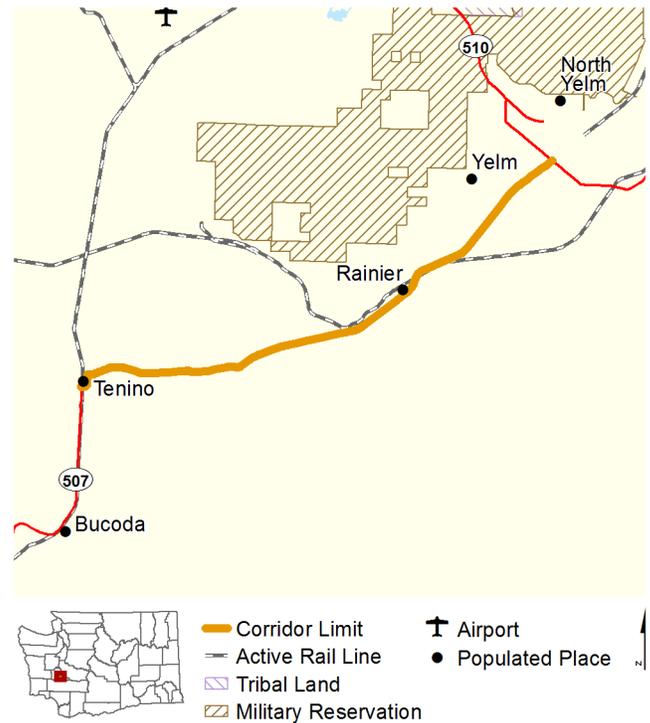


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 507: Old Hwy 99 to SR 510 Jct (Yelm)

This 15-mile long east-west corridor is located in Thurston County. The corridor travels between Old Highway 99 in the city of Tenino and the State Route 510 junction in the city of Yelm, through the city of Rainier. The corridor is predominantly rural with agriculture and low-density residential being the most common land uses. Near the cities of Tenino, Rainier, and Yelm land uses become denser and includes residential, commercial, and industrial. A significant amount of land along the corridor is undeveloped forestland. McIntosh Lake is located on the corridor midway between Rainier and Tenino, as is a crossing over the Deschutes River. The corridor travels under the Tacoma Rail Mountain Division on the eastern outskirts of Rainier. The abandoned BNSF Railway, which runs adjacent to the entire corridor, was transformed to create the Yelm-Tenino Trail for pedestrians and bicyclists. Between Rainier and Tenino, the corridor is generally on level terrain with rolling foothills of the Cascades on its western end. Vegetation ranges from large tracts of forest and open agricultural fields to maintained yards and landscaping in communities on the corridor.



Current Function

SR 507 is a state highway that serves communities in Lewis, Thurston, and Pierce counties between Interstate 5 in Centralia and SR 7 in Spanaway. It is one of the few alternate routes to I-5 in the south Puget Sound region located east of and roughly parallel to the interstate. This segment of SR 507 serves as a rural connector and commuter route, as well as a main street for Tenino and Rainier. Trip generators for the corridor include downtown Yelm and the residential areas in communities along the corridor. Seasonal events like Rainier Days in Rainier, Prairie Days in Yelm, and the Seattle to Portland Bike Ride also generate traffic on the corridor. There are also local recreation destinations such as Tenino City Park and Cochrane Memorial Park in Yelm. The Thurston Regional Planning Council provides transit service between Tenino and Rainier. Bicyclists and pedestrians use Thurston County's Rails to Trail Tenino-Yelm Trail which is a separate shared-use trail along the corridor as well as sidewalks in Tenino, Rainier, and Yelm.

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 primarily a two-lane, undivided highway with a center lane present in Tenino and several turn lanes in Yelm. The annual average daily traffic on this corridor is highest at the corridor's junction with SR 510 in Yelm and lowest in Tenino.

What's working well?

- Roughly 99% of surveyed pavements on the corridor are in fair or better condition.
- There are no habitat connectivity issues identified on the corridor.

What needs to change?

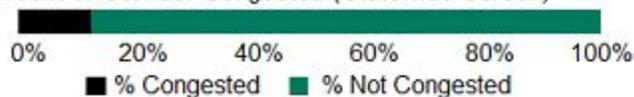
- About 12% of the corridor experiences congestion on a regular basis.
- Two bridge preservation needs have been identified on the corridor, one of which is for a seismic retrofit.
- Fish passage barriers are present on the corridor.
- The climate change vulnerability rating on the corridor is medium due to locations experiencing high winds and trees falling into power lines and flooding.

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

High	Low	
13,883	2,826	Annual Average Daily Traffic (AADT)
10.5%	5.6%	Bus/Truck Percent
30.56		Number of Lane Miles
3		# of Signalized/Stop Controlled Intersections
\$6,051,000		Corridor Investments (2005-2016)

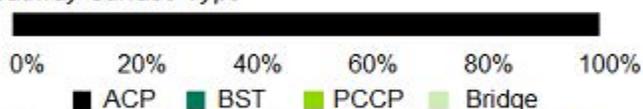
Mobility

Percent of Corridor Congested (Statewide Screen)

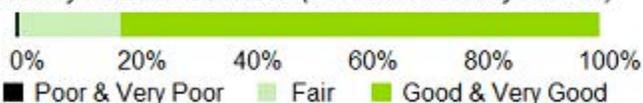


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	71.4% Passable	28.6% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	9 High Priority Miles
Stormwater Treatment	0 BMPs	Retrofit Prioritization in progress
100.0	% 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 collected feedback from agency partners. Key themes included:

- Concern expressed over multiple pedestrian crossing issues throughout the corridor.
- Interest in signalized intersections and roundabouts throughout the entire corridor.
- Concern over existing water issues could limit expansion plans in Yelm.

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>
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 http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

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>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 87% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 88% 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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SR 507 is an urban commuter route and serves as a main street for Yelm in this segment.

This segment includes high traffic volumes and signals within Yelm which reduce mainline capacity.

Corridor Segment Characteristics

- SR 507 typically an urban three lane facility (with center two-way left turn lane) in level terrain with a posted speed of 25 mph.
- Nearby Yelm Middle School, Ridgeline Middle School, and Mill Pond Elementary School generate traffic impacts when school starts and ends.
- The Yelm central business district attracts traffic throughout the day.
- There is a partially developed master planned community located southwest of the SR 507/SR 510 intersection which will have future impacts.
- The Freight and Goods Transportation designation is T-3 with 2,840,000 in annual tonnage and 730 daily trucks (11.4%) before SR 510 in 2015. After SR 510, it was T-3 with 2,160,000 in annual tonnage and 620 daily trucks (4.8%).
- The annual average daily traffic volumes before SR 510 was 9,500 in 2016 and after SR 510 was 18,000.

Contributing Factors

- There are high traffic volumes and three existing signal systems within this segment which reduce mainline capacity.

Mobility Strategies:

Operational Improvements

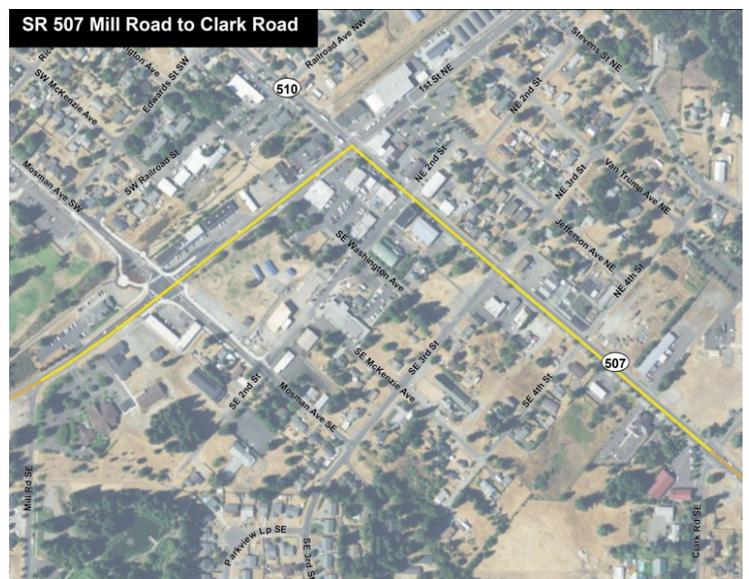
- Update signal timing for efficiency.

Demand Management

- Construct sidewalk connections to Yelm-Tenino Trail and future trail extension to Roy to encourage active transportation.
- Evaluate new park and ride lot in Yelm served by transit to reduce single occupancy vehicle trips.
- Increase transit to encourage mode shift.

Further Study

- Look into a redundancy study for long lasting incidents on I-5 which divert traffic through Yelm to reduce congestion on the corridor.
- Evaluate an intersection control SR 507/SR 510 intersection for improved efficiency.
- Evaluate south Yelm Loop (Y-2) to reduce congestion.
- Study options to increase capacity if there are no alternatives.



For more information

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

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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.

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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.

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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.

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