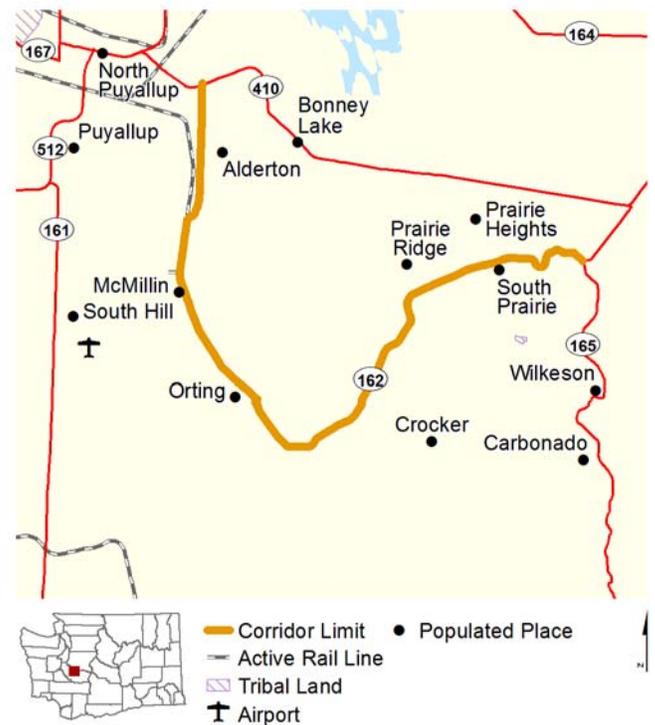


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

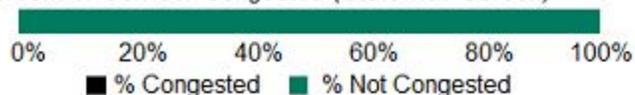
- There is one bridge on the corridor with a performance gap for seismic retrofit.
- The corridor lacks connections to other shared-use trails in the area besides Foothills Trail.
- A portion of the corridor has a medium climate change vulnerability rating due to bridge scouring.
- Fish passage barriers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

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

High	Low	
18,907	4,825	Annual Average Daily Traffic (AADT)
13.2%	5.5%	Bus/Truck Percent
34.74		Number of Lane Miles
11		# of Signalized/Stop Controlled Intersections
\$14,750,000		Corridor Investments (2005-2016)

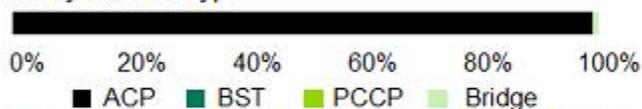
Mobility

Percent of Corridor Congested (Statewide Screen)

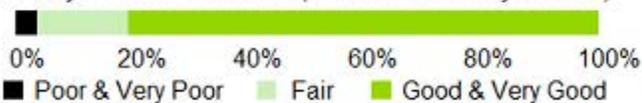


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	16.7% Passable	83.3% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	1 High Priority Miles
Stormwater Treatment	3 BMPs	Retrofit Prioritization in progress
54.2	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
1	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:

- 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.

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 three Pavement actions in the next six years encompassing 100% of the corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years at a single location on this corridor.</i>

Safety

Investment	<i>WSDOT has identified four Safety Investment actions in the next six years encompassing 100% 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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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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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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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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