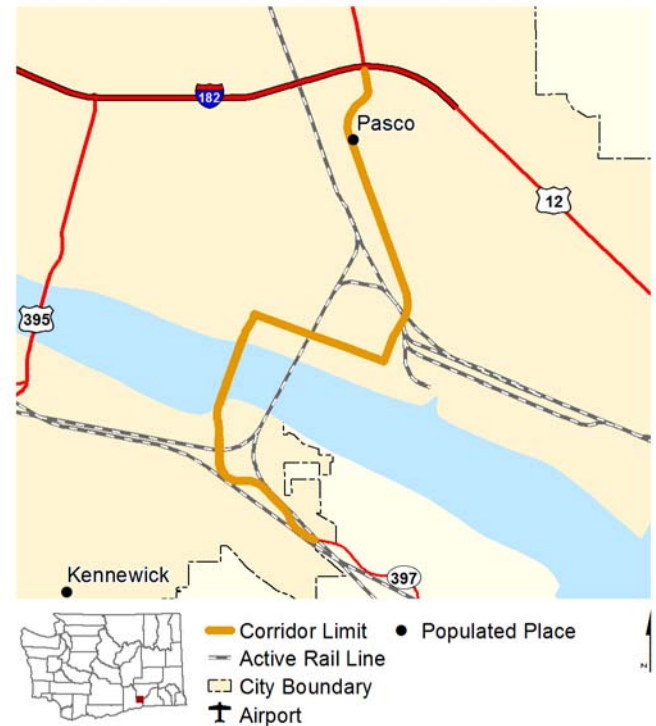


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 397: Kennewick ECL to I-182 Jct

This six-mile long north-south corridor is located in south central Washington, in Benton and Franklin counties. The corridor runs between the city of Kennewick and the Interstate 182 junction in Pasco, crossing the Ed Hendler Bridge over the Columbia River midway. The corridor is urban in character, primarily with industrial land uses throughout its length. Other land uses present on the corridor include commercial and residential housing. This corridor is one of three major Columbia River crossings in the Tri-City area. The corridor encounters multiple BNSF rail lines as well as a one Union Pacific rail line in Kennewick. Major BNSF rail yards are located in eastern Pasco. The Tri-Cities Airport is located near the north end of the corridor in Pasco and provides commercial passenger service for the greater Tri-Cities area. The terrain is level throughout the route, and vegetation consists of a mix of shrubbery and dry grasses on the southern end of the corridor to minimal landscaped yards on the northern half of the corridor.



Current Function

State Route 397 extends 22-miles from the community of Finley and the I-182, US Route 12, and US 395 junction in Pasco. This corridor primarily functions as one of the three possible Columbia River crossings in the area. Additionally, this route provides connections to the I-182/US 395/US 12 junction. This corridor provides service through the heart of both Pasco's and Kennewick's industrial areas, including primary access to the Big Pasco intermodal freight terminal with access to freight rail and Columbia River barge ports. The corridor provides an indirect connection to Amtrak passenger rail service in downtown Pasco. The corridor functions as a freight economic corridor supporting the industrial and commercial uses that border the route in both Pasco and Kennewick. The corridor also provides arterial service to the older parts of eastern Kennewick and eastern Pasco. The route provides connections to park and rides mid-corridor as well as at the northern end. Sidewalks are present on both sides through Kennewick, but are lacking in most of Pasco. The Ed Hendler Bridge over the Columbia River has sidewalks on both sides, but there are no separate bicycle facilities.

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 397 is a two-lane, undivided highway throughout Kennewick, transitioning to a four-lane undivided highway within Pasco. There are multiple turn lanes and center turn lanes throughout the corridor. There are five at-grade railroad crossings and three grade-separated rail crossings in the corridor. The annual average daily traffic on this corridor is highest just north of the Ed Hendler Bridge and lowest at the SR 397/W Ainsworth Street/S Oregon Avenue intersection.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavements on the corridor are in fair or better condition.
- There are no bridge preservation needs on the corridor.
- There are no fish passage barriers or any chronic environmental deficiencies in the corridor.

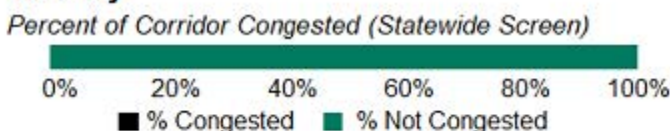
What needs to change?

- The SR 397 Columbia River crossing is underutilized.
- Sidewalks on both sides are lacking through most of the corridor in Pasco.

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

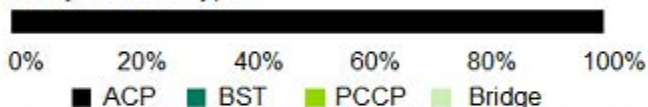
High	Low	
17,186	7,194	Annual Average Daily Traffic (AADT)
15.9%	6.7%	Bus/Truck Percent
21.19		Number of Lane Miles
6		# of Signalized/Stop Controlled Intersections
\$625,000		Corridor Investments (2005-2016)

Mobility

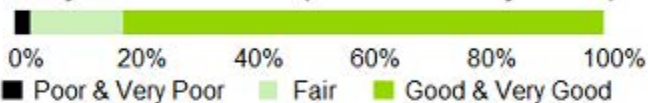


Preservation

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	0 High Priority Miles
Stormwater Treatment	4 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:

- Desire to improve bicycle/pedestrian access across the river.
- Support for the Lewis Street overpass to reduce congestion, increase safety, and support regional growth.
- Desire to improve the railroad crossing at Bruneau Avenue.
- Desire for a “fee area” sign notifying drivers of Sacajawea State Park fee area before entering the park.

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 vegetation control.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years at a single location on this 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.

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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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