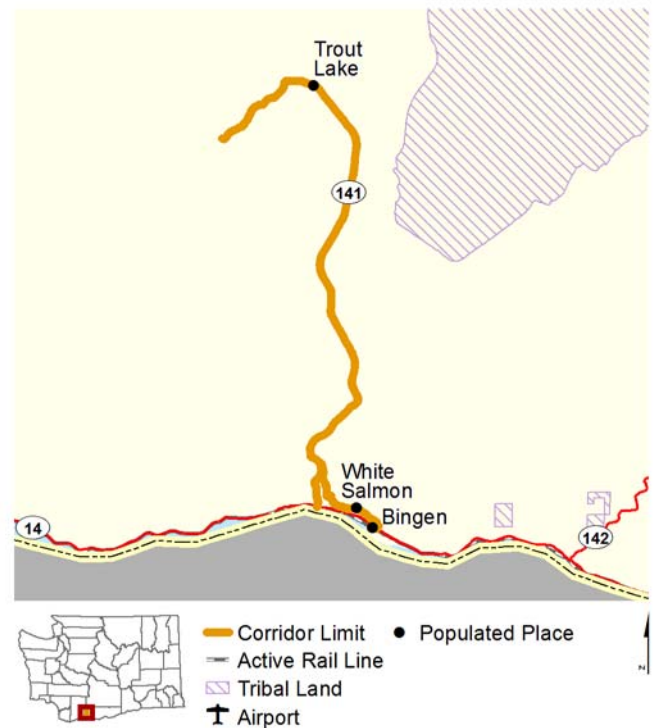


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 141: SR 14 Jct (Bingen) to Skamania County Line*

This 31-mile long east-west corridor is located in southcentral Washington, near the Oregon border, and includes a two-mile spur. The corridor runs between the State Route 14 junction in the city of Bingen and the east boundary of the Gifford Pinchot National Forest, at the Klickitat/Skamania county line. The SR 141 Spur is located approximately three miles west of Bingen and bypasses the White Salmon community. The route passes through White Salmon, Husum and Trout Lake. The corridor's character is predominantly rural with the exception of Bingen and White Salmon. Land use outside of the two cities consist of rural residential, resource land, and agriculture. Primary land uses within the two cities are residential and industrial with few commercial areas. Along the SR 141 Spur, there is limited residential, due to the White Salmon River on the west side and cliffs on the east side. Terrain is rolling as it follows the White Salmon River and carves its way through the Cascade Mountains. Both the Columbia River and a BNSF Railroad are located at the southern end of the corridor.



**Current Function**

SR 141 is a major access to recreation areas on the south side of Mt Adams, including the Mt Adams Wilderness and the Mt Adams Recreation Area. This route primary serves as a recreation route providing access to the Gifford Pinchot National Forest. The route has been designated a Scenic and Recreational Highway and provides access to destinations in the national forest and other scenic and recreational sites including Guler Ice Caves, Monte Cristo Natural Area Preserve, Gifford Pinchot National Forest, and Mt Adams. The corridor serves as the "main street" for the city of White Salmon and serves the communities of Husum, B Z Corner, and Trout Lake. This route provides the only reasonable access to the communities along the corridor as well as other regional destinations in the area. Mount Adams Transportation Service provides dial-a-ride throughout Klickitat County. One park and ride is located near the corridor in White Salmon. Bicycle and pedestrian facilities are limited along the corridor, with sidewalks available intermittently along the route.

**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 141 is a two-lane, unsignalized, undivided highway. The annual average daily traffic on this corridor is highest at the junction with SR 14 within Bingen and lowest just west of Trout Lake.

### What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- There are no habitat connectivity issues on the corridor.

### What needs to change?

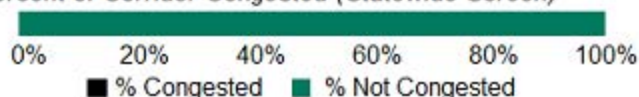
- Over 99% of corridor pavements have not been surveyed.
- The corridor has a moderate climate vulnerability rating.
- There are fish passage barriers present on the corridor.
- Portions of this corridor experiences frequent rockfalls.
- There are limited bicycles and pedestrian facilities along this corridor, especially between Bingen and White Salmon.

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

High	Low	
6,240	707	Annual Average Daily Traffic (AADT)
11.4%	6.2%	Bus/Truck Percent
62.92		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$3,231,000		Corridor Investments (2005-2016)

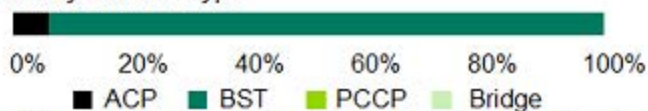
### Mobility

Percent of Corridor Congested (Statewide Screen)

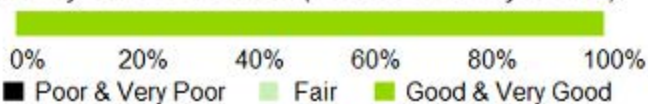


### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)



#### Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	58.3% Passable	41.7% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	14 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
	90.5	% of Corridor with high potential for increased Climate Impacts
	None	Wetland Mitigation Locations
	1	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:

- Interest in making White Salmon more pedestrian-friendly and a desire for sidewalks from Bingen to White Salmon.
- Interest in additional guardrails due to drop-off in many areas on the west side of the corridor.
- Concern over limited sight distance at the W Jewett Boulevard/SR 141 Alternative intersection.

## 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 of snow and ice control, pavement repair, and repairing slopes.</i>
-------------	---

Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 6% of the 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.