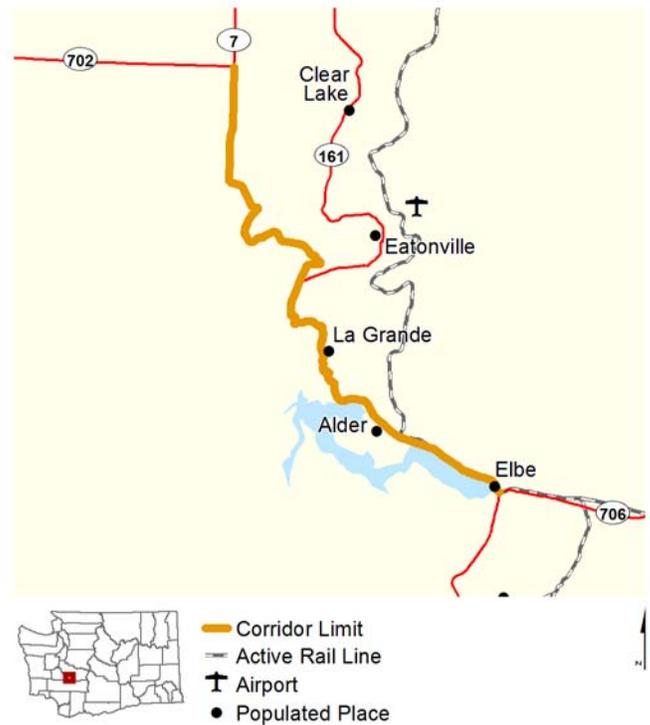


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 7: SR 706 Jct to SR 702 Jct

This 19-mile long north-south corridor is located in Pierce County, west of Mt Rainier National Park. The corridor travels between State Route 702 near the town of Eatonville and the community of Elbe. The corridor is also known as National Park Highway. The route passes through the rural communities of Alder, La Grande, and Elbe. The corridor is predominantly rural in character. Land use on the corridor is primarily forestland with pockets of residential housing. The corridor passes through rolling terrain; the steep terrain prevents residential and commercial developments on the route. The corridor also passes through several recreational areas including Rocky Point, Sunny Beach Point, Alder Lake Park, and the University of Washington Pack Experimental Forest. The route runs adjacent to Alder Lake and for a portion, the Nisqually River. The corridor parallels the Tacoma Rail Mountain Division that the Mt Rainier Scenic Railroad travels along. One airport, Swanson Field, is located just to the east of the corridor in Eatonville.



Current Function

SR 7 is a state highway that runs through Lewis and Pierce counties. This section is entirely within Pierce County, intersecting with several other state highways as it runs between Morton and Tacoma. This corridor is designated as a Scenic Highway and is primarily a recreational corridor for traffic heading to and from Mt Rainier National Forest. In addition to connecting with SR 706 and 702, this segment also intersects with SR 161. Aside from Mt Rainier, the corridor provides access to other recreational attractions that include Gifford Pinchot National Forest, Nisqually State Park, Alder Lake Park, horse trails, and hunting and fishing opportunities. Once a year, the corridor is used for the Ohop Cycle Event and the Ramrod Cycle Event, in spring and summer respectively. L.E.W.I.S Mountain Highway Transit provides fixed route service to Elbe. Pedestrian use is permitted on the corridor.

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 corridor is a two-lane, undivided highway devoid of turn lanes with the exception of the SR 702 and SR 706 junctions. One pullout is present that provides a view of the Alder Dam. The annual average daily traffic on this corridor is highest just west of its intersection with SR 706 and lowest north of its intersection with SR 161.

What's working well?

- The entire corridor performs above WSDOT's congestion threshold.
- 99% of pavement surveyed is in fair or better condition.
- There are no habitat connectivity issues identified on the corridor.

What needs to change?

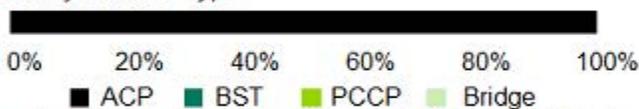
- There are two bridge preservation needs on the corridor, one of which is for seismic retrofit.
- A portion of the corridor has a moderate rating for climate vulnerability impacts due to flooding and canyon slides.
- Fish passage barriers are present on the corridor.

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

High	Low	
5,275	1,713	Annual Average Daily Traffic (AADT)
13.9%	10.6%	Bus/Truck Percent
44.64		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$9,800,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

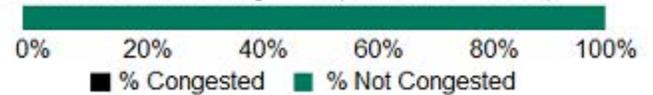


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	20% Passable	80% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	11 High Priority Miles
Stormwater Treatment	4 BMPs	Retrofit Prioritization in progress
72.7	% 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 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 rest areas.</i>
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Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 100% of the corridor.</i>
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Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years encompassing 9% of the corridor.</i>
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Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 3% 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

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.

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.