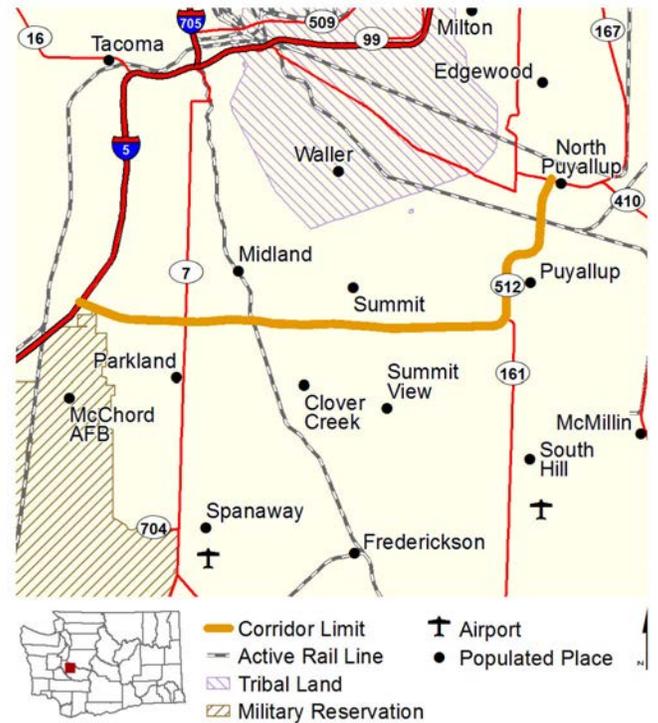


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User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

SR 512: Tacoma to SR 167 (Puyallup)

This 12-mile long east-west corridor is located near the city of Tacoma. The corridor runs between the Interstate 5 junction in Lakewood and the State Route 167 junction in Puyallup. The corridor is comprised of all of SR 512 and corridor passes through the communities of Parkland, Midland, and Summit. The corridor's primary character is urban with residential, commercial, industrial, and agricultural uses. Southwest of the corridor is Joint Base Lewis-McChord, a large military installation and major employer in the region. A section of the corridor crosses over the Puyallup River. The Washington State Fairgrounds is located at the eastern end of the corridor. Vegetation lines the corridor and consists of street trees, maintained flatlands, as well as a mix of coniferous and deciduous trees.



Current Function

SR 512 serves southern Pierce County between Lakewood and Puyallup. This corridor functions as an urban freight and commuter corridor, and provides local access to towns along the corridor. The corridor intersects with SR 7 (Pacific Avenue S) and SR 161 (31st Avenue SW) and serves commuters accessing residences, businesses, and schools. SR 512 also serves as a throughway for national and international freight transportation and recreational travel to Mount Rainier and the surrounding areas. Corridor traffic generators include nearby JBLM, the Washington State Fairgrounds, and other surrounding employment centers like Boeing, Good Samaritan Hospital, and the South Hill Mall. Additionally, other corridor attractors include Pacific Lutheran University and Pierce Community College. Six Sound Transit routes and the South Hill Park and Ride are located on the corridor. Pierce Transit operates a Sound Transit route from Puyallup to Lakewood and uses South Meridian for parallel capacity from downtown Puyallup to SR 167.

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

From the I-5 to SR 7 junctions, SR 512 is a six-lane, divided, signalized highway. It reduces to four lanes with frequent deceleration and acceleration lanes between the SR 7 and SR 167 junctions. The annual average daily traffic on the corridor is highest at the Steele Street interchange in Parkland and lowest at the SR 167 junction in Puyallup.

What's working well?

- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- There are three large park and ride lots located along the corridor.
- The corridor has a low climate change vulnerability rating.

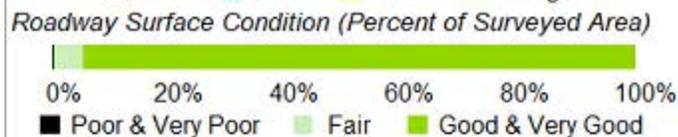
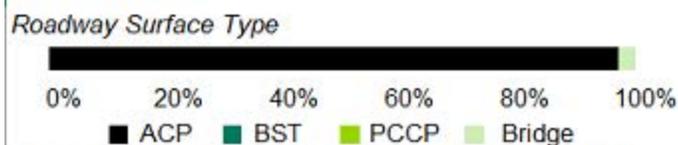
What needs to change?

- Roughly 28% of the corridor experiences congestion on a regular basis.
- The corridor has 17 bridges with performance gaps for seismic retrofit.
- The corridor has limited pedestrian and bicycle facilities.
- There are fish passage barriers present on the corridor.
- There are three locations where future noise walls are proposed on the corridor.

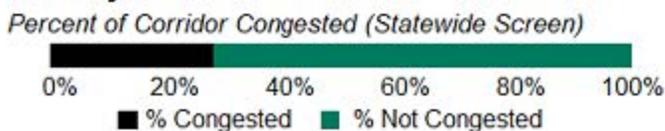
WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

High	Low	
108,272	43,334	Annual Average Daily Traffic (AADT)
7.3%	6.7%	Bus/Truck Percent
51.75		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$27,455,000		Corridor Investments (2005-2016)

Preservation



Mobility



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	1 High Priority Miles
Stormwater Treatment	7 BMPs	Retrofit Prioritization in progress
Zero	% 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:

- Concerns about congestion between the SR 7 to I-5 interchanges during peak hours and at the Pacific Avenue, Steele Street, and Canyon Road interchanges.
- Desire to address daily congestion at the Meridian Avenue interchange
- Partners would like to see improvements made at Woodland Avenue E to relieve congestion at the nearby Canyon Road interchange.
- Interest in turning the Tacoma Water Pipeline east of Canyon Rd into a shared use trail.
- Desire for Intelligent Transportation Systems.
- Interest expressed for transit driving on hard shoulder during peak periods.
- Interest in options on SR 512 to improve reliability of Sound Transit routes.

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 two Pavement actions in the next six years encompassing 74% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 28% 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 512 serves as an urban freight and commuter corridor between Lakewood and Puyallup. It begins at I-5 and ends at SR 167. The corridor passes by the communities of Parkland, Midland, and Summit.

Data shows typically two hours of daily congestion with spikes up to 15 hours.

Corridor Segment Characteristics

- This segment of SR 512 functions as a divided urban six lane facility between I-5 and SR 7 (Pacific Avenue). For the remainder it is typically a divided urban four-lane facility with 60 mph posted speeds in level terrain (westbound climbing lane in Puyallup).
- The Freight and Goods Transportation designation was T-1 between I-5 and SR 167 with 28,120,000 in annual tonnage and 5,900 daily trucks (7.2%) in 2017.
- The annual average daily traffic ranged from a low of 75,000 at Portland Avenue to a high of 110,000 east of I-5 in 2016.

Contributing Factors

- High traffic volumes with merging, diverging, and weaving between interchanges reduce mainline capacity.
- Major traffic generators include Pacific Lutheran University, Port at Fredrickson, events at the Washington State Fairgrounds, and others.

Mobility Strategies:

Operational Improvements

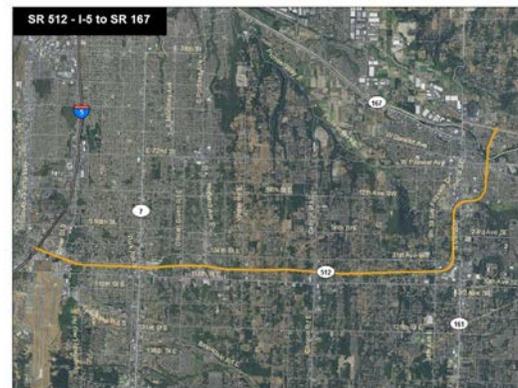
- Consider installing Intelligent Transportation Systems on SR 512 from I-5 to SR 167 to improve efficiency.
- Study SR 512/Steele Street on-ramp metering to improve traffic flow.
- Study Golden Given Road sight distance and potential to move signage west of the bridge to improve efficiency.
- Consider installing on-ramp metering from 31st St and Meridian Ave onto SR 512/SR 161 interchange to improve traffic flow.

Demand Management

- Evaluate Pierce County Pipeline Trail, linking Tacoma to South Hill, and possible shared-use trail options for this area to encourage mode shift.
- Encourage Sound Transit’s Puyallup Station Improvements for a new parking garage and new surface parking in Puyallup to reduce congestion.
- Consider transit on hard shoulder during peak periods for efficiency.

Further Study

- Study options for Canyon Road Bridge over SR 512 to improve truck freight efficiency.
- Study options at Portland Ave interchange to increase efficiency.
- Consider results from the recent SR 161-31st Ave SW Overcrossing study of SR 512.
- Consider options at Woodland Ave E to reduce congestion at the adjacent interchanges.
- Review the consideration of implementing High Occupancy Vehicle lanes along SR 512 between I-5 and SR 167 per prior WSDOT 1993 study recommendation to reduce congestion.
- Consider options in both directions to reduce congestion.
- Study options between Tacoma and Puyallup to reduce congestion.
- Evaluate options at the SR 512/Steele Street interchange to reduce back ups onto I-5.



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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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.

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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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