

SR 7 Pre-Design Engagement Summary

April 11, 2025



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This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Overview

State Route 7 is an important north-south link through Pierce County. It moves people and goods and connects the rural communities of Elk Plain and South Creek to the larger communities of Parkland, Spanaway, and Tacoma.

The Washington State Department of Transportation (WSDOT) has an upcoming project on SR 7 between 267th Street East and SR 507 in Pierce County. This project is building roundabouts at 260th Street E, 224th Street E, 22nd Avenue E and at SR 507. To inform the improvements included in this project, WSDOT conducted a pre- design. This pre-design identified Complete Streets elements that can reduce the risk of a serious and fatal crash and improve mobility for active transportation users. Key elements of the pre-design included:

- Focusing on safe travel for everyone.
- Improving accessibility and comfort for people walking, rolling, biking, and taking transit.
- Identifying potential impacts to overburdened communities and vulnerable populations.
- Maintaining access to the corridor for businesses, transit, and freight

Throughout the pre-design, the project team gathered feedback from community members, overburdened communities and vulnerable populations, government organizations and entities, transit and transportation interest groups, and other community-based organizations that serve the project area. This document summarizes the engagement activities conducted during the pre-design between July and November 2024.

Study Engagement

Community engagement took place throughout the pre-design. In the summer of 2024, the project team worked with the community, Study Advisory Group, and agencies to identify challenges along the corridor. We then started developing preliminary improvements. In the fall of 2024, the team gathered feedback from advisory groups, community members, and businesses to identify which proposed improvements would be most beneficial.

Study engagement goals

- Conduct meaningful engagement with community members to share the study purpose and need and describe Complete Streets.
- Comply with engagement requirements identified by the Healthy Environment for All (HEAL) Act.
- Create opportunities for community members to ask questions, voice concerns, and provide input related to the study.
- Form advisory groups (technical advisory and community-based organizations/special interest groups) to discuss, co-develop and inform the pre-design outcomes.
- Communicate to community members, and local partners how their shared information shaped the pre-design results.

Equity and social justice

WSDOT remained committed to conducting an inclusive planning process intended to break down barriers to involvement for all community members. WSDOT worked with communities at each step of the pre-design ensuring the study team is on the right track and those who may be most impacted by the study's findings are able to voice their concerns.

To ensure an inclusive, diverse, transparent, and accessible engagement effort consistent with the Healthy Environment for All (HEAL) Act, the study team focused on engaging:

- People who live adjacent to SR 7 whose physical environment may be negatively affected by congestion and air pollution.
- People who don't use vehicles to travel through the study area and lack comfortable and accessible modes of transportation, including people with disabilities.
- Refugees, immigrants, and people who speak a language other than English who may have been historically excluded from government decision-making.

The pre-design team offered translations in Spanish, as 8% of residents within the project area speak Spanish at home.

When promoting engagement opportunities, WSDOT provided Americans with Disabilities Act information as well as a Title VI notice. Additionally, the pre-design team approached community engagement based on the following practices:

Project Planning

- Engaged with key audience groups early to understand concerns, community interests, and the best ways to reach them. This was achieved through attending tabling events and on-the-ground outreach.

Project Materials

- Used simple, easy-to-understand language when communicating study information.
- Used visuals and graphics where possible.
- Ensured printed materials were available at nearby community centers among other important community gathering places, to help maximize reach to those without online access or who might not have received them otherwise.
- Although translations were not required based on limited English proficiency data, project materials and other essential project information were translated into Spanish to improve accessibility for people who speak Spanish.
- Used alt text to describe or summarize visual elements, as is WSDOT standard.

Project Events

- Made it clear that people of all abilities are welcome at each event.
- Conducted events and other engagement activities during different times of day to address variable work schedules and childcare needs.
- Ensured promotional materials, study information, and other event-related items are translated to increase participation and a sense of welcome.
- Conducted events and other engagement activities at locations accessible by public transit.
- Conducted events and other engagement activities at venues that are spacious and flexible in design (not just ADA-compliant).

HEAL Act

- Conducted engagement to vulnerable populations and overburdened communities.
- Tracked and monitored community commitments identified during the engagement process to help determine how and when the project will fulfill them.
- Summarized how input from vulnerable populations and overburdened communities was considered by project team and informed development of options to reduce environmental harms and equitably distribute environmental benefits.

Below are characteristics of the outcomes of our engagement as it relates to complying with the HEAL Act.

Outreach Activity	Populations and Strategies	Outcome
Tabling events (2)	The project team identified Spanaway as a priority tabling area due to its adjacent location to SR 7 and its higher proportion of vulnerable populations compared to other areas in the project area.	The project team connected with 345 people overall. Title VI and demographics were not collected.
Flyering	The outreach team distributed flyers promoting the online open house to large corporate businesses as well as smaller independently owned businesses.	The project team estimates that 25% percent of businesses were considered small businesses.
Flyer – Community Centers	The outreach team focused on organizations that serve overburdened communities and vulnerable populations who reside, work, or access services and commerce in the project area.	The pre-design team distributed printed flyers to seven community sites across the corridor.
Advisory Group	WSDOT established a Study Advisory Group, which included community-based and advocacy organizations representing: <ul style="list-style-type: none">• People who live adjacent to SR 7 whose physical environment is negatively affected by congestion, air pollution, and unsafe traffic conditions.• People who don't use vehicles to travel through the study area and lack comfortable and accessible modes of transportation, including people with disabilities.	Four community-based organizations actively participated in the Study Advisory Group <ul style="list-style-type: none">• Downtown on the Go• Blue Zones Spanaway Parkland• ForeverGreen Trails• Center for Independence
Language access across materials	The project team intentionally focused engagement on people who speak languages other than English. In the pre-design area, 8 percent of households speak Spanish at home, so to improve equitable outcomes, essential project materials were translated into Spanish.	The following materials were translated into Spanish: <ul style="list-style-type: none">• Online open house & questionnaire• Factsheet• Mailer

		<ul style="list-style-type: none"> Community drop-in and business drop-in session flyers
Online Open House & questionnaire	<p>To encourage participation from vulnerable populations and overburdened communities, including people with disabilities, people living with low incomes, and people who speak a language other than English, WSDOT engaged in the following practices:</p> <ul style="list-style-type: none"> Used simple, easy-to-understand language when communicating study information. Used visuals and graphics where possible. Translated online open house and survey into Spanish. Used alt text to describe or summarize visual elements, as is WSDOT standard. 	<p>522 individuals completed the online questionnaire. The results of the optional demographic survey are below:</p> <ul style="list-style-type: none"> Disability – 11% Hispanic/Latino – 6% Caucasian – 74% Asian – 3% American Indian/Alaska Native – 3% Black or African American – 2% Native Hawaiian/Pacific Islander – 1% Spanish language household – 2%
Business Drop-In Sessions	The outreach team focused on business locations that serve overburdened communities and vulnerable populations who reside, work, or access services and commerce in the project area.	One member of the business community attended
Community Drop-In Session	WSDOT held an in-person community drop-in session at Bethel Learning Center. The drop-in session provided the opportunity for individuals who do not have internet access to view project materials and complete the online survey.	<ul style="list-style-type: none"> 51 people attended Title VI forms available, one (1) completed
One-on-one meetings	<p>WSDOT offered one-on-one meetings with community-based organizations and advocacy groups that represent vulnerable populations, including:</p> <ul style="list-style-type: none"> People who live adjacent to SR 7 whose physical environment is negatively affected by congestion, air pollution, and unsafe traffic conditions. People who don't use vehicles to travel through the study area and lack comfortable and accessible modes of transportation, including people with disabilities. 	<p>WSDOT met with three community-based organizations /advocacy groups to get detailed feedback on the project area. WSDOT met with the following organizations:</p> <ul style="list-style-type: none"> Blue Zones Disability Rights WA Center for Independence

Engagement Activities

The pre-design team conducted a public engagement process that identified community issues, concerns, and priorities through five distinct efforts:

1. Tabling at community events
2. Online open house and questionnaire
3. Community and business drop-in sessions
4. Advisory committees
5. Individual meetings with community-based organizations

Tabling at community events

Overview

The project team hosted tables at two community events to engage with and hear directly from community members. At each event, WSDOT staff and additional project team members spoke with event attendees about the pre-design and shared information on how to learn more or share feedback throughout the pre-design. Community members were welcome to ask project team members questions, share feedback, and take WSDOT stickers, reflective bracelets, coloring books, and other items.



Project team member speaking with community member at Sprinker Recreation Center Grand Re-Opening

Goals

The following goals guided the project team's participation in both tabling events:

- Promote awareness about the pre-design, the pre-design process, and its purpose and need.
- Encourage community members to visit the study webpage.
- Increase participation in the study by meeting people "where they are" as they go about their normal everyday activities (i.e., visiting a park or a store).
- Focus on tabling in locations that serve overburdened communities and vulnerable populations who reside, work, or access services and commerce in the study area.

Event Details

Event	Date	Time	Location	Total # of Engagements
Pierce County Trails Day 2024	Saturday, July 27, 2024	9 to 11:30 a.m.	Spanaway Regional Park	25
Sprinker Recreation Center Grand Re-Opening	Saturday, August 17, 2024	11 a.m. to 2 p.m.	Spanaway Regional Park	320

Key Takeaways

- **General support:** Most community members agreed with the upcoming improvements and understood the potential benefits. Many community members were already aware of and in support of the Complete Streets approach.
- **Adding bike lanes and sidewalks:** Community members expressed excitement around the potential improvements that would benefit active transportation users, such as new bike lanes and sidewalks.
- **Increased Connectivity:** One community member emphasized a need for greater connectivity along the project corridor and suggested more transit buses. They asked about what would happen with the stop at the Roy “Y.”
- **Limit vegetation in roundabouts:** One community member requested that WSDOT avoid planting vegetation in roundabouts, noting that high vegetation makes it difficult to see other vehicles within the roundabouts.
- **Increased signage in roundabouts:** One community member who is a truck driver warned that trucks make wide turns, and cars should avoid driving through roundabouts at the same time as trucks. They recommended increased signage conveying this warning.
- **Impact on proposed homeless shelter:** One community member was interested in knowing how the preliminary improvements would impact the proposed homeless shelter near SR 507/Roy Y.
- **Traffic Management:** One community member was concerned about how traffic flow would be managed if I-5 were to close and SR 7 became a detour route.

Online open house and questionnaire

Overview

WSDOT hosted an online open house and survey between Nov. 12 and 26, 2024. The online open house told the public about the pre-design and collected their input. The input informed near- and long-term improvements to reduce the risk of a serious or fatal crash on SR 7.

When visiting the online open house, participants could:

- Learn about the goals of the pre-design.
- Review data about existing conditions along the corridor.
- Review proposed ideas and next steps currently under consideration by WSDOT.
- Provide input on the issues that they experience while traveling and their priorities for the pre-design area.

WSDOT provided the online open house and questionnaire in English and Spanish. A copy of the online open house and questionnaire can be found in [Appendix C](#) of this document. A detailed summary of the online open house and survey results can be accessed on the [project webpage](#).

Goals

The online open house had four goals:

- Promote the pre-design process, and its purpose and need.
- Describe Complete Streets and Healthy Environment for All (HEAL) Act priorities.
- Collect feedback from vulnerable populations and overburdened communities to better understand their priorities and how they might be impacted.
- Collect input from community members on the Complete Streets elements and identify which elements to focus on in the near term.

Promotions

WSDOT focused on leading a planning process that was open to everyone. We worked to reduce barriers and include all community members. The project team used several ways to share information. The table below shows the ways we told people about the online open house and questionnaire.

Outreach method	Promotion details
Flyer - Businesses	The pre-design team gave printed flyers to over 70 businesses across the corridor. Flying locations included grocery stores, medical providers, restaurants and small businesses. The flyer promoted a series of business drop-in sessions. It also included a link to the project website, which directed visitors to the online open house. A list of flying locations can be found in Appendix A .
Mailer	WSDOT sent a mailer to 46,482 residences and businesses near the pre-design area. The mailer promoted the community drop-in session and included a link to the project website. The website directed visitors to the online open house.
Flyer – Community Centers	The pre-design team gave printed flyers to seven community sites across the corridor. This flyer was a hard-copy version of the mailer. Flying locations included a school, churches, a housing community, a post office and a non-profit. A complete list of flying locations can be found in Appendix A .
Social Media	WSDOT shared the online open house on its social media accounts over the course of the two-week online open house. The Nov. 12 Facebook post received 25 comments, 30 shares and 93 likes. Twitter/X posts on Nov. 13 and Nov. 26 received 1,861 impressions and 3 engagements. On Nov. 21, the online open house was shared through Facebook and Instagram stories. The Instagram story received 108 link clicks and 13,183 views. Facebook story data is not archived. Most social media referrals originated from Facebook/Meta.
Media Release	WSDOT sent a media release via GovDelivery to 5,096 subscribers on Nov. 12.
Study Advisory Group Outreach	WSDOT asked members of the Study Advisory Group to help promote outreach. Study Advisory Group members could visit the online open house and complete the questionnaire. They were also asked to share the link with their communities and organizations.
Business Drop-In Sessions	The pre-design team hosted two business drop-in sessions on Nov. 12. These events were used to inform businesses near SR 7 about the pre-design. Attendees could also provide feedback about early improvements. They were asked to visit the online open house and complete the questionnaire.

Community Drop-In Session	The pre-design hosted a community drop-in session on Nov. 12. This event was similar to the business drop-in sessions. Community members near SR 7 could learn about the pre-design. They could give feedback on early improvements and were asked to visit the online open house and complete the questionnaire.
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Participation

The online open house and questionnaire were live from Nov. 12 through 26. They were hosted on the engage.wsdot.wa.gov platform and offered in English and Spanish. The questionnaire included 13 questions, seven of which were optional demographic questions.

Activity

Between Nov. 12 and 26, 1,482 individuals visited the online open house and 522 individuals provided comments. The mailer was sent to 46,482 mailboxes.

Audiences

The top three zip codes we heard from were Spanaway (98387), Graham (98338) and Eatonville (98328).

A majority of participants identified as Caucasian (74%), followed by Asian (3%), American Indian/Alaska Native (3%), Black or African American (2%), Other (13%), and Native Hawaiian/Pacific Islander (1%). Three percent of respondents chose not to disclose their racial identity. Six percent of respondents identified their ethnicity as Hispanic or Latino.

The top three languages spoken at home by questionnaire participants include: English only (89%) and Spanish (2%).

The top age ranges of participants were 35-44 (21%), 45-54 (21%) and 55-64 (22%). The majority of participants (74%) identified as not having a disability, while 11% identified as having a disability.

Key themes and findings

The format of the questionnaire used multiple-choice and write-in questions. It is not considered a statistically significant poll. Results show a number of themes.

Priorities and Challenges

The following challenges and possible solutions emerged from the multiple-choice responses.

- The leading challenges for respondents included:
 - Safety concerns for all modes of travel.
 - A lack of sidewalks and crosswalks.
 - A lack of infrastructure for people biking.
- The top three proposed ideas respondents would most like to see implemented included:
 - New or improved pedestrian crossings.
 - Speed reductions.
 - Protected shared-use paths.
- When asked for more information about the pre-design, respondents noted concerns about:

- Roundabouts
- Support for prioritizing pedestrian and/or bicyclist safety.
- Concerns regarding traffic congestion or support for increasing road capacity.
- There are many areas along the pre-design corridor that respondents would like prioritized. The top two categories are:
 - 22nd Avenue East to 224th Street East.
 - 8th Avenue East to Spanaway Walmart.
- Key improvements that respondents would like for WSDOT to prioritize include:
 - Increasing pedestrian and bicyclist infrastructure and/or safety.
 - Improving or adding turn lanes.
 - Improving or adding traffic signals.

Additional Themes

A variety of themes emerged from write-in responses:

- **No concerns or disapproval of project:** Some respondents do not want the improvements to be implemented. They would prefer that WSDOT's resources to be used in other ways.
- **Visibility/lighting:** Many people said they want to be able to see better in the project area. Suggestions included more or better lighting or better lane markings.
- **Traffic enforcement:** People said they want to see more enforcement of traffic laws. This theme was seen in the answers to several questions.
- **Speeding:** Many respondents are worried about speeding in the whole project area. Some respondents said they would like to see a lower speed limit.
- **Roundabouts:** Many people shared their concerns about roundabouts and said they don't want them. But some people think roundabouts can help reduce the number of serious or fatal crashes.
- **Range of locations:** People said WSDOT should focus on the area between 22nd Avenue East and 224th Avenue East. But people had a lot of different responses about the whole project area.

Community drop-in session

Overview

On Tuesday, November 12, 2024, from 5 to 7 p.m., WSDOT hosted a community drop-in session. This event was held in person at the Bethel Learning Center in Spanaway. A total of 51 community members attended the event. Project team members in attendance included Yvette Liufau ([WSDOT]), Joe Calodich (WSDOT), Angela Cochran (WSDOT), Daniel Dye (Fehr and Peers [F&P]), Steven Goodsell (F&P), Nicholas Harris (F&P), Roslyn Hower (Stepherson & Associates [S&A]), Haley Schulberg (S&A), and Christian Bennett (S&A). Staff from the Blue Zones Project were also in attendance, hosting a table where attendees could learn about the organization's work in Spanaway and Parkland.

This two-hour event followed an informal, free-flowing format. Upon arrival, community members were offered several informational handouts about the pre-design, roundabouts, and [Complete Streets](#). Attendees were then encouraged to engage directly with project staff and participate in interactive activities across three stations.

Goals

Through this event, the project team aimed to:

- Provide a platform for community members to learn about the pre-design, ask questions and provide feedback.
- Promote awareness about the pre-design, the pre-design and its purpose and need.
- Encourage community members to visit the online engagement hub.


Promotions

The pre-design team promoted the event through the following channels.

Promotion	Description
Mailer	The pre-design team sent a postcard to 46,482 residences and businesses located near the pre-design area. The mailer promoted the community drop-in session and included project information and resources.
Webpage update	WSDOT posted the event details on the SR 7 pre-design project website.
Press release	WSDOT sent an email with the event details to the SR 7 Pre-design project listserv.
Social media	WSDOT posted the event details on Facebook.
Flyering	The pre-design team distributed printed flyers to 81 businesses and seven community sites across the corridor. The flyers provided background information on the pre-design, details on upcoming events and resources for additional information. A complete list of flyering locations is included in Appendix A .
Email to Study Advisory Group members	WSDOT invited Study Advisory Group members to attend the event and asked them to share the event details with their organizations and communities.

Event Stations

Event attendees were invited to engage with the following stations:

Station 1	
Attendees could listen to members of the project team provide information on existing conditions along the pre-design corridor as well as proposed ideas currently under consideration. Project staff also welcomed any questions or feedback.	 <p><i>Project team member speaking with event attendee about proposed ideas.</i></p>
Station 2	

A roll plot of the project area and preliminary improvements was displayed. Attendees were encouraged to share any feedback by placing sticky notes with their comments on the roll plot.



Project team member discussing roll plot activity with event attendee.

Station 3

Attendees were invited to use iPads to explore the pre-design online open house and complete the community survey.



Project team member speaking with event attendee about proposed ideas.

Key Takeaways

Community feedback gathered at Station 2 has been summarized into key takeaways and themes.

- **Concerns about roundabouts:** Some attendees thought roundabouts would not be effective and should not be implemented. Attendees expressed concerns related to truck navigation, traffic flow and pedestrian crossings.
- **Active transportation safety:** Attendees highlighted notable foot traffic in this area and a need for sidewalks, dedicated crossings and lighting, particularly near the transit center and Walmart. One participant suggested that cars are catered to too much in this area.
- **Center turn lane retention:** Some attendees expressed concerns about removing center turn lanes, which they described as important for safely turning around.
- **Need for streetlights:** Attendees expressed a need for additional lighting, noting poor visibility in this area.
- **Access management:** Attendees are concerned with access to businesses and residences and see a need for additional turn lanes and signals to lower speeds and improve safety. Attendees specifically noted difficulties with left turns and emphasized the importance of maintaining center turn lanes.

- **Speed limit reduction:** Attendees supported reducing the speed limit along the corridor, noting concerns with safety.
- **Environmental considerations:** One attendee urged WSDOT to avoid negative environmental impacts near Muck Creek and the Nisqually Land Trust.

Advisory groups

Overview

WSDOT established a Study Advisory Group and an M2 group to provide input on pre-design direction, share useful information, and help build support and consensus for strategies and solutions.

Study Advisory Group

Participation

The Study Advisory Group met four times and was comprised of the following government organizations, community-based organizations, tribes, and agencies:

- Bethel School District
- Blue Zones Parkland-Spanaway
- Center for Independence
- FHWA
- ForeverGreen Trails
- Pierce Transit
- Pierce County Parks and Recreation
- Pierce County Planning & Public Works
- WSDOT OR Traffic
- WSDOT OR Maintenance
- Washington State Patrol

Meeting 1 – June 25, 2024

Topics covered at the meeting included:

- Introductions
- Overview of pre-design
- Study Advisory Group roles, involvement, and expectations
- Existing conditions
- Complete Streets
- HEAL Act
- Community engagement
- Next Steps

Input received from the Study Advisory Group was in relation to:

- Words that come to mind when thinking about SR 7
- Thoughts and reactions to existing conditions data

Meeting 2 – September 9, 2024

Topics covered at the meeting included:

- Pre-design purpose

- Alternatives development
 - Roundabouts
 - Medians
 - Paths
 - Speed and crossings
 - Combined
- Community engagement updates
- Schedule overview

Input received from the Study Advisory Group was in relation to:

- Whether the potential alternatives meet the purpose of the project
- Additional ideas WSDOT should consider

Meeting 3 – December 18, 2024

Topics covered at the meeting included:

- Community engagement updates
- Project budget
- Project vision
- Preliminary improvements & cost estimates
- Next steps

Input received from the Study Advisory Group was in relation to:

- How WSDOT should prioritize potential preliminary improvements for near-term versus mid- or long-term implementation.

Meeting 4 – February 24, 2025

Topics covered at the meeting included:

- Community engagement updates
 - Online open house and questionnaire results
 - Community drop-in session
 - HEAL Act
- Recap of Study Advisory Group 3 recommendations
- Final recommendations
- Next Steps

Input received from the Study Advisory Group was in relation to:

- Thoughts and reactions to final recommendations

M2 Group

Participation

The M2 group met once in 2024 and was comprised of the following internal subject matter experts:

- WSDOT OR Traffic
- WSDOT OR Maintenance
- WSDOT Capital Program Development & Management
- WSDOT OR Program Management

- Development Division

Meeting 1 – October 21, 2024

Topics covered at the meeting included:

- Alternatives Overview
 - Roundabouts
 - Paths
 - Speeds and crossings
 - Medians
- Next Steps

Input received from the M2 was in relation to:

- Proposed roundabouts
- Shared-use paths
- Speeds and crossings
- Medians

Meeting 2 – January 28th, 2025

Topics covered at the meeting included:

- Project funding
- Long term vision
- Prioritization
- Revised quick build option
- Next steps
- Questions

Input received from the M2 was in relation to:

- Revised quick build option

Business engagement

Overview

The pre-design team distributed flyers to over 70 businesses and community-based organizations on November 5, 2024, and December 18, 2024. These businesses and community-based organizations were notified about the in-person community drop-in session, online open house, and additional ways to get involved in the pre-design.

Business Flyering Session A

On November 5, 2024, the project team distributed flyers to over 70 businesses. The flyers promoted the business drop-in sessions on Tuesday, November 12, 2024, from 8 to 9 a.m. and 12 to 1 p.m. and the online open house that was live between Nov. 12 and 26, 2024. A complete list of flyering locations is included in [Appendix A](#).

You're Invited!

WSDOT has a safety improvement project on State Route 7 between SR 507 and 267th Street. This pre-design will identify safety and accessibility improvements for everyone along and across SR 7 including active transportation users.

¡Lo invitamos!

El Departamento de Transporte del Estado de Washington, presenta un proyecto de mejora de la seguridad en Rutas Estatales (SR) 7 entre SR 507 y 267th Street. Este prediseño de la carretera identificará mejoras en la seguridad y la accesibilidad para todos a través de la SR 7, incluyendo usuarios del transporte activo.

Business drop-in session | Sesión informativa empresarial

Tuesday, Nov. 12, 2024, from 8-9 a.m. and 12-1 p.m.

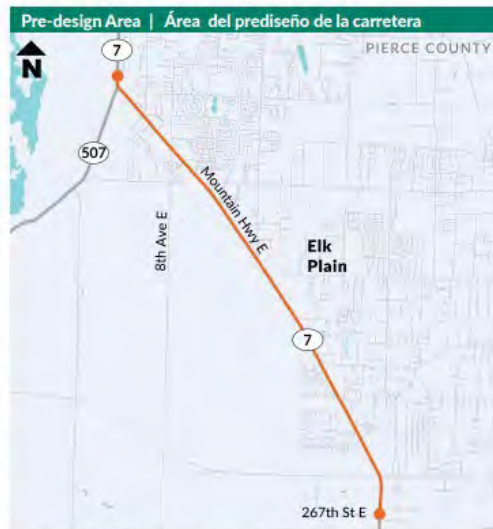
Martes 12 de noviembre de 2024 de 5 a 7 p. m.

Tacoma-Pierce County Chamber of Commerce
950 Pacific Ave Suite 300, Tacoma, WA 98402

Online open house | Muestra en línea

Tuesday, Nov. 12 to Tuesday, Nov 26

Desde el martes 12 de noviembre hasta el martes 26 de noviembre.



Map showing the SR 7 Pre-design area from 267th St East to SR 507.
Mapa que muestra el área del proyecto SR 7 desde 267th St East hasta SR 507.



Visit our webpage | Visite nuestra página web
wsdot.wa.gov/construction-planning/search-studies/sr-7-pre-design-study

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Flyer distributed to Businesses on November 5, 2024

Goals

Through these flyering efforts on November 5, 2024, the project team aimed to:

- Promote awareness about the pre-design, the pre-design process, and its purpose and need.
- Encourage business owners to visit the online open house and/or attend the in-person open house.
- Focus on business locations that serve overburdened communities and vulnerable populations who reside, work, or access services and commerce in the pre-design area.

Business Flyering Session B

On December 18, 2024, the project team distributed flyers to a total of 78 businesses. A complete list of flyering locations is included in [Appendix B](#). The purpose of this flyering was to encourage businesses that were not able to attend the in-person community drop-in session to schedule a meeting with WSDOT to share their feedback.

Background

WSDOT has an upcoming safety improvement project on State Route 7. The project limits are between 267th Street East and SR 507 in Pierce County. This project is building roundabouts at 260th Street E, 224th Street E, 22nd Avenue E and at SR 507. The project will also have complete streets elements that improve safety for all road users. Key elements of the pre-design include:

- Focus on safe travel for everyone.
- Improve accessibility and comfort for people walking, rolling, biking, and taking transit.
- Identify potential impacts to overburdened and vulnerable populations.
- Maintain access to the corridor for businesses, transit, and freight

We want to hear from you

If your business is on SR 7, WSDOT would like to schedule an in-person or virtual meeting with you to get your feedback. Take the survey below, using the QR Code to provide us with your availability.



<https://bit.ly/SR7BusinessSurvey>



Map showing the SR 7 Pre-design area from 267th St East to SR 507.

Flyer distributed to Businesses on December 18, 2024

Goals

Through these flyer efforts on December 18, 2024, the project team aimed to:

- Promote awareness about the pre-design, the pre-design process, and its purpose and need.
- Encourage business owners to complete the survey and arrange a meeting with WSDOT.
- Focus on business locations that serve overburdened communities and vulnerable populations who reside, work, or access services and commerce in the study area.

No businesses followed up with WSDOT to schedule a one-on-one meeting.

Appendix A

The pre-design team distributed flyers to the following businesses and community-based organizations on November 5, 2024. There were a total of 70+ businesses that were notified about the community drop-in session and online-open house to get businesses' feedback about the pre-design project.

Businesses

- Isabel Hall Physical Therapist
- Dick's U Pill It
- Shell
- Darwin Trace Shop
- Simply 3 Boutique
- 7-Eleven
- Trucking Northwest In Spanaway Washington
- Discount Automotive Service Center
- Appliance Discount NW
- The Wave Car Wash
- The Hair Place
- McDonald's
- Denny's
- Panda Express
- Starbucks
- Jack in the Box
- Rod's Auto Mechanic
- Arby's
- Taco Bell
- AT&T
- Super Vapez
- TrailerPlus
- Austin's Pro Max
- Arco
- Walmart
- Verizon
- H&R Block
- Desert Tanning Salon
- Maple Leaf Motors
- Rollings Auto Wrecking
- Baza M Used Tires and Shop
- Spanaway Children's Dentistry
- G&L Bark & Supply, Inc
- Pacific NW
- Dental Center
- Chong's Barber and Beauty Salon
- Northwest Self Storage
- Child's Time Early Learning Center

- Glacier West Garage Plus
- SuperNova Wraps LLC
- Magic One Seattle
- CARSTAR Mountain Highway
- Up in Smoke 3
- Northwest Custom Cerakote and Laser Gun Shop
- The Gallery
- Interior Focus Professional Cleaning Services
- Great Clips
- Anytime Fitness
- Wagon Wheel Market
- Timberland Bank
- The Hideaway Sports Pub
- Bell Auto Repair
- Mountain Heating and Cooling
- Magic Custom Cycle
- Viking Cabinets
- PSGKA (Go-Kart track)
- Capitol Home Improvement
- Marlon Recreational Products
- Barney & Bernie's Grocery Deli
- O'Reilly Auto Parts
- Q Barber Shop
- Tax Services
- Perfect Nails
- Star Massage
- Fred Meyer
- Rite Aid
- Jackson Hewit
- Great Clips
- EZ Auto License and Title
- State Farm
- Papa Murphy's
- Tonalá Mexican Market
- Dollar Tree
- Subway
- Red Nail's and Tanning
- Kinza Teriyaki
- PostNet
- Metro by T-Mobile
- Domino's
- Elevate Smile Design & Sleep

Community-Based Organizations

- Bethel Family Center

- Elk Plain Grange
- Elk Plain School of Choice
- Mountain Highway Baptist Church
- Mountain Valley Community
- Elk Plain Community Church
- Las Costeñas Mexican Market

Appendix B

On December 18, 2024, the pre-design team distributed flyers to the following businesses, inviting business owners to schedule in-person or virtual meetings with WSDOT for additional feedback about the pre-design project.

- Park Central
- Suburban Propane
- South End Ace Hardware
- Community Healthcare Clinic Spanaway
- Dairy Queen
- Grease Monkey
- Roy Y Shell
- Darwin's Tire Shop
- Samurai's Japanese Steakhouse
- Gorgeous Grounds Coffee Shop
- Dicks U Pull it
- Shell Gas Station
- Simply3 Boutique
- 7-Eleven
- Trucks Northwest In Spanaway Washington
- Discount Automotive Service Center
- Appliance Discount NW
- The Wave Car Wash
- TrailerPlus
- Austin's Pro Max
- ARCO
- Walmart
- Verizon
- Game stop
- H&R Block
- Desert Sun Tanning Salon
- Olympic sports & Spine
- Maple Leaf Motors Spanaway
- Shell Gas Station
- McDonald's
- Dennys
- Panda Express
- Starbucks
- Jack in the Box
- Super Vapez
- At&T
- Rod's Auto Mechanical Inc
- Arby's
- Taco Bell

- Emerald Towing
- Rollings Auto Wrecking
- Spanaway Children's Dentistry
- G&L Bark & Supply Inc
- Pacific NW Dental Center
- RFP Manufacturing Inc
- Chong's Barber and Beauty Salon
- Northwest Self Storage
- Child's Time Early Learning Center
- Daines Electrical service
- Glacier West garage Plus Storage
- SuperNova Wraps LLC
- Carstar Mountain Highway
- Up in Smoke 3
- Northwest Custom Cerakote and Laser Gun Shop
- The Gallery
- Interior Focus Professional Cleaning Services Inc
- Great Clips
- Shell Gas Station
- Timberland Bank
- O'Reilly Auto Part
- Q Barber Shop
- Fred Meyer
- Café Elite
- Anytime Fitness
- Rite Aid
- Tonalá Mexican Restaurant
- PostNet
- Elevate Smile Design & Sleep Wellness
- Jiffy Lube
- Domino's
- Metro by T-Mobile
- Kinza Teriyaki
- Subway
- Red Nails
- Dollar Tree
- Papa Murphy's
- State Farm
- EZ Auto Licensing
- Jackson Hewitt Tax Services
- Burger King
- NSA Tax Services
- Star Message
- Perfect Nails
- Prime Gas Station

- Hiway Tires and Wheels
- The Hideaway Sports Pub
- Bell Auto Repair
- Viking Cabinets
- PSGKA (Go-kart track)
- Capitol Home Improvements
- Mountain Highway Mini's Self Storage
- Marlon Recreational Products USA Ltd
- Barney and Bernie's Grocery Deli
- Broussard Home Services Roofing and Remodel

Appendix C – Online Open House Copy

SR 7 Pre-design

Online open house

Tabs

1. *Welcome*
2. *Pre-design overview*
3. *Existing conditions*
4. *Proposed ideas and next steps*
5. *Feedback – Share your thoughts*

Welcome to our online open house!

The Washington State Department of Transportation has an upcoming safety improvement project on State Route 7 between 267th Street East and SR 507 in Pierce County. This safety improvement project is building roundabouts at 260th Street East, 224th Street East, 22nd Avenue East and at SR 507.

This project will also include Complete Streets elements identified from the pre-design process that will improve safety and mobility for all transportation users.

This online open house will provide information about:

- Why we are doing this pre-design.
- How you can share input.

Your feedback will help us develop improvements that make it safer, easier, and more comfortable to travel along and across the SR 7 corridor.

The online open house is available through November 26, 2024. Once you have reviewed the information, please visit the Feedback section of this open house. There, you will find a series of questions and opportunities to provide feedback. If you submit a question, we will address it in a summary after the online open house closes.



This map shows the SR 7 Pre-design area.

TAB 2: Pre-design overview

Background

SR 7 is an important north-south link through Pierce County. It moves people and goods and connects the rural communities of Elk Plain and South Creek to the larger communities of Parkland, Spanaway, and Tacoma.

This pre-design will identify and prioritize safety and accessibility improvements for everyone along and across SR 7. Recommended improvements will become part of this project.

Key elements of the pre-design include:

- Focus on safe travel for everyone.
- Improve accessibility and comfort for people walking, rolling, biking, and taking transit.
- Identify potential impacts to overburdened and vulnerable communities.
- Maintain access to the corridor for businesses, transit, and freight.

Complete Streets

In 2022, the Washington State Legislature passed a law that implemented [Complete Streets](#). WSDOT screens projects over \$500,000 for Complete Streets. Complete Streets focuses on creating a safe travel environment for all users. This includes those who walk, bike, roll or use public transit.

To learn more about Complete Streets, [you can watch this video.](#)

HEAL Act

Washington has an Environmental Justice Law. It's called the Healthy Environment for All (HEAL) Act. It requires WSDOT to conduct Environmental Justice Assessments (EJA).

This pre-design will complete an EJA. Through meaningful community engagement, the assessment will guide this WSDOT project to ensure fair distribution of environmental benefits to address health outcomes for vulnerable and overburdened communities.

WSDOT will work to ensure full and fair participation in the decision-making process. This means including those who are more likely to be affected by any project decisions made.

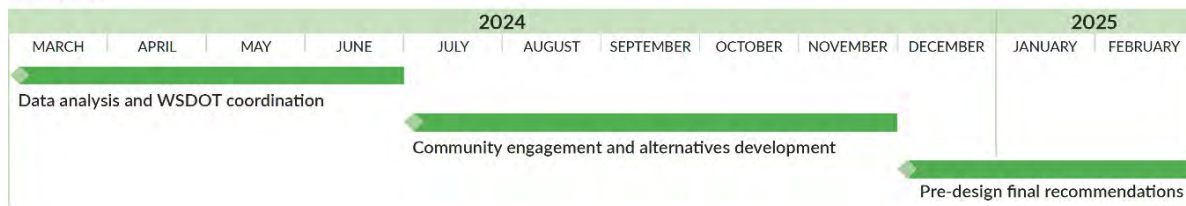
Funding

Funding for some of the proposed ideas shown on the following pages is already secured. WSDOT will work with local leaders and community members to identify which additional proposed ideas to prioritize in the near-, mid-, and long-term.

Schedule

This pre-design began in March 2024 and is scheduled for completion in early 2025. Throughout the spring and summer, WSDOT gathered data about existing conditions, looked at travel and traffic scenarios, and began to develop initial proposed ideas. This fall, WSDOT will refine the proposed ideas based on feedback from the community and local leaders and conduct further analysis. In early 2025, the pre-design team will identify the final pre-design recommendations.

Timeline



Outcomes

The pre-design team will make recommendations of proposed ideas to immediately move on to design and construction. Other ideas will be prioritized for the future. Once projects are funded, they will move into design for a closer look at the recommendations. The design phase for the first improvements is scheduled to begin in spring 2025.

TAB 3: Existing conditions

Existing conditions

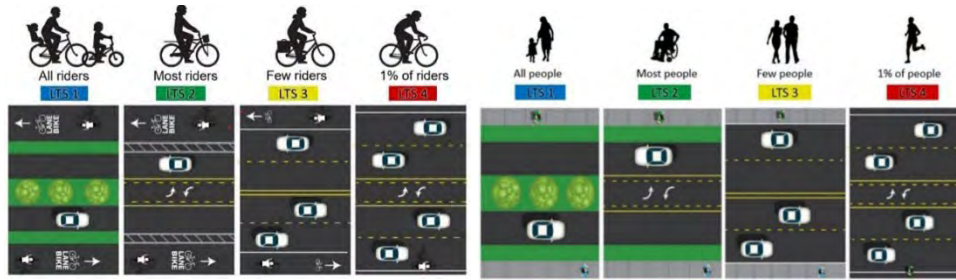
Sidewalk gaps

SR 7 has few sidewalks in the pre-design area. Significant changes are necessary to provide continuous sidewalks and pedestrian facilities.



Bicycle/pedestrian level of traffic stress

Level of Traffic Stress (LTS) is how WSDOT and others in transportation planning think about how much space and separation to provide for people walking, rolling, and cycling. An LTS 2 or better facility is suitable for most road users.



Alt text: This depicts a level of traffic stress for bicyclists and pedestrians ranging from LTS 1 to LTS 4. LTS 1 is for all users, LTS 2 is for most users, LTS 3 is for few users, and LTS 4 is only for one percent of all road users.

Bicycle and pedestrian LTS are both currently LTS 4 in the pre-design area. WSDOT's goal is to construct facilities that are an LTS 2 or better for both modes of transportation.

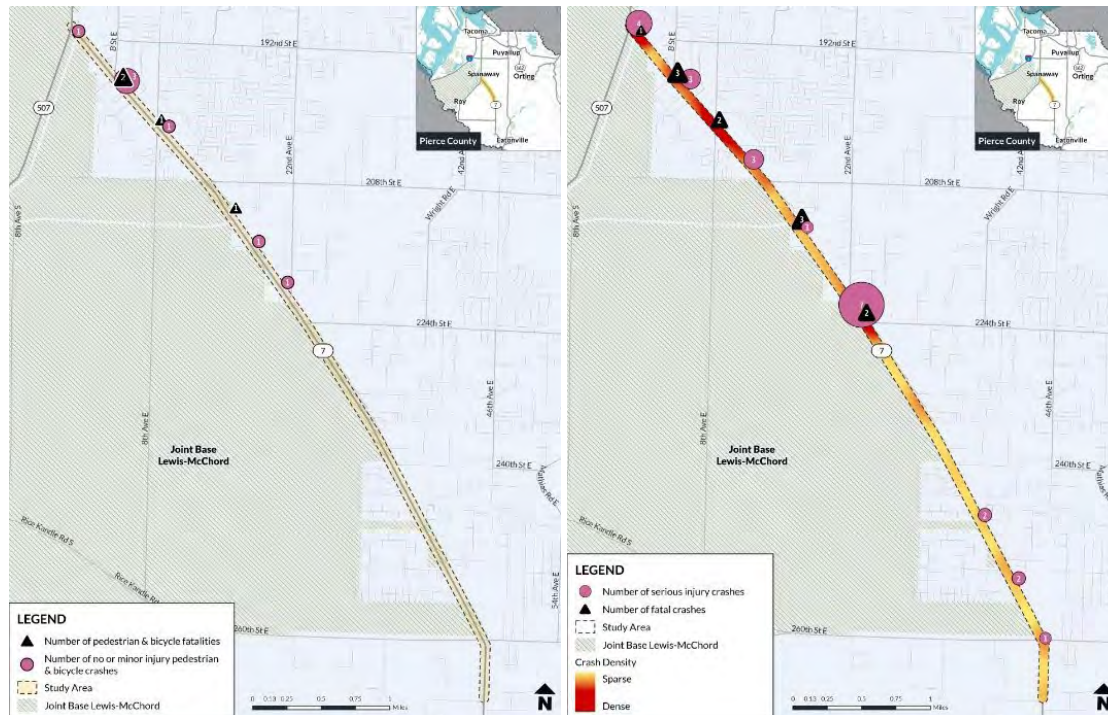


Crash data



For this pre-design, WSDOT analyzed crash data for 2019 through 2023. There was a focus on bicycle, pedestrian, serious injury, and fatal crashes. There were 24 serious injury crashes and 11 fatal crashes. All pedestrian and bicycle crashes involving vehicles occurred north of 224th Street East, where there are more commercial and housing developments.

Disclaimer: Under 23 U.S. Code 148 and 23 U.S. Code 407, safety data, reports, surveys, schedules, list 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 report, surveys, schedules, lists, or data.



Traffic operations

The north end of the pre-design area has much higher traffic volumes compared to the southern end. There are no major SR 7 congestion issues south of the SR 7/SR 507 intersection, but some intersections experience high delays for side street travelers:

- Pirnie Road East/B Street East
- 22nd Avenue East
- 255th Street East

These intersections only have stop signs on the side streets, while SR 7 traffic does not stop. Because of this, the side streets can experience higher delays waiting on a gap in SR 7 traffic.



Tab 4: Proposed ideas and next steps

The following proposed ideas are still under development and may change as this pre-design continues, based on feedback from the community and other agencies. Many of the proposed ideas may need to be paired with other improvements to be successful and only a few may be prioritized for near-term design and construction.



Roundabouts

Roundabouts are designed to make intersections safer and more efficient for all travelers.

- **They are safer.** There are fewer points of conflict than a four-way signal, slower speeds reduce the seriousness of collisions, and one travel direction results in less severe sideswipes instead of more severe T-bone or head-on collisions.

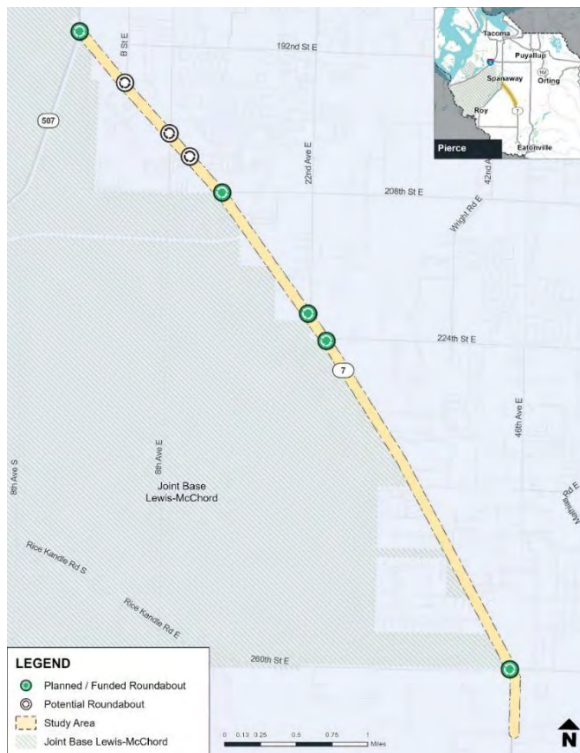
- **They have fewer and less severe crashes.** Replacing stop signs or signals with roundabouts results in a 90% reduction in fatal collisions, 75% fewer injuries, and 10 to 40% fewer pedestrian and bicycle crashes.
- **They increase traffic capacity.** Roundabouts result in a 20% reduction in delays, keep traffic flowing unlike a stop sign or red light, and can be used in series for multiple road intersections.

WSDOT is planning to add several new roundabouts along the SR 7 corridor. These funded roundabouts include:

- SR 507
- 22nd Avenue East
- 224th Street East
- 260th Street East

A fifth roundabout at 208th Street East is also funded. This roundabout will be built as part of a Pierce Transit project. Additional roundabout locations under consideration include:

- Pirnie Road/B Street
- 8th Avenue East
- 204th Street East

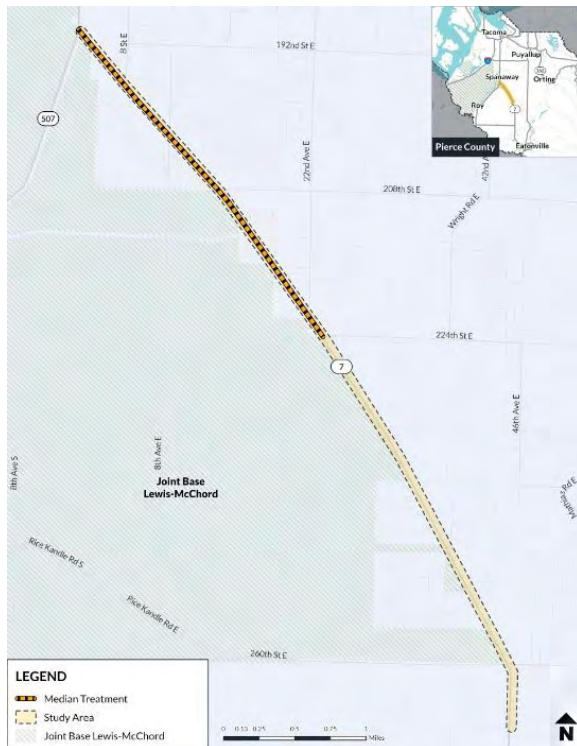


More information regarding roundabouts can be accessed [here](#), and an informative video on how to use roundabouts can be accessed [here](#).

Median curbs



Reducing left turns to and from busy roadways can increase path user visibility, lower speeds, and reduce congestion. WSDOT is considering adding raised median curbs on SR 7 in some locations between SR 507 and 224th Street East. This would make it safer for vulnerable users and drivers. This improvement would allow for right turns only in and out of some driveways and intersections. Roundabouts and/or U-turns at signals would accommodate left turns.



Shared-use paths

A shared-use path can be safer and more comfortable for non-motorized users. WSDOT is considering creating shared-use paths along SR 7. The paths would be completely separate from the roadway. They would include a buffer and landscaping. Potential shared-use path locations include:

- SR 507 to 208th Street East (both sides of SR 7)
- 208th Street East to 214th Street East (East side of SR 7 only)
- 214th Street East to 224th Street East (both sides of SR 7)
- 224th Street East to 267th Street East (East side of SR 7 only)

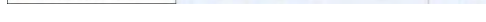


Speeds and crossings

Research shows that lower traffic speeds often lead to safer roadways. Lower speeds can decrease the number of crashes, as well as the severity of crashes. WSDOT is looking at roadway changes to encourage slower speeds. This includes roundabouts, median curbs, and reducing lane widths. It also includes adding or improving pedestrian crossings along SR 7. WSDOT is also looking at reducing the speed limit north of 224th Street East. Lowering the speed limit will only be possible if other design changes that encourage slower driving are implemented.

Potential locations for new or improved crossings of SR 7 include:

- Field Road East
- Walmart Supercenter – Spanaway Location
- 204th Street East
- 214th Street East
- 217th Street Court East
- 243rd Street Court East
- 255th Street East



- 1 9 , 9 9

Please share your thoughts:

11. 9. 2011

- I visit the area for recreational activities or services.
 - Other (please specify):
- 2. How often do you travel around or through the pre-design area? Select one:
 - Never
 - Rarely (less than once a month)
 - At least once a month
 - At least once a week
 - Multiple times per week
- 3. How do you get around the pre-design area? Select all that apply:
 - Walk, bicycle or skateboard
 - Personal mobility device (scooter, wheelchair, etc.)
 - Taxi or other private ride-sharing service (like Uber or Lyft)
 - Pierce Transit bus or Runner
 - Personal vehicle or motorcycle by yourself
 - Carpool with others
 - Commercial vehicle
 - Other (please explain):
- 4. What are the biggest challenges for you when you travel along or across SR 7? Please select your three biggest challenges.
 - Safety concerns for all modes of travel, including people walking, rolling, biking, taking transit or driving
 - Lack of sidewalks and crosswalks
 - Lack of infrastructure for people biking
 - Lack of separation between people driving and people walking and biking
 - Lack of transit options
 - Congestion
 - Other (please explain):
- 5. Please rank the proposed ideas you would most like to see implemented. (Rank 1 being your top priority and Rank 4 being your lowest priority. You can rank multiple options at the same level.)
 - Roundabouts
 - Median curbs
 - Protected shared-use paths
 - Speed reductions
 - New/improved pedestrian crossings
- 6. Do you have any additional information you would like to share regarding the proposed ideas, how we should prioritize the proposed ideas, or safety and mobility along the project corridor? (write-in)
- 7. Are there any other specific locations or places we should make improvements to, and what are those improvements? (write-in)

8. What is your zip code? (write-in)

Optional Demographic Questions

Title VI of the Civil Rights Act of 1964 requires the Washington State Department of Transportation to be sure that everyone in the affected project areas has a chance to be heard and to respond to transportation programs and activities that may affect their community.

To help with that, we ask that you voluntarily provide us information about your race, ethnicity, gender and/or other demographics. You are not required to disclose the information requested to participate in this questionnaire.

WSDOT will handle the information gathered as confidentially as possible. For further information regarding this process please contact the Title VI Coordinator by phone at 360-705-7090.

Please respond to the following questions:

9. Gender:

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Prefer not to disclose

10. Disability

- ☐ Yes
- ☐ No
- ☐ Prefer not to disclose

11. Ethnicity

- ☐ Hispanic or Latino
- ☐ Not Hispanic or Latino

12. Race (check one or more)

- ☐ American Indian/Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Native Hawaiian/Pacific Islander
- ☐ Caucasian
- ☐ Other
- ☐ Prefer not to disclose

13. Language spoken at home (check one or more)

- ☐ English only
- ☐ Tagalog
- ☐ Spanish

- ☐ Korean
- ☐ Russian
- ☐ Chinese
- ☐ German
- ☐ Arabic
- ☐ Vietnamese
- ☐ Prefer not to disclose
- ☐ Other

14. Age

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-79
- ☐ 80+
- ☐ Prefer not to disclose