

East Pierce SMART Corridor

Corridor Description

The corridor includes rural suburban cities such as Bonney Lake and Sumner and urban and rural portions of unincorporated Pierce County. The corridor is primarily rural and residential.

Major employers in the corridor include:

- Precision Aerospace
- Golden State Foods
- The Truss Company
- Pacific Crest Industries
- REI Distribution Center

2009 Population Estimate	118,000
2009 Covered Employment Estimates	
Metropolitan Cities	-
Core Cities: Puyallup	587
Larger Cities	-
Smaller Cities: Buckley, South Prairie, Wilkeson, Carbonado, Eatonville	18,860
Unincorporated Urban	555
Rural	5,020
Total	25,022

Existing Congestion and Mobility Conditions

Roadways: The following facilities operate at 70% of the posted speed limit during peak periods and therefore have been identified as a bottleneck and/or chokepoint by WSDOT:

- SR 162 from SR 410 vicinity to Orting vicinity
- Segments of SR 410 through Bonney Lake

Pavement Conditions¹⁹:

The following are the pavement condition index (PCI) scores for the East Pierce SMART Corridor.

Condition	PCI Range
Excellent	89-100
Good	67-88
Fair	49-66
Poor	21-48
Fail	<20

Jurisdiction	2008 Weighted Avg.* Jurisdiction PCI
Buckley	56.5
Eatonville	49.5
Unincorporated Pierce County	81.03
Pierce County Weighted Average*	77.4

* weighted by length of roadway segment (ft)

¹⁹ Pavement Condition Index (PCI) scores are reported to WSDOT by individual jurisdictions, or are collected by WSDOT in the case of smaller cities, on a biennial basis. PCI scores are a composite measure representing environmental and structural distresses on pavement and measured on 0-100 scale where zero is the lowest. The scores presented in this document are not representative of a jurisdiction's entire roadway network; rather they include the principal and minor arterials for which each jurisdiction has submitted PCI information per requirements of RCW 46.68.113. Scores have been weighted by the length of the measured roadway segments to present a more accurate representation of the condition of the arterial network.

Roadway Safety: PSRC is building on the safety policy guidance outlined in VISION 2040 and aligning it with the goals, strategies and objectives identified in the Washington State Strategic Highway Safety Plan, *Target Zero*. This plan aims to reduce serious injury and fatality collisions to zero by 2030 by focusing on four priority areas that promote safer and smarter roadways, safer walkways and pathways for bicyclists or pedestrians, enhanced emergency response systems, and improved passenger and driver behavior. The following map identifies the locations of collisions that resulted in a serious injury or fatality in 2007.

Ferries: Not applicable

Transit: Much of this corridor is outside of the Pierce Transit and Sound Transit service areas. Pierce Transit has one local route serving Bonney Lake to Buckley, which is within the Pierce Transit district boundaries, but for purposes of this analysis, located in the East Pierce County SMART corridor.

Transit Congestion

In comparison to the Top Ten Transit Congested routes, East Pierce County was not identified to have any significantly congested routes used by transit.

Special Needs Transportation: Pierce Transit provides ADA-required Paratransit service through its SHUTTLE program. SHUTTLE is a shared-ride service for people who, because of their disability, are unable to ride a regular Pierce Transit bus. SHUTTLE provides door-to-door service, or, in some instances, transportation to transit centers to connect with regular bus service. SHUTTLE operates oversized vans, all of which are wheelchair accessible. In addition, Pierce Transit offers dial-a-ride service between Orting and the South Hill Mall, as well as to the Mel Korum YMCA. The *Orting Loop* is open to all who want to ride. At South Hill Mall, you can transfer to buses serving destinations all over Pierce County. As part of increasing access from the less developed areas to the fixed-route transit service, Pierce Transit operates the *Beyond the Borders* program: seniors, people with disabilities, or low income residents of Pierce County who live outside of the Pierce Transit service area are eligible for free transportation services from their home to a Pierce Transit bus stop in Graham or at the Wal-Mart on Highway 7. From these stops, they can connect to the Pierce Transit Service Area.

TDM Programs: As a rural area, the East Pierce County SMART Corridor has the smallest amount of transportation demand management currently being implemented. There are only two Commute Trip Reduction-impacted employers in the corridor near Buckley and a small number of vanpools originate in the area. The rural nature of eastern Pierce County makes transportation alternatives difficult and/or not cost-effective to provide.

Transportation System Management and Operations: Intelligent Transportation Systems is limited within in this corridor. Improved multi-agency coordination of communications and signal control would benefit corridor mobility. East Pierce is included in various regionwide ITS programs such as 511, transit trip planning and the ORCA regional transit fare card.

Bicycle and Pedestrian Facilities: There are significant gaps in the system, but the trails, bike lanes, wide shoulders, shared wide lanes and sidewalks allow one to get around by bicycle. Guides such as the Pierce County Bike Map and the Cascade Bicycle Club's Regional-Class Bicycle Network Map provide bicyclists with optional routes in the East Pierce County Corridor. The Pierce County Bike Map will be updated in 2011.

The Foothills Trail provides a continuous shared-use route from South Prairie to Puyallup via Orting. Another section of the trail serves Buckley and points south. Sumner has recently constructed a significant number of trails and bike lanes. Bicycles may board the Sounder train at the Sumner station. Bikes are also welcome inside a Pierce Transit bus or on external bike racks if space is available.

Bicycle and Pedestrian Safety: On-road facilities include shoulders of state highways having high traffic volumes and speeds and/or heavily used county roads with varying shoulder widths and other conditions less suitable to safe and comfortable bicycling. There is very limited wayfinding signage.

The more urbanized areas generally have more complete walkway systems and supporting facilities. Pedestrians are often confronted with unsafe and sometimes inaccessible walking routes and bus stops lacking covered waiting areas, route information, and benches.

The Pierce County Council recently passed the Pierce County Regional Trails Plan for a comprehensive system of trails throughout the county. As part of *Target Zero*, schools in the East Pierce County SMART Corridor have been focusing on the Safe Routes to School approach, successfully obtaining grants to develop their programs. Mountain Meadow Elementary School in Buckley developed a Safe Routes to School program including traffic calming on 120th Street E, along with an educational and media campaign about safe routes and sharing the road for the combined elementary, middle and high school complex.

Bicycle Parking: Pierce Transit and Sound Transit offer secure bicycle lockers at park-and-ride lots, transit centers, and Sounder commuter rail stations as well as bicycle racks on buses. Each Sounder car is equipped with tie-downs for two standard-size bicycles. There is very limited information on the availability of bicycle racks and end-of-trip facilities such as lockers and showers.

Freight: All of the major facilities identified within the East Pierce SMART Corridor are significant to freight and are classified as either T1 or T2 on the State of Washington's freight tonnage classification system, each moving more than 4-10 million tons per year.

Park-and-Ride Lots: The East Pierce SMART Corridor contains four park-and-ride lots, two major (over 250 stalls) and two smaller (under 250 stalls). Collectively, the corridor contains 682 stalls, with an average utilization rate of 44% (2009).

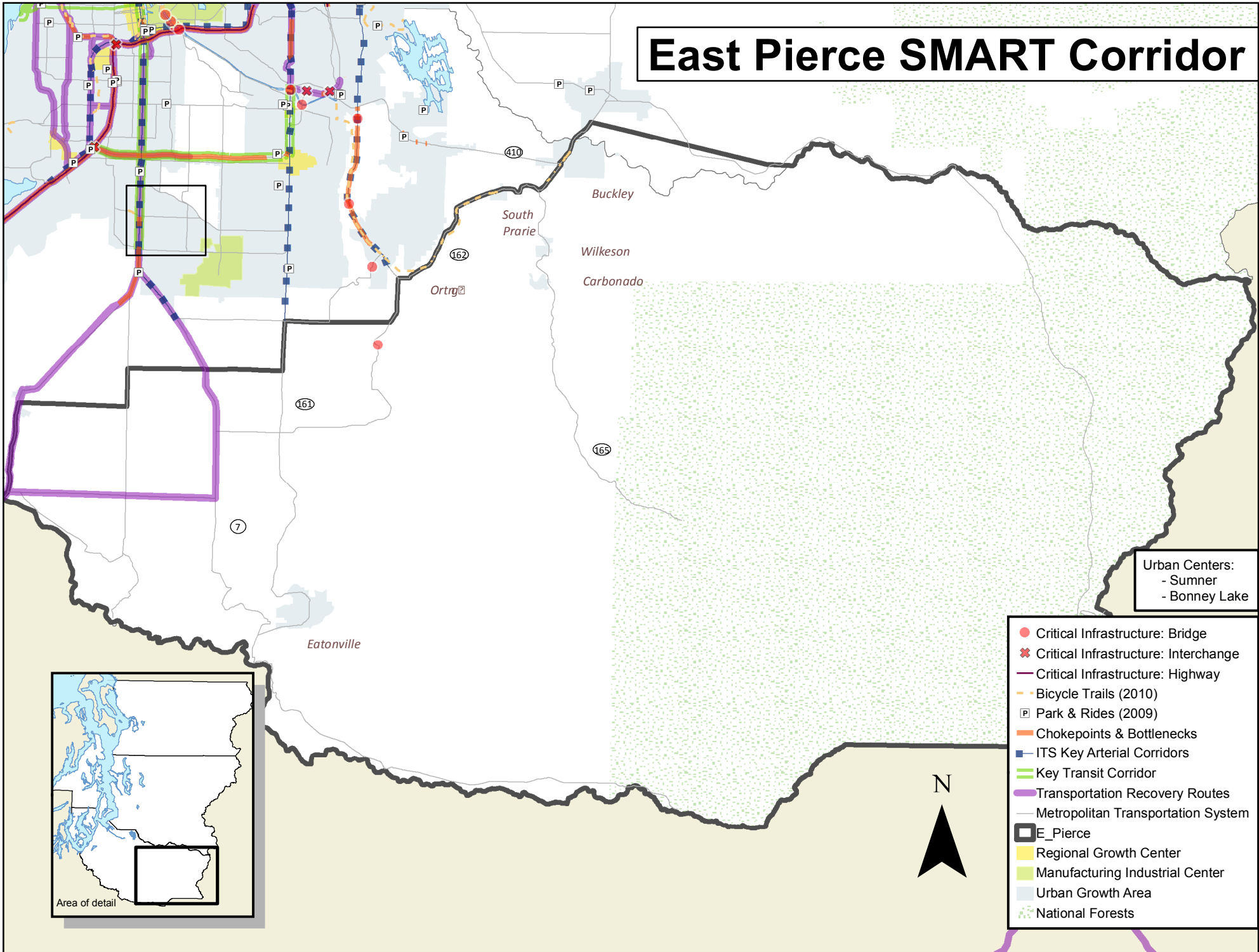
Park-and-Ride Lot	2009 Capacity	2009 Occupancy	2009 Utilization
Bonney Lake North	30	2	7%
Bonney Lake South (SR 410)	356	175	49%
Sumner Train Station	286	289	101%
Sunset Park	10	2	20%

Security and Emergency Management: According to the Regional Transportation Recovery Plan one potential disruption scenarios has been identified in East Pierce. The following describes the potential system disruption/closure and the most likely reroutes. See Maps and Alternate Routing Plan for specific and additional information.

Pierce County Closure of SR 410, SR 167, and SR 512 Interchanges

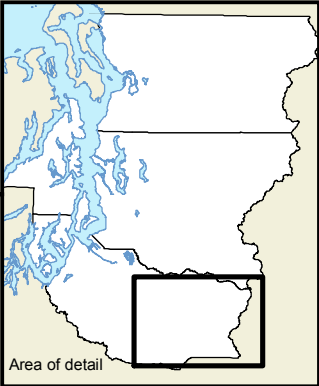
There are several local directional access alternatives that can accommodate this scenario. The SR 167 to/from SR 512 routing will entail diverting traffic from SR 167 onto W Valley Hwy, Valley Hwy E, N Meridian Ave, SR 167, E Pioneer Ave to SR 512. The SR 512 to/from SR 410 routing will entail diverting traffic from SR 410 onto SR 162, Pioneer Way E westbound, and E Pioneer Ave to SR 512.

East Pierce SMART Corridor



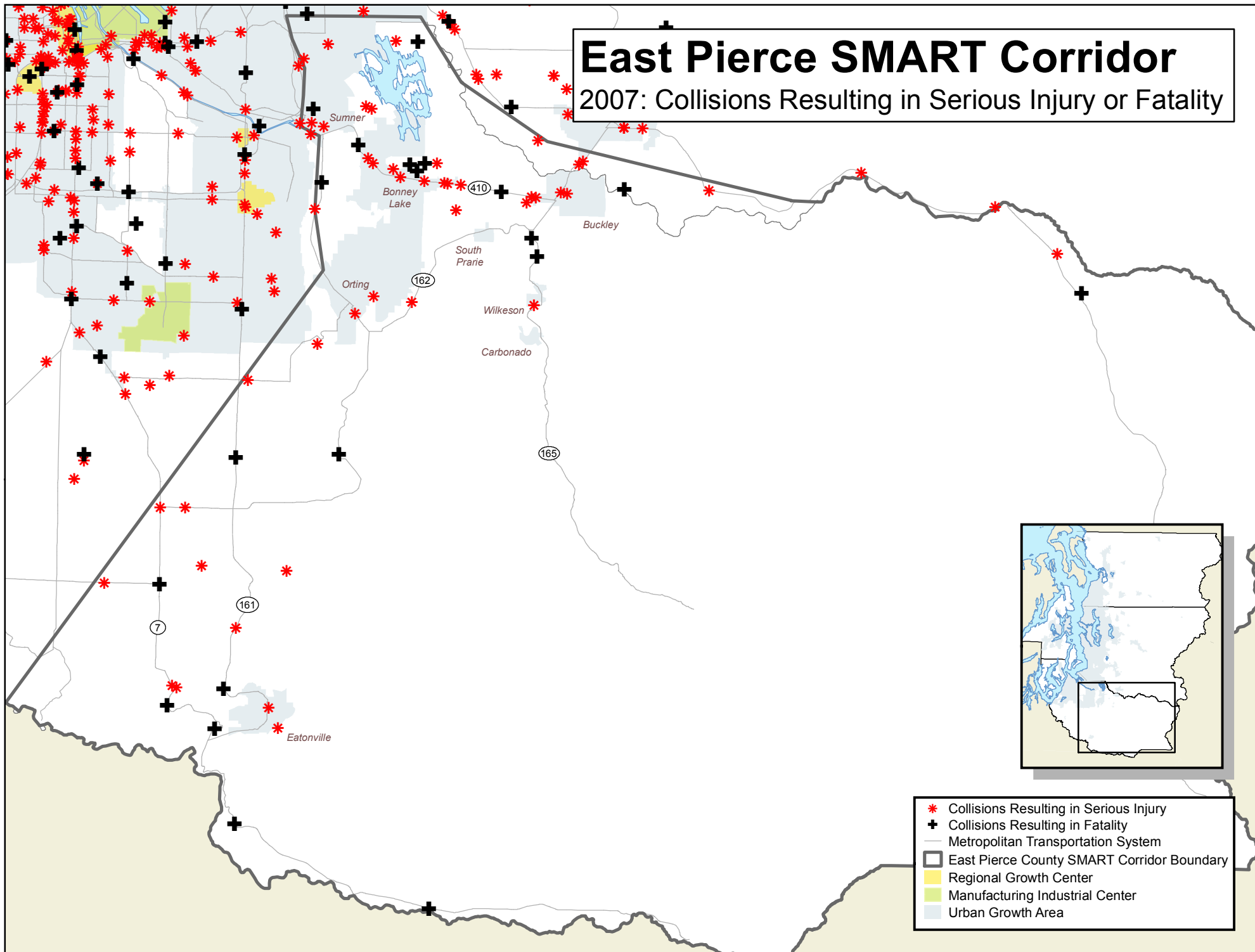
Urban Centers:
 - Sumner
 - Bonney Lake

- Critical Infrastructure: Bridge
- ✕ Critical Infrastructure: Interchange
- Critical Infrastructure: Highway
- Bicycle Trails (2010)
- Ⓟ Park & Rides (2009)
- Chokepoints & Bottlenecks
- ITS Key Arterial Corridors
- Key Transit Corridor
- Transportation Recovery Routes
- Metropolitan Transportation System
- ▣ E_Pierce
- Regional Growth Center
- Manufacturing Industrial Center
- Urban Growth Area
- National Forests



East Pierce SMART Corridor

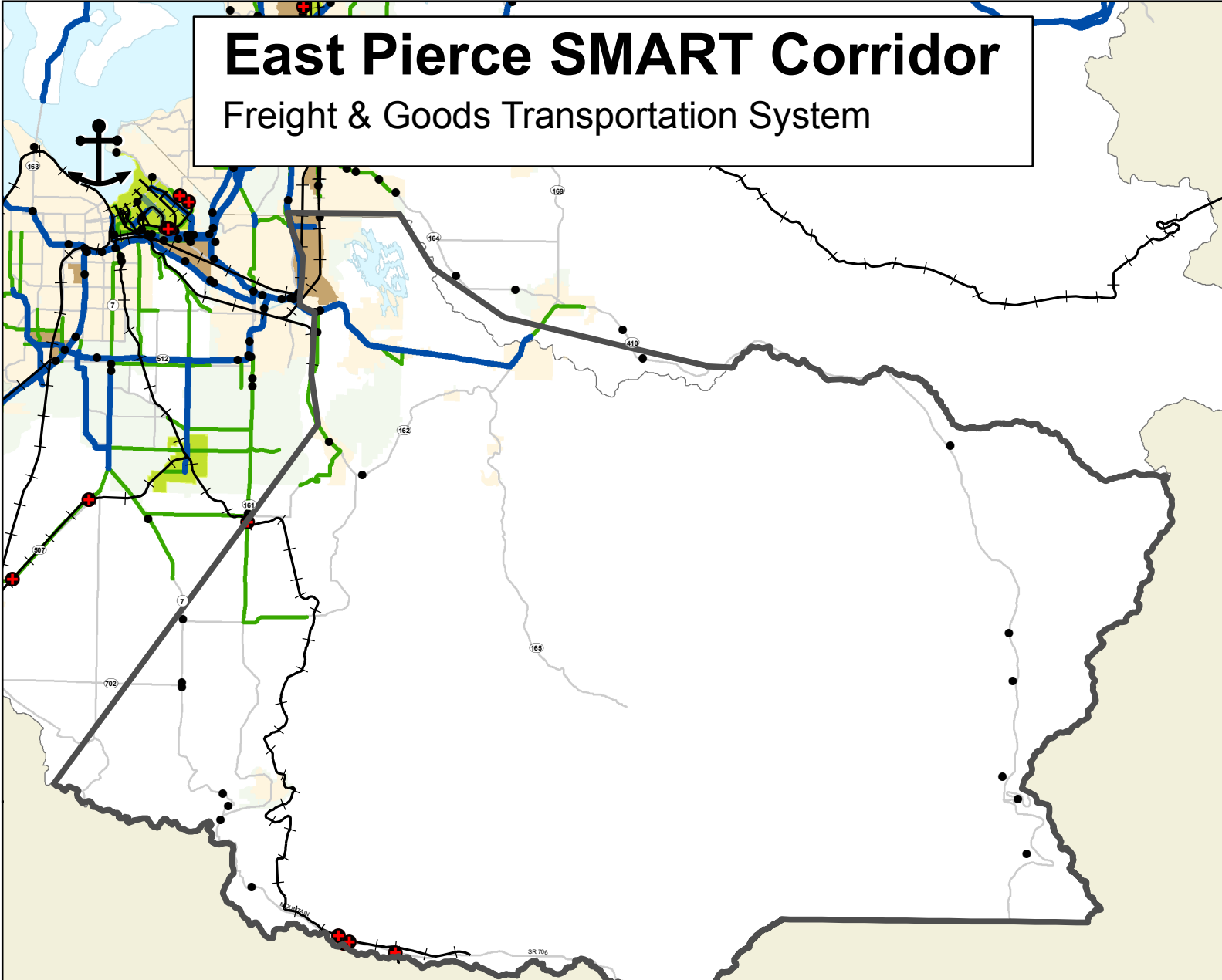
2007: Collisions Resulting in Serious Injury or Fatality



Note: Collision data provided to PSRC by WSDOT Transportation Data Office

East Pierce SMART Corridor

Freight & Goods Transportation System



- Pierce East
- Intermodal Connectors
- At Grade Railroad Crossing
- Ferry Terminals
- Truck Count Locations
- Marine Deepwater Ports
- Major Airports
- Mainline/Branch Railroads
- FHWA Intermodal Connectors
- State Heavy Tonnage Routes (2009)**
Tonnage Class
- T-1 (> 10 million tons/year)
- T-2 (4-10 million tons/year)
- Current MTS Roadway
- Manufacturing Industrial Center
- Incorporated Urban Areas
- Unincorporated Urban Areas
- Goods Dependent Employment**
- > 2,500 / TAZ