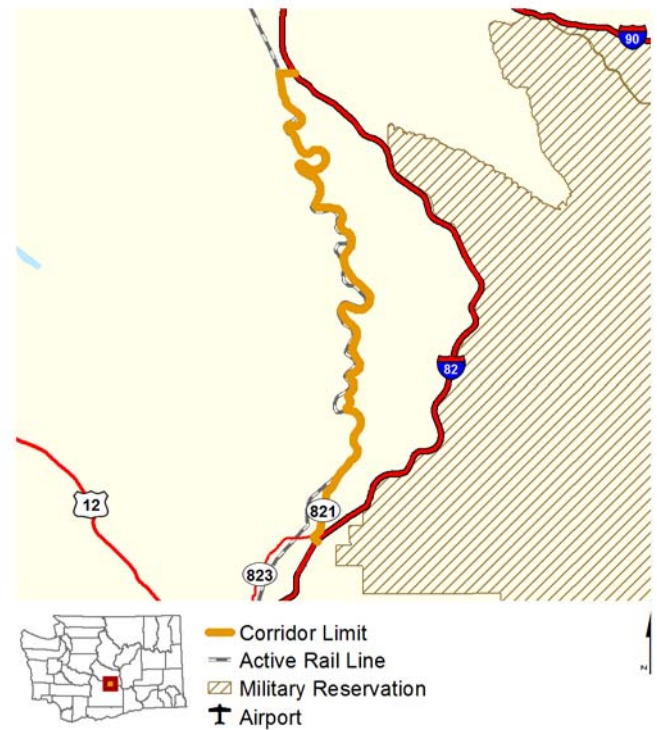


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 821: I-82 Jct (Selah) to I-82 Jct (Ellensburg)

This 25-mile long north-south corridor is located in south central Washington, just north of Yakima. The corridor travels between the Interstate 82 junction in Selah and I-82 junction in Ellensburg. The corridor parallels the Yakima River, passing through the Yakima River Canyon for 22 miles. The corridor is a scenic and recreational route and is predominantly rural in character. The route has many curves and is bounded by beautiful cliffs. Land uses surrounding the corridor include a mix of recreational, rural residential large lot homes, undeveloped land, and agricultural areas at the north and south ends of the corridor and a few locations within the canyon. As the corridor approaches Ellensburg, it transitions from mountainous and rolling terrain, to flat. The canyon offers scenic shrub-steppe vistas, diverse recreational opportunities, and rich geological, natural, and cultural heritage. The entire corridor parallels the BNSF Railway and I-82. Vegetation on the corridor is limited and includes dry grasses, shrubbery, riparian vegetation and agricultural fields.



Current Function

State Route 821, also known as The Canyon Road and the Yakima River Canyon Scenic Byway, is a state highway that functions as an alternative route to I-82. This corridor is a scenic recreation route, providing access to users to multiple tourism destinations and to Yakima and Ellensburg. The route also provides access to agricultural and rural residential properties. The corridor supports access to the US Army's Yakima Training Center as the corridor intersects with Firing Center Road, the main access into the Yakima Training Center. There is a US Army rail siding located one-half mile west of the SR 821/Pomona Road intersection. The corridor has important links to two interchanges with I-82 and a junction with SR 823. The corridor is a secondary freight route. Truckers prefer SR 821 as an alternative to I-82 because the hills are shorter and less steep. Commercial truck combinations are prohibited between May 15 and September 15. The route provides connections to several park and rides south of the corridor. The corridor is temporarily closed twice each spring, to allow a marathon and bicycle tour. A cattle drive along the highway occurs in winter and has become a tourist event.

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 generally a two-lane, undivided highway with a few turn lanes and climbing lanes. The annual average daily traffic on this corridor is highest at the junction with I-82 in Selah and lowest just south of Ellensburg.

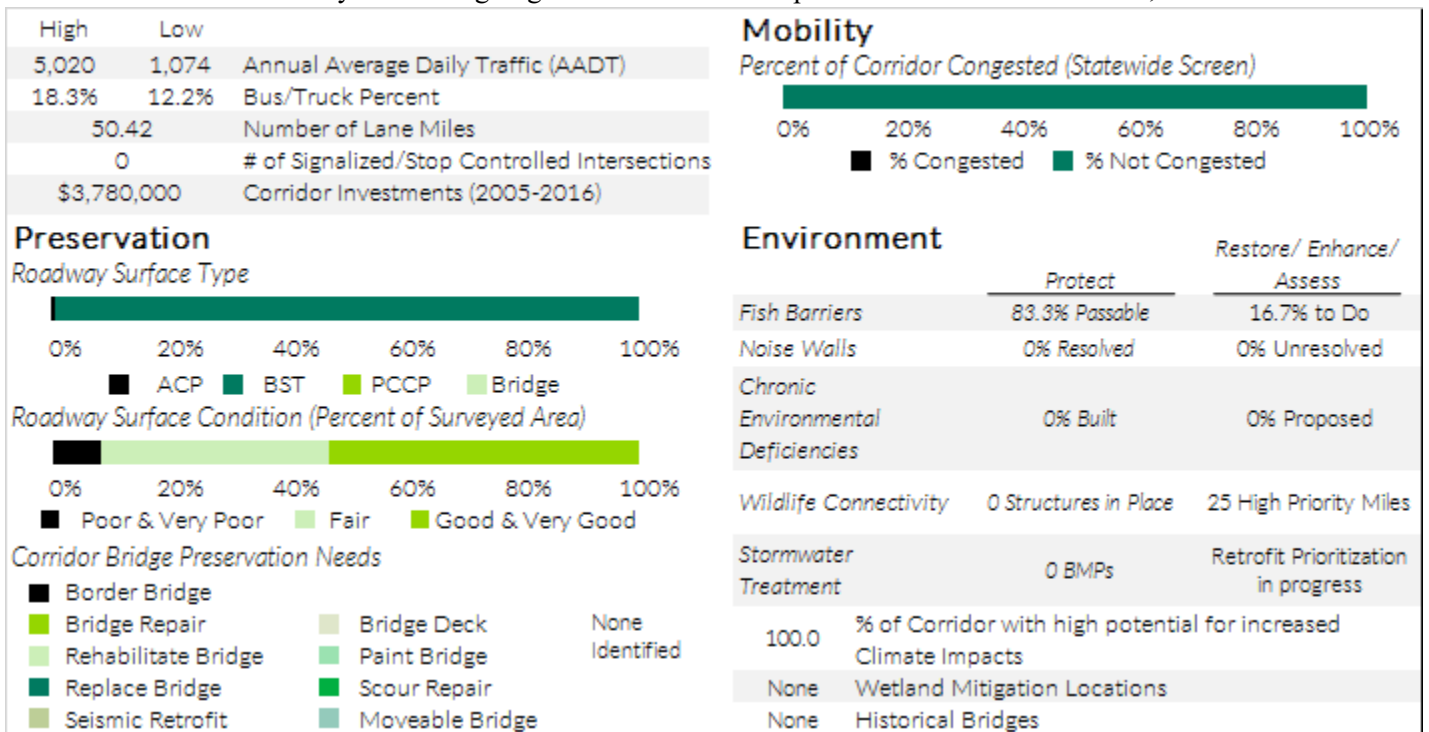
What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 92% of surveyed pavements on the corridor are in fair or better condition.
- There are no chronic deficiencies identified on the corridor.
- There are many recreational opportunities available on the corridor.

What needs to change?

- There are a number of issues with the pull-off areas including their location, entry and exit points, and size within the Yakima River Canyon.
- The corridor is rated medium for climate change vulnerability due to rock falls and wildfires.
- Existing rock fall protection on the corridor is inadequate and there are approximately 67 locations on the canyon monitored for unstable slopes.
- Corridor lanes and shoulders are narrow through the canyon and cannot accommodate wider shoulders.
- Bicycle facilities on the corridor are inadequate.

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:

- Interest in developing policies to address danger trees.
- Interest in park notification or advance signage for Helen McCabe State Park.
- One partner would like to reconfigure intersection SR 821/SR 823 to have SR 823 be the through movement and SR 821 be stop-controlled.

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 one Pavement action in the next six years encompassing 9% 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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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.

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 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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