

Corridor Sketch Summary

SR 22: I-82 Jct (Zillah) to I-82 Jct (Prosser)

Highway No. 022

Mileposts: 0.7 to 36.52

Corridor 423

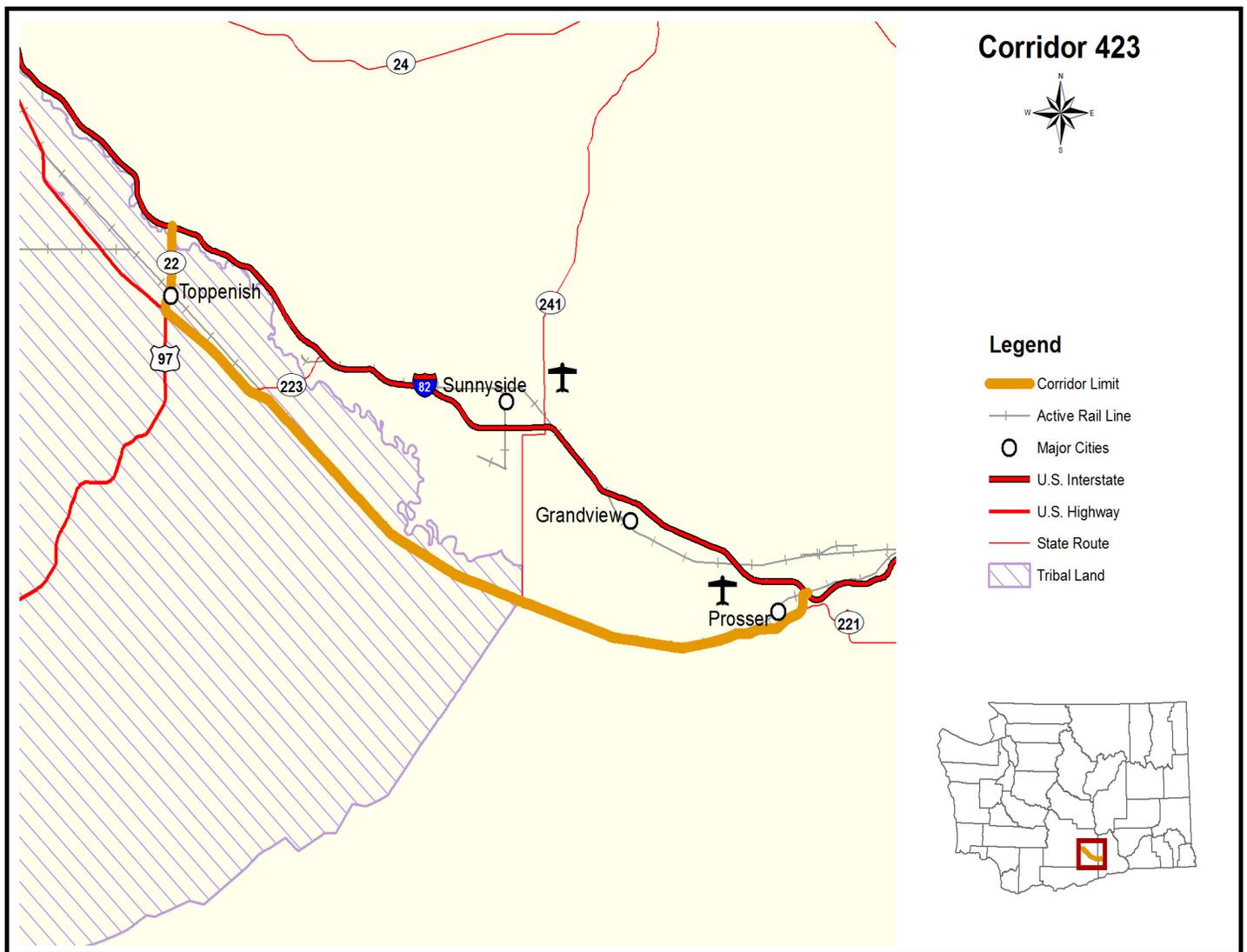
Length: 35.84 miles

Corridor Description

SR 22 connects I-82 in the Toppenish area to I-82 in Prosser traveling through the Yakima Valley while generally paralleling the Yakima River.

SR 22 begins at the I-82 Buena Interchange (Exit 50) then goes south over the Yakima River and then a slough crossing the broad floodplain and entering the City of Toppenish. This crossing is very important since the number of bridges over the Yakima River are limited. Through Toppenish, SR 22 is a city street until exiting on the south side of the city at the US 97 junction.

The highway then heads southeast paralleling I-82 and the BNSF mainline tracks through the rural Lower Yakima Valley. The terrain is flat, the road is mostly straight, and travels through rich irrigated agricultural lands. The highway next intersects the SR 223 junction and then the SR 241 junction in Mabton. Continuing easterly, SR 22 enters Benton County and passes through more rich irrigated agricultural lands. Skirting the City of Prosser, SR 22 intersects the SR 221 junction on the east side of the city and terminates at the I-82 SR 22/Wine Country Rd Interchange (Exit 82).



Corridor Function

Current Function

SR 22 is secondary highway serving the southern two-thirds of the Lower Yakima Valley and the Yakama Nation. It has an important crossing of the Yakima River in the Toppenish area. There are only a few of these crossings through the valley and they are normally separated by several miles.

SR 22 is a principal arterial through Toppenish as well as a main street. It is a fully controlled limited access highway in the I-82 interchange area and then becomes an access managed facility through Toppenish. At US 97, SR 22 becomes a rural collector serving important agricultural lands in the Lower Yakima Valley as well as the cities of Mabton and Prosser. SR 22 is a partially controlled limited access highway from Toppenish to I-82 in Prosser. In the Prosser vicinity, SR 22 skirts around the outside of the city abutting the base of a ridge and acting as a bypass highway around Prosser.

There are on-going plans to construct a new I-82/US 97 Freight Express route on the east side of Toppenish. Parts of the route have already been improved. It would use the existing N Meyers Rd corridor along with a part of Larue Rd. Once completed, it is expected this will become the new SR 22 alignment and the existing alignment through Toppenish to I-82 would revert to the local jurisdictions.

Outside of Toppenish and Prosser, SR 22 is a high-speed highway permitting long distance travel within the Lower Yakima Valley. The traffic volumes peak at 12,000 vehicles per day in Toppenish. In the remainder of the corridor, the volumes are lower varying between 1,600 and 6,000 vehicles per day. While not among the most important freight routes, SR 22 does carry some significant tonnage. It is classified as a T-2 in Toppenish and in Prosser. In Toppenish, SR 22 carries 4 million tons per year with around 800 trucks per day. Between Toppenish and Prosser, the tonnage varies from 2 to 4 million tons annually with less than 400 trucks per day, but accounting for 18% of the traffic. In Prosser, between SR 221 and the I-82 Interchange, freight tonnage peaks at 7 million tons annually and 1,100 trucks per day accounting for 24% of the traffic.

Future Function

SR 22 is expected to remain a secondary highway serving the Lower Yakima Valley, the Yakama Nation, Toppenish, Mabton, and Prosser. It will continue to be an important freight corridor for the valley, but not for long-distance freight hauling.

In informal discussions, Yakima County was asked if they would be interested in the state transferring ownership of SR 22 to them, but there is no interest at this time. The state already provides highway service for the Lower Yakima Valley through I-82, so SR 22 could be considered a redundant state highway.

Local interests are working towards constructing a freight express route between I-82 and US 97 on the east side of Toppenish. Toppenish and Yakima County would like to get freight out of downtown Toppenish and onto I-82 unless the freight has a destination within Toppenish. The expectation is SR 22 would then be relocated to this route.

Comments or feedback on function

Preservation

Policy Goal: To maintain, preserve, and extend the life and utility of prior investments in transportation system and services.

What's Working Well?

Over half of the pavement is not due for resurfacing until into the future. About 40% of the pavement was past due for

resurfacing, but is being resurfaced in 2016 (Mabton to Prosser).

What Needs to Change Today?

What Needs to Change in the Future?

Comments or feedback on preservation

Safety

Policy Goal: To provide for and improve the safety and security of transportation customers and the transportation system.

What's Working Well?

Outside of Toppenish, all the shoulders are between 6 feet and 8 feet wide. This provides a recovery area for vehicles that go off the traveled lanes.

What Needs to Change Today?

Between Division Rd and N Meyers Rd/Meyers Rd, a distance of about one mile, there have been 8 fatalities (4 crashes) and 17 severe injuries (4 crashes) in 5 years (January 1, 2011 through December 31, 2015) with about 5,000 vehicles per day for traffic.

What Needs to Change in the Future?

Comments or feedback on safety

Mobility

Policy Goal: To improve the predictable movement of goods and people through Washington State, including congestion relief and improved freight mobility.

WSDOT currently defines congestion for system screening as locations that currently or are projected to operate below 70% of the posted speed limit during peak hour. Statewide analysis is preformed to screen at three time periods: current year, ten year and twenty year.

What's Working Well?

Outside of Toppenish, traffic volumes are low and there is excess capacity. Outside of Toppenish, all the shoulders are between 6 feet and 8 feet wide providing mobility for bicyclists and pedestrians.

What Needs to Change Today?

Toppenish, Yakima County, and other members of DRYVE (DRYVE stands for Driving Rural Yakima Valley's Economy, an association of Lower Yakima Valley communities, Yakima County, WSDOT, businesses, & other interests) are working towards constructing a freight express route between I-82 and US 97 on the east side of Toppenish. Toppenish and Yakima County would like to get freight out of downtown Toppenish and onto I-82 unless the freight has a destination within Toppenish. The expectation is SR 22 would then be relocated to this route.

What Needs to Change in the Future?

Comments or feedback on mobility

Environment

Policy Goal: To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

What's Working Well?

Over 12 miles of SR 22 (mp 23.5 to 35.84) east of Mabton to I-82 in Prosser are low priority for habitat connectivity investment.

What Needs to Change Today?

Two miles of SR 22 (mp 6.5 to 8.5), just north of the SR 223 junction, are a high priority for habitat connectivity investment. The first two and one-half miles of SR 22 south of I-82 Exit 50 are in the Yakima River floodplain. The Yakima River Bridge at mp 1.1 has been analyzed for a chronic environmental deficiency and a fix has been identified in the site and reach assessment.

What Needs to Change in the Future?

Three miles of SR 22 (mp 8.5 to 11.5), just south of the SR 223 junction, are a medium priority for habitat connectivity investment. The entire corridor is identified as moderate for climate impact vulnerability.

Comments or feedback on environment

Economic Vitality

Policy Goal: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy.

What's Working Well?

Outside of Toppenish, there is excess capacity on SR 22 providing economic development opportunities.

What Needs to Change Today?

Toppenish, Yakima County, and other members of DRYVE (DRYVE stands for Driving Rural Yakima Valley's Economy, an association of Lower Yakima Valley communities, Yakima County, WSDOT, businesses, & other interests) are working towards constructing a freight express route between I-82 and US 97 on the east side of Toppenish. Toppenish and Yakima County would like to get freight out of downtown Toppenish and onto I-82 unless the freight has a destination within Toppenish. The expectation is SR 22 would then be relocated to this route.

What Needs to Change in the Future?

Comments or feedback on economic vitality