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 162: SR 410 Jct (Sumner) to SR 165 Jct**

This 17-mile long east-west corridor is located southeast of the cities of Tacoma and Puyallup. The corridor travels between the State Route 410 interchange in Sumner and the SR 165 junction in South Prairie. This corridor runs through the cities of Sumner, Orting, and town of South Prairie. The corridor's character is suburban with residential and agricultural land uses. Between Sumner and Orting, there are large residential subdivisions with connections to the plateau located northeast of Orting. Between Orting and the SR 165 junction in South Prairie, the character of the corridor is primarily rural with natural areas; few residences are scattered throughout the vicinity. The Puyallup River runs parallel with the corridor until passing under the McMillin Bridge. The Carbon River splits off from the Puyallup River, resulting in both rivers running parallel to the highway for a short stretch. Vegetation along the corridor is primarily farmland and a mix of coniferous and deciduous trees. The corridor passes through flat terrain throughout its length.

**Current Function**

SR 162 is an important north-south link for the Orting community and surrounding area of southeast Pierce County. The corridor primarily serves as a local commuter route for the cities of Sumner and Orting, and smaller towns along the highway, as well as SR 410, which connects outlying cities. The main intersections on this corridor are SR 410 linking to Sumner, Puyallup, and Bonney Lake to the north, SR 165 linking to Buckley to the northeast, and Pioneer Way East linking to the cities of Puyallup and Tacoma. The corridor also serves as a freight route and serves recreational users heading to Mount Rainier and other outdoor facilities. Meeker Southern Railroad is located along the corridor. Bus service is not available on this route. While bicycle use is permitted on the highway itself, the Pierce County Foothills Trail which is parallel to the corridor is a designated trail for bicyclist and pedestrian use.

**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 162 is a mostly two-lane, undivided, unsignalized highway. The corridor includes signalized intersections and a center turn lane through most of Sumner, Puyallup, and Orting. The annual average daily traffic on this corridor is highest near the Williams Blvd intersection in Orting and lowest at the SR 165 junction.

**What's working well?**
- The entire corridor operates above WSDOT’s congestion threshold.
- Approximately 96% of surveyed pavements on the corridor are in fair or better condition.
- There is a shared-use trail available for pedestrian and bicyclist use for the whole corridor.
- The height of the corridor’s bridges prevents extreme weather closures when seasonal flooding occurs.

**What needs to change?**
- There is one bridge on the corridor with a performance gap for seismic retrofit.
- The corridor lacks connections to other shared-use trails in the area besides Foothills Trail.
- A portion of the corridor has a medium climate change vulnerability rating due to bridge scouring.
- Fish passage barriers are present on the corridor.

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

<table>
<thead>
<tr>
<th>Mobility</th>
<th>Percent of Corridor Congested (Statewide Screen)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>20%</td>
</tr>
<tr>
<td>Black</td>
<td>Green</td>
</tr>
</tbody>
</table>

**Environment**

- Fish Barriers: 16.7% Passable
- Noise Walls: 0% Built
- Chronic Environmental Deficiencies: 0% Resolved
- Wildlife Connectivity: 0 Structures in Place
- Stormwater Treatment: 3 BMPs
- 54.2 % of Corridor with high potential for increased Climate Impacts

**Preservation**

<table>
<thead>
<tr>
<th>Roadway Surface Type</th>
<th>0%</th>
<th>20%</th>
<th>40%</th>
<th>60%</th>
<th>80%</th>
<th>100%</th>
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<tbody>
<tr>
<td>ACP</td>
<td>BST</td>
<td>PCCP</td>
<td>Bridge</td>
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</tbody>
</table>

**Corridor Bridge Preservation Needs**

- Border Bridge
- Bridge Repair
- Bridge Deck
- Paint Bridge
- Seismic Retrofit
- Moveable Bridge

**What we heard from our partners**

WSDOT collected feedback from agency partners. Key themes included:
- Concerns about congestion at the corridor’s major intersections with local streets, particularly 128th St E and Military Rd E in Puyallup and Calistoga Ave W in Orting.
- One partner would like to address congestion at the corridor’s SR 410 interchange, which currently leads to queuing on Valley Ave in Sumner during peak hours.
- Desire to increase mobility on the western section of the corridor due to residential development in Orting.
- Multiple partners would like to see improvements made to the corridor’s 166th Ave intersection in Orting due to congestion related to the alternate bypass on Riverside Road E and McCutcheon Road E.
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.

<table>
<thead>
<tr>
<th>Policy Goals / Strategies</th>
<th>Description and Near-Term Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic Vitality</td>
<td>Under Development</td>
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<tr>
<td>Environment</td>
<td>Protect and Maintain</td>
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<td></td>
<td>Enhance or Restore</td>
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<td></td>
<td>Fish Barrier Retrofit</td>
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<td>Mobility</td>
<td>Assessment</td>
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<td></td>
<td>Other Facilities</td>
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<td>Safety</td>
<td>Investment</td>
</tr>
<tr>
<td>Stewardship</td>
<td>Planning</td>
</tr>
</tbody>
</table>
This congested segment travels between the SR 410 interchange in Sumner and the city of Orting. The corridor primarily serves as a local commuter route and is functionally classified as an Urban Minor Arterial.

This segment experiences up to 15 hours of daily congestion at eleven signalized intersections.

**Corridor Segment Characteristics**
- This segment of SR 162 is typically an urban two-lane, undivided, highway in level terrain. It is 35 mph for the first 0.85 mile and 50 mph south of Pioneer Way E/Bowman Hilton Road.
- The corridor’s character is suburban with residential and agricultural land uses. Between Sumner and Orting, there are large residential subdivisions with connections to the plateau located northeast of Orting.
- The Freight and Goods Transportation System designation is T-2 with annual average tonnage of 7,040,000 and daily truck traffic of 1,600 (8.1%) in 2017 from SR 410 (Sumner) to Calistoga St W in Orting.
- The annual average daily traffic ranged from a low of 18,000 to a high of 22,000 near SR 410 in 2016.

**Contributing Factors**
- Increasing traffic volumes on a two-lane facility with signals reduce mainline capacity.

**Mobility Strategies:**

**Operational Improvements**
- Consider Intelligent Transportation System improvements (ITS) to improve the experience and reliability of intersection operations.
- Access Management - Event parking on the highway shoulders should be prohibited to improve throughput efficiency.
- Consider Incident response during peak travel times to reduce delay and improve efficiency.

**Demand Management**
- Commute Trip Reduction (CTR) programs should be further encouraged by stakeholders to reduce congestion.
- Encourage park and ride facilities to reduce congestion.
- Evaluate connecting Foothills trail to River Walk Trail in Sumner to reduce congestion.

**Local Network Improvements**
- Encourage a Sound Transit rail line, station and park and ride lot at 136th St to decrease traffic volumes and encourage mode shift.
- Encourage an Orting Southwest connector project to bypass downtown via Calistoga St W and Whitehawk Blvd NW to reduce downtown congestion.
- Encourage an Orting Pedestrian Bridge for Kids to function as an evacuation route for students and community in a lahar (mudflow) event.

**Further Study**
- Consider intersection control to improve efficiency from SR 162 Sumner to Orting.
- Evaluate transit queue jump bypass and bus lanes with future introduction of transit service to improve travel time.
- Consider options between Sumner and Orting to reduce congestion.
For more information

To find out more information about this corridor or how to get involved, please contact:

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Planning Manager
360-357-2651
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.

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