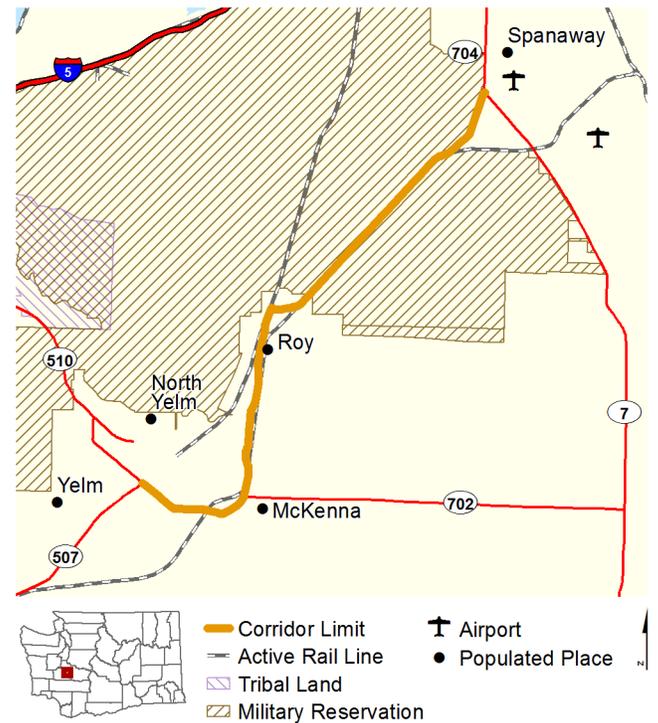


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

*SR 507: SR 510 Jct (Yelm) to SR 7 Jct (Spanaway vic)*

This 15-mile long north-south corridor passes through the eastern portion of Joint Base Lewis-McChord in Pierce County. The corridor is also known as the Spanaway McKenna Highway. The corridor runs between the State Route 7 junction in Spanaway and the SR 510 junction in Yelm. The northern half of the corridor lies between Roy and Spanaway and navigates through a heavily forested portion of JBLM. The corridor then passes between Roy and McKenna, traveling through a rural landscape with single-family residential housing on both sides. The southern section of the corridor traverses a largely developing suburban area of Yelm, which supports a mix of residential and commercial land uses as it passes through the main section of town. A part of the route parallels the Nisqually River, crossing over it and the Centralia Canal near McKenna. Two railroad lines parallel the corridor, BNSF and Tacoma Rail Mountain Division. The corridor's terrain is flat and its vegetation includes dense forestland.



**Current Function**

SR 507 connects Spanaway in the north and Centralia in the south, linking Pierce, Thurston, and Lewis counties. This corridor serves as an alternate route for motorists when Interstate 5 is congested, as well as providing secondary access to JBLM. In addition to intersecting with SR 510 and SR 7, this corridor also intersects with SR 702 in McKenna. This segment serves as a main street for the cities of McKenna, Roy, and Yelm. This route serves commuters, freight, and commercial trips. The corridor also links to routes accessing Mt Rainier National Park. Intercity Transit provides service on a portion of the corridor in Yelm. One park and ride is situated near the junction of SR 507 and SR 7 and a second is located at the Walmart in Yelm. With the exception of Yelm, bicycling and walking are limited to shoulder use. The entire corridor is a link in the annual Seattle to Portland Bicycle Ride.

**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 transitions several times to a two-, three-, and four-lane undivided highway. There is a center lane and several left turn only and right turn only lanes throughout the corridor. The annual average daily traffic on this corridor is highest near the Nisqually River in McKenna and just south of Roy city limits.

### What's working well?

- The majority of the corridor operates above WSDOT's congestion threshold.
- Roughly 97% of surveyed pavement on the corridor is in fair or better condition.
- JBLM utilizes vanpools traveling on SR 507 from the park and ride in Yelm to the base.
- Access control and the two-way left turn lane has worked well within the city of Yelm.

### What needs to change?

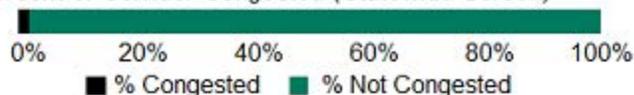
- There are fish passage barriers present on the corridor.
- There is a medium rated climate change vulnerability at the Nisqually River.
- Bicyclist and pedestrian facilities are limited to shoulder use.

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

High	Low	
19,440	11,566	Annual Average Daily Traffic (AADT)
5.6%	4.9%	Bus/Truck Percent
31.22		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$11,420,000		Corridor Investments (2005-2016)

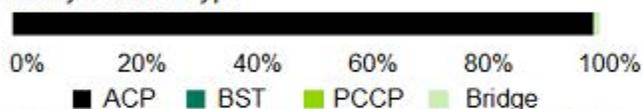
### Mobility

Percent of Corridor Congested (Statewide Screen)

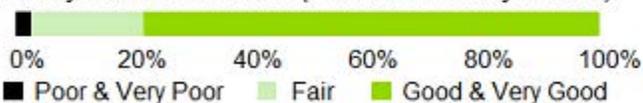


### Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	87.5% Passable	12.5% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	15 High Priority Miles
Stormwater Treatment	28 BMPs	Retrofit Prioritization in progress
97.7	% 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 collected feedback from agency partners. Key themes included:

- Concern with sight distance issues and heavy turning movement volumes at the SR 507/Vail Road intersection.
- Concerns about growth and a large base population, and its future congestion impacts between Yelm and SR 702.
- Roy Wye Park and Ride has low utilization.
- Concerns about the SR 507/SR 510 signal being a bottleneck because SR 507 and SR 510 are used as alternate routes for motorists when I-5 is congested.
- Interest in potentially converting an abandoned railroad to commercial use in the city of Roy.
- Completing Stage 2 of the SR 510 Yelm Loop (Y-3) is important. The city of Yelm will work on connecting city streets after Y-3 is done.
- Interest in evaluating the 510/507 Loop – South Section (Y-2) after the SR 510 Yelm Loop North Section (Y-3) Stage 2 is complete.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</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 one Pavement action in the next six years encompassing 46% 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](mailto: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.

#### **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](mailto: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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