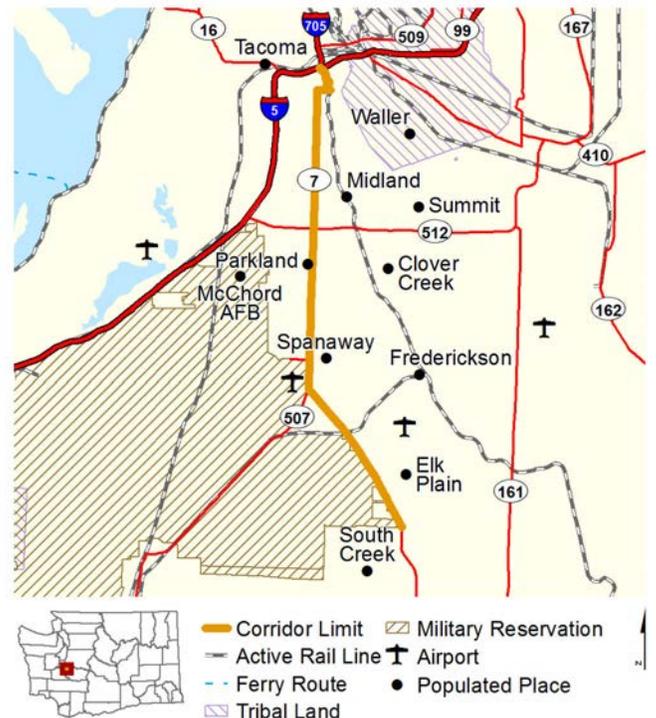


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 7: 260th St E to I-5 (Tacoma)

The 16-mile long north-south corridor is located east of Joint Base Lewis-McChord military base in Pierce County. The corridor runs between the 260th Street East intersection near the Elk Plain Community, passing through Spanaway and Parkland, until reaching Interstate 5 in Tacoma. The corridor is urban in character with dense residential developments and sections of commercial use throughout the length of the corridor. The residential developments tend to be single-family homes on individual lots laid out in a grid-like pattern. There are several public and government facilities located near or on the corridor, especially near Tacoma. Along its length, the corridor passes Pacific Lutheran University, Harry Sprinker Recreation Center, Joint Base Lewis-McChord (JBLM), and Spanaway Lake. The corridor passes Spanaway Airport and McChord Airfield. The corridor shifts between rolling and level terrain, and passes minimal vegetation throughout its length.



Current Function

State Route 7 runs through Lewis and Pierce counties and intersects with several other state highways along its route from Morton to Tacoma. The corridor links the city of Tacoma and the unincorporated communities of Spanaway, Parkland, and Elk Plain. This segment of SR 7 primarily serves urban, freight, and recreation commuters, with the goal of moving people and goods through Pierce County. The corridor supports recreational and tourist users accessing Mt Rainier National Park and other nearby outdoor recreation facilities. Large traffic generators on the corridor include JBLM, Pacific Lutheran University, Harry Sprinker Recreation Center, and the city of Tacoma. The corridor is a classified Highway of Regional Significance. Pierce Transit's Parkland Transit Center is located along the corridor and an Amtrak stop is located in Tacoma. Walking and bicycling is permitted on shoulders with sidewalks in the Spanaway Community, Parkland Community, and Tacoma.

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 segment of SR 7 is usually an undivided, signalized highway with a variable number of lanes. The corridor expands from two lanes in Rocky Ridge to six lanes closer to the I-5 junction in Tacoma. It then becomes divided as it approaches the I-5 junction and frequently includes auxiliary lanes, such as dedicated right turn, center turn, and bike lanes. The annual average daily traffic on this corridor is highest at the SR 512 junction in Parkland and lowest at the 260th Street E intersection in Elk Plain.

What's working well?

- Approximately 98% of surveyed pavements on the corridor are in fair or better condition.
- The corridor offers fixed-route transit service and three large park and ride lots.
- There are 10 high priority miles of wildlife connectivity on the corridor.

What needs to change?

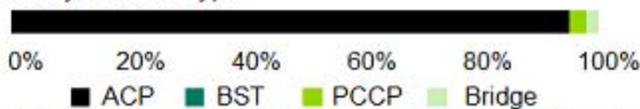
- Roughly 61% of the corridor experiences congestion on a regular basis.
- There are two bridges on the corridor with a performance gap for seismic retrofit.
- The sidewalk and bike lane systems are incomplete, hindering pedestrian and bicyclist traffic on the corridor.
- A section of the corridor has a medium climate change vulnerability rating due to flooding/drainage issues with Clover Creek.

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

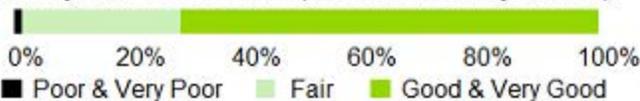
High	Low	
31,381	8,778	Annual Average Daily Traffic (AADT)
9.5%	3.2%	Bus/Truck Percent
60.35		Number of Lane Miles
31		# of Signalized/Stop Controlled Intersections
\$29,645,000		Corridor Investments (2005-2016)

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	50% Passable	50% to Do
Noise Walls	0% Built	100% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	10 High Priority Miles
Stormwater Treatment	31 BMPs	Retrofit Prioritization in progress
50.8	% 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:

- A desire for support of the Tacoma Safety Collision Study grant to analyze the corridor between S 38th St and 96th St East.
- One partner would like to see improvements made to the corridor's current layout in order to increase mobility during peak traffic hours.
- A desire for 14-miles of High Capacity Transit on SR 7 between downtown Tacoma and Spanaway Walmart using Bus Rapid Transit.
- There is a desire to study options for intersection control at various locations.
- Interest expressed in studying the completion of the Cross-Base Highway (SR 704) to divert traffic away from SR 7 to I-5.

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>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>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 67% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified five 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 segment of SR 7 is an urban commuter, freight, tourist, and recreational corridor in the Elk Plain community south of Tacoma. It is an important link in the network that connects unincorporated Pierce County with the Puget Sound Region's urbanized areas.

This segment experienced three to four hours of daily congestion in 2015.

Corridor Segment Characteristics

- This segment of SR 7 is primarily an urban two-lane facility with a two-way center left turn lane between 243rd St Ct E and 246th St Ct E with 50 mph posted speeds in rolling terrain.
- This corridor segment is a Highway of Regional Significance.
- The freight and goods classification for this corridor is T-2 from Weiler Road to SR 507 with 4,900,000 in annual tonnage and 1,300 daily trucks (6.7%) in 2017.
- The annual average daily traffic ranged from a low of 13,000 north of 260th St E to a high of 18,000 south of 224th St E in 2016.

Contributing Factors

- High traffic volumes and signals reduce capacity.
- Large neighborhood subdivisions in the Elk Plain community, Bethel High School, and recreational trips to Mount Rainier are traffic generators.

Mobility Strategies:

Operational Improvements

- Evaluate increasing posted speed to improve traffic flow.

Demand Management

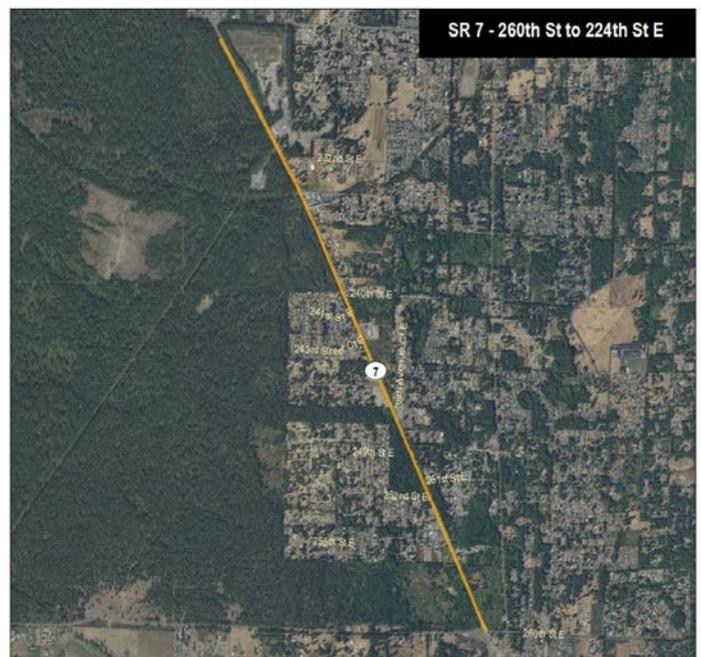
- Study Tacoma to Tahoma Trail Network Initiative from downtown Tacoma to Mount Rainier vicinity for pedestrians and bicyclists to encourage multi-modal transportation.

Local Network Improvements

- Study the potential of increasing capacity of the east-west corridors (224th St E and 176th St E) between SR 7 and SR 161 (Meridian) to reduce congestion.
- Encourage extending Canyon Road to 260th St E to provide an alternative north-south route east of SR 7 to improve traffic flow.

Further Study

- Study options for intersection control improvements at SR 7/224th St E intersection for efficiency.
- Study options for intersection control improvements at SR 7/260th St E intersection for efficiency.
- Study alternatives on the corridor between 260th St E and 224th St E to reduce congestion.



This segment of SR 7 is an urban commuter, freight, tourist, and recreational corridor. It passes through Spanaway and Parkland communities to I-5 in the city of Tacoma.

This segment typically experienced up to one hour of daily congestion with a spike of up to 14 hours of northbound congestion in 2015.

Corridor Segment Characteristics

- This segment of SR 7 is typically an urban five-lane facility (center two-way left turn lane) with posted speeds ranging from 35 mph to 55 mph in level to rolling terrain.
- The Freight and Goods Transportation designation is T-3 from Tacoma to 512 and T-2 from 512 south to 208th St. E in 2017. The T-3 annual tonnage ranged from 1,760,000 to 2,070,000 with daily trucks ranging from 730 to 750 (3.2% to 3.9%). The T-2 annual tonnage ranged from 4,900,000 to 7,340,000 with daily trucks ranging from 1,300 to 1,900 (5.5% to 6.7%).
- The annual average daily traffic ranged from 41,000 south of SR 512 to a low of 18,000 after E 38th Street Ramp near I-5 in year 2016.
- Park & Ride lots along the route include Parkland Transit Center and Roy Y Lot.

Contributing Factors

- High traffic volumes and signals reduce capacity.
- There are large traffic generators located immediately west of the SR 7 corridor, including the city of Tacoma, Pacific Lutheran University, Harry Sprinker Recreation Center/Spanaway Lake Park, and JBLM.

Mobility Strategies: Operational Improvements

- Evaluate signal progression along the corridor for efficiency (City of Tacoma and WSDOT jurisdiction).
- Consider flashing yellow left turns where posted speed is 35 mph or less to improve traffic flow.

Demand Management

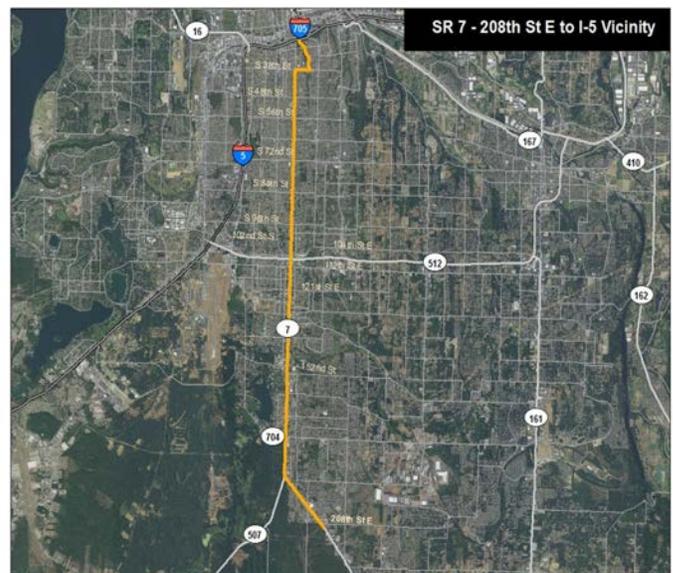
- Consider commute trip reduction with local transit providers and a possible pedestrian route from McKinley Ave to Portland Ave and through Swan Creek Park to encourage mode shift.
- Consider shared-use trail alignment in the SR 7 corridor by way of the Pierce County Pipeline Trail extension “Cross County Commuter Connector” to encourage mode shift.
- Evaluate Tacoma to Tahoma Network Initiative for pedestrians and bicyclists to reduce congestion.
- Consider new park and ride lot and Pierce Transit HCT turnaround within Walmart Supercenter at SR 7/8th Ave E vicinity to encourage mode shift.

Local Network Improvements

- Consider a parallel north-south corridor east of SR 7 connecting Golden Given Road N and 22nd Ave E to reduce congestion.

Further Study

- Study SR 7 for incorporating High Capacity Transit by Pierce Transit to reduce congestion.
- Work with the City of Tacoma on studying collisions from S 38th St and S 96th St.
- Consider access control to improve traffic flow.
- Study options to divert traffic away from SR 7 to I-5 to reduce congestion on the corridor.
- Study commuter rail between Freight House Square and Fredrickson to encourage mode shift.



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.

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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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