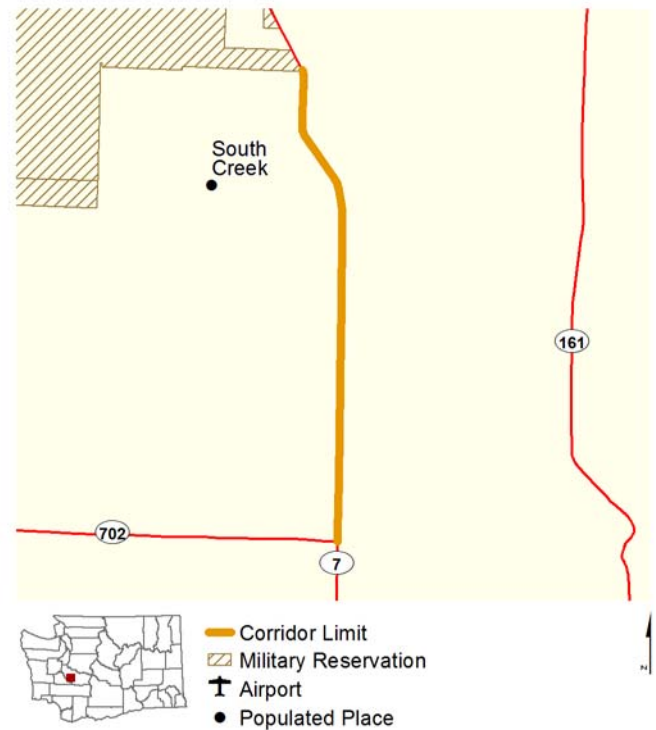


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 7: SR 702 Jct to 260th St E*

The six-mile long north-south corridor is located in southwest Pierce County. The corridor runs from the State Route 702 junction north, through Johnsons Corner, to the 260th Street E junction in Rocky Ridge near the Elk Plain Community. The area surrounding this corridor is very rural in character with agricultural, open space, and light residential land uses. There are also pockets of commercial use at key intersections throughout the corridor. The corridor parallels SR 161 and SR 507 before converging further north in Spanaway. Elk Plain is located north of the corridor, and is the largest population center in the immediate area around the corridor. The corridor is located southeast of the Joint Base Lewis-McChord military installation, a major employer in the region. The corridor is heavily lined with trees, predominately conifers and some deciduous. The terrain along the corridor is rolling with agricultural fields and open space dispersed throughout the length of the corridor.



**Current Function**

SR 7 runs through Lewis and Pierce counties and intersects with several other state highways along its route from Morton to Tacoma. Commuters travel to the JBLM military installation, located northwest of 260th Street E, and tourists connect into Mt Rainier National Park located southeast of the corridor. This corridor serves as a commuter, tourist, and recreational route with residential and farmland use. The corridor is a primary route from the city of Tacoma to Mt Rainier National Park, a major recreation and tourist destination in Washington. This corridor supports recreational and tourist users accessing the National Park and other nearby outdoor recreation facilities. There is also rural and freight traffic which utilizes the corridor. There are no public transportation modes identified on this corridor at this time, the nearest Amtrak stop for this corridor is located in Tacoma. This corridor allows pedestrians and bicyclists to utilize the corridor's shoulders when available.

**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 portion of SR 7 is a primarily two-lane, undivided, signalized highway which expands to include passing, center left turn, and right turn lanes. The annual average daily traffic ranges from highest at the 260th Street E intersection and lowest at the SR 702 junction.

### What's working well?

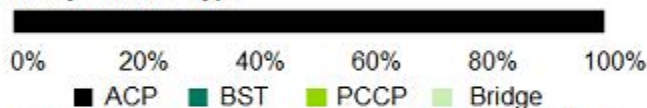
- The entire corridor operates above WSDOT's congestion threshold.
- Approximately 99% of surveyed pavements on the corridor are in fair or better condition.
- The corridor has no habitat connectivity or chronic environmental deficiency sites.
- The corridor has a low climate change vulnerability rating.

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

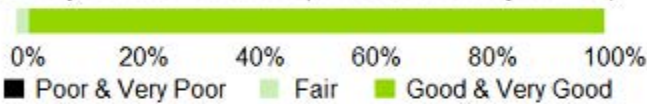
High	Low	
15,452	5,275	Annual Average Daily Traffic (AADT)
11.0%	8.2%	Bus/Truck Percent
22.96		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$12,058,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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



#### Corridor Bridge Preservation Needs

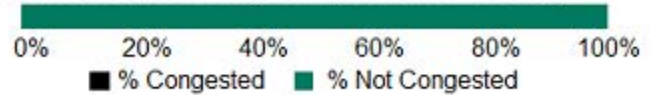


### What needs to change?

- One bridge on the corridor requires seismic retrofitting.
- The corridor has no dedicated pedestrian, bicyclist, or shared-use facilities.
- There are no fixed-route transit services available on the corridor.
- There are fish passage barriers present on the corridor.

### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	50% Passable	50% 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	14 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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>
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#### **Mobility**

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</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 two Pavement actions in the next six years encompassing 51% 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:

### Dennis Engel

Olympic Region Planning Office

Planning Manager

360-357-2651

[engeld@wsdot.wa.gov](mailto:engeld@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 el Coordinador de Título VI de la Oficina de Igualdad de Oportunidades (OEO) (360) 705-7082.