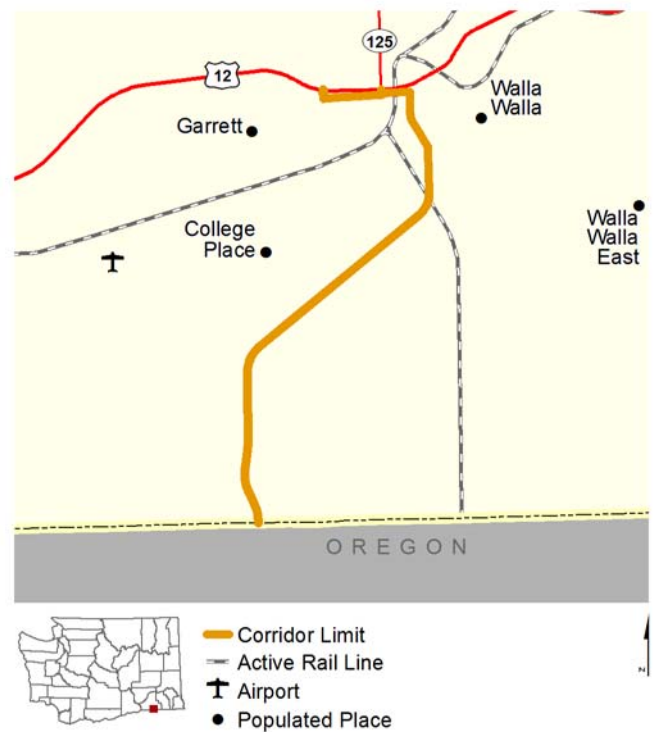


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 125: Oregon State Line to US 12 Jct (Walla Walla)

This seven-mile long north-south corridor travels between the US Route 12 junction in Walla Walla and the Oregon state line. The corridor includes a three-quarter mile spur, also known as Pine Street, which runs between 9th Avenue and Myra Road. The corridor passes through the cities of College Place and Walla Walla. The northern portion of the corridor, including the spur, lies within Walla Walla and is primarily urban in character with commercial, residential, and light industrial land uses. The corridor's character between the outskirts of Walla Walla and Oregon is predominantly suburban and rural with residential and agricultural land uses. The Walla Walla County Fairgrounds are located at the S 9th Avenue and State Route 125 transition. Martin Field Airport is located to the northwest of the corridor and Walla Walla Regional is to the northeast. The route crosses the Palouse River and Coulee City Railroad twice as well as paralleling it throughout the entire segment. Grasses and shrubs with sporadic trees grow on the open, level terrain, while denser vegetation and trees grow along creek beds.



Current Function

SR 125 is a state highway connecting Walla Walla to Prescott and SR 124 in the north, and to the Oregon state line to the south. Oregon Route 11 continues past the state line, providing connections to Milton-Freewater, Pendleton, and Interstate 84. This section connects US 12 and Walla Walla to Oregon 11. This corridor functions as a commuter corridor moving people and goods between the Washington and Oregon portions of the Walla Walla Valley metropolitan area. The corridor also aids in the movement of students traveling to local schools, farmers in the surrounding area, and to the various retail stores along the corridor. This section also provides recreational drivers direct access to the Walla Walla County Fairgrounds. Valley Transit provides service on a portion of S 9th Avenue in Walla Walla. Other public transportation is provided by Grape Line, Milton-Freewater Transit, Valley Transit Dial-a-Ride, and Kayak Public Transit. Sidewalks are present within Walla Walla for pedestrian use. Designated bike lanes are not available on the corridor, however, there are wide shoulders which allow cyclists use between the 9th Avenue junction and the Oregon State Line.

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

For the majority of the corridor, SR 125 is a four-lane, signalized highway, and is a divided highway south of the Dalles Military Road/Plaza Way intersection. North of the W Rose Street intersection near downtown Walla Walla, SR 125 narrows to a two-lane facility. Traffic signals are present throughout the corridor. The mainline of SR 125 connects to the two-lane, SR 125 Spur at the 9th Street/W Pine Street intersection. Annual average daily traffic on this corridor is highest at the Dalles Military Road/Plaza Way intersection and lowest on the spur.

What's working well?

- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor operates above WSDOT's adopted congestion thresholds.
- Six fixed-route transit services are available throughout the corridor.
- There are no fish passage barriers present on the corridor.

What needs to change?

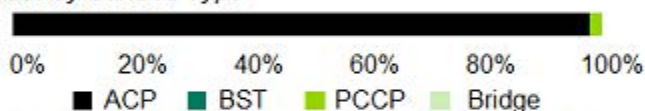
- The current layout of the corridor impedes the mobility of traffic on arterial local streets.
- Pedestrian facilities are incomplete and cyclist mobility could be improved.

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

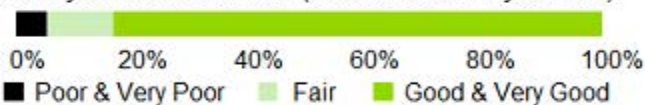
High	Low	
19,075	3,179	Annual Average Daily Traffic (AADT)
10.0%	7.4%	Bus/Truck Percent
25.34		Number of Lane Miles
15		# of Signalized/Stop Controlled Intersections
\$250,000		Corridor Investments (2005-2016)

Preservation

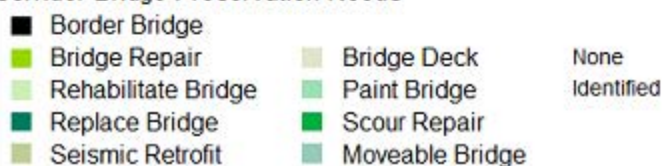
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

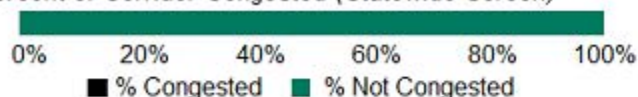


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



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	4 High Priority Miles
Stormwater Treatment	9 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Partners are interested in increasing intermodal passenger opportunities by providing more connections between the existing transit services.
- All partners expressed concern over the SR 125/Plaza Way intersection's current layout.
- A desire to increase cyclist and pedestrian mobility on the corridor, including addressing accessibility issues.
- Concern about the signalization at the corridor's many intersections and their side effects.
- Transit providers would like to extend existing services to increase mobility between Walla Walla and outlying communities.

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 safety patrols.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 96% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 96% 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.

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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