

PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

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Form Type: Grant Application

Application Type: Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Lead Agency
B Street Sidewalks	N/A	Pierce County
Partner Agencies	Certification Acceptance	CA Sponsor
Bethel School District	Yes	N/A

Contact Information

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Project Description & Location

Project Scope: Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.
yes

The project will construct shared-use paved shoulders, curb, gutter, and sidewalk on both sides of B St E between 176th St E and 192nd St E, including ADA-compliant curb ramps, safer crossings, luminaires, and minor pavement and crown adjustments as needed to match the new sidewalk and provide proper drainage improvements to enhance safe walking access to nearby schools and transit stops.

Project Location

County/Counties	Location
Pierce	B ST E

Beginning Crossroad/Landmark	Ending Crossroad/Landmark
176 ST E	192 ST E

Please Identify the center the project is supporting.

The project is located in the Parkland-Spanaway-Midland Communities Plan area along the Pacific Avenue / SR-7 corridor, which the Pierce County Comprehensive Plan designates as an Urban Corridor between the Sprinker Towne Center and the Mountain Highway Towne Center (Parkland-Spanaway-Midland Communities Plan, p. 31). This Urban Corridor is intended to function as a mixed-use, transit-supportive corridor that connects multiple Towne Centers and provides safe, multimodal access for people walking, biking, taking transit, and driving.

B St E between 176th St E and 192nd St E lies just east of SR-7 and serves neighborhoods that

feed directly into this Urban Corridor and its two Towne Centers. This Safe Routes to School project improves this Urban Corridor by filling a critical sidewalk gap and adding ADA-compliant curb ramps and safer crossings on B St E, creating a continuous, comfortable walking route for students traveling between nearby homes, schools, and school bus stops. These improvements strengthen nonmotorized access to transit and services along the SR-7 Urban Corridor and support the role of the Sprinker Towne Center and Mountain Highway Towne Center as pedestrian-oriented hubs for the surrounding communities.

Federal Functional Classification

Please select the appropriate functional classification.

Major Collector

Bicycle & Pedestrian Facilities

Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:

Sidewalks

Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:

Sidewalks

If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:

If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

The project is listed in the following plans:

Pierce County Comprehensive Plan – Transportation Element (Chapter 12), pages 12-114/ 115, ID# PB-22

Parkland-Spanaway-Midland Communities Plan (Appendix I, Comprehensive Plan), pages I-58/ 59 (Goal PSM D-2.1), ID PB-22.

Pierce County 2026 -2031 Transportation Improvement Program - page 40, Map ID# 799.

Pierce County Safe Routes to School Plan - School District Priorities (Bethel School District), page

15, Map page 90.

Pierce County ADA Transition Plan for Public Rights-of-Way - Appendix D – GIS Analysis and Priority Mapping, Area 10.

Pierce County Pacific Avenue SR-7 Corridor Consolidated Capital Improvement Plan - pages 45/ 60/ 62, Map ID# AT-28

Pierce County 2024-2044 Capital Facilities Plan - Exhibit 85, pages 105/ 106.

See attached "5111 - Local Plan Consistency" for additional details.

Please note that each Plan noted above is preceded by a title page.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

N/A

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This project plays a supportive role in implementing the adopted land use pattern by strengthening connections between existing and planned housing in a Neighborhood Corridor and jobs and services in adjacent Urban Corridor and Employment Corridor areas along SR-7. A portion of B St E itself is designated Urban Corridor (UCOR), while the southern portion of the street and its side streets are within a Neighborhood Corridor (NCOR) area, so the project literally crosses from NCOR (intended to provide medium-density housing and neighborhood-scale services) into UCOR (intended for higher-intensity mixed-use and transit-supportive development). The broader SR-7 corridor serves Pierce County's Urban Growth Area by connecting regionally and locally designated centers, including the Tacoma Regional Growth Center, the Tacoma Dome Regional Transit Center, Garfield Towne Center near Pacific Lutheran University, the Parkland Transit Center, the Sprinker Towne Center, the Mountain Highway Towne Center, and the Spanaway Transit Center, making a safe local walk connection into this corridor especially critical.

The Parkland-Spanaway-Midland Communities Plan sets NCOR densities in the 6–25 du/acre range (6–25 Dwelling Units per acre) and envisions Neighborhood Corridors as walkable, transit-oriented residential neighborhoods that provide housing, services, and uses serving local residents, with good internal connectivity to transit corridors. Urban Corridors (UCOR) along SR-7 and 176th St E are planned for a mix of commercial and medium- to high-density residential uses (12–60 du/acre) and are intended to connect Towne Centers and Employment Centers with pedestrian-oriented design and strong transit access. By constructing continuous sidewalks, ADA-compliant ramps, safer crossings, and lighting on B St E between 176th St E and 192nd St E, the project provides the critical pedestrian spine between Neighborhood Corridor housing, the

Urban Corridor segment of B St E, the SR-7 Urban Corridor and Towne Centers, and the nearby Employment Corridor (ECOR) on SR-7, where industrial, office, and other employment uses are planned.

In doing so, the project advances the Communities Plan's intent for Corridors to function as walkable, transit-oriented residential and mixed-use areas linked to major employment locations, rather than isolated land use designations on a map. It strengthens the functional connection between NCOR housing, UCOR mixed-use frontages on B St E, the SR-7 Employment Corridor, and SR-7 transit investments, allowing residents to reach jobs and services on foot and by transit without additional roadway capacity or parking.

For additional details see attached "5111 - Local Plan Consistency" sections:

"5111 - Pierce County Comp Plan"

"5111 - Pierce County PSM Communities Plan"

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

This project supports the development and redevelopment objectives of the SR-7 center by making its planned housing, employment, and transit pattern actually usable on the ground. The Parkland-Spanaway-Midland Communities Plan envisions Neighborhood Corridors, Urban Corridors, Towne Centers, and Employment Corridors along SR-7 and 176th St E as compact, walkable, transit-oriented districts with medium- and high-density housing near jobs and services. B St E sits at the seam of this pattern: the southern/side-street area is Neighborhood Corridor (NCOR) focused on housing that serves the community, the middle segment is Urban Corridor (UCOR) intended for higher-intensity mixed-use, and it connects directly to SR-7 Towne Centers and the SR-7 Employment Corridor where industrial, office, and service employment are planned.

Today, the lack of sidewalks and safe crossings on B St E means those adopted land uses function as disconnected nodes rather than an integrated "center." By building continuous sidewalks, ADA-compliant curb ramps, safer crossings, and lighting between 176th St E and 192nd St E, the project creates the primary walk spine that the plan assumes will tie together NCOR housing, UCOR frontages, Towne Center redevelopment on SR-7, and nearby Employment Corridor uses. This directly supports the center's objectives to grow medium- and high-density housing in Corridors, intensify employment in Employment Centers and Corridors, and shape Towne Centers as pedestrian- and transit-oriented hubs, because residents can realistically reach jobs, shops, schools, and high-frequency transit on foot and by bus rather than by car alone.

The project also aligns with the center's aim to prioritize public investments that catalyze redevelopment along SR-7. The community plan calls for sidewalks, street landscaping, lighting, and transit-supportive design in Towne Centers and Corridors to encourage infill, reinvestment, and a shift from auto-oriented strips to more compact, mixed-use places. By upgrading B St E—an Urban Corridor segment that feeds directly into Pierce Transit's Stream Community Line terminus and SR-7 Employment Corridor—the project provides a key piece of that supporting infrastructure, enhancing the marketability of corridor parcels for the intended housing and job uses and

reinforcing the center's role as the primary transit-served growth area for Parkland–Spanaway–Midland.

See attached for additional details:

"5111 - Nearby Destinations"

"5111 - Pierce County Bike Map"

Also, for additional details, see attached "5111 - Local Plan Consistency" sections:

-"5111 - Pierce County Comp Plan"

-"5111 - Pierce County PSM Communities Plan"

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The project area lies within the Urban Growth Area surrounding the Parkland-Spanaway-Midland Communities Plan area, where Pierce County is planning for more compact, transit-supportive development. Completing this sidewalk segment ensures that new and existing residents have safe walking and rolling access as the corridor continues to grow. According to the Pierce County Community Impact Index and Environmental Justice data, the Spanaway/B St E vicinity includes higher-need block groups with elevated disability rates and other socioeconomic burdens. Consequently, the completed sidewalk and crossing network will provide disproportionately higher benefits to residents more likely to rely on walking, wheeling, and transit. This project thus both extends and completes a vital school-access corridor and strengthens regional pedestrian connectivity in a designated Urban Corridor, while delivering those mobility and safety benefits first to communities with higher equity needs.

The project will also improve connections to major community recreation destinations in the broader Spanaway/SR-7 Urban Corridor, which are located approximately 2–3 miles north of the B St E project segment. These include Sprinker Recreation Center, Bresemann Forest, Spanaway Park, and Lake Spanaway Golf Course which together provide indoor and outdoor sports facilities, nature trails, and lakeside amenities that draw residents from throughout the area. By closing a key sidewalk gap on B St E and strengthening its connections to the Pacific Avenue/SR-7 Urban Corridor, the project makes it easier and safer for people to walk, use mobility devices, or bike to nearby transit stops and to reach these regional parks and recreation facilities without relying solely on driving.

See attached for additional details:

"5111 - Pierce Transit System Map"

"5111 - Pierce County Bike Map"

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The project addresses a clearly documented need by replacing a missing sidewalk segment on a key school-access street in an urbanizing, higher-need area and by removing barriers related to safety, comfort, and access to destinations. B St E between 176th St E and 192nd St E currently has incomplete or missing sidewalks, which forces students and other pedestrians to walk in the roadway or on narrow shoulders to reach Camas Prairie Elementary, Cedarcrest Middle, Challenger High, and transit service on the Pacific Avenue/SR-7 corridor; the Adopted 2026–2031 TIP explicitly identifies “Safe Routes to School – B St E, 176 St E to 192 St E (CRP 5111)” as a project to construct sidewalks on both sides of the roadway to improve access to these schools, confirming this as a known barrier in the local pedestrian network. By building curb, gutter, continuous sidewalks, ADA-compliant curb ramps, safer crossings, and associated drainage, the project removes the current “walk in the travel lane” condition, shortens and formalizes crossings, and significantly improves comfort and perceived safety for people walking and rolling along and across B St E.

The corridor lies within the Urban Growth Area around the Parkland-Spanaway-Midland Communities Plan area and the SR-7 Urban Corridor, where Pierce County is planning for more compact, transit-supportive development; without basic pedestrian infrastructure on B St E, residents in existing and future housing face incomplete, indirect, and uncomfortable walking routes to schools, parks, services, and transit. Pierce County’s Community Impact Index shows that block groups in the Spanaway/B St E vicinity have higher equity-related needs, including elevated disability and access-to-opportunity indicators, while Environmental Justice analysis identifies elevated environmental and socioeconomic burdens in the broader SR-7/Spanaway area, indicating that missing sidewalks and unsafe crossings along B St E disproportionately affect residents who are more likely to rely on walking, cycling, and transit.

The project will also upgrade existing ADA facilities within the project limits, which are identified in Pierce County’s ADA Transition Plan for Public Rights-of-Way as being among the highest 50 percent of non-compliant locations and therefore a high priority for improvement. Pierce County completed its ADA self-evaluation in 2015 with extensive public input and, in 2020, adopted a comprehensive ADA Transition Plan that sets priorities and schedules for barrier removal; in 2024 and early 2025, the County updated this Plan to maintain a strong focus on improving access in the public rights-of-way. By filling this gap with accessible sidewalks and crossings that directly connect neighborhoods to school frontages and the SR-7 Urban Corridor, and by removing identified ADA barriers consistent with these adopted and updated plans, the project eliminates the need to walk in traffic, improves comfort and visibility through lighting and defined facilities, and provides shorter, safer, and more direct walking routes for a higher-need community.

See attached for additional details:

"5111 - Local Plan Consistency", section "5111 - Pierce County SRTS Plan".

"5111 - Pierce County VisionZero"

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The project creates a much safer and more direct walk connection from neighborhoods and schools on B St E to existing and future high-frequency transit on the SR-7 corridor. It provides a

nonmotorized connection to Pierce Transit's Stream Community Line and the 6th Ave–Pacific Route 1 on Pacific Ave (SR-7), a primary urban transit corridor linking Downtown Tacoma with unincorporated Spanaway. B St E is approximately 0.2 miles east of Pacific Ave and 176th St E, where an existing Route 1 stop and Pierce Transit's Stream Community Line station will allow riders to connect from local sidewalks to regional transit.

B St E between 176th St E and 192nd St E feeds directly into the Pacific Avenue/SR-7 Urban Corridor at 176th St E, where Route 1 and the Stream Community Line operate frequent service with stops at or near Pacific Ave S & S 176th St. Today, students and other riders walking from homes and schools along B St E to these stops must travel in the roadway or on narrow shoulders, creating a barrier to safely accessing all-day bus service and Pierce Transit's Stream Community Line. From Pacific Ave, riders can transfer at Parkland Transit Center, Tacoma Dome Station, and Commerce Street Station to additional Pierce Transit and Sound Transit routes, including trips to Seattle via Sounder trains and Link light rail. By constructing curb, gutter, continuous sidewalks, ADA-compliant curb ramps, safer crossings, and lighting on both sides of B St E, the project creates a continuous, accessible pedestrian route from residential blocks and three schools to SR-7 transit stops, reducing backtracking, improving comfort and perceived safety, and strengthening connections to current and future high-capacity transit.

The corridor is located within the Urban Growth Area for the Parkland-Spanaway-Midland Communities Plan along SR-7, where Pierce County envisions compact, transit-supportive development, making dependable walking access to Pierce Transit's Stream Community Line stations essential. Pierce County's Community Impact Index shows higher equity-related needs in nearby block groups, including elevated disability and access-to-opportunity indicators, and Environmental Justice data identifies higher environmental and socioeconomic burdens in the Spanaway/SR-7 area. Residents who are more likely to rely on transit are therefore most affected by poor pedestrian access along B St E. By eliminating sidewalk gaps and improving crossings on this key feeder street, the project directly improves access to frequent bus routes along Pierce Transit's Stream Community Line for these higher-need populations, reducing barriers to using transit for daily trips to school, work, and essential services.

See attached "5111 - Pierce Transit System Map" for additional details.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The project area is embedded in a dense, transit-served school and residential neighborhood, so the completed sidewalks and crossings are expected to see high daily use by multiple user groups.

Spanaway and the East Spanaway area along SR-7 have relatively high population densities—on the order of 3,900–4,000 people per square mile—and thousands of households within a short walk of B St E and 176th St E. Within this context, Camas Prairie Elementary, Cedarcrest Middle School (765 students, with over 50% eligible for free lunch), and Challenger High together generate significant daily walking and busing activity along B St E and to the Pacific Avenue/SR-7

corridor. By completing sidewalks and crossings on both sides of B St E between 176th St E and 192nd St E, the project will be used heavily by students and families walking to and from these schools and school bus stops, as well as by neighborhood residents making short trips on foot or by mobility device.

Commuters and commercial users also stand to benefit. B St E connects residential blocks to 176th St E and the SR-7 corridor, where Pierce Transit operates its Stream Community Line - a rapid, limited-stop commuter bus service operating on weekdays between Spanaway and downtown Tacoma (via Tacoma Dome Station) - a corridor that already carries thousands of daily transit trips and is forecast to grow to roughly 5,900 daily linked trips by 2040. The new continuous sidewalks, ADA-compliant curb ramps, safer crossings, and lighting on B St E will give transit riders a safer, more comfortable first-/last-mile connection to these routes and bus stations along Stream Community Line, supporting work and school commutes and access to commercial services along SR-7. Pierce County's Community Impact Index data shows higher equity-related needs and environmental and socioeconomic burdens in nearby block groups, meaning that many of the people using these facilities will be residents who are more likely to rely on walking, wheeling, and transit—including people with disabilities, lower-income households, and students—so the project's benefits will be both broad and particularly meaningful for populations with the greatest dependence on the pedestrian and transit network.

See attached for additional details:

"5111 - Pierce County Nearby Destinations"

"5111 - Bethel School District Community Impact Index Report"

"5111 - Pierce Transit System Map"

"5111 - Pierce County VisionZero"

"5111 - Blue Zone Project"

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

There would be a significant loss of opportunity if this project is not fully funded. Bethel School District has been the primary advocate for this effort, using its deep understanding of school access and student safety to help shape the project and elevate those needs to state legislators. In partnership with Pierce County, the district's advocacy secured current state legislative funding for a complete, usable improvement; without additional funds to close the gap, the County may be forced to reduce the project scope or risk losing the state funds altogether, undermining the community-driven investment already made to support safe routes to schools and transit.

The B St E corridor sits in the Pacific Avenue/SR-7 Urban Corridor and central Urban Growth Area, where County plans and zoning direct new housing and jobs and encourage more compact, transit-supportive development. At the same time, Pierce Transit's Stream Community Line and the Spanaway Transit Center are intended to anchor more intensive, transit-oriented growth along this corridor, which depends on safe first- and last-mile pedestrian access from surrounding neighborhoods. If this project is not delivered in step with that investment, students and other riders on B St E will continue to face unsafe or uncomfortable conditions walking to high-frequency transit, and the corridor will miss a timely chance to lock in safe school and transit access while the area is still evolving.

As development and redevelopment continue, missing sidewalks on B St E will become harder and more expensive to retrofit, leaving new residents and students without safe, direct walking access to schools and transit on 176th St E and SR-7.

See attached for additional details:

"5111 - PSRC Resource Maps"

"5111 - Bethel School District Community Impact Index Report"

Category-Specific Criteria: Community Support

Section 1: Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.

The B St E Safe Routes to School project serves students and families in Bethel School District, which the Pierce County Community Impact Index places in the 19th percentile countywide, indicating overall lower opportunity compared to most of Pierce County. Within this district, Community Vitality (25th percentile), Jobs and Economy (38th percentile), Environmental Health (31st percentile), and Education (0th percentile) all score below average, reflecting communities that face compounded barriers to opportunity. Families here experience higher economic vulnerability, with 20% of residents living under 200% of the federal poverty level and median household income in only the 35th percentile, while poor general health (18% at the 18th percentile) and low life expectancy (19% at the 29th percentile) signal added health risks. Students are also more exposed to heavy traffic (65th percentile for proximity to heavy traffic), yet the district has relatively low transit, park, and library access, meaning many children rely on walking and school buses along corridors like B St E to reach school, bus stops, and services.

In this context, the project's primary population groups are school-age children, their caregivers, and other residents who disproportionately depend on walking and school bus access in a lower-opportunity, traffic-exposed school community. Today, discontinuous or missing sidewalks and crossings on B St E between 176th St E and 192nd St E force many students and caregivers to walk in the travel lanes or on narrow shoulders in a corridor that functions as a Major Collector, creating inequitable safety and comfort conditions compared with better-served areas of the county. By constructing continuous 6-foot sidewalks on both sides of B St E, installing ADA-compliant pedestrian facilities and safer marked crossings, adding lighting, and making minor pavement and drainage adjustments, the project directly responds to the disparities identified in the Community Impact Index. It reduces exposure to traffic for vulnerable users, provides a safer and more comfortable walk route to schools and bus stops, and strengthens non-motorized access to the SR 7 Urban Corridor and its services, delivering a targeted improvement for a school district that the County's own data identify as lower opportunity and higher need.

See attached excerpts for additional details:

"5111 - Bethel School District Community Impact Index Report"

"5111 - PSRC Resource Maps"

Section 2: Addressing Outreach

Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

Bethel School District first identified and elevated the need for safer walking conditions along B St E, drawing on its direct experience with students, families, and school access patterns. In collaboration with Pierce County, this local knowledge guided project development, building on countywide planning and Safe Routes to School work. At the planning level, the Parkland-Spanaway-Midland Communities Plan and the County's Comprehensive Plan for Urban Corridors were informed by public outreach that consistently highlighted the need for safer walking conditions along major streets such as 176th Street and better nonmotorized access to schools, transit, and Towne Centers in the Pacific Avenue/SR-7 corridor.

For this specific project, Bethel School District coordinated with stakeholders at Camas Prairie Elementary, Cedarcrest Middle School, and Challenger High to identify missing sidewalks and unsafe walking conditions on B St E as a top Safe Routes to School priority. Through District coordination, school safety discussions, and feedback from parents and caregivers—especially families who walk or rely on school buses—staff heard recurring concerns about children walking in the roadway or on narrow shoulders, limited visibility, and lack of a continuous, accessible route to school bus stops and nearby transit. Equity analysis showing higher-need populations and environmental/socioeconomic burdens in the Spanaway/SR-7 area reinforced these concerns and helped elevate B St E between 176th St E and 192nd St E as a priority corridor. As a result, the project scope was deliberately shaped around continuous sidewalks on both sides of the street, ADA-compliant curb ramps, safer crossings, and lighting that directly respond to issues raised by students, families, and school staff.

For additional details, see attached "5111 - Local Plan Consistency", section "5111 - Pierce County SRTS Plan".

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The Safe Routes to School – B St E project grew directly out of the multi-year coordination and planning process documented in Pierce County's 2025 Safe Routes to School Prioritization Analysis. Through that process, the Office of the County Engineer worked with Bethel School District and other districts to map existing one-mile walk routes, compile school-identified priority locations, and develop a district-prioritized list of projects, including Challenger High School's B St E corridor, for sidewalk and crossing improvements.

This joint planning and ongoing coordinating of the Safe Routes to School Plan focused this

project on closing the sidewalk gap on B St E between 176th St E and 192nd St E, rather than dispersing limited resources across smaller spot improvements. The Plan's conceptual engineering, feasibility review, and updated community equity and safety factors confirmed that continuous sidewalks, ADA-compliant curb ramps, and safer crossings on B St E would deliver a high-priority Safe Routes to School connection in an urban corridor, shaping the project's scope and design.

In addition, the County created and maintains a public project website for B Street East – 176th Street East to 192nd Street East (CRP 5111), <https://www.piercecountywa.gov/8626/B-St-E---176th-St-E-to-192-St-E>, which provides project information and an avenue for ongoing community feedback, and the decision to advance this project on the current schedule was informed by that outreach and its strong fit with identified grant programs such as the Transportation Alternatives Program.

For additional details, see attached "5111 - Local Plan Consistency", section "5111 - Pierce County SRTS Plan".

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project is specifically designed to reduce risk for vulnerable users—especially children, people walking and rolling, and people with disabilities—by replacing high-risk conditions with dedicated, accessible pedestrian facilities along a key school and transit corridor. Today, students and other pedestrians must walk in the travel lane or on narrow, uneven shoulders on B St E to reach Camas Prairie Elementary, Cedarcrest Middle, Challenger High, school bus stops, and transit on 176th St E and SR-7, exposing them to turning traffic, passing vehicles, and poor visibility, particularly in dark or wet conditions. The project addresses these risks by constructing curb, gutter, and continuous sidewalks on both sides of B St E between 176th St E and 192nd St E, adding ADA-compliant curb ramps, defined crossings at school access points, and new luminaires, which together provide a protected, well-lit, and clearly organized walking environment that significantly reduces exposure to traffic and improves safety and comfort for students, families with strollers, older adults, and people using mobility devices.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The project is located within a Blue Zones area, where the community is working to support longer, healthier, higher-quality lives. The project protects vulnerable users by replacing a high-risk “walk in the roadway” condition with continuous, accessible pedestrian facilities along a key school and transit access corridor, consistent with the Blueprint's emphasis on safe, connected routes in priority areas. The project constructs curb, gutter, and sidewalks on both sides of B St E between 176th St E and 192nd St E so students, people with disabilities, and other pedestrians no longer

have to walk in the travel lane or on narrow shoulders to reach three schools, school bus stops, and SR-7 transit, directly advancing the Blueprint goal of improving walking access to schools and transit along key arterials.

ADA-compliant pedestrian facilities, defined crossings at school access points, and new luminaires shorten and clarify crossing movements, improve visibility in low-light conditions, and create a safer, more comfortable walking environment that reduces exposure to traffic and the risk of serious pedestrian injuries and fatalities, aligning with the Blueprint's Safe Systems approach and industry best practices for pedestrian safety along County arterials.

This project also advances the County's commitment to implement the Blue Zones Blueprint by prioritizing safety in a key high-injury sub-area and demonstrating a data-driven, sub-regional approach to street design. The County will continue to engage with Blueprint implementation, monitor outcomes, and identify additional corridors where Blueprint strategies and County crash data overlap, strengthening the basis for policymaker support, safety infrastructure investments, and future funding, and helping to build a cohesive network of safe facilities for all road users across neighboring communities.

See attached excerpts from "5111 - Blue Zone Project" for additional details.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

Pierce County has adopted a Vision Zero Action Plan that commits the County to achieving zero traffic deaths and serious injuries on County roadways by 2035 and complements Washington State's Target Zero strategy. These policies emphasize designing a Safe System that protects vulnerable users, prioritizes roadway safety in project selection, and supports active transportation facilities such as sidewalks, crossings, and paved shoulders.

These safety policies informed this project in several ways. First, they reinforced choosing B St E between 176th St E and 192nd St E—a corridor where students and other vulnerable users currently walk in the roadway or on narrow shoulders—as a high-priority Safe Routes to School investment. Second, they shaped the scope to focus on system-level safety improvements rather than spot fixes: continuous sidewalks on both sides of the street, ADA-compliant pedestrian facilities, defined crossings aligned with school access points, and added lighting, all of which are consistent with Vision Zero and Target Zero emphasis on separating users, reducing crash severity, and making walking safer and more comfortable. Finally, these policies support advancing the project on a timeline that pairs sidewalk and crossing upgrades with ongoing growth and transit investments on the SR-7 corridor, so that safety benefits for vulnerable users are realized sooner in an area with documented risk and higher equity needs.

See attached excerpts from "5111 - Pierce County VisionZero" for additional details.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project will transform the corridor into a "complete street" with paved shoulders, curb, gutter,

and sidewalk, elements that FHWA research has shown reduce pedestrian-involved crashes. Portions of the existing roadway currently have gravel shoulders and grassy areas, offering little separation between vehicles and people walking. While the project retains the existing 12-foot travel lanes, introducing curb, gutter, and continuous sidewalks on both sides of B St E narrows the effective roadway width and creates a distinct pedestrian zone, which encourages lower vehicle speeds near schools and bus stops. ADA-compliant pedestrian facilities, defined crossings at school access points, and new luminaires clarify where pedestrians cross and improve visibility so drivers can see people earlier and adjust their speed without relying on ongoing police presence or targeted school-zone enforcement.

See attached for additional details:

"5111 - Pierce County Existing Conditions"

"5111 - Pierce County Proposed Improvements"

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY preliminary engineering?

No

Is preliminary engineering/design complete?

No

If not complete, which best describes the CURRENT status of the project's engineering/design?

30% complete

Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.

June, 2028

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

January, 2028

Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?

No

If yes, is a formal Endangered Species Act (ESA) consultation expected?

N/A

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

July, 2026

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?

June, 2026

Has right of way certification been completed?

No

If not, what is the estimated ROW certification date (month and year)?

May, 2028

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.

Right of way needs are still being evaluated, but based on the current 30% design, we anticipate only minor frontage acquisitions and temporary construction easements may be needed to accommodate curb, gutter, 6-foot sidewalks on both sides of B St E and associated stormwater improvements; no full parcel acquisitions are expected.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-151-540-21469411_4BypQ5CN_2025-11-17_5111_High-Level_Engineers_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to

be acquired.

“SEPA Determination of Nonsignificance” and “Critical Areas Approval for Regulated Oak Trees” to be acquired January 2028

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

May, 2028

When is the project scheduled to go to ad (month and year)?

July, 2028

Other Considerations

If the project milestone dates specified above are less than [PSRC’s Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.

This project is a Safe Routes to School sidewalk and frontage improvement on an existing local roadway in a fully urbanized corridor. The work is limited to curb, gutter, 6-foot sidewalks, ADA curb ramps, and associated drainage and minor pavement adjustments within or immediately adjacent to existing right-of-way, with no new lanes, no stream crossings, and no work in or near fish-bearing waters or listed-species habitat. The project footprint is confined to an already developed street corridor, so any increase in PGIS is modest and will be treated on-site.

Because the project is currently funded only with state dollars, NEPA has not yet been required or initiated. If federal TAP funds are awarded, the County is prepared to begin NEPA immediately, building on substantial environmental and design work already completed. Based on the current scope and setting, our environmental team anticipates a CE-level NEPA document with a “no effect” or “may affect, not likely to adversely affect” determination and does not expect impacts that would trigger formal ESA Section 7 consultation. These characteristics justify a shorter two-year schedule to complete environmental documentation in line with PSRC’s readiness guidance for projects not requiring formal ESA consultation.

PSRC Funding Request

Phase	Year	Amount
Construction	2028	\$2200000

Total PSRC Funding Request: \$2200000

Has this project received PSRC funds previously?

Please provide the project's PSRC TIP ID.

No

N/A

Total Estimated Project Cost and Schedule

Preliminary Engineering/Design Phase

Fund Source	Funding Status	Amount
Other State	Secured	\$940000
		\$
		\$
		\$
		\$

Total Preliminary Engineering/Design Phase Cost: \$940000

Expected year of completion for this phase:

May, 2028

Right of Way Phase

Fund Source	Funding Status	Amount
Other State	Secured	\$972000
		\$

		\$
		\$
		\$

Total Right of Way Phase Cost: \$972000

Expected year of completion for this phase:

May, 2028

Construction Phase

Fund Source	Funding Status	Amount
TAP(PSRC)	Unsecured	\$2200000
Other State	Secured	\$3560000
		\$
		\$
		\$

Total Construction Phase Cost: \$5760000

Expected year of completion for this phase:

December, 2028

Other Phase

Fund Source	Funding Status	Amount
		\$

		\$
		\$
		\$
		\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

,

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$7672000	December, 2028

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Adopted 2026–2031 Transportation Improvement Program (TIP) – The adopted 2026–2031 TIP shows the “Safe Routes to School – B St E, 176 St E to 192 St E (CRP 5111)” project fully programmed in the County’s capital program, including approximately \$3.9 million for Construction from the State Multimodal Account and funding for PE and ROW phases. These TIP amounts, however, reflect the original legislative appropriation rather than a detailed, design-level cost estimate for the final project scope.

The construction funding level in the TIP was developed early, through coordination between the school district and the legislative representative who secured the State Multimodal funding in the Transportation Budget, before 30% design was completed. As the County has advanced the project to about 30% design, updated estimates using current unit prices, refined quantities, and the full Safe Routes to School scope (sidewalks, ADA-compliant curb ramps, drainage, and frontage improvements) show that total project costs now exceed the originally programmed amount. This design-level work has identified a funding gap between the State Multimodal appropriation and the cost to deliver the project through construction, which this TAP request is intended to fill.

High-Level Engineer’s Estimate (dated November 17, 2025) – Provides a detailed high-level

construction cost estimate for CRP 5111, showing a total construction phase estimate of approximately \$5.7M (including bid items, contingencies, and inflation), which supports the requested \$2.2M TAP contribution to the CON phase and demonstrates that the balance will be covered by existing programmed funds.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-151-346-21469411_Xj4zCxYL_2025-11-17_5111_High-Level_Engineers_Estimate.pdf

f-151-712-21469411_f6zongwc_5111_-_Pierce_County_TIP.pdf

f-151-713-21469411_gjBZao0x_CRP_5111_-_Roadway_Section.pdf

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

Pierce County's CRP 5111 already has substantial state Multimodal funding programmed for preliminary engineering, right-of-way, and most of construction. A design-level engineer's estimate confirms that TAP is only needed to close a defined construction funding gap, allowing TAP dollars to leverage an existing state investment and deliver a near-shovel-ready Safe Routes to School project rather than funding early planning.

The project is also low-impact and straightforward from an environmental standpoint: it is limited to curb, gutter, 6-foot sidewalks, ADA curb ramps, drainage, and minor pavement adjustments on an existing urban roadway, with no new lanes and no work in or near streams or sensitive habitat, supporting a CE-level NEPA path and a relatively short schedule to obligation and construction.

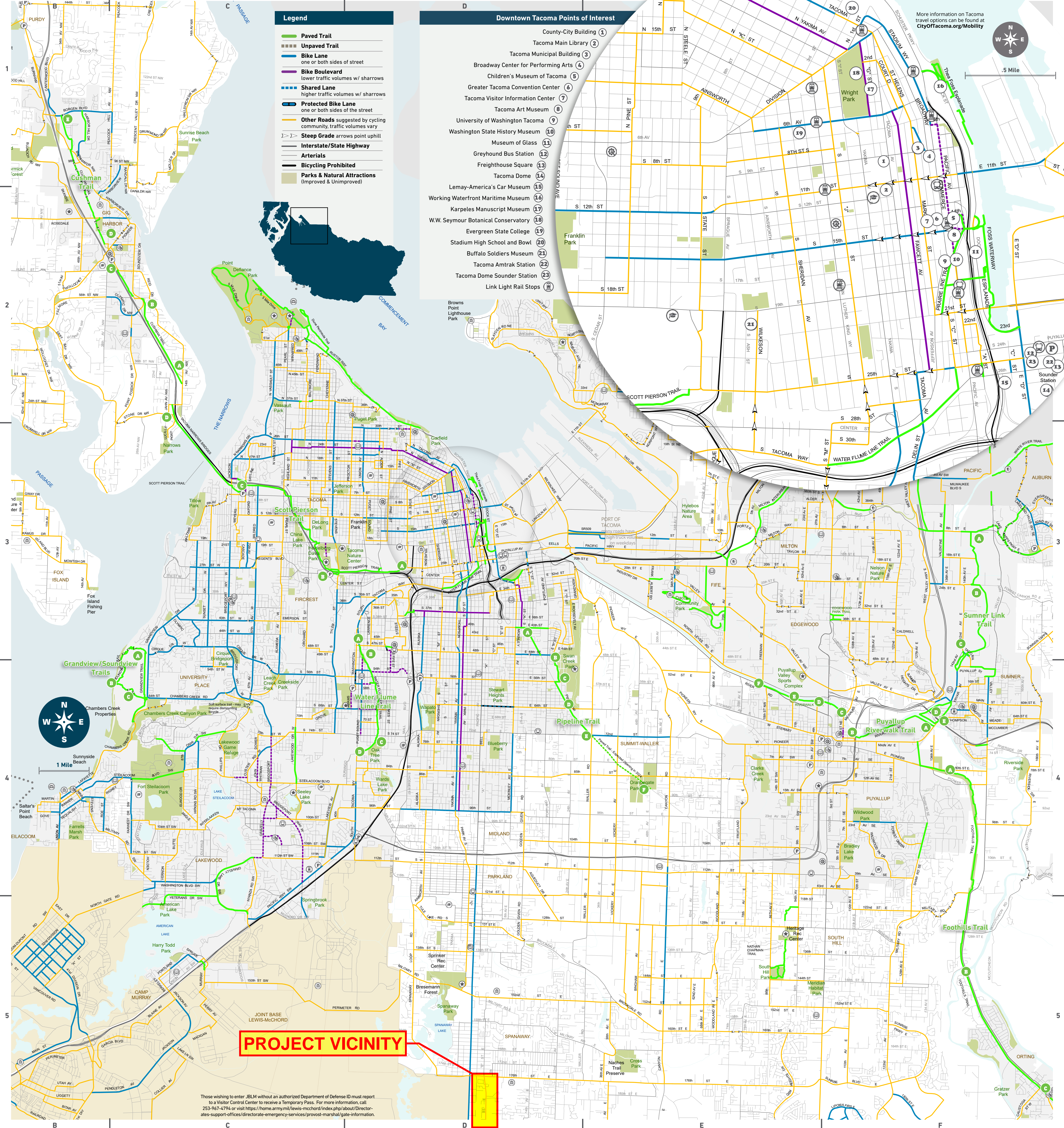
In addition, the project advances Pierce County's broader Safe Routes to School program by implementing a high-priority school access corridor identified with Bethel School District in a designated Urban Corridor, illustrating a replicable model for combining state, local, and regional funds to deliver center-supportive school access projects.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-151-480-21469411_iHBg82Gv_5111_-_Pierce_County_TIP.pdf, f-151-480-21469411_rTwlqDG0_5111_-_Blue_Zone_Project.pdf, f-151-480-21469411_9245tyjS_5111_-_Pierce_County_VisionZero.pdf, f-151-480-21469411_GuaP4wZA_5111_-_Pierce_County_Nearby_Destinations.pdf, f-151-480-21469411_r1swqogh_5111_-_Pierce_County_Existing_Conditions.pdf, f-151-480-21469411_l8F4aRBu_5111_-_PSRC_Resource_Maps.pdf, f-151-480-21469411_6jW1pha1_5111_-_Pierce_County_Bike_Map.pdf, f-151-480-21469411_xcMtpU5d_5111_-_Bethel_School_District_Community_Impact_Index_Report.pdf, f-151-480-21469411_ZhJfja4T_5111_-_Pierce_County_Proposed_Improvements.pdf, f-151-480-21469411_Bc0X31m8_5111_-_Local_Plan_Consistency.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at mkoch@psrc.org to have it returned to you.



The eighth edition of the Pierce County Bike Map identifies existing facilities, both on and off-road. It is not intended to serve as a planning document and does not identify future projects.

Disclaimer
 NOTICE TO BICYCLISTS: This map and accompanying information is intended solely to assist bicyclists in their selection of facilities to ride throughout Pierce County. In providing this information, Pierce County does not designate these facilities as formal bikeways. Pierce County assumes no liability for bicyclists who choose to travel upon any of the facilities shown on this map, nor does the County guarantee the stability, condition or fitness of any of the listed facilities for bicycling. Many of the facilities identified on this map cross and/or run on public roads that are exposed to daily wear and tear and degradation due to weather, motorized traffic, and other environmental factors. Facilities may contain pavement imperfections, including ruts, cracks, and bumps. Riders may encounter expansion joints, debris, encroaching vegetation, stormwater inlets, and other natural and manmade features. Riders should also remain alert for areas of visual impairment and other irregularities that may impact rider and motorist ability to see each other or potential road hazards. The chance that one may come into an area of visual impairment or a route irregularity warrants special care on the part of route users. This map includes facilities within multiple jurisdictions. Conditions and design elements may vary between jurisdictions.

It is the responsibility of the individual rider to remain alert at all times as to the conditions of the facility, pedestrian and other traffic on the facility, and the inherent potential for conflict in any shared-use space. Riders should always ride with care for their own safety as well as the safety of all other users of the facility or right-of-way. This map supersedes/ replaces all prior versions of the Pierce County Bike Map. Riders should consult the most current version of the map.

View the current Pierce County Bike Map online at PierceCountyWa.org/BikeMap

Feedback or Comments?
 BikeMap@PierceCountyWa.gov

This bike map has been prepared by:
 Pierce County Planning and Public Works
 Office of the County Engineer

Printed on recycled paper
 8th edition—2023

Pierce County

Bike Map

Bicycling Laws

According to the Revised Code of Washington (RCW), a bicycle is a legal road vehicle, just like a car. This means that bicycle riders have the same rights and responsibilities as motor vehicle drivers.

Here are some current bicycling laws to be aware of whether you are biking or driving a motor vehicle:

Riding on the Road - When riding on a road, a bicyclist has all the rights and responsibilities of a vehicle driver (RCW 46.61.755). Bicyclists who violate traffic laws may be ticketed.

Roads Closed to Bicycles - Some designated sections of the state's limited access highway system may be closed to bicycles for safety reasons. In addition, local governments may adopt ordinances banning cycling on specific roads or on sidewalks within business districts. For more information please visit wsdot.wa.gov/travel/bicycling-walking.

Riding at Night - For night bicycle riding, a white front light (not a reflector) visible for 500 feet and a red rear reflector are required. A red rear light may be used in addition to the required reflector (RCW 46.61.780).

Bicycle Helmets - There is currently no state law requiring helmet use. However, some cities and counties (including Pierce County) do require helmets for children and adults. Find a list of jurisdictions that require helmets at wsdot.wa.gov/travel/bicycling-walking.

Information about other state bicycling laws:

- WSDOT Bicycle and Pedestrian Program wsdot.wa.gov/travel/bicycling-walking
- Washington Laws and Agency Rules (800) 562-6000 • leg.wa.gov/LawsAndAgencyRules
- Washington Traffic Safety Commission (360) 753-6197 • wts.wa.gov

Bicyclists should contact local jurisdictions for information about local bicycling laws. Find information about bicycling laws for the unincorporated areas of Pierce County:

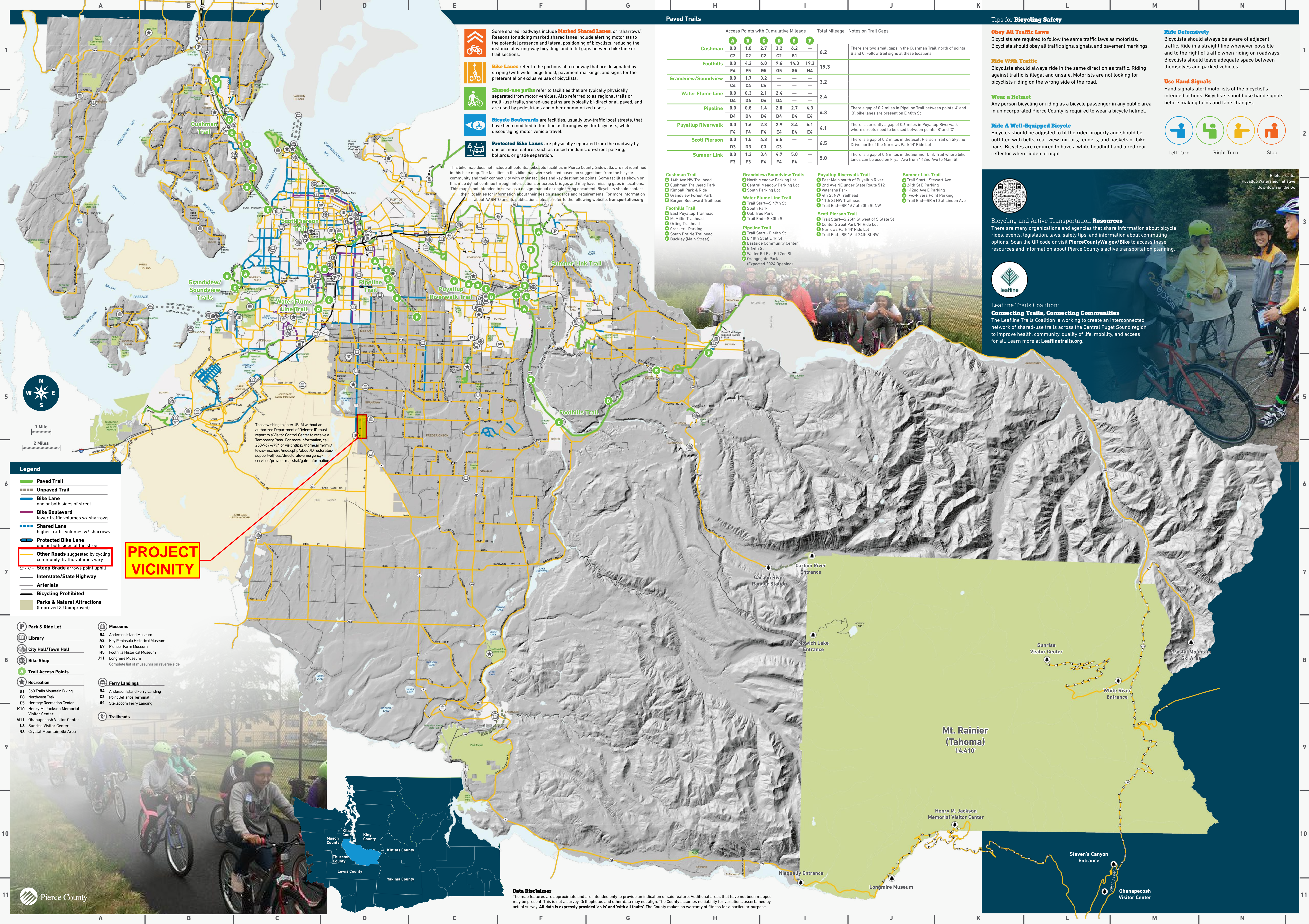
- Pierce County Code pierce.county.codes/PCC/10.22 (chapter 10.22)

Reverse side of map

- Park & Ride Lot**
- Library**
- Transit Centers**
- Colleges/Universities**
- City Hall/Town Hall**
- Bike Shop**
- Ferry Landings**
- Recreation**
- Museums**
- Trailheads**

Reverse side of map

- B1 260 Trails Mountain Biking
- F8 Northwest Trek
- K10 Henry M. Jackson Memorial Visitor Center
- M11 Ohanapeosh Visitor Center
- L8 Sunrise Visitor Center
- N8 Crystal Mountain Ski Area



- Shared-use paths** refer to facilities that are typically physically separated from motor vehicles. Also referred to as regional trails or multi-use trails, shared-use paths are typically bi-directional, paved, and are used by pedestrians and other nonmotorized users.
- Bicycle Boulevards** are facilities, usually low-traffic local streets, that have been modified to function as thoroughways for bicyclists, while discouraging motor vehicle travel.
- Protected Bike Lanes** are physically separated from the roadway by one or more features such as raised medians, on-street parking, bollards, or grade separation.

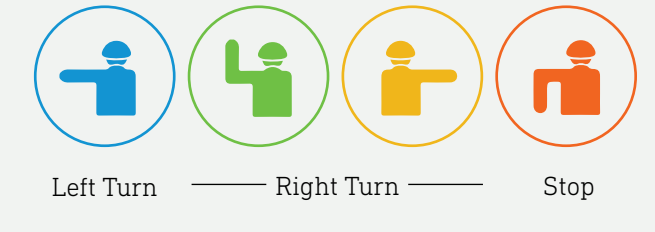
This bike map does not include all potential bikeable facilities in Pierce County. Sidewalks are not identified in this bike map. The facilities in this bike map were selected based on suggestions from the bicycle community and their connectivity with other facilities and key destination points. Some facilities shown on this map do not continue through intersections or across bridges and may have missing gaps in locations. This map is not intended to serve as a design manual or engineering document. Bicyclists should contact their localities for information about their design standards and requirements. For more information about AASHTO and its publications, please refer to the following website: transportation.org

Paved Trails

Trail	A	B	C	D	E	F	Total Mileage	Notes on Trail Gaps
Cushman	0.0	1.8	2.7	3.2	6.2	—	6.2	There are two small gaps in the Cushman Trail, north of points B and C. Follow trail signs at these locations.
Foothills	0.0	4.2	6.8	9.6	14.3	19.3	19.3	
Grandview/Soundview	0.0	1.7	3.2	—	—	—	3.2	
Water Flume Line	0.0	0.3	2.1	2.4	—	—	2.4	
Pipeline	0.0	0.8	1.4	2.0	2.7	4.3	4.3	There is a gap of 0.2 miles in Pipeline Trail between points 'A' and 'B'; bike lanes are present on E 48th St
Puyallup Riverwalk	0.0	1.6	2.3	2.9	3.4	4.1	4.1	There is currently a gap of 0.6 miles in Puyallup Riverwalk where streets need to be used between points 'B' and 'C'
Scott Pierson	0.0	1.5	4.3	6.5	—	—	6.5	There is a gap of 0.2 miles in the Scott Pierson Trail on Skyline Drive north of the Narrows Park 'N' Ride Lot
Summer Link	0.0	1.2	3.4	4.7	5.0	—	5.0	There is a gap of 0.4 miles in the Summer Link Trail where bike lanes can be used on Fryar Ave from 142nd Ave to Main St

- Cushman Trail**
 - 14th Ave NW Trailhead
 - Cushman Trailhead Park
 - Kimball Park & Ride
 - Grandview Forest Park
 - Borgen Boulevard Trailhead
- Foothills Trail**
 - East Puyallup Trailhead
 - McMillin Trailhead
 - Orring Trailhead
 - Crocker—Parking
 - South Prairie Trailhead
 - Buckley (Main Street)
- Grandview/Soundview Trails**
 - North Meadow Parking Lot
 - Central Meadow Parking Lot
 - South Parking Lot
- Water Flume Line Trail**
 - Trail Start—S 47th St
 - South Park
 - Oak Tree Park
 - Trail End—S 80th St
- Pipeline Trail**
 - Trail Start—E 40th St
 - E 48th St at E 7th St
 - Eastside Community Center
 - E 64th St
 - Waller Rd at E 72nd St
 - Orangegate Park (Expected 2024 Opening)
- Puyallup Riverwalk Trail**
 - East Main south of Puyallup River
 - 2nd Ave NE under State Route 512
 - Veterans Park
 - 4th St NW Trailhead
 - 11th St NW Trailhead
 - Trail End—SR 167 at 20th St NW
- Scott Pierson Trail**
 - Trail Start—S 25th St west of S 5 State St
 - Center Street Park 'N' Ride Lot
 - Narrows Park 'N' Ride Lot
 - Trail End—SR 16 at 24th St NW
- Summer Link Trail**
 - Trail Start—Stewart Ave
 - 24th St E Parking
 - 142nd Ave E Parking
 - Two Rivers Point Parking
 - Trail End—SR 410 at Linden Ave

- ### Tips for Bicycling Safety
- Obey All Traffic Laws**
Bicyclists are required to follow the same traffic laws as motorists. Bicyclists should obey all traffic signs, signals, and pavement markings.
 - Ride With Traffic**
Bicyclists should always ride in the same direction as traffic. Riding against traffic is illegal and unsafe. Motorists are not looking for bicyclists riding on the wrong side of the road.
 - Wear a Helmet**
Any person bicycling or riding as a bicycle passenger in any public area in unincorporated Pierce County is required to wear a bicycle helmet.
 - Ride A Well-Equipped Bicycle**
Bicyclists should be adjusted to fit the rider properly and should be outfitted with bells, rear-view mirrors, fenders, and baskets or bike bags. Bicycles are required to have a white headlight and a red rear reflector when ridden at night.
 - Ride Defensively**
Bicyclists should always be aware of adjacent traffic. Ride in a straight line whenever possible and to the right of traffic when riding on roadways. Bicyclists should leave adequate space between themselves and parked vehicles.
 - Use Hand Signals**
Hand signals alert motorists of the bicyclist's intended actions. Bicyclists should use hand signals before making turns and lane changes.



Bicycling and Active Transportation Resources

There are many organizations and agencies that share information about bicycle rides, events, legislation, laws, safety tips, and information about commuting options. Scan the QR code or visit PierceCountyWa.gov/Bike to access these resources and information about Pierce County's active transportation planning.

Leafline Trails Coalition: Connecting Trails. Connecting Communities
The Leafline Trails Coalition is working to create an interconnected network of shared-use trails across the Central Puget Sound region to improve health, community, quality of life, mobility, and access for all. Learn more at Leaflinetrails.org.

Photo credits: Puyallup Watershed Initiative, Downtown on the Go

- ### Legend
- Paved Trail
 - Unpaved Trail
 - Bike Lane
 - Bike Boulevard
 - Shared Lane
 - Protected Bike Lane
 - Other Roads suggested by cycling community; traffic volumes vary
 - Steep Grade arrows point uphill
 - Interstate/State Highway
 - Arterials
 - Bicycling Prohibited
 - Parks & Natural Attractions (Improved & Unimproved)

- Park & Ride Lot
- Library
- City Hall/Town Hall
- Bike Shop
- Trail Access Points
- Recreation
 - B1 360 Trails Mountain Biking
 - F8 Northwest Trek
 - E5 Heritage Recreation Center
 - K10 Henry M. Jackson Memorial Visitor Center
 - M11 Ohanapeshoh Visitor Center
 - L8 Sunrise Visitor Center
 - N8 Crystal Mountain Ski Area
- Museums
 - B4 Anderson Island Museum
 - A2 Key Peninsula Historical Museum
 - E9 Pioneer Farm Museum
 - H5 Foothills Historical Museum
 - J11 Longline Museum
- Ferry Landings
 - B4 Anderson Island Ferry Landing
 - C2 Point Defiance Terminal
 - B4 Stellaoom Ferry Landing
- Trailheads



Data Disclaimer
The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. Orthophotos and other data may not align. The County assumes no liability for variations ascertained by actual survey. All data is expressly provided 'as is' and 'with all faults'. The County makes no warranty of fitness for a particular purpose.

SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards 192nd St E

- No Sidewalks on east side
- Sidewalks and ADA-compliant curb ramps on west side directly in the front of private development



SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards 191st St E

-No Sidewalks east side

-Sidewalks end at private development



SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north in front of Spanaway Water Company (east of B St E)

- No Sidewalk on west side
- Sidewalk continues to 182nd St E on east side only



SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards 183rd St Ct E

- No Sidewalk on west side
- Sidewalk continues to 182nd St E on east side only
- Paved shoulder ends



SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards 182nd St E

- No Sidewalk on west side
- Sidewalk ends at 182nd St E on east side
- No paved shoulders



Google Earth

© 2026 Google



5.25 ft

SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards 181s St Ct E

- No Sidewalk
- Paved shoulders



Google Earth

© 2026 Google



7.42 ft

SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards at Challenger High School entrance

- No Sidewalk
- Paved shoulders



Google Earth

© 2026 Google

7.65 ft



SRTS - B St E (192nd St E to 176 St E)

- Existing conditions looking north towards at 178th St Ct E
- Sidewalk continues to 176th St E on west side only
- Paved shoulders on both sides of B St E



SRTS - B St E (192nd St E to 176 St E)

- Existing conditions looking north towards at Camas Elementary (east of B St E)
- Sidewalk continues to 176th St E on both sides of B St E
- Paved shoulders on both sides of B St E



SRTS - B St E (192nd St E to 176 St E)

Existing conditions looking north towards at 176th St E

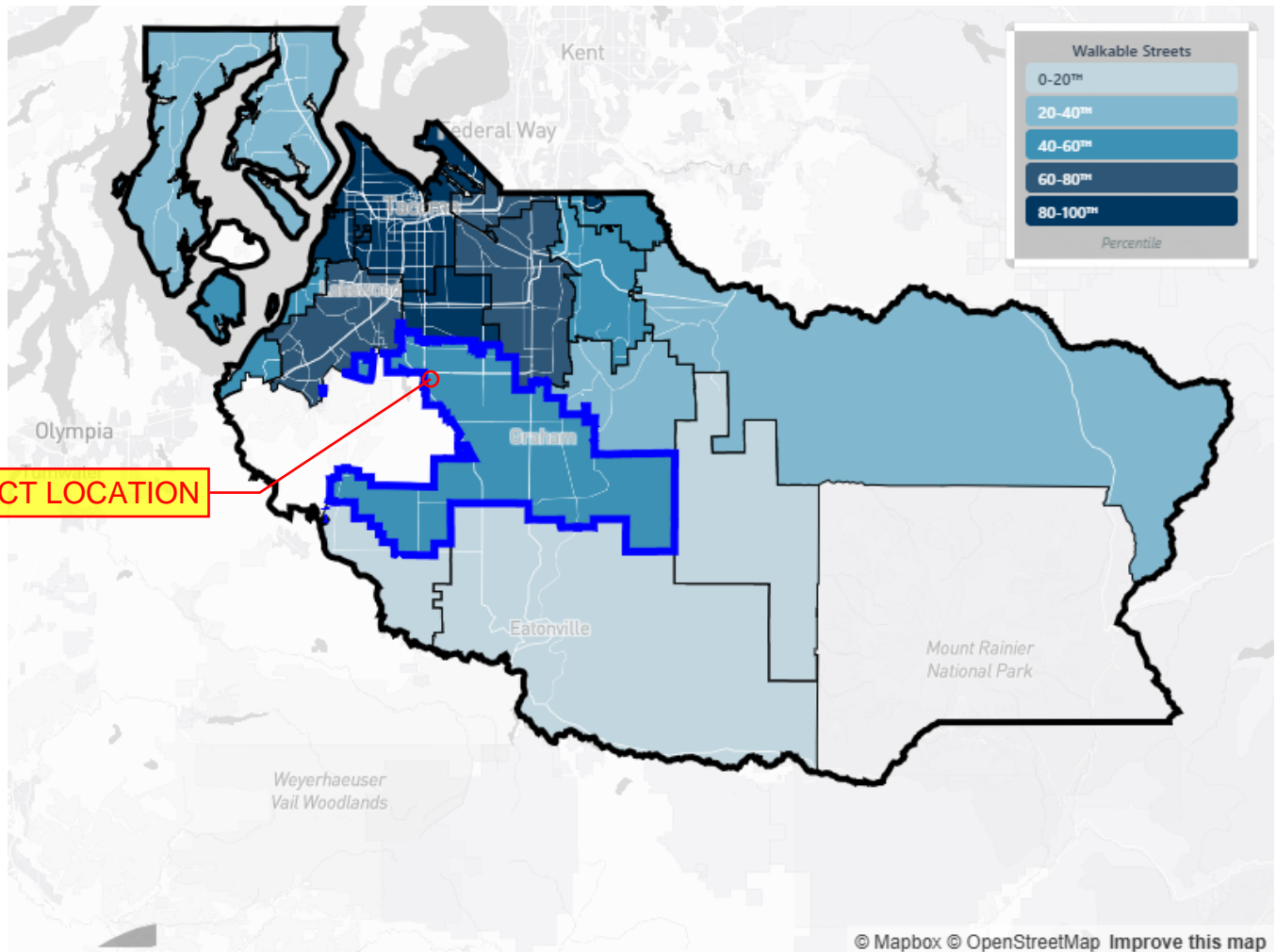
- Sidewalk
- Paved shoulders



Pierce County Community Impact Index Report

Bethel School District

This report provides an Community Impact analysis for Bethel School District. The Community Impact Index is a composite measure that standardizes and aggregates multiple indicators to compare relative conditions across places within Pierce County. Scores are percentile-ranked countywide, and the report includes demographic context and indicator-level detail. Relative to the county distribution, Bethel School District is below the county average (19th percentile). The report also includes demographics and indicator-level results.

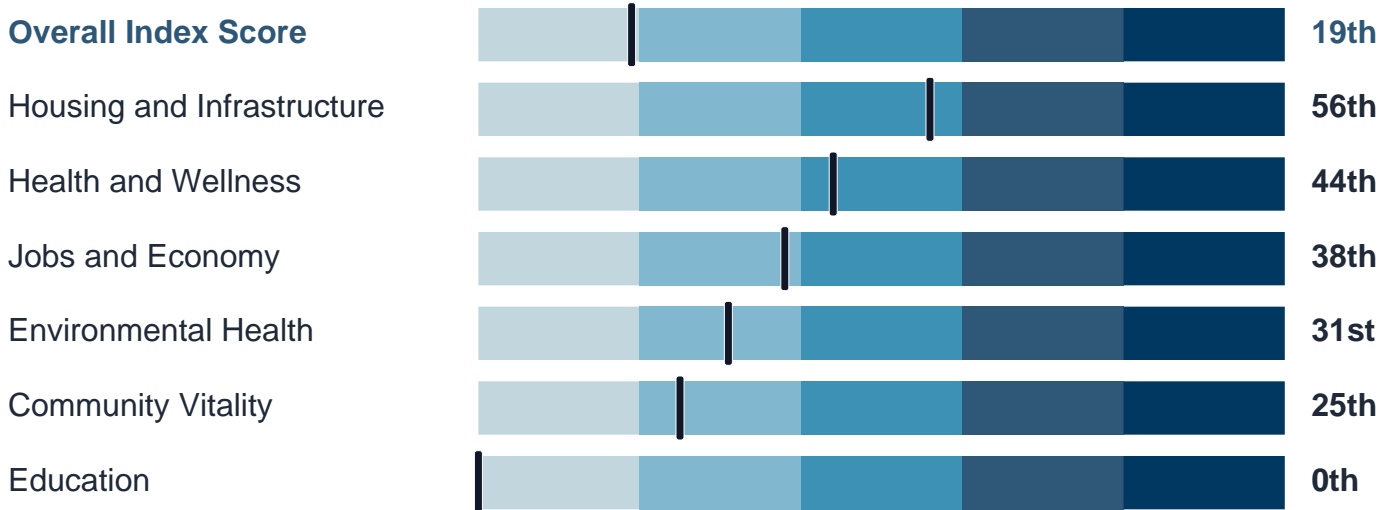


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Community Impact Index & Demographics

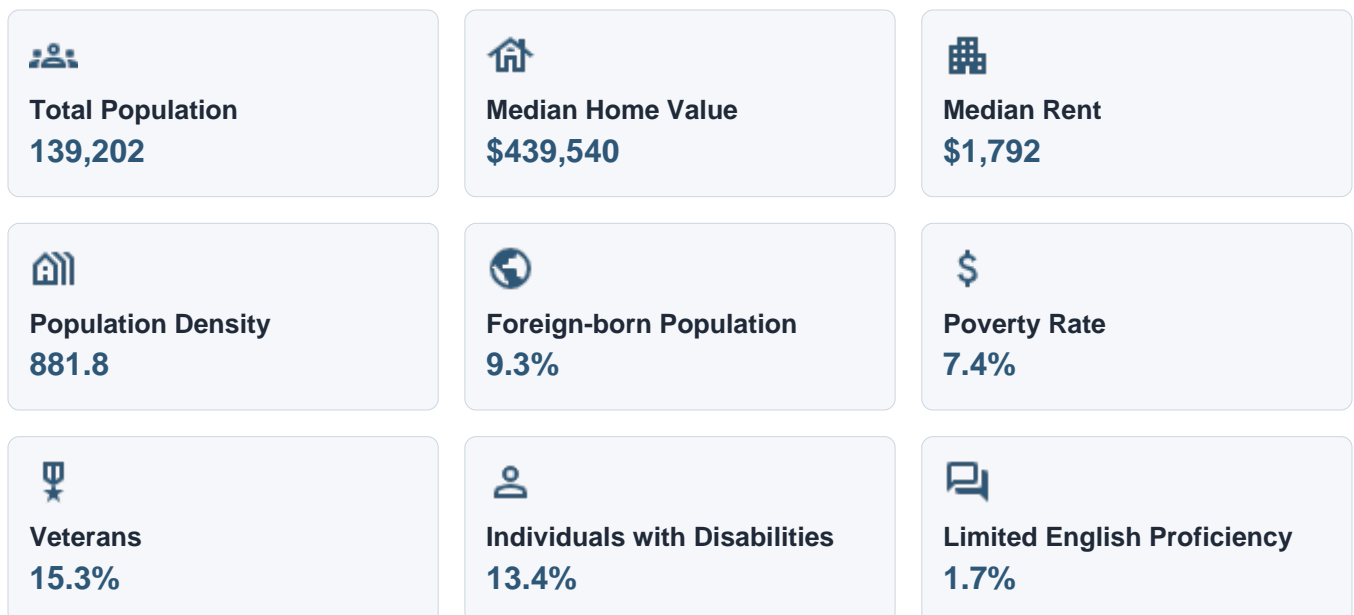
Community Impact Index Scores

19th
percentile



Scores represent percentile rankings within Pierce County.

Demographics Overview



Housing and Infrastructure

56th Percentile

Housing Affordability

Housing and Infrastructure

4.1

71st percentile

Average Transit Stops Per Hour (per square mile)

Housing and Infrastructure

121.8

53rd percentile

Homeownership Rate

Housing and Infrastructure

76 %

47th percentile

Internet Access

Housing and Infrastructure

96 %

47th percentile

Total Cost-Burdened Households

Housing and Infrastructure

32 %

35th percentile

Health and Wellness

44th Percentile

Cancer Incidence Rate

Health and Wellness

8 %

76th percentile

Health Uninsured Rate

Health and Wellness

6 %

47th percentile

Depression Prevalence

Health and Wellness

27 %

41st percentile

Access to Healthy Foods

Health and Wellness

12 %

41st percentile

Opioid Overdose Call Rate (per 1,000 people)

Health and Wellness

2.2 per 1,000

35th percentile

Low Life Expectancy

Health and Wellness

19 %

29th percentile

Poor General Health

Health and Wellness

18 %

18th percentile

Jobs and Economy

38th Percentile

High-Quality Jobs

Jobs and Economy

58 %

65th percentile

Unemployment Rate

Jobs and Economy

5 %

47th percentile

Median Household Income

Jobs and Economy

\$103,601.3

35th percentile

Poverty Rate (Under 200% of Federal Poverty Level)

Jobs and Economy

20 %

35th percentile

Commute Times Under 15 Minutes

Jobs and Economy

13 %

29th percentile

Vehicle Access

Jobs and Economy

96 %

29th percentile

Environmental Health

31st Percentile

Diesel Emissions

Environmental Health

0.2

65th percentile

Flood Risk

Environmental Health

0.1

65th percentile

Tree Canopy Cover

Environmental Health

36 %

65th percentile

PM2.5 Concentration

Environmental Health

8.2

59th percentile

Non-Compliant Drinking Water Systems

Environmental Health

67.4

35th percentile

Fire Risk

Environmental Health

0

35th percentile

Proximity to Superfund Sites

Environmental Health

0.6

35th percentile

Extreme Heat Days

Environmental Health

25.8

24th percentile

Ozone Concentration

Environmental Health

55.6

24th percentile

Community Vitality


25th Percentile

Proximity to Heavy Traffic

Community Vitality

577,650.2

65th percentile




Access to Daycare Centers

Community Vitality

44 %

59th percentile




Access to Community and Recreation Centers

Community Vitality

7 %

47th percentile




Walkable Streets

Community Vitality

3.6

47th percentile




Property and Personal Crime Rate (per 1,000 people)

Community Vitality

24.1 per 1,000

35th percentile




Transit Access

Community Vitality

0.2

35th percentile

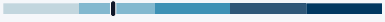


Access to Libraries

Community Vitality

3 %

29th percentile

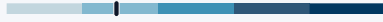


Access to Parks

Community Vitality

32 %

29th percentile

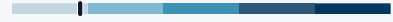


Voter Participation Rate

Community Vitality

72 %

18th percentile



Education

Dual Credit Enrollment

Education

81 %

53rd percentile

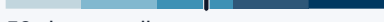


Kindergarten Readiness

Education

67 %

53rd percentile




Assessment Scores Meeting Standards

Education

38 %

41st percentile

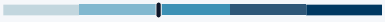


High School Graduation Rates

Education

90 %

41st percentile

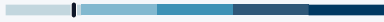


Educational Attainment

Education

38 %

18th percentile

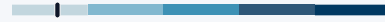


Chronic Absenteeism Rate

Education

38 %

12th percentile




Student-Teacher Ratio

Education

18.5

6th percentile



SRTS - B ST E (192nd St E to 176th St E)

Nearby Destinations



SRTS - B ST E (192nd St E to 176th St E)

Nearby Destinations by Transit or Bike

BRESEMANN FOREST

SPRINKER RECREATION CENTER

Military Rd S

Sprinker Recreation Center

HOME IMPROVEMENT

RESTAURANTS

Spanaway Park

LAKE SPANAWAY GOLF COURSE

MIXED-USE DEVELOPMENT

SPANAWAY PARK

160th St E

Spanaway

PROJECT END

176th St E

PROJECT START

Spanaway Loop Rd S

704

7

507

Mountain Hwy



PSRC Project Selection Resource

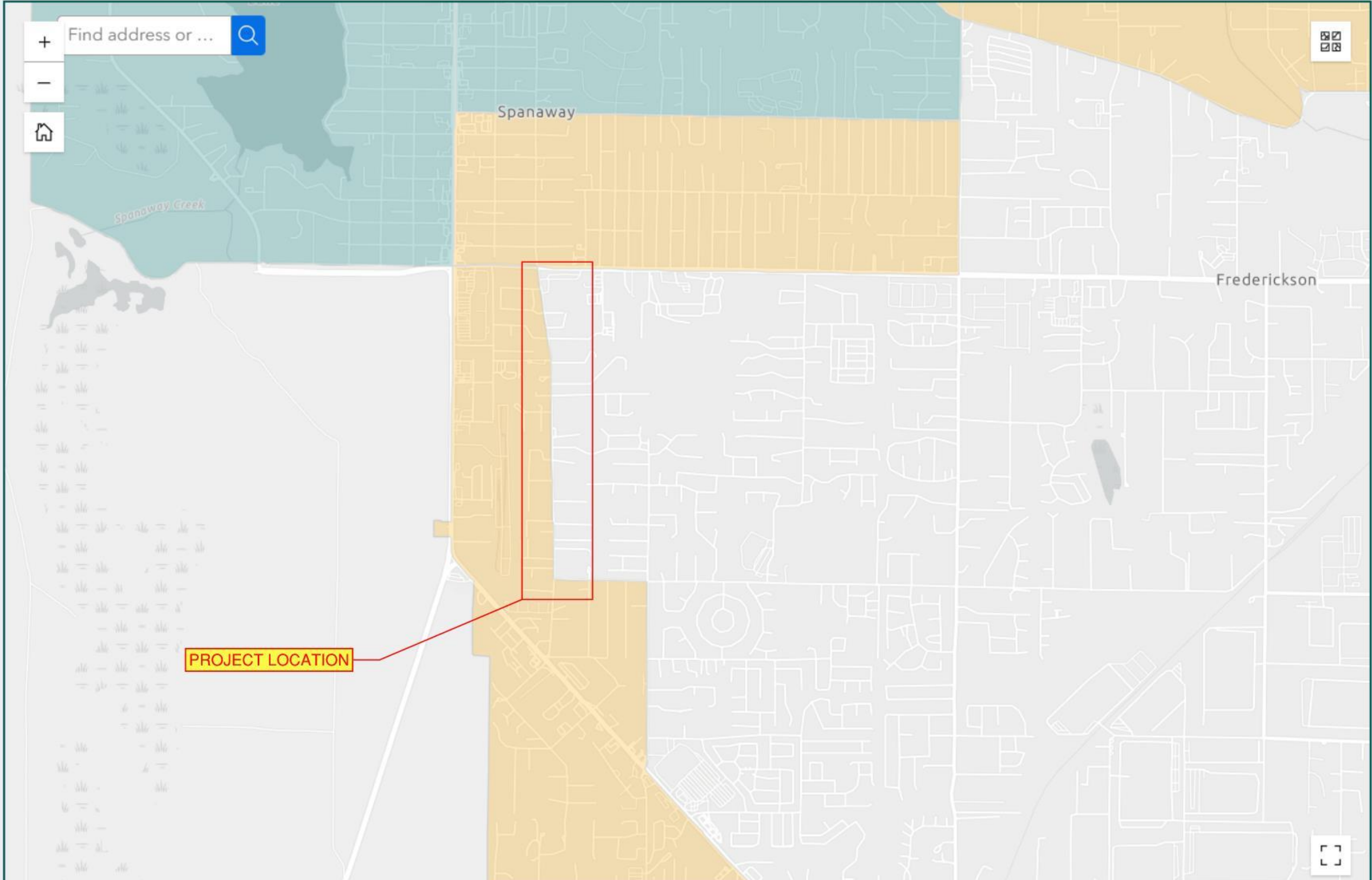
View Map

Layer Information

PSRC Project Selection

Contact Us

additional pop-up information. Legend info will be shown to the right of the map. Zoom to the city level to view street names or by changing the basemap using the map icon in upper right of the map area.



- Regional Growth Centers (RGCs)
- Equity Focus Areas (EFAs)
 - People of Color
 - People with Low Income
 - People with Limited English Proficiency
 - People with Disabilities
 - Youth (Age 5-17)
 - Older Adults (Age 65+)
 - People of Color & People with

Equity Focus Areas (EFAs)

People with Disabilities

Regional Average: 11.55% | Significantly Above Regional Average: 16.52%

- Tracts above regional average (teal)
- Tracts significantly above regional average (orange)

Cities

Counties

PSRC Project Selection Resource

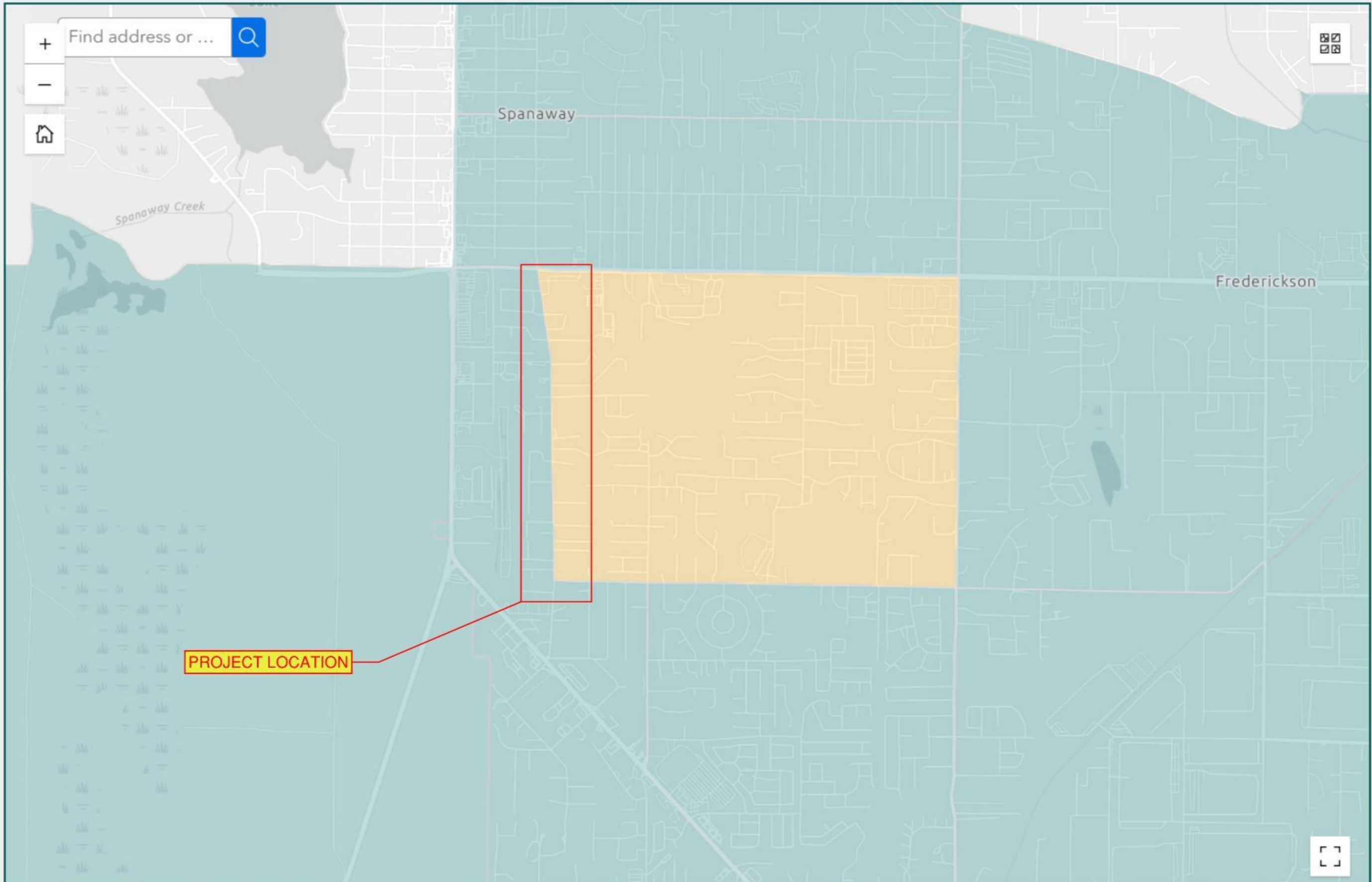
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Layer Information

PSRC Project Selection

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- Freight Routes
- Opportunity Index
- Displacement Risk
- FHWA Federal Urban Area
- Air Quality Focus Communities
- Manufacturing Industrial Centers (MICs)
- Regional Growth Centers (RGCs)
- Equity Focus Areas (EFAs)
 - People of Color
 - People with Low Income

Equity Focus Areas (EFAs)

People of Color

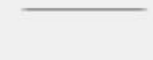
Regional Average: 40.87% | Significantly Above Regional Average: 58.09%

- Tracts above regional average
- Tracts significantly above regional average

Cities



Counties



PSRC Project Selection Resource

View Map

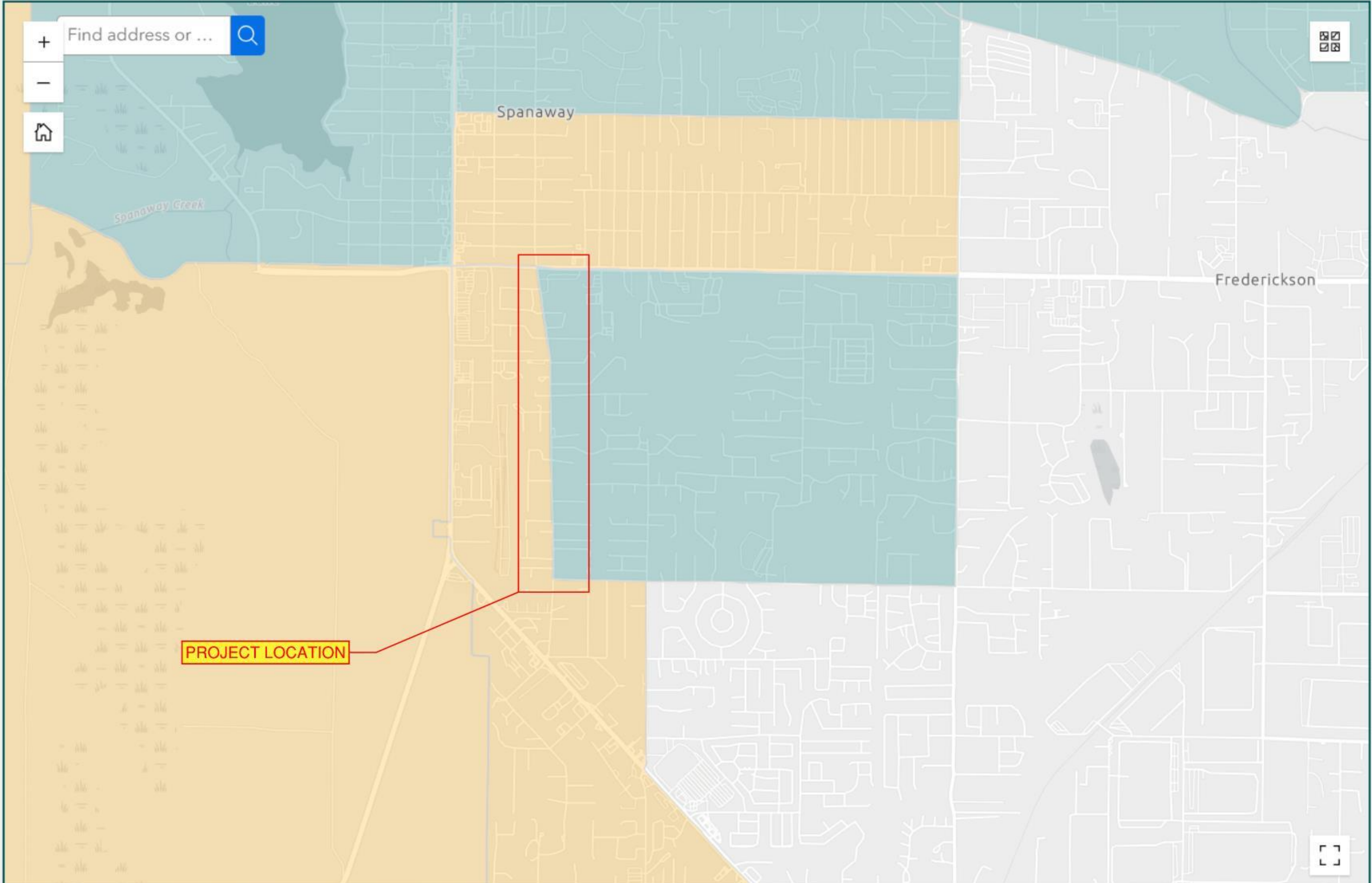
Layer Information

PSRC Project Selection

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additional pop-up information. Legend info will be shown to the right of the map. Zoom to the city level to view street names or by changing the basemap using the map icon in upper right of the map area.

- People of Color & People with Low Incomes
- Tracts above regional average of both populations
- Tracts significantly above regional average of both populations
- Urban Growth Area
- Cities
- Counties



Equity Focus Areas (EFAs)

People with Low Income

Regional Average: 18.49% | Significantly Above Regional Average: 30.34%

- Tracts above regional average
- Tracts significantly above regional average

Cities

-

Counties

-

PSRC Project Selection Resource

View Map

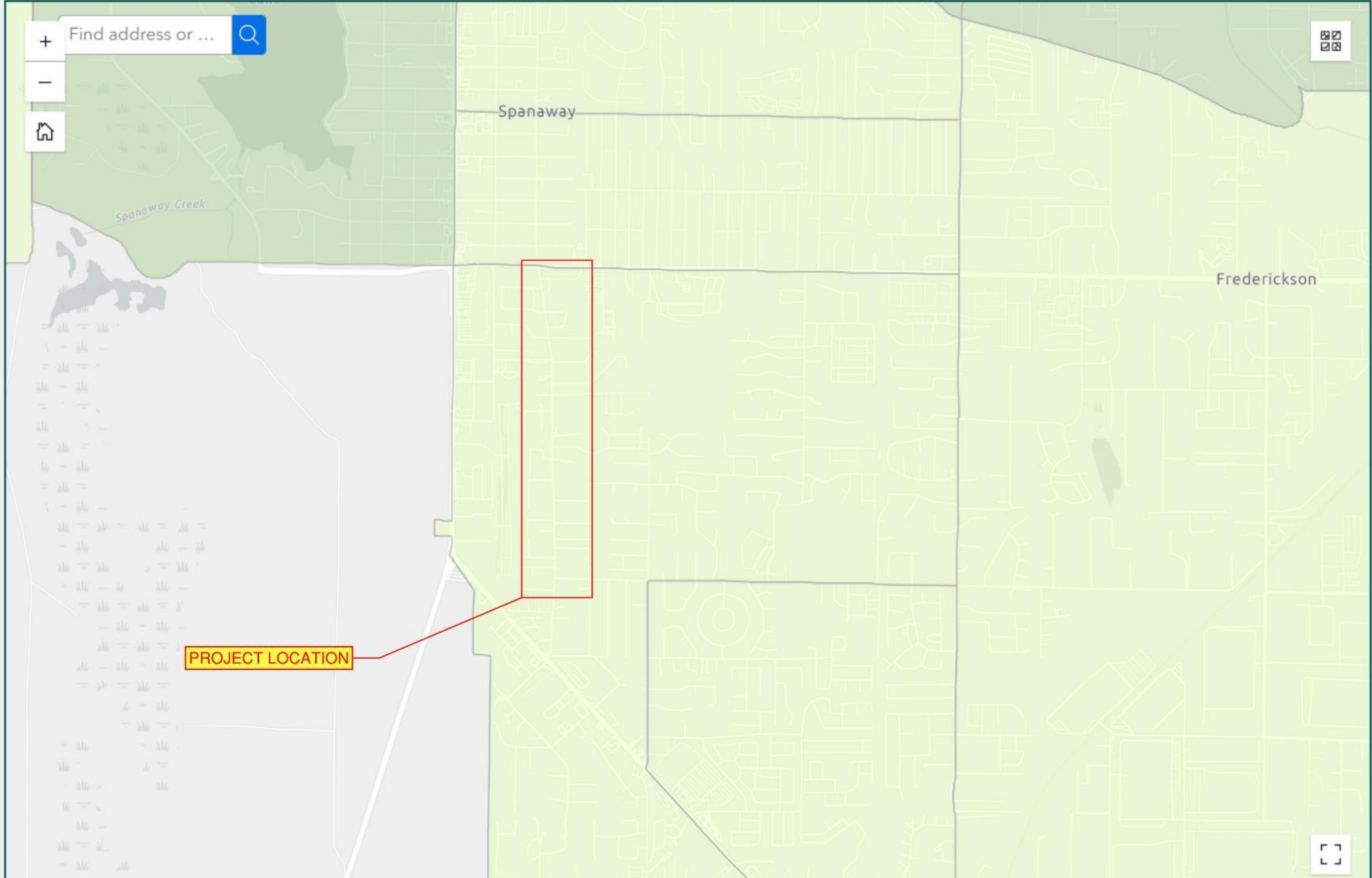
Layer Information

PSRC Project Selection

Contact Us

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- Opportunity Index
- Displacement Risk
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- Air Quality Focus Communities
- Manufacturing Industrial Centers (MICs)
- Regional Growth Centers (RGCs)
- Equity Focus Areas (EFAs)
- Urban Growth Area
- Cities
- Counties



Opportunity Index

- Very High
- High
- Moderate
- Low
- Very Low

Cities

Counties

PSRC Project Selection Resource

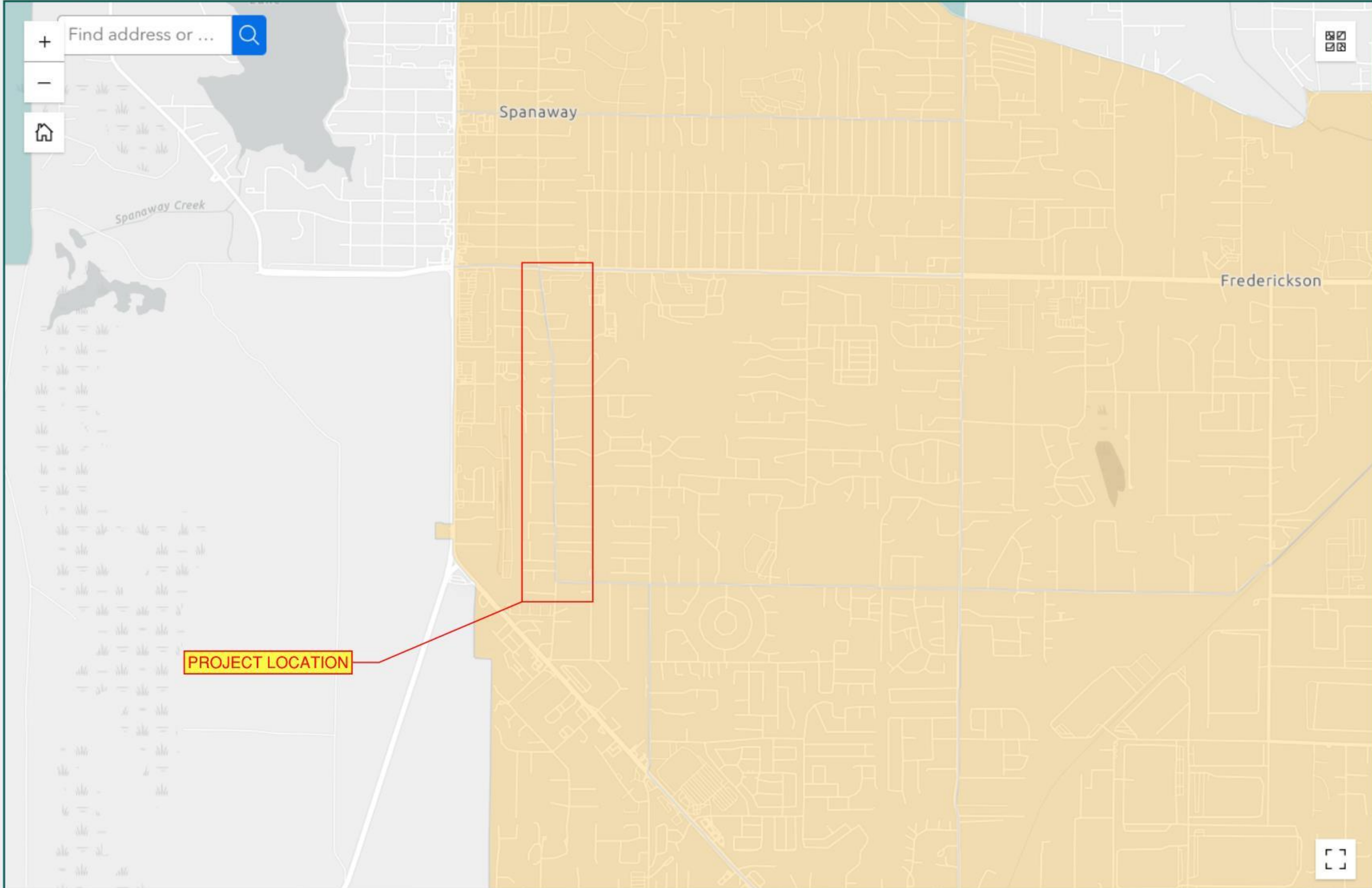
View Map

Layer Information

PSRC Project Selection

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Equity Focus Areas (EFAs)

Youth (Age 5-17)

Regional Average: 15.37% | Significantly Above Regional Average: 21.16%

- Tracts above regional average
- Tracts significantly above regional average

Cities

Counties

- Regional Growth Centers (RGCs)
- Equity Focus Areas (EFAs)
 - People of Color
 - People with Low Income
 - People with Limited English Proficiency
 - People with Disabilities
 - Youth (Age 5-17)
 - Older Adults (Age 65+)
 - People of Color & People with

PSRC Project Selection Resource

[View Map](#)

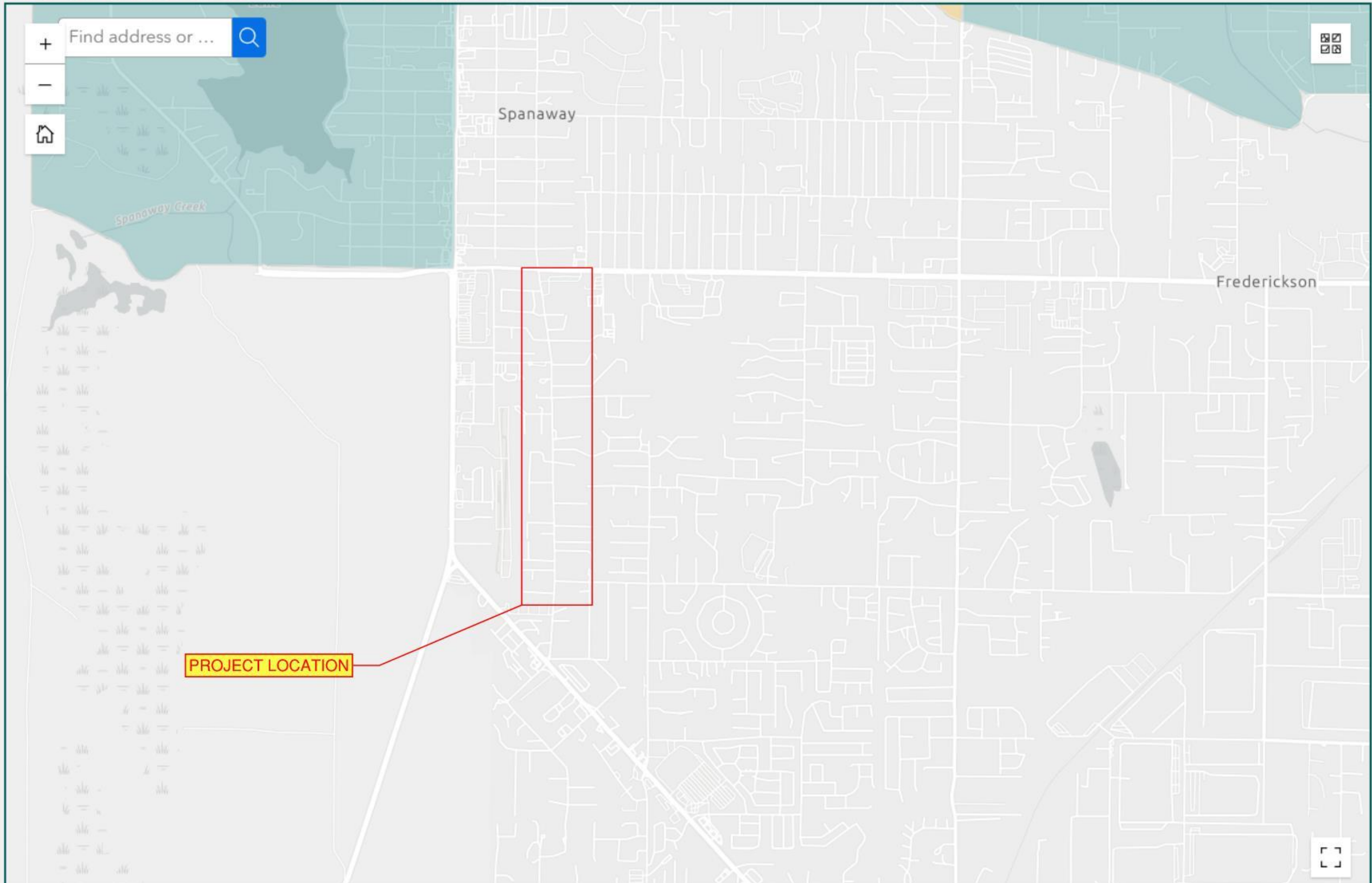
[Layer Information](#)

[PSRC Project Selection](#)

[Contact Us](#)

additional pop-up information. Legend info will be shown to the right of the map. Zoom to the city level to view street names or by changing the basemap using the map icon in upper right of the map area.

- People with Disabilities
- Youth (Age 5-17)
- Older Adults (Age 65+)
- People of Color & People with Low Incomes
- Tracts above regional average of both populations
- Tracts significantly above regional average of both



Equity Focus Areas (EFAs)

Older Adults (Age 65+)

Regional Average: 14.37% | Significantly Above Regional Average: 20.8%

- Tracts above regional average
- Tracts significantly above regional average

Cities

Counties

PSRC Project Selection Resource

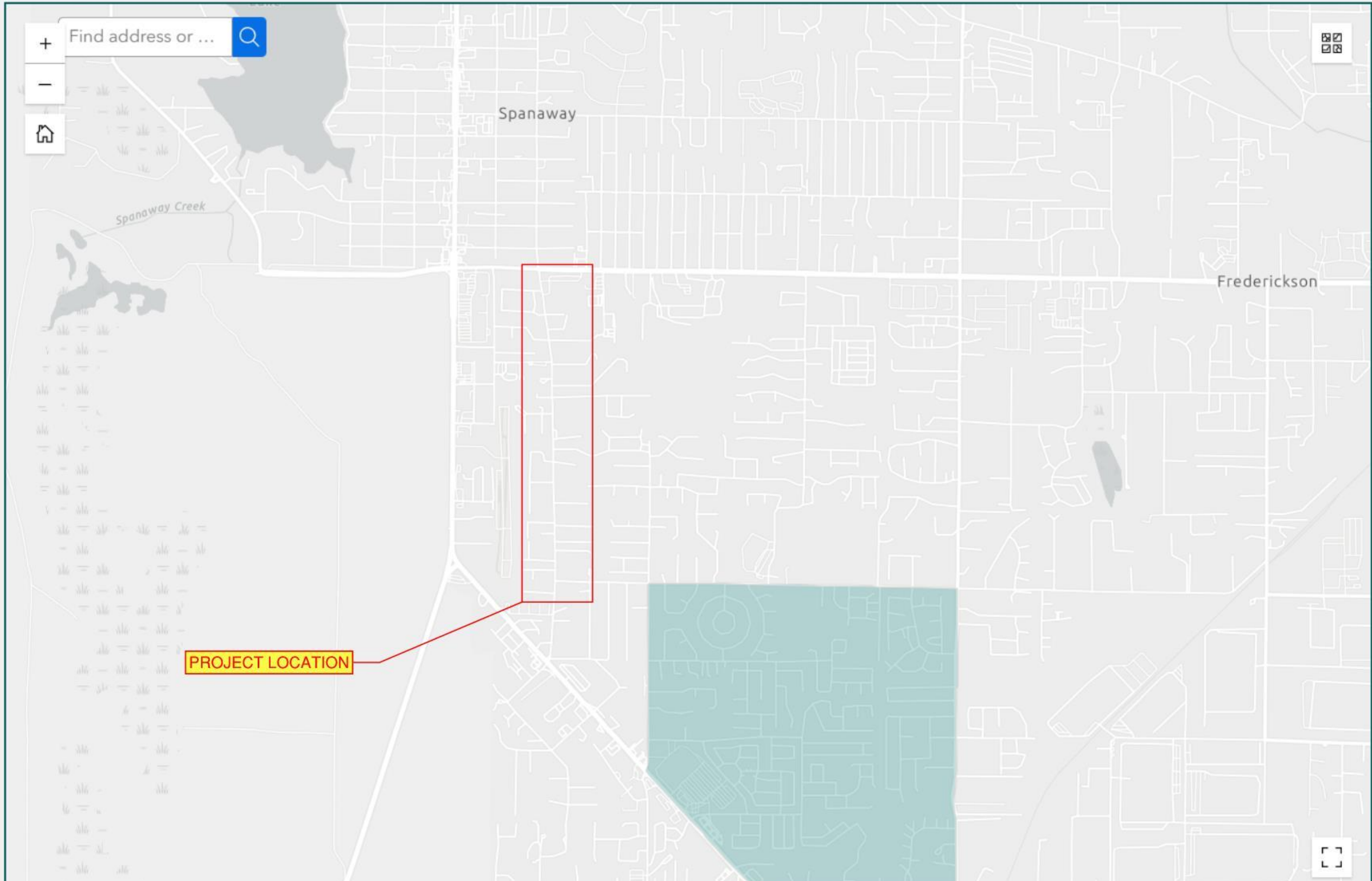
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- Regional Growth Centers (RGCs)
- Equity Focus Areas (EFAs)
 - People of Color
 - People with Low Income
 - People with Limited English Proficiency
 - People with Disabilities
 - Youth (Age 5-17)
 - Older Adults (Age 65+)
 - People of Color & People with

Equity Focus Areas (EFAs)

People with Limited English Proficiency

Regional Average: 8.99% | Significantly Above Regional Average: 16.45%

- Tracts above regional average
- Tracts significantly above regional average

Cities

Counties

PSRC Project Selection Resource

View Map

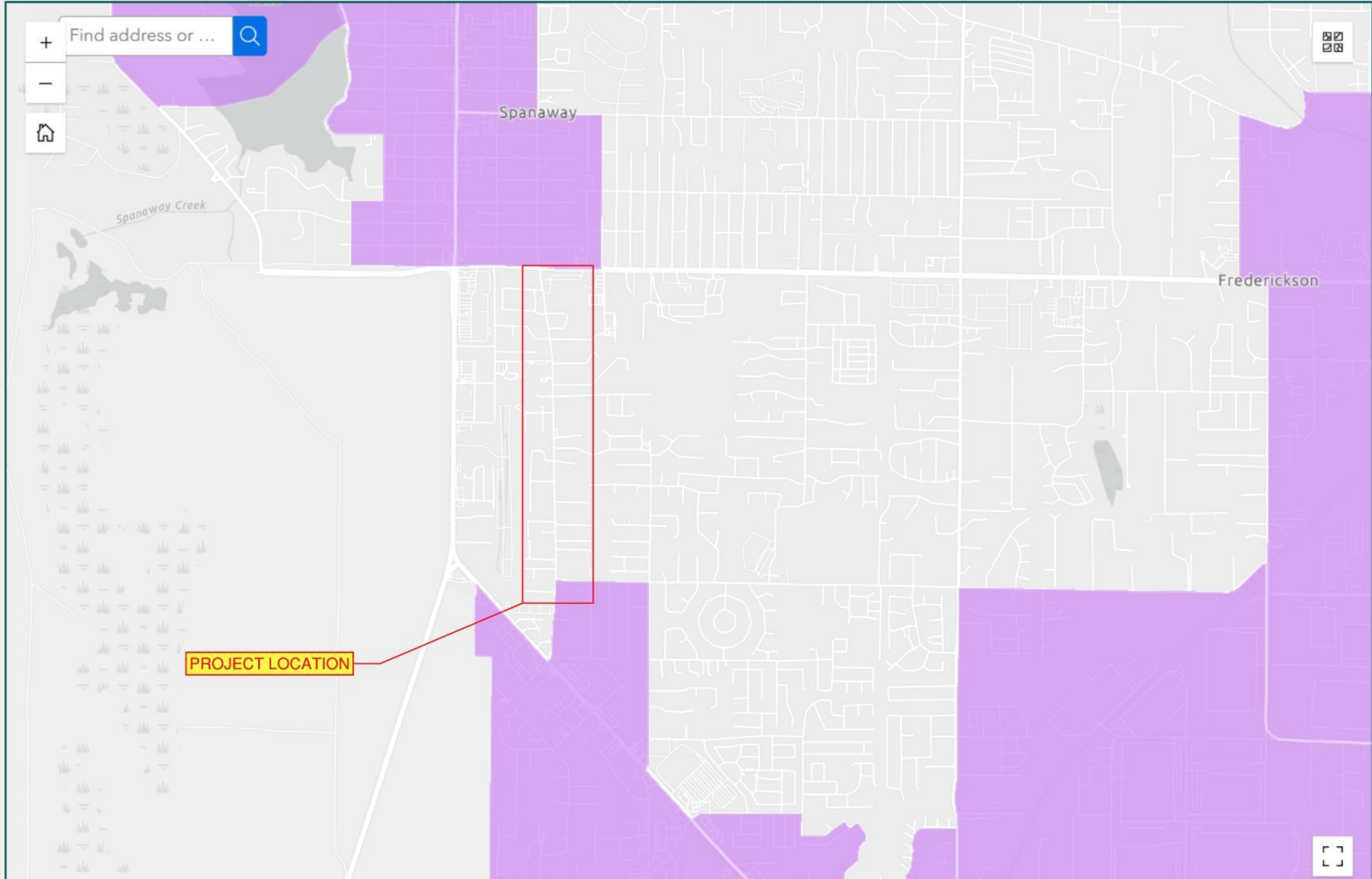
Layer Information

PSRC Project Selection

Contact Us

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- Opportunity Index
- > Displacement Risk
- FHWA Federal Urban Area
- Air Quality Focus Communities
- Manufacturing Industrial Centers (MICs)
- Regional Growth Centers (RGCs)
- > Equity Focus Areas (EFAs)
- Urban Growth Area
- Cities
- Counties



Air Quality Focus Communities

Cities

Counties

1 Sponsored by: Councilmember Marty Campbell

2 Requested by: County Executive

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RESOLUTION NO. R2022-48

7

8

A Resolution of the Pierce County Council Authorizing the Release of Funding for the Parkland and Spanaway Blue Zones Transformation Project.

10

11

12

13

Whereas, the County Council appropriated resources in the 2022-23 biennial budget for promoting longevity and wellness in Parkland and Spanaway through a Blue Zones community partnership; and

16

17

Whereas, the 2022-23 biennial budget contained proviso language requiring the County Council to adopt a Resolution authorizing the expenditure of funds following transmittal of a Blue Zones implementation plan and any contracts; and

20

21

Whereas, the 2022-23 biennial budget also contained proviso language requiring that the funding be contingent upon a minimum 1:2 match from non-governmental sources, with County funding limited to one-third or less of the total cost; and

24

25

Whereas, the County Council received the Blue Zones implementation plan and a draft statement of work on March 1, 2022; and

27

28

Whereas, the County funding will be matched by non-governmental sources at a greater than 1:2 match, with two healthcare systems each pledging \$2.5 million; and

30

31

Whereas, the County Council desires the County to proceed with implementation of the Blue Zones project; **Now Therefore**,

33

34

BE IT RESOLVED by the Council of Pierce County:

35

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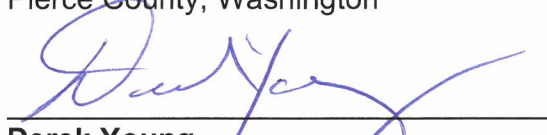
Section 1. The County Council authorizes the release of funding for the Blue Zone transformation project. This Resolution is deemed to satisfy the provisos contained in the 2022-23 biennial budget (Ordinance No. 2021-100s2) with respect to these expenditures.

ADOPTED this 23rd day of August, 2022.

ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington


Denise D. Johnson
Clerk to the Council


Derek Young
Council Chair



BLUE ZONES PROJECT PARKLAND-SPANAWAY BLUEPRINT

August 1, 2023

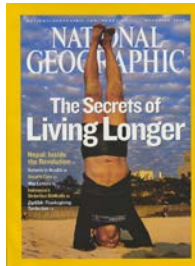
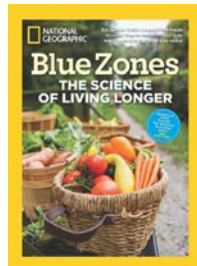


BROUGHT TO
PARKLAND-SPANAWAY
BY:



About Blue Zones Project

Blue zones areas are cultures where people live measurably longer, happier lives with lower rates of chronic diseases and a higher quality of life.



Across the globe lie Blue Zones® areas – places where people reach age 100 at an astonishing rate. People in places like Sardinia, Italy; Okinawa, Japan; and Loma Linda, California, are living vibrant, active lives well into their hundreds—and with a lower rate of chronic disease. National Geographic explorer Dan Buettner documented findings of this eight-year longevity study in his *New York Times* best-selling book, “The Blue Zones: Lessons for Living Longer From the People Who’ve Lived the Longest.” He identified nine shared traits of these longevity hot spots — dubbed the Power 9®.

Leveraging these secrets discovered in blue zones around the world, Blue Zones Project delivers proven tools and resources to transform communities across the U.S. — helping generations of people live longer, healthier, happier lives by making changes to their environment, policy, and social networks so healthy choices become the easiest to make.

You see, people spend 80 percent of their time in the same places, and that environment dictates how easy it is to make healthy choices, or how difficult. By using the Power 9 to improve where we live, work, learn, and play, we make it easier to get up and move, eat healthily, make new friends, find a reason for being—and live longer, better.

LIVING LONGER, BETTER

THE POWER 9[®] PRINCIPLES CAN BE GROUPED INTO FOUR CATEGORIES.

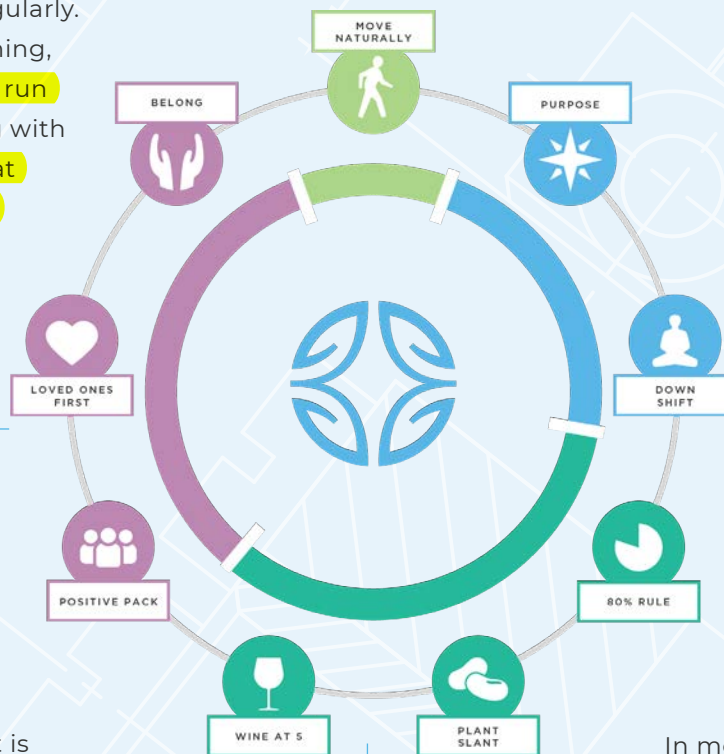
MOVE NATURALLY

Homes, communities, and workplaces are designed to nudge people into physical activity. Focus should be given to favorite activities, as individuals are more likely to practice them regularly.

For example: gardening, walking or biking to run errands, and playing with one's family are great ways to incorporate natural movement into the day.

RIGHT OUTLOOK

Individuals know and can articulate their sense of purpose. They also take time to downshift, ensuring their day is punctuated with periods of calm.



CONNECT

Research indicates it is exceedingly important that people surround themselves with the “right” people—those who make them happy and support healthy behaviors. Put loved ones and supporters first by spending quality time with family and supportive friends and allies and participating in a faith-based or other meaningful, supportive community.

EAT WISELY

In most cases, fad diets do not provide sustainable results. Individuals and families can use time-honored strategies for healthier eating habits, including: Using verbal reminders or smaller plates to eat less at meals; Eating a predominantly plant-based diet; For adults with a healthy relationship with alcohol, drinking a glass of wine daily.

OBJECTIVE #1

Promote Natural Movement: Ensure residents have freedom to choose how they move by ensuring safe and accessible walking, rolling, and bicycling infrastructure.

STRATEGY 1.1:

- ❑ Identify high priority streets where pedestrian activity is currently high or is desired, particularly near schools, parks, neighborhood retail outlets, or employment centers to construct curb, gutter, and sidewalk projects where street right of way permits. Where right of way does not permit sidewalks, accelerate delivery of extruded curb treatments (which are a mixture of sand and concrete formed by extruding the mixture through a metal shoe onto asphalt or concrete.)

STRATEGY 1.2:

- ❑ Identify and modify relevant county regulations to require side paths be built along major arterials and utility corridors, including Pacific Avenue. If possible, insert housing bonus incentives aligned with additional side path enhancements such as landscaping, amenities like benches and fix-it stations.

STRATEGY 1.3:

- ❑ Audit and update Pacific Avenue and/or key County arterial speed management and pedestrian crossing conditions to determine the appropriate design treatments that align with a safe system approach and to maximize vulnerable user protections. Audit and treatments should include at minimum, crossing time, distance and frequency analysis, overhead lighting, paint designs, buffer spaces, curb ramp and ADA treatment conditions, intersection timing, driveway frequency, and related possibilities.

STRATEGY 1.4:

- ❑ Review and update Pierce County Design Manual (Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County) to ensure that street design parameters align with Vision Zero or Safe Systems, NACTO, and the latest industry best practices are included and represent current best design practices for pedestrian safety.

PROGRESS MEASURES:

- ❑ Appropriate regulatory documents identified and audited through a pedestrian safety lens.
- ❑ Meetings, preliminary plans, and initial cost estimates determined, and project supported by County and WSDOT.
- ❑ Increased pedestrian activity along the Pacific Avenue corridor and/or key County arterials monitored annually by pedestrian count.

OVERALL OUTCOMES:

- ❑ County zoning code and street design standards as well as WSDOT policy manuals revised, amended, and adopted to include side path design standards and requirements along arterial corridors.
- ❑ Physical treatments identified such as additional Pedestrian Hybrid Beacons, pedestrian refuge islands, etc. programmed for installation within five years of audit and codified in CIP.
- ❑ Crash reductions, particularly at signalized intersections, are reduced resulting from project implementation.



**PLANNING & PUBLIC
WORKS**

5111 - Pierce County Comp Plan

1 Sponsored by: Councilmembers Robyn Denson and Ryan Mello
2 Requested by: County Executive/Planning and Public Works Dept.

3
4
5
6
7 **ORDINANCE NO. O2024-559s2**
8

9
10
11
12 **An Ordinance of the Pierce County Council Amending Title 19A of the**
13 **Pierce County Code (PCC), "Pierce County Comprehensive**
14 **Plan"; Incorporating Pierce County's 2024 Comprehensive**
15 **Plan Periodic Update as Required by RCW 36.70A.130;**
16 **Amending Title 19E PCC, "Capital Facilities Planning";**
17 **Incorporating Pierce County's 2024-2044 Capital Facilities**
18 **Plan as Required by RCW 36.70A.070(3); Setting Forth an**
19 **Effective Date; and Adopting Findings of Fact.**
20

21 **Whereas**, the Growth Management Act (GMA) requires Pierce County to
22 develop, adopt, and implement a Comprehensive Plan pursuant to Revised Code of
23 Washington (RCW) 36.70A.040; and
24

25 **Whereas**, pursuant to Chapter 36.70A RCW, the Pierce County Council (County
26 Council) adopted Ordinance No. 94-82S on November 29, 1994, which enacted the
27 1994 Pierce County Comprehensive Plan; and
28

29 **Whereas**, RCW 36.70A.130 requires that the County review and, if needed,
30 revise its Comprehensive Plan every 10 years to ensure it complies with the
31 requirements of the GMA, VISION 2050 Multi-County Planning Policies, and locally
32 adopted Countywide Planning Policies (CPPs); and
33

34 **Whereas**, Pierce County completed its most recent periodic update in 2015
35 (Ordinance No. 2015-40); and
36

37 **Whereas**, the GMA requires the Capital Facilities Plan be updated, along with
38 the periodic update, every 10 years or sooner where needed for consistency; and
39

40 **Whereas**, the GMA and associated Washington Administrative Code (WACs)
41 have been amended since 2015; and
42

43 **Whereas**, the Growth Management Hearings Board has issued numerous
44 decisions that may impact comprehensive planning in Pierce County; and
45
46



1 **Whereas**, on October 29, 2020, the Puget Sound Regional Council (PSRC)
2 General Assembly adopted VISION 2050 through Resolution PSRC-A-2020-02 as the
3 growth management, environmental, economic, and transportation vision for the four-
4 county Puget Sound region, in accordance with RCW 36.70A.210; and

5
6 **Whereas**, following a recommendation by the PCRC on May 17, 2022, the
7 County Council adopted amendments to the CPPs consistent with VISION 2050 and
8 RCW 36.70A.210 through Ordinance No. 2022-29. On August 31, 2023, the PSRC
9 certified the amendments to the CPPs; and

10
11 **Whereas**, the Buildable Lands Program is an ongoing review and monitoring
12 system required by the GMA (RCW 36.70A.215; WAC 365-196-315); and

13
14 **Whereas**, on September 30, 2021, the Planning and Public Works Department
15 (Department) published the Pierce County 2021 Buildable Lands Report, which fulfills
16 the ongoing reporting requirements stipulated in the GMA. The Buildable Lands Report
17 was updated on November 11, 2022; and

18
19 **Whereas**, the GMA requires the County to designate urban growth areas based
20 on population projections made for the County by the Office of Financial Management
21 (RCW 36.70A.110); and

22
23 **Whereas**, the County Council adopted population and employment targets for
24 cities, towns, and unincorporated areas of Pierce County on August 29, 2022, through
25 Ordinance No. 2022-46s, and housing unit targets by income band on June 20, 2023,
26 through Ordinance No. 2023-22s; and

27
28 **Whereas**, the GMA (RCW 36.70A.140) calls for "early and continuous public
29 participation in the development and amendment of comprehensive land use plans and
30 development regulations implementing such plans"; and

31
32 **Whereas**, on January 25, 2022, the Department published a Public Participation
33 Program (updated November 2023) that was designed to engage residents, property
34 and business owners, cities, tribes, and other stakeholders on the periodic update
35 process and how they can provide feedback to County decision makers; and

36
37 **Whereas**, the Department is the State Environmental Policy Act (SEPA) Lead
38 Agency, and has determined that the 2024 Comprehensive Plan Update is likely to have
39 a significant adverse impact on the environment and, therefore, issued a SEPA
40 Determination of Significance on September 1, 2022; and

41
42 **Whereas**, preparation of an Environmental Impact Statement (EIS) is required
43 under RCW 43.21C.030(2)(c); and

44
45 **Whereas**, on November 20, 2024, the County published a Final EIS for the
46 Pierce County Comprehensive Plan Periodic Update; and



1 **Whereas**, the County conducted a scoping period from September 1 through
2 October 2, 2022, as part of its first public engagement phase, and invited the public,
3 tribes, and federal, state, and local agencies to comment on the range of alternatives,
4 areas of impact, and possible mitigation measures that should be evaluated; and

5
6 **Whereas**, on May 24, 2022, the County Council adopted Resolution No.
7 R2022-77, which reaffirmed a 45 percent reduction target of greenhouse gas emissions
8 by 2030 and directed the Department to evaluate the vulnerability and risks associated
9 with climate change and incorporate policy objectives in the periodic update to the
10 Comprehensive Plan; and

11
12 **Whereas**, the County published a Climate Vulnerability Assessment report in
13 June 2023 which identified increasing climate hazards that Pierce County is likely to
14 experience in the coming decades; and

15
16 **Whereas**, in June 2023, the County hosted an engagement period to share the
17 findings of the draft Climate Vulnerability Assessment report and collect feedback from
18 stakeholders on the type of adaptations that were desired to protect key community
19 assets; and

20
21 **Whereas**, the County conducted interviews and completed quantitative analysis
22 to identify local policies and regulations that result in racially disparate impacts,
23 displacement, and exclusion in housing, and identify strategies to address and begin to
24 undo racially disparate impacts; and

25
26 **Whereas**, on October 25, 2022, the County Council adopted Resolution No.
27 R2022-141, which directed the Department to conduct an environmental review as part
28 of the Comprehensive Plan Periodic Update on several transportation and land use
29 approaches; and

30
31 **Whereas**, in March of 2023, the Department published the project scope and
32 draft EIS alternatives, which were informed by an audit of the adopted Comprehensive
33 Plan as amended through Ordinance No. 2023-8s based on changes to 20-year growth
34 targets, state, regional, and local planning policies, County Council direction (Resolution
35 Nos. 2022-77 and 2022-141), and EIS scoping comments received; and

36
37 **Whereas**, on April 11, 2023, the County Council initiated 19 amendments to the
38 Comprehensive Plan for Pierce County for the 2024 Comprehensive Plan Periodic
39 Update (Resolution No. 2023-41s); and

40
41 **Whereas**, ten of the Comprehensive Plan Amendments (CPAs) initiated in
42 Resolution No. 2023-41s were already related to items within the scope of work of the
43 Comprehensive Plan Periodic Update, and nine were not within the original scope of
44 work and received separate Environmental Determinations; and



1 **Whereas**, on December 29, 2023, the Department, as lead SEPA agency,
2 issued a Determination of Non-significance on the following County Council-initiated
3 CPAs as described in Resolution No. R2023-41s: CPA 2 Daycare Centers, CPA 6
4 Redevelopment Priorities, CPA 7 Short-term Rentals, CPA 13 Anderson Ketron Ferry
5 Policies, CPA 14 Graham Duplexes, CPA 16 Buckley Urban Growth Area (UGA), and
6 CPA 17 Bonney Lake UGA Swap; and

7
8 **Whereas**, on December 29, 2023, the Department, as lead SEPA agency,
9 issued a Determination of Significance on CPA 15 SR 410 UGA Expansion, as
10 described in Resolution No. 2023-41s; and

11
12 **Whereas**, the 28-day SEPA comment period for the nine CPAs started on
13 December 29, 2023, and concluded on January 26, 2024; and

14
15 **Whereas**, on January 10, 2024, the Department released a Notice of Availability
16 for public review and comment on the Draft EIS for the Comprehensive Plan Periodic
17 Update, Draft Comprehensive Plan, Draft Capital Facilities Plan, and Draft Title 18E
18 PCC, Critical Areas regulations amendments; and

19
20 **Whereas**, the 47-day SEPA comment period for the Draft EIS, Draft
21 Comprehensive Plan, Draft Capital Facilities Plan, and Draft Title 18E PCC Critical
22 Areas regulations amendments started on January 10, 2024, and concluded on
23 February 26, 2024; and

24
25 **Whereas**, the land use advisory committees (LUACs) reviewed the applicable
26 comprehensive plan amendments and proposed Comprehensive Plan update in public
27 meetings from January to February 2024 and their recommendations and comments
28 were forwarded to the Planning Commission; and

29
30 **Whereas**, on February 22, 2024, the Pierce County Transportation Advisory
31 Commission (TAC) reviewed and made a recommendation to the Planning Commission
32 on the Draft Transportation Element of the Comprehensive Plan Periodic Update and
33 applicable Draft EIS alternatives relating to vehicular and active transportation level of
34 service in public meetings from January to February 2024; and

35
36 **Whereas**, the Agriculture Advisory Commission (AAC) met on January 24 and
37 February 7, 2024, to review the draft documents for the Periodic Update to the
38 Comprehensive Plan on aspects related to agriculture and rural land uses, and made a
39 recommendation to the Planning Commission on February 21, 2024; and

40
41 **Whereas**, pursuant to PCC 19C.10.060, the PCRC made a recommendation on
42 the CPA 17 Bonney Lake UGA Swap on January 18, 2024; and

43
44 **Whereas**, pursuant to PCC 19C.10.060, the PCRC made a recommendation on
45 the UGA retractions proposed in Alternative 3 in the Periodic Update Draft EIS as well
46 as on CPA 15 SR 410 UGA Expansion and CPA 16 Buckley UGA on February 15,
47 2024; and



1 **Whereas**, the Future Land Use Map designates the general location and
2 intensity of uses of land including agriculture, housing, and commerce as required by
3 the GMA (RCW 36.70A.070(1)); and
4

5 **Whereas**, the Capital Facilities Plan (CFP) is a required element of the
6 Comprehensive Plan that inventories existing capital facilities and forecasts future
7 needs for such facilities (RCW 36.70A.070(3)); and
8

9 **Whereas**, Pierce County's 20-year, 2024-2044 CFP is a policy and planning
10 document. Pierce County's six-year CFP (or capital improvement program) is the
11 operational implementation of the 20-year CFP; and
12

13 **Whereas**, the Planning Commission reviewed the Comprehensive Plan Draft
14 Documents in meetings and public hearings from January through April 2024; and
15

16 **Whereas**, the Planning Commission made its recommendations on the 2024
17 Comprehensive Plan Update at a public hearing on April 16, 2024, and their
18 recommendation and comments were forwarded to the County Council; and
19

20 **Whereas**, on April 10, 2024, the Pierce County Executive shared a priority
21 recommendation for the 2024 Comprehensive Plan Update focusing on providing
22 housing choice and affordability for all; and
23

24 **Whereas**, on May 21, 2024, Pierce County approved County Council-initiated
25 amendments CPA 2 Daycare Centers, CPA 7 Short-term Rentals, CPA 13 Anderson
26 Ketron Ferry Policies, and CPA 17 Bonney Lake UGA Swap, recommended updated
27 level of service (LOS) standards for capital facilities and utilities, and provided direction
28 on other land use and policy considerations as part of a Preferred Alternative for the
29 Comprehensive Plan Periodic Update and provided direction on the preferred EIS
30 alternative to the Department through Resolution No. 2024-158s; and
31

32 **Whereas**, the Department selected Comprehensive Plan policy alternatives that
33 were identified in the County Council Preferred Alternative, made minor amendments
34 identified in the Draft EIS comments, and published a Draft Final Comprehensive Plan
35 on October 1, 2024; and
36

37 **Whereas**, the Department reviewed the Draft Capital Facilities Plan, made
38 technical corrections and updates that were necessary for consistency with the County
39 Council Preferred Alternative, and published a Draft Final Capital Facilities Plan on
40 October 1, 2024; and
41

42 **Whereas**, the Department published the draft proposal for the Future Land Use
43 Map on August 7, 2024, and briefed the LUACs and the Planning Commission on
44 proposed changes to land use designations in eight public meetings from August to
45 September 2024; and
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Whereas, the Department has determined that the amendments and revisions set forth herein conform to the requirements of the GMA and are consistent with VISION 2050 and Pierce County's CPPs; and

Whereas, the Community Development and Environment Committee of the County Council considered oral and written testimony at its November 4, 2024, November 14, 2024, and November 18, 2024, meetings and forwarded its recommendation to the full County Council; and

Whereas, the County Council held a public hearing on December 3, 2024, where written and oral testimony was considered; **Now Therefore**,

BE IT ORDAINED by the Council of Pierce County:

Section 1. Title 19A of the Pierce County Code, "Pierce County Comprehensive Plan," is hereby amended as shown in Exhibit A, which is attached hereto and incorporated herein by reference.

Section 2. The 2024 Comprehensive Plan is hereby amended as shown in Exhibit B, which is attached hereto and incorporated herein by reference.

Section 3. Pierce County Code Chapter 19E.10, "Introduction," is hereby repealed, and Chapter 19E.20, "Pierce County Capital Facilities Plan," is hereby recodified as Chapter 19E.10 and amended as shown in Exhibit C, which is attached hereto and incorporated herein by reference.

Section 4. The 2024-2044 Capital Facilities Plan is hereby amended as shown in Exhibit D, which is attached hereto and incorporated herein by reference.

Section 5. Findings of Fact are hereby adopted as shown in Exhibit E, which is attached hereto and incorporated herein by reference.

Section 6. The effective date of this Ordinance shall be February 1, 2025.

(See page 7 of Ordinance.)

Section 7. The County Council recognizes that formatting, numbering, and citation modification to these Exhibits may be necessary.




1 Section 8. If any provisions of this Ordinance or the Comprehensive Plan are
2 found to be illegal, invalid, or unenforceable, the remaining provisions of this Ordinance
3 or the Comprehensive Plan shall remain in full force and effect.


4
5 PASSED this 3rd day of December, 2024.
6
7

8
9 ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

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13
14 **Audrey Persons**
15 Acting Clerk to the Council


16
17
18 **Jani Hitchen**
19 Council Chair


20
21 **Ryan N. Mello**
22 Pierce County Executive
23 Approved Vetoed _____, this
24 5th day of February,
25 2025.

26 Date of Publication of
27 Notice of Public Hearing: November 6, 2024
28 Effective Date of Ordinance: February 15, 2025
29

Clerk's Note: The effective date of this Ordinance shall be pursuant to Section 2.45
of the Pierce County Charter.



Title 19A

PIERCE COUNTY COMPREHENSIVE PLAN

CHAPTER:

19A.10 PIERCE COUNTY COMPREHENSIVE PLAN

Chapter 19A.10

PIERCE COUNTY COMPREHENSIVE PLAN

19A.10.010 Purpose.

The Pierce County Comprehensive Plan has been prepared in accordance with the requirements of the Growth Management Act (GMA), Chapter 36.70A of the Revised Code of Washington (RCW). The plan sets forth Pierce County's goals and policies for managing growth consistent with the requirements of the GMA.

19A.10.020 Adoption and Incorporation by Reference.

The Pierce County Comprehensive Plan is adopted and incorporated into the Pierce County Code by reference. The plan can be viewed at https://www.piercecountywa.gov/DocumentCenter/View/140621/20240926_CompPlanCompiled_FINAL_DRAFT
<http://www.co.pierce.wa.us/DocumentCenter/View/38259>.

A hard copy of the Pierce County Comprehensive Plan is available for review at the Department of Planning and Public Works, Pierce County Annex, 2401 South 35th Street, Tacoma, Washington 98409.

19A.10.030 Comprehensive Plan Ordinance History.

The GMA requires that the County periodically review and, if needed, revise its Comprehensive Plan to ensure it complies with the requirements of the GMA, VISION 2050 Multi-County Planning Policies, and locally adopted Countywide Planning Policies. These Periodic Updates took place in 2003 (Ordinance No. 2003-103s), 2009 (Ordinance No. 2009-71s as amended by Ordinance No. 2010-13s) and 2015 (Ordinance No. 2015-33). Aside from these extensive Periodic Updates, amendments to the Comprehensive Plan are accepted on a biannual cycle to address changes in conditions or the vision of the County's residents as described in Chapter 19C.10 PCC.



1 The following list provides the legislative history of Pierce County Comprehensive Plan
2 amendments from initial adoption of Pierce County's GMA compliant plan in 1994 through
3 Ordinance No. ~~O2024-XX-2015-33~~:

4
5 Ord. 94-82s, Ord. 95-132s, Ord. 96-17s2, Ord. 96-111, Ord. 97-87s2, Ord. 98-86s, Ord. 98-88s,
6 Ord. 99-65, Ord. 99-93s2, Ord. 99-120s, Ord. 2000-34s, Ord. 2000-65, Ord. 2000-83s, Ord.
7 2001-45s, Ord. 2001-63s2, Ord. 2001-92s, Ord. 2002-21s, Ord. 2002-100, Ord. 2002-102s, Ord.
8 2003-10s, Ord. 2003-93s2, Ord. 2003-100s, Ord. 2003-103s, Ord. 2004-37, Ord. 2004-87s, Ord.
9 2004-92s, Ord. 2004-120, Ord. 2005-9, Ord. 2005-70s, Ord. 2005-79s, Ord. 2006-52s, Ord.
10 2006-94s, Ord. 2006-110s2, Ord. 2007-13, Ord. 2007-75s, Ord. 2007-86s, Ord. 2007-93s, Ord.
11 2007-109s, Ord. 2008-79s, Ord. 2009-71s, Ord. 2010-86s, Ord. 2010-87, Ord. 2011-60s2, Ord.
12 2012-11, Ord. 2012-34s, Ord. 2012-43s, Ord. 2012-78, Ord. 2013-2, Ord. 2013-59, Ord.
13 2014-13, Ord. 2014-16, Ord. 2014-39, Ord. 2014-72, Ord. 2015-16, Ord. 2015-40, Ord.
14 2016-34s, Ord. 2017-23, 2018-39s, 2019-15s, 2020-16s, 2020-103s, 2021-26s, 2021-49,
15 2023-8s.
16





PIERCE COUNTY *Comprehensive Plan*

INFRASTRUCTURE FUNDING PRIORITY

The PSRC *Vision 2050* Multicounty Planning Policies and the Pierce County Countywide Planning Policies direct transportation and economic development funds to be prioritized for Centers. The need to support development along transportation corridors intended to experience the most growth, along with significant factors such as the condition, functionality, and project phasing, guide the expansion of infrastructure in Compact Urban areas.



*See Capital
Facilities and
Utilities
Element for
further policies.*

GOAL LU-11 Prioritize infrastructure funding to support the growth and development of Compact Urban designated areas.

LU-11.1 Prioritize infrastructure expansion as follows within Compact Urban designated areas:

- Areas located along fully funded high-capacity transit routes are the highest priority.
- Areas located along planned frequent transit stops are the second highest priority.
- Compact Urban areas located away from high-capacity transit routes and frequent transit stops are the third highest priority.

LU-11.2 Public investment in infrastructure within Compact Urban areas should be further prioritized.

- Town Centers are the highest priority.
- Urban Corridors and Employment Corridors within the Employment Center designation are the second highest priority.
- Neighborhood Corridors are the third highest priority.

JOINT DEVELOPMENT FUNDING PRIORITY

Joint development occurs when a public agency partners with other agencies, typically a transit agency, and private developers to develop property that may be owned by the agency and is generally located near a transit station. Partnership may also include the funding or construction of major infrastructure components that facilitate a transit-oriented community or project even if property is owned privately.

GOAL LU-12 Support joint development and funding of infrastructure and amenities to support compact development.

GOAL LU-13 Work with transit agencies to identify opportunities for use of publicly owned lands for joint use projects that enhance access to transit, increase transit ridership, and further the development of compact communities.

GOAL LU-14 Work with private developers to create public-private projects where the joint action will create infrastructure improvements that will further the objectives of compact communities.

GOAL LU-15 Prioritize and locate publicly accessed public buildings within Compact Urban areas with the intent of adding services that are accessible by walking, biking, and transit, and furthering the objectives of compact communities.

URBAN RESIDENTIAL

Urban residential uses range from single family to multifamily and mixed use at a variety of densities. The minimum density within the urban growth area is four dwelling units per acre, and in limited circumstances may be less than four in recognition of unique environmental characteristics as noted in the policies below.

GOAL LU-16 Establish a minimum, base, and maximum density for all residential zones.

LU-16.1 Ensure additional criteria are met if a property is developed at a density higher than the base.

LU-16.2 Utilize a range of maximum densities to increase compatibility between neighboring residential zones.

LU-16.3 Provide density-based incentives.

LU-16.4 Allow for two accessory dwelling units on a residential lot where a single-family dwelling exists.

LU-16.4.1 Accessory dwelling units within urban land use designations shall not be included in the calculation of residential densities.

GOAL LU-17 Encourage high-density single-family housing, expand the variety of housing types, and maximize the use of existing infrastructure within the UGA through the High Density Single-Family (HSF) zone.

LU-17.1 Allow for moderate to high urban density single-family developments.

LU-17.2 Allow for attached single-family development.

GOAL LU-18 Maintain the stability and integrity of residential neighborhoods through a variety of techniques.

LU-18.1 Encourage cluster development of residential lands to permanently protect sensitive features or reserve land for future urban development.

LU-18.2 Support densities that allow a range of housing types, designs, and costs.

LU-18.2.1 Encourage high density housing within commercial centers, and mixed use and multifamily districts.

LU-18.2.2 Encourage the integration of residential units within the same building(s) as commercial activity in mixed use designations.

GOAL LU-19 Calculate the allowable number of dwelling units within individual urban development proposals using net developable acreage.

Additional criteria include (LU-16.1):

- Site amenities
- Design features.

GOAL LU-24 Implement the Residential Resource (RR) designation to support the development of single-family residential uses compatible with unique landscapes and critical areas.

LU-24.1 Allow for uses that are compatible or integrated with areas of unique open space character and/or environmental sensitivity in the Residential Resource (RR) zone.

LU-24.1.1 Apply the RR zone in areas that have high value environmental features that are both complex in structure and function and large in scope.

LU-24.2 Allow for limited civic and utilities uses to support neighborhoods, and resource uses that are compatible with the unique character of the environment.

URBAN COMMERCIAL

Pierce County intends to provide a predictable development atmosphere that emphasizes diversity in the range of goods and services provided, and ensures that as the economy changes, employment opportunities and associated land uses are balanced with a wide range of other uses.

GOAL LU-25 Encourage community facilities, retail trade, services, and multifamily development in Urban Commercial areas.

LU-25.1 Discourage detached single- and two-family residential, and auto-oriented commercial development.

LU-25.2 Discourage heavy industrial, manufacturing, or commercial development which is land intensive and includes a low number of employees per acre.

GOAL LU-26 Provide a predictable development atmosphere.

LU-26.1 Locate shopping, service, and leisure-time activities in commercial areas.

LU-26.1.1 Designate new commercial areas in response to growth or in underserved areas, only when a market analysis shows existing commercial areas are insufficient to meet local needs.

GOAL LU-27 Design or improve commercial sites to facilitate circulation by pedestrians, bicyclists, transit, and other alternative transportation modes, reducing VMT and greenhouse gas emissions.

LU-27.1 Retrofit commercial strip malls into pedestrian-oriented commercial nodes.

LU-27.2 Locate convenience and commercial services at transit centers to provide enhanced services and security to users of public transit facilities.

LU-27.3 Mix civic, recreational, residential, office, and open space uses within commercial areas to encourage walking and discourage driving for short trips.

- LU-27.4** Promote safe, efficient commercial development along arterials and state routes.
- LU-27.5** Develop vacant and underutilized properties as unified developments to provide multiple goods or services.
- LU-27.6** Discourage commercial development in continuous strips along arterials.
 - LU-27.6.1** Prohibit the extension of existing commercial strips.
 - LU-27.6.2** Concentrate commercial areas and discourage strip-like development and the extension of existing commercial strips.
- LU-27.7** Orient major traffic generators to the main transportation network, grouping these uses into planned areas to avoid impacting residential streets and neighborhoods and to eliminate strip development.
- LU-27.8** Separate adult businesses from facilities oriented toward children, and from other adult businesses.
- LU-27.9** Plan for electric vehicle (EV) charging in parking areas.

MAJOR URBAN CENTER

The Major Urban Center is a highly dense concentration of urban development with a commercial focus. A significant multi-family residential presence in the area is encouraged. Buildings should not have height restrictions. It is an area of regional attraction and a focus for both the local and regional transit systems. The geographic area around South Hill Mall is Pierce County's existing Major Urban Center. Commercial, office and multi-family development are encouraged within Major Urban Centers. Low density residential, businesses with a low number of employees per acre, and auto-oriented commercial uses should not be located in Major Urban Centers. Design standards should emphasize internal pedestrian circulation.

GOAL LU-28 Encourage development of Major Urban Centers to meet the needs of the region's economy, to provide employment, shopping, services, multi-family development and leisure-time activities in Urban Areas, and to transform Pierce County from a commuter economy to a jobs-based economy.

- LU-28.1** Encourage retail trade, service, finance, insurance, real estate, multi-family housing, pedestrian and transit-oriented facilities development within the Major Urban Centers.
- LU-28.2** Discourage detached single-family residential, two-family residential, and auto-oriented commercial development.
- LU-28.3** Discourage industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.

- LU-28.4** Require design standards that further the Major Urban Center objectives:
 - Sidewalks, skywalks, boardwalks, bicycle paths, and other means of internal pedestrian and non-motorized circulation are a priority.

- TR-11.3.1** Evaluate level of traffic stress and available right of way when siting active transportation facilities.
- TR-11.4** Consider the potential to reduce vehicle miles traveled when planning active transportation projects.
 - TR-11.4.1** Prioritize bicycle projects for longer distance travel, especially to centers and community destinations.
 - TR-11.4.2** Prioritize a complete pedestrian network that facilitates connecting residents to services.
- TR-11.5** Support active transportation travel modes as a trip reduction strategy.
- TR-11.6** Periodically review and update the road design manual and development regulations so new developments meet the target level of service for active transportation facilities.
- TR-11.7** Design infrastructure improvements to support water quality, mitigate the urban heat island effect, improve air quality, or enhance biodiversity to the extent practicable.
- TR-11.8** Identify and construct missing links in the active transportation system to facilitate access to the trail system.
- TR-11.9** Examine opportunities for trails and separated pathways to accommodate active transportation users in rural areas.
- GOAL TR-12** Integrate trails into the transportation system by supporting a regional trail system that provides connections to designated centers, transit, and community destinations.
 - TR-12.1** Apply trail standards that are compatible with right-of-way needs to support the active transportation network.
 - TR-12.2** Identify appropriate street connections to trail facilities to support bicycle facilities that connect neighborhoods to the regional trail system.
 - TR-12.3** Support regional trail planning efforts by connecting the County's regional trail network to surrounding trail networks.
- GOAL TR-13** Require new development to address pedestrian and bicycle needs.
 - TR-13.1** Provide facilities for bicyclists and pedestrians to access public transit.
- GOAL TR-14** Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.
 - TR-14.1** Realize both the recreational and transportation value of these routes.
 - TR-14.2** Accommodate students' travel to school and bus stops using safe walking corridors.

TR-14.2.1 Consider projects and needs identified in the Safe Routes to School Plan when planning capital projects or identifying mitigation for large residential projects.

GOAL TR-15 Provide a safe and reliable transportation network for youth.

TR-15.1 Promote safety, accessibility and mobility for youth through safe routes to schools.

TR-15.2 Coordinate a Safe Route to Schools Plan with local school districts as part of the transportation improvement plan.

TR-15.3 Actively seek grant funding from federal and State programs to improve transportation networks for equitability, safety, mobility, and physical health around K-12 schools.

TR-15.4 Ensure development regulations promote safe walking and bicycling from residential neighborhoods to schools.

TR-15.5 Encourage residential developers to provide waiting areas for the safe congregation of children transported by bus to school.

TRANSIT

Transit service in Pierce County is provided by Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides local fixed-route bus service, Stream Community Line high-capacity transit service between Spanaway and Tacoma Dome Station, a demand response SHUTTLE service for persons with disabilities who are unable to use the fixed-route system, Runner on-demand service for all riders in several geographic areas that don't have fixed transit, a rideshare program that includes vanpooling and on-demand transit, and park-and-ride facilities to support these services. Intercity Transit provides express bus service between Olympia and Tacoma as well as vanpooling for Thurston County residents into Pierce County. Sound Transit provides express bus service to Seattle, south King County, and Sea-Tac International Airport, Sounder commuter rail between multiple Pierce and King County cities, and the Tacoma Link light rail.

This section includes policies to support transit with design-based level of service (LOS) standards. These policies help promote transit ridership through coordinating appropriate infrastructure. Since the County does not control transit service, these policies focus on the provision of infrastructure for transit stops, consistent with Pierce Transit guidelines.

GOAL TR-16 Encourage and cooperate with transit agencies to provide services that meet the needs of residents.

Services include (TR-16):

- Fixed route transit
- Vanpool
- Rail
- Shuttles
- Tourism-related service

TR-16.13 Work with Intercity Transit, Pierce Transit and Sound Transit, WSDOT, and other jurisdictions in identifying infrastructure needs of common interest to the broader transit system.

TR-16.14 Encourage Pierce Transit and other service providers to explore and implement cost effective transit service to and from existing cities/towns in rural areas.

GOAL TR-17 Explore strategies to lead to higher levels of transit service.

TR-17.1 Integrate transit-supportive design, in coordination with transit agencies, such as facilities for on-demand transit services, well-connected street networks, transit signal priority/preemption, bus bulbs/islands, bus turnouts, and queue jump lanes.

TR-17.2 Work with transit agencies to address first and last mile barriers to transit use and connections to jobs and housing including locating active transportation facilities to sidewalks that best serve transit routes.

TR-17.3 Work with partners to develop a range of alternative service options in areas not well served by fixed route transit such as community shuttles, real-time rideshare, community vans, and other innovative options.

TR-17.4 Coordinate with Pierce Transit and WSDOT to implement speed and reliability treatments along County arterials and state highways to support bus and enhanced bus routes.

Transit-supportive design measures include (TR-17.1):

- Well-connected street network
- Transit signal priority or preemption
- Bus bulbs or islands
- Bus turnouts
- Queue jump lanes
- Business Access Transit lanes
- Dedicated Bus Rapid Transit lanes

FERRY

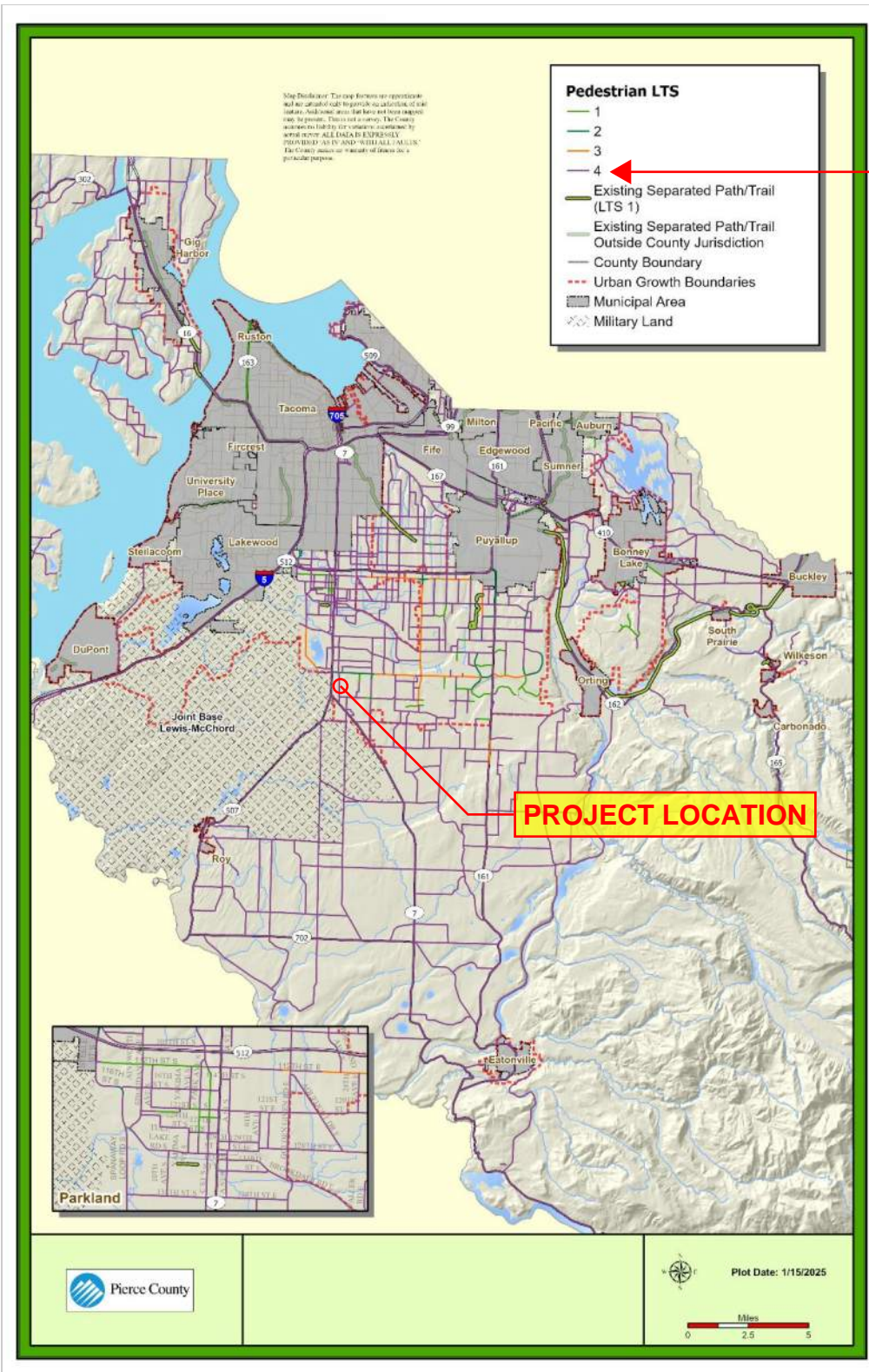
Pierce County is served by two ferry routes, one operated by the County and the other by the Washington State Department of Transportation (WSDOT). The WSDOT ferry route is between Point Defiance in Tacoma and Vashon Island. The Pierce County ferry route connects Anderson and Ketron Island to the mainland in the town of Steilacoom. All routes accommodate motor vehicles, walk-on passengers, and bicyclists.

GOAL TR-18 Consider the Pierce County Ferry System an extension of the County roadway system.

TR-18.1 Consider sea level rise and flooding when siting or improving ferry infrastructure.

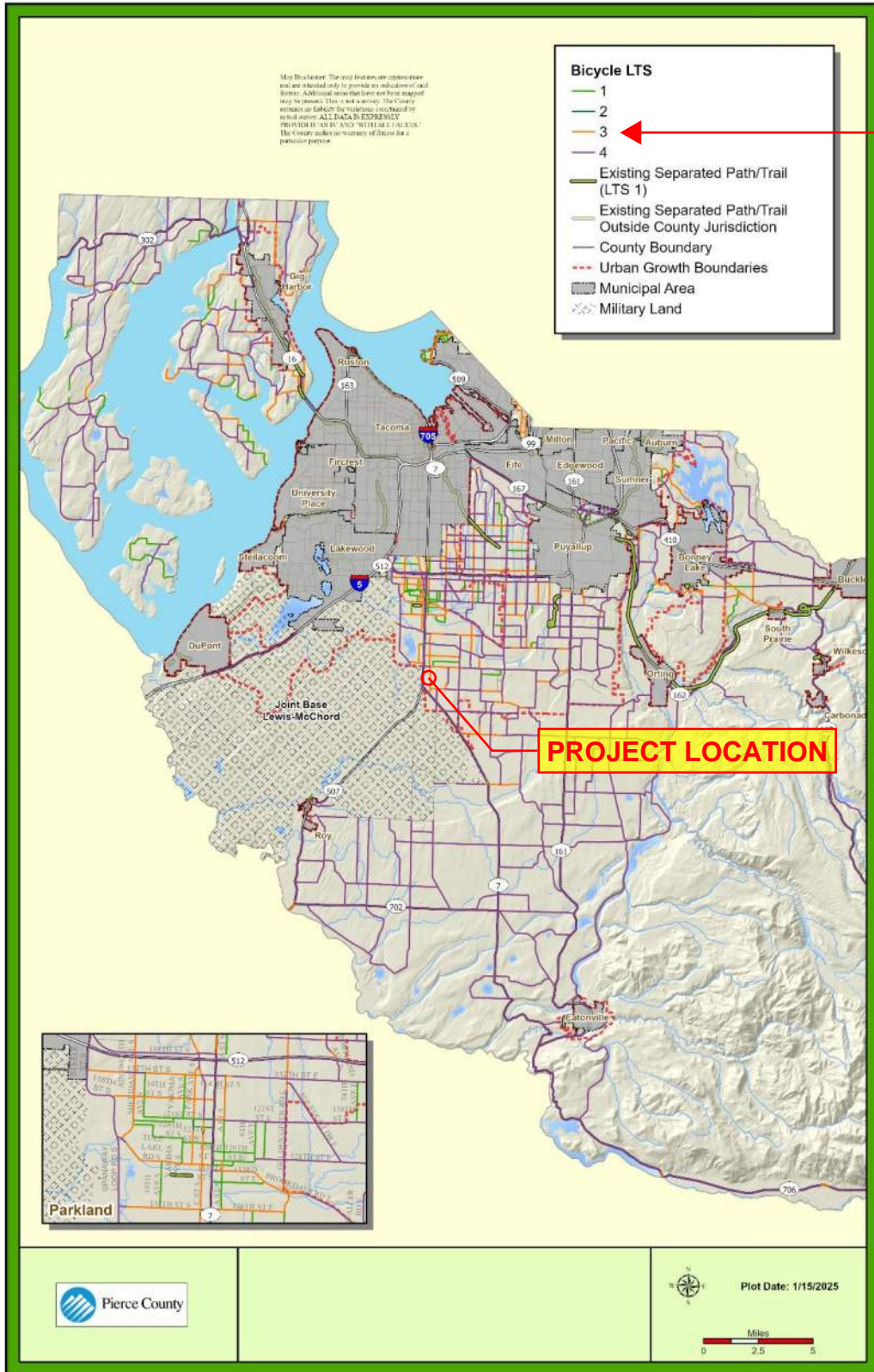
TR-18.2 Modify ferry service to meet increased demand during peak season.

Figure 12-Q. Pedestrian Level of Traffic Stress (LTS) on County Arterial Network



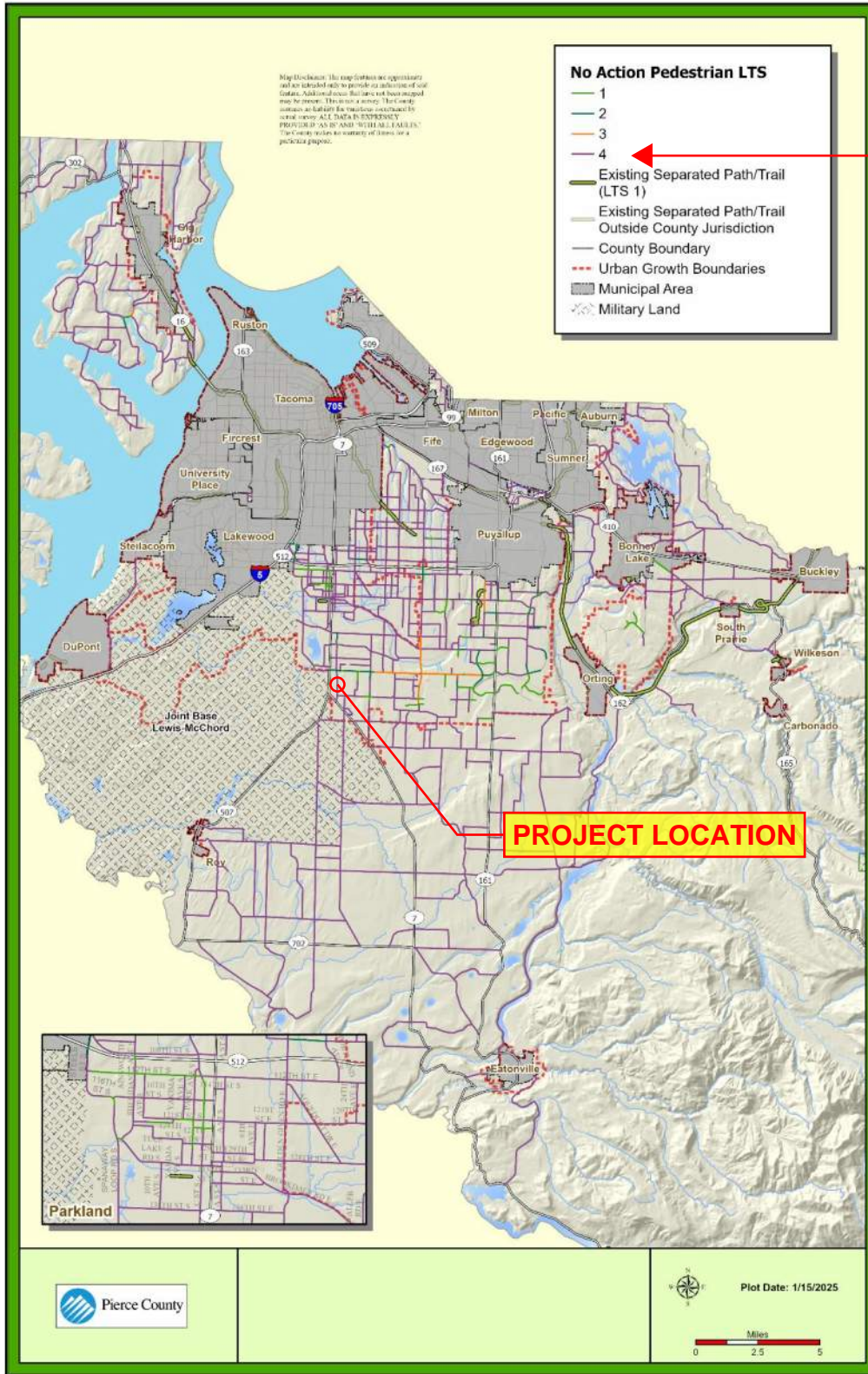
Source: Pierce County, 2024.

Figure 12-S. Bicycle Facility Level of Traffic Stress (LTS) on County Arterial Network



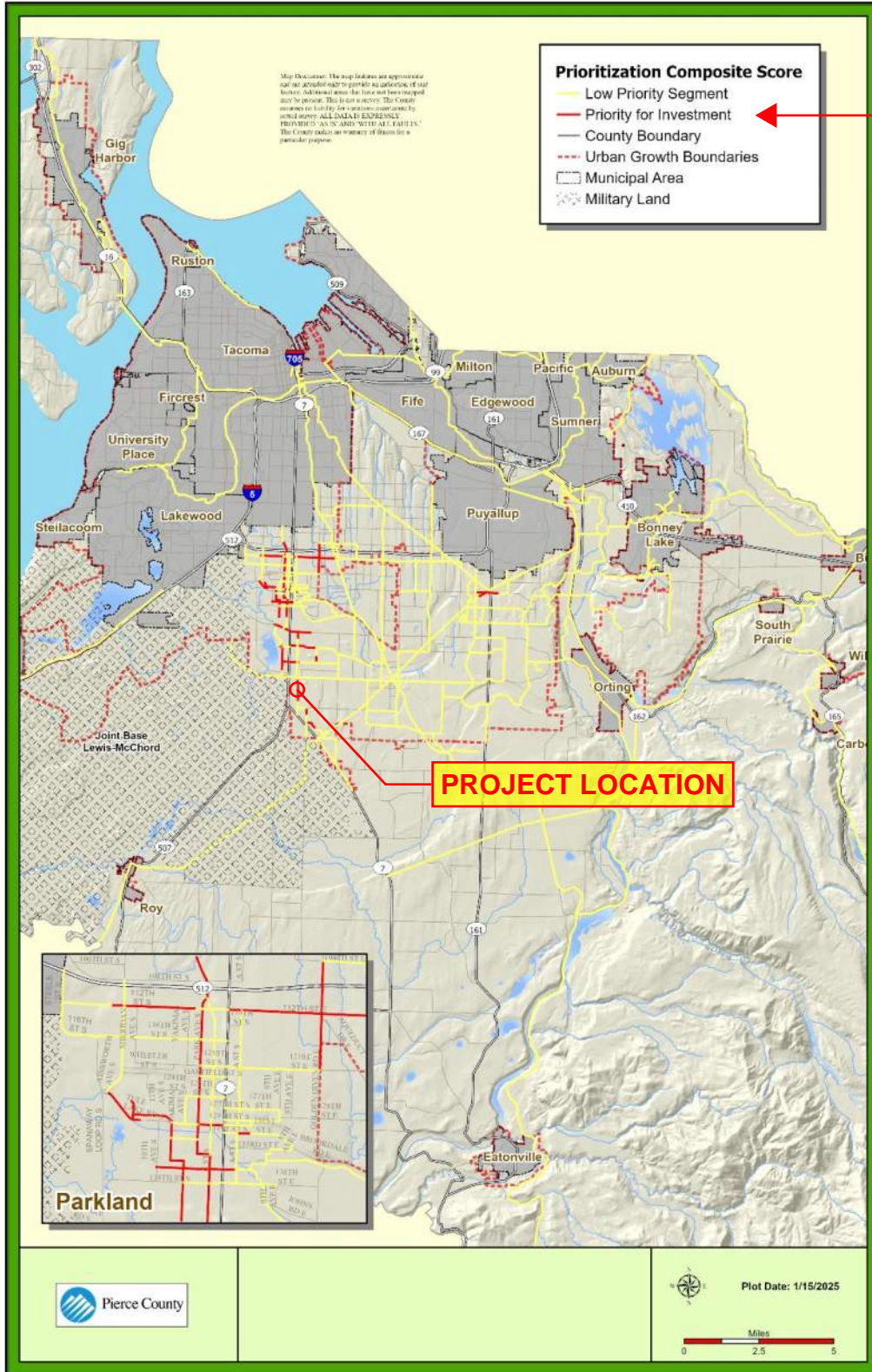
Source: Fehr & Peers, 2024.

Figure 12-JJ: Preferred Alternative (2044) Pedestrian Level of Traffic Stress (LTS)



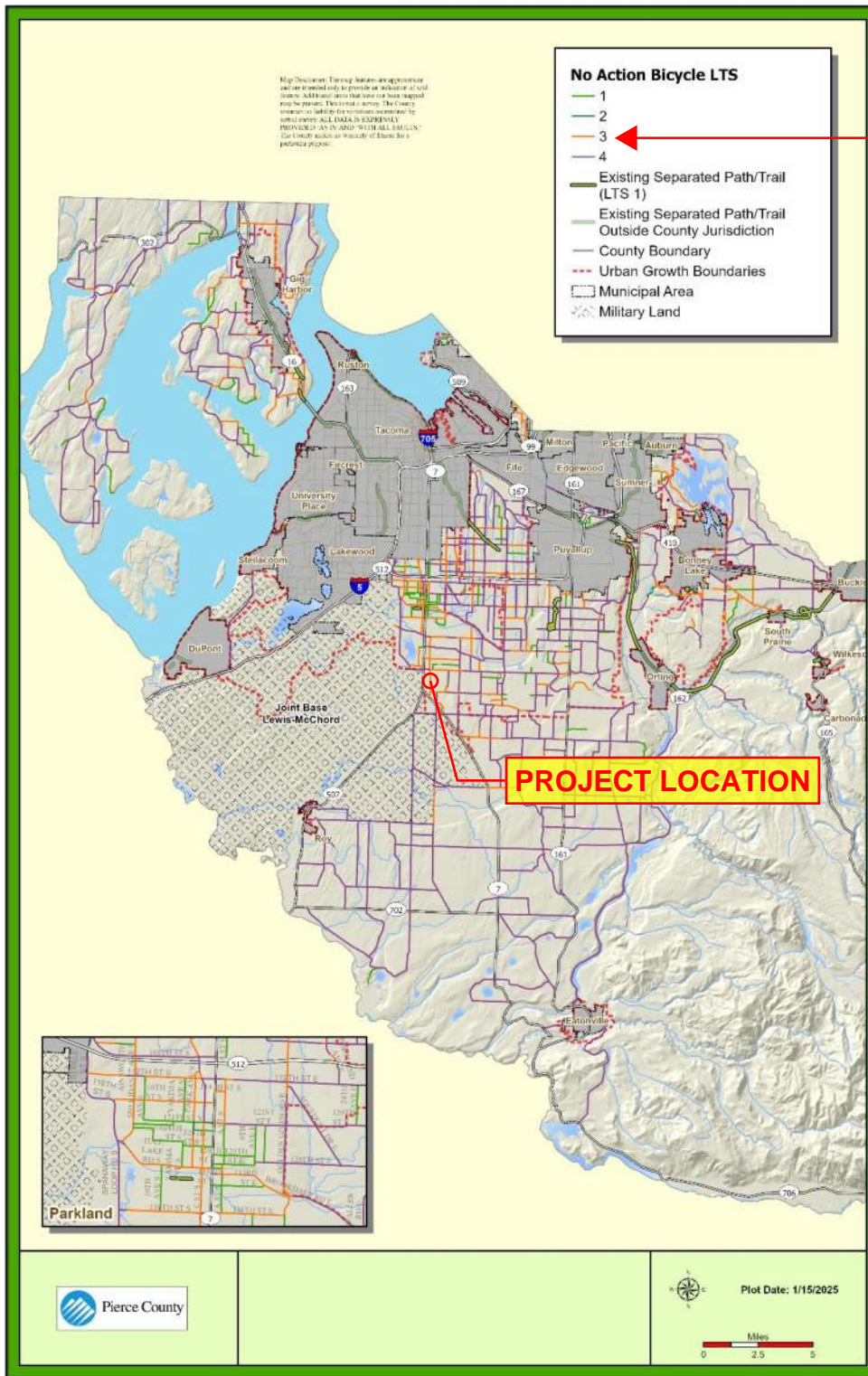
Source: Pierce County, 2024.

Figure 12-KK: **Bicycle Prioritization Scoring**



Source: Pierce County, 2024.

Figure 12-LL: 2044 Bicycle Level of Traffic Stress (LTS)



Source: Pierce County, 2024.

PEDESTRIAN AND BICYCLE PROJECTS

Pedestrian and bicycle improvements were identified based on the prioritized segments previously presented for the Preferred Alternative (2044) (see Figure 12-II and Figure 12-KK). These projects, including their estimated costs, are summarized in Table 12-Z. They are also shown in Figure 12-OO.

Table 12-Z. Preferred Alternative (2030-2044) Standalone Active Transportation Projects¹

ID	Project Name	Description	Project Cost ² 2030-2044
PB-1	108th St S	Implement protected bicycle lane along 108th St S from 20th Ave to SR 7 (Pacific Ave)	\$4,638,017
PB-2	112th St S	Implement protected bicycle lane and fill sidewalk gaps along 112th St S from Steele St S to Portland Ave S	\$18,008,165
PB-3	Tule Lake Rd S	Implement protected bicycle lane along Tule Lake Rd S from Spanaway Loop Rd S to 13th Ave S	\$2,681,847
PB-4	Parkland Community Trail	Where possible in the given right-of-way, construct separated path or trail from Pacific Lutheran University (PLU) to Tule Lake Rd S. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$1,590,909
PB-5	Parkland Community Trail	Where possible in the given right-of-way, construct separated path or trail from Gonyea Playfield to SR 7. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$1,875,000
PB-7	152nd St E	Implement protected bicycle lane and fill sidewalk gaps along 152nd St S from Bresemann Blvd S to 13th Ave Ct	\$11,230,040
PB-9	Spanaway Community Trail	Where possible in the given right-of-way, construct separated path or trail from 176th St E to Spanaway Park. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$3,437,500
PB-10	Parkland Community Trail	Where possible in the given right-of-way, construct separated path or trail from 96th St S to 134th St S. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$7,329,545

ID	Project Name	Description	Project Cost ² 2030-2044
PB-11	Tule Lake Rd S	Implement protected bicycle lane along Tule Lake Rd S from Park Ave S to SR 7 (Pacific Ave)	\$1,262,045
PB-12	Parkland Community Trail	Where possible in the given right-of-way, construct separated path or trail from Park Ave S to Harry Sprinker Recreation Center. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$3,522,727
PB-13	Spanaway Community Trail	Where possible in the given right-of-way, construct separated path or trail from Park Ave Connector to Spanaway Lake High School. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$4,232,955
PB-16	Spanaway Community Trail	Where possible in the given right-of-way, construct separated path or trail from Spanaway Lake HS to Spanaway Park. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$4,232,955
PB-18	B St E	Implement striped bicycle lane and add sidewalk along B St E from 152nd St E to 156th St E	\$1,577,557
PB-22	B St E	Implement protected bicycle lane and fill sidewalk gaps along B St E from 176th St to 192nd St	\$9,258,426
PB-23	128th St E	Implement buffered bicycle lane and add sidewalk along 128th St E from 6th Ave E to Golden Given Rd	\$1,230,494
PB-24	8th Ave E/Spanaway Community Trail	Where possible in the given right-of-way, construct separated path or trail from 192nd St E to 200th St E. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$1,505,682
PB-25	8th Ave E	Fill sidewalk gaps along 8th Ave E from 200th St E to 208th St E	\$2,417,523
PB-26	200th St E/10th Ave E	Where possible in the given right-of-way, construct separated path or trail from 8th Ave E to SR 7. If a trail is not possible, pursue an option with sidewalks and bike lane.	\$1,250,000



**PLANNING & PUBLIC
WORKS**

**5111 - Pierce County PSM
Communities Plan**

Appendix I: Parkland-Spanaway-Midland Communities Plan

The Parkland-Spanaway-Midland Communities Plan’s narrative text and policies are in addition to the Countywide Comprehensive Plan narrative text and policies and are only applicable within the Parkland-Spanaway-Midland Communities Plan Boundary.

CONTENTS

Vision Statement	I-10
Chapter 1: Introduction	I-11
Overview of the Plan Area	I-11
Demographics	I-12
Parkland	I-13
Spanaway	I-13
Midland	I-14
History of the Plan Area	I-15
Early Settlers	I-16
Recent Past	I-18
History of the Parkland-Spanaway-Midland Communities Plan	I-19
1980 Parkland-Spanaway Comprehensive [Community] Plan	I-19
1994 Pierce County Comprehensive Plan	I-19
2002 Parkland-Spanaway-Midland Communities Plan	I-19
2020 Communities Plan Update	I-22
Purpose of the Communities Plan	I-22
Summary of the Parkland-Spanaway-Midland Communities Plan	I-24
Chapter 2: Land Use Element	I-27
Introduction	I-27
Population and Housing Trends	I-27
Buildable Lands Inventory	I-29

PSM LU-8.1 A diversity of uses, including pedestrian-oriented commercial, civic, and mixed use residential uses, shall be encouraged to create a more active street level with greater pedestrian use and shopping activity.

PSM LU-8.2 Promote, expand, and enhance the recreational, cultural, civic, or educational attractions and pedestrian- and transit-oriented commercial experience offered by the Towne Center to increase the draw of residents of nearby communities and visitors.

GOAL PSM LU-9 Promote the Towne Centers as compact, pedestrian- and transit-oriented gathering places for the communities.

PSM LU-9.1 Promote creation of restaurants, art galleries, theaters, and other uses as a key component to the Garfield Towne Center.

PSM LU-9.2 Commercial operations that are oriented to evening and drop-in services shall be encouraged to locate in Towne Centers.

PSM LU-9.3 The Mountain Highway Towne Center should serve as a hub for the surrounding urban area and the rural populations to the south by incorporating needed services not available in the rural area.

PSM LU-9.4 Towne Centers should not be expanded beyond their current configuration unless they are built out to ensure they are developed in a compact and pedestrian- and transit-oriented manner.

GOAL PSM LU-10 Pierce County shall work with owners of the Marymount property to encourage development of the property to accomplish the following objectives:

- Continued public display and appropriate maintenance or restoration of part or all of the Harold LeMay Car Collection;
- Selection of private development activities that achieve the goals of the Towne Center. Consider uses that provide for family wage jobs for community residents and/or provide high-density housing within the Towne Center;
- Incorporation of historic on-site structures or mature vegetation into future development, where feasible; and
- Use of portions of the property as a public or private sector gathering place for community residents and visitors.

GOAL PSM LU-11 Develop parking programs for Towne Centers that recognize and support the historic character or planned pedestrian character, while providing sufficient parking for customers of all businesses.

PSM LU-11.1 Pierce County shall work with the business community in partnerships to develop a coordinated and effective approach to providing adequate parking and circulation within the Towne Centers.

- PSM LU-11.2** A comprehensive study of parking, transit, and active transportation needs of each Towne Center shall be made to determine the most efficient method of meeting the unique demands of the area and the role of the public and private sectors in accommodating the demands.
- PSM LU-11.3** The development of parking lots open to the general public shall be guided by a parking plan for each development.
- PSM LU-11.4** Parking policy for Towne Centers shall balance the impact of parking on pedestrian character, economic development, and transit usage.
- PSM LU-11.5** The County should provide opportunities for safe and convenient on-street parking as a method to increase parking capacity in Towne Centers.
- PSM LU-11.6** Creative parking configurations, such as shared parking, structured parking, and more, are encouraged to accommodate new development or redevelopment in Towne Centers.

GOAL PSM LU-12 Pierce County shall work with the community to encourage compact, pedestrian- and transit-oriented communities to develop within Towne Centers.

- PSM LU-12.1** Pierce County shall complete Planned Action Environmental Impact Statements for Towne Centers and identify additional incentives for development that meet the goals of this plan.
- PSM LU-12.2** Pierce County shall focus investments in infrastructure and services in Towne Centers and encourage other service providers to do the same.
 - PSM LU-12.2.1** Pedestrian, bicycle, and transit improvements should be given priority.
- PSM LU-12.3** Pierce County should periodically review development within Towne Centers to identify barriers to efficient permitting and ensure development will meet the goals of this plan.
- PSM LU-12.4** Public/private partnerships to redevelop Towne Centers according to the goals of this plan are encouraged.

GOAL PSM LU-13 Develop economically strong Towne Centers, each with a distinct image and character, bold architectural form, and mix of commercial, civic, and residential uses, along with access to transit and public amenities, which will meet the general high-intensity, pedestrian-oriented, shopping and service needs of community residents and the surrounding communities and will partially satisfy community housing needs.

- PSM LU-13.1** The Towne Centers shall continue to be recognized as the business focal points of the community.
- PSM LU-13.2** A diversity of uses, including high-density residential uses, should be encouraged to maintain a vibrant, active, and competitive center for the community.
- PSM LU-13.3** Support development of residential uses in the primarily commercial portions of Towne Centers to increase pedestrian activity within the neighborhood.

PSM LU-16.2.1 Internal roads should have pedestrian and bicycle paths and outlet to the external road network.

PSM LU-16.2.2 New developments should act as a continuation of existing developments.

PSM LU-16.2.3 Non-residential uses are allowed at a neighborhood-scale and integrating design concepts with surrounding residential design.

GOAL PSM LU-17 Densities within the Neighborhood Corridor should vary from 6 to 25 dwelling units per acre to allow a diversity of housing options to serve the needs of the communities.

NEIGHBORHOOD CENTER

GOAL PSM LU-18 Designate commercial and multifamily uses along Portland Avenue East between 80th Street East and 100th Street East Neighborhood Center (NC) to provide for a mix of neighborhood-scale commercial and service uses and high-density residential uses.

GOAL PSM LU-19 Provide needed products and services to neighborhood residents in a convenient, recognizable, compact, pedestrian-oriented location, while protecting existing and future residential neighborhoods from the disruptive effects of commercial intrusions.

PSM LU-19.1 Design new neighborhood commercial developments to be compatible with the surrounding neighborhood and require pedestrian- and bicycle-orientation.

PSM LU-19.2 Promote mixed-use developments that serve as a transition between commercial areas and adjacent residential neighborhoods and increase pedestrian activity within the neighborhood.

PSM LU-19.3 Support development of residential uses in the primarily commercial NC zone as a secondary component of a mixed use project to increase pedestrian activity within the neighborhood.

PSM LU-19.4 Uses within NC shall be scaled to serve the local neighborhood.





PSM LU-19.5 Through the use of signage, landscaping, paving, and street furniture, create a clearly defined entry into Midland’s historic center at the intersection of 99th Street East and Portland Avenue East.

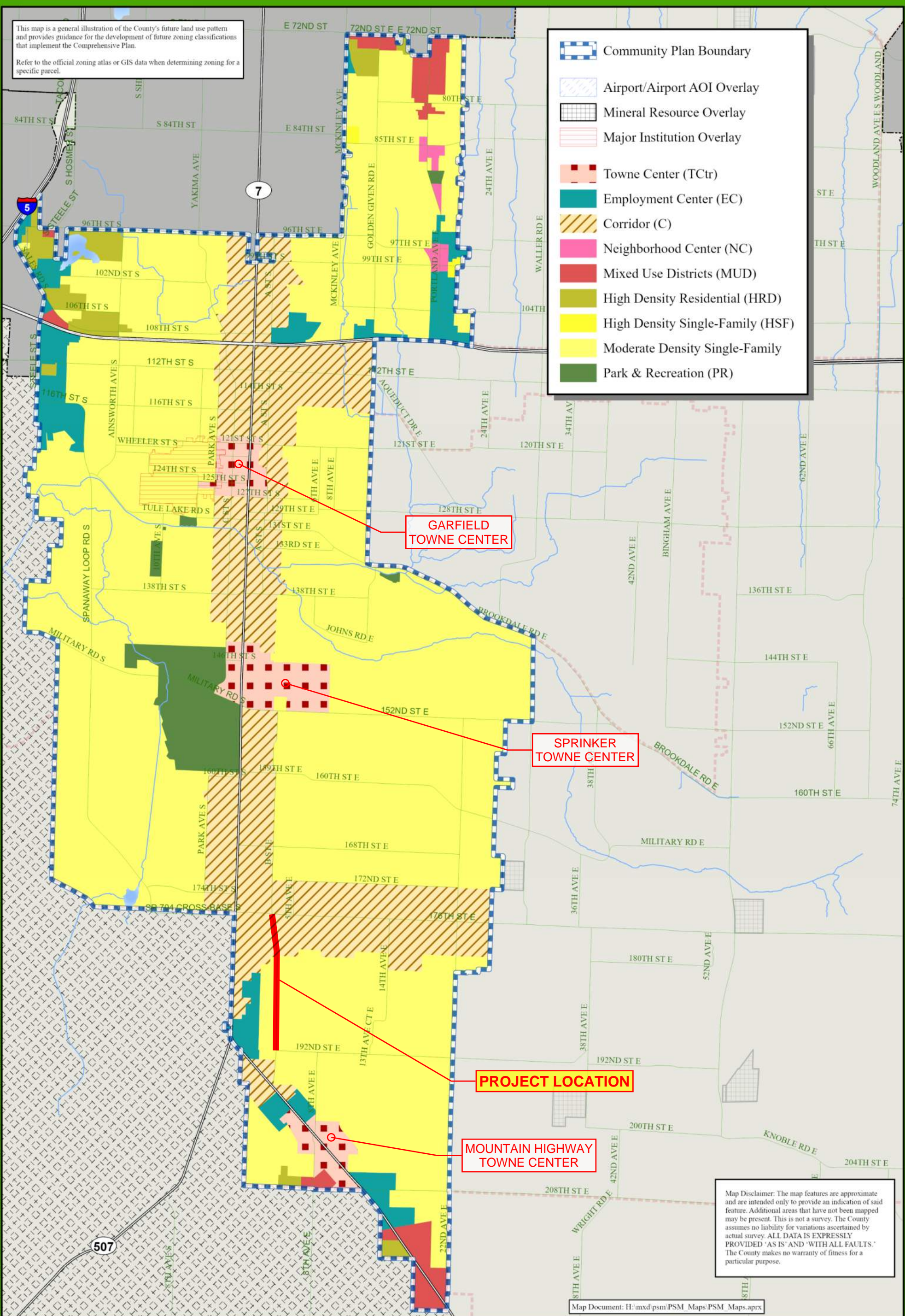
MIXED USE DISTRICT

GOAL PSM LU-20 Mixed Use Districts are generally developed with commercial and medium- to high-density residential uses and located within easy walking distance of 72nd Street East or Mountain Highway (south of the Towne Center). These areas should have cohesive identities that are attractive, safe, functional, diverse, and profitable auto-oriented places to live, do business, shop, and work.

PSM LU-20.1 Mixed Use Districts should provide auto-oriented commercial retail and services that provide large household goods, automobile-related and dependent products and services, and single-purpose professional services.




This map is a general illustration of the County's future land use pattern and provides guidance for the development of future zoning classifications that implement the Comprehensive Plan.
Refer to the official zoning atlas or GIS data when determining zoning for a specific parcel.

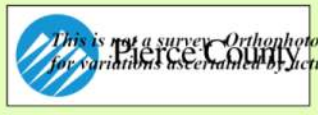
-  Community Plan Boundary
-  Airport/Airport AOI Overlay
-  Mineral Resource Overlay
-  Major Institution Overlay
-  Towne Center (TCtr)
-  Employment Center (EC)
-  Corridor (C)
-  Neighborhood Center (NC)
-  Mixed Use Districts (MUD)
-  High Density Residential (HRD)
-  High Density Single-Family (HSF)
-  Moderate Density Single-Family
-  Park & Recreation (PR)



Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS.' The County makes no warranty of fitness for a particular purpose.


Map Document: H:\mxd\psm\PSM_Maps\PSM_Maps.aprx

-  Municipal Area
-  Military Land
-  Urban Growth Boundaries



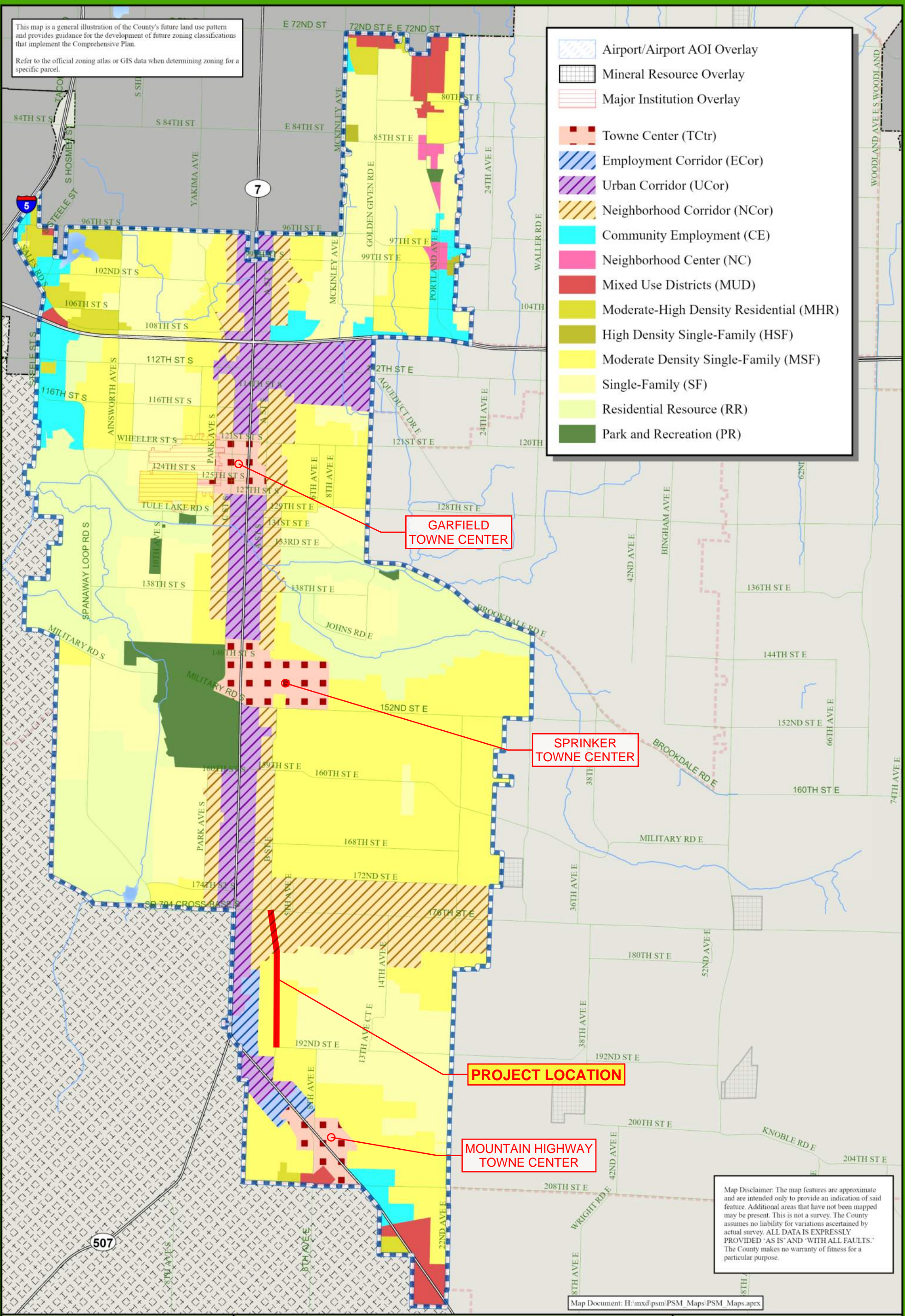
Map I-3: Land Use Designations Map

Revision Date: 10/1/2021
Plot Date: 9/24/2021



This map is a general illustration of the County's future land use pattern and provides guidance for the development of future zoning classifications that implement the Comprehensive Plan.
Refer to the official zoning atlas or GIS data when determining zoning for a specific parcel.

- Airport/Airport AOI Overlay
- Mineral Resource Overlay
- Major Institution Overlay
- Towne Center (TCTR)
- Employment Corridor (ECor)
- Urban Corridor (UCor)
- Neighborhood Corridor (NCor)
- Community Employment (CE)
- Neighborhood Center (NC)
- Mixed Use Districts (MUD)
- Moderate-High Density Residential (MHR)
- High Density Single-Family (HSF)
- Moderate Density Single-Family (MSF)
- Single-Family (SF)
- Residential Resource (RR)
- Park and Recreation (PR)



GARFIELD TOWNE CENTER

SPRINKER TOWNE CENTER

PROJECT LOCATION

MOUNTAIN HIGHWAY TOWNE CENTER

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS.' The County makes no warranty of fitness for a particular purpose.

Map Document: H:\mxd\psm\PSM_Maps\PSM_Maps.aprx

- Municipal Area
- Military Land
- Urban Growth Boundaries

Perce County
This is not a survey. Orthophotos and other data may be used. There is no liability for variations ascertained by actual survey. All data is expressly provided "as is" and with all faults.

Map I-4: Zoning Map



Revision Date: 10/1/2021
Plot Date: 9/24/2021



Parkland:

- N: Pacific Avenue at 99th Street South;
- N: Steele Street South at 96th Street South;
- N: Waller Road East at Brookdale Road East;
- E: 112th Street East at Golden Given Road East;
- W: 112th Street South at Steele Street South;
- S: Spanaway Loop Road South at Military Road; and
- S: Pacific Avenue at 152nd/Military Road.

Spanaway:

- N: Spanaway Loop Road South at 152nd/Military Road;
- N: Pacific Avenue at 152nd/Military Road;
- N: Waller Road (south side) at Brookdale Road East;
- E: 152nd Street East at 27th Avenue East;
- E: 176th Street East at the 2600 block;
- S: SR-507 at Pacific Avenue/Mountain Highway; and
- S: Mountain Highway at 22nd Avenue East.

GOAL PSM D-2 Streetscape improvement plans shall address the following topics: public and private landscaping, bicycle facilities, sidewalks, crosswalks, street furniture, signage, utility placement, funding sources, development priorities, etc.

PSM D-2.1 Streetscape improvement plans shall be developed for each Towne Center, and for the following pedestrian- and bicyclist-oriented streets:

- Park Avenue South;
- Yakima Avenue South/C Street South;
- A Street South;
- 121st Street South/East;
- Ainsworth Avenue South;
- Tule Lake Road South;
- Wheeler Street South;
- 138th Street South/East;
- 131st Street East/Brookdale Road East;
- Military Road South/East;
- Spanaway Loop Road South;
- 159th/160th Street East/Military Road East;
- 174th Street South;
- 168th Street East;

- B Street East;
- 22nd Avenue East;
- 8th Avenue East;
- 192nd Street East;
- 112th Street East;
- Golden Given Road East;
- Portland Avenue East;
- 99th Street East;
- 85th Street East;
- Sales Road South/108th Street South;
- McKinley Avenue East/104th Street East; and
- 129th/128th Street East.

GOAL PSM D-3 Create clearly defined entries into Towne Centers through signage, landscaping, paving, and street furniture.

PSM D-3.1 Garfield Towne Center should have entries from Pacific Avenue, Garfield Street South, Pacific Lutheran University (PLU), Park Avenue South, and C Street South.

PSM D-3.1.1 Pierce County shall work with PLU to meld university functions into the broader Garfield Towne Center and the surrounding neighborhood.

PSM D-3.2 Sprinker Towne Center should have entries from Pacific Avenue, Military Road South, 152nd Street East, and Marymount.

PSM D-3.2.1 Pierce County shall work with Marymount and other property owners, Pierce Transit, and WSDOT to create an inviting, pedestrian-oriented community that is better connected on each side of Pacific Avenue and oriented toward transit service, parks, and Marymount.

PSM D-3.3 Mountain Highway Towne Center should have entries at Mountain Highway, 8th Avenue East, and 204th Street East.

PSM D-3.3.1 Pierce County shall work with property owners, Pierce Transit, and WSDOT to create an inviting, pedestrian- and transit-oriented center.

GOAL PSM D-4 Through signage, landscaping, paving, and street furniture, create a clearly defined community entry at the intersection of SR-7 and Cross Base Highway.

PSM D-4.1 Pierce County shall work with the business community, the surrounding Spanaway community, Pierce Transit, and the WSDOT to develop a streetscape improvement plan to highlight this community entrance.

GOAL PSM D-5 New or redeveloping shopping centers should be pedestrian-oriented and include uses and amenities that encourage customers to stroll from business to business.

GOAL PSM D-6 Provide landscaping and building placement requirements to improve the appearance along the SR-512 freeway.

PSM D-6.1 Loading docks, outdoor storage, parking lots, and waste facilities shall be sited and screened so that they are not prominent when viewed from the freeway.

PSM D-6.2 Building facades facing and visible from the freeway should have the same high quality design as the non-freeway facing facades.

PSM D-6.3 Signage associated with properties fronting the freeway shall be sized and designed to provide minimal visual impacts on freeway users.

PSM D-6.4 The freeway corridor through Midland and Parkland shall be buffered through the establishment and retention of substantial plantings to achieve year-round screening.

PSM D-6.4.1 Freeway landscape plans shall be implemented through landscape plans for new development or redevelopment of properties abutting or visible from the freeway.

PSM D-6.4.2 Pierce County and the communities shall enhance landscaping within the freeway rights-of-way through cooperative planting efforts with the Washington State Department of Transportation.

GOAL PSM D-7 Pierce County shall designate scenic driving, walking, or biking routes along major streets.

GOAL PSM D-8 Promote the planting of street trees to enhance neighborhood character.

PSM D-8.1 Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs.

PSM D-8.2 Such programs shall focus on maintenance and enforcement.

NEIGHBORHOODS

GOAL PSM D-9 Encourage design that reflects the wide diversity among residents, provided each maintains a degree of compatibility and reflects the character of the plan area.

PSM D-9.1 Encourage development to recognize and incorporate significant distant views into project design.

PSM D-9.2 New developments should connect to existing adjacent neighborhoods where opportunities exist and shall provide for connectivity for future development to ensure internal circulation between developments and minimize access points along streets.

PSM D-9.2.1 Curb cuts should be utilized only where traffic needs and safety considerations allow.

GOAL PSM D-10 Require urban development standards in all new urban developments.

PSM D-10.1 Sidewalks, public transit amenities, street trees, and street lighting should be provided within developments and abutting frontage roads, as appropriate.

PSM D-10.2 Natural vegetative cover should be planted on slopes of all cuts and fills in conformance with safety, erosion, and visual aesthetics standards.

PSM D-10.3 Provide for separate automobile, pedestrian, and bicycle access.

PSM D-10.4 Create a transition between incompatible uses through a variety of measures including setbacks, screening, berms, vegetative buffers, and shielded lighting.

GOAL PSM D-11 Develop specific design guidelines for single-family and multifamily residential development dealing with site planning and building placement.

PSM D-11.1 Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

PSM D-11.2 Provide opportunity for porches and decks within front yard setbacks.

PSM D-11.2.1 Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line.

PSM D-11.3 Encourage low impact development techniques that incorporate stormwater treatment into site design, such as rain gardens or underground stormwater retention systems.

PSM D-11.4 Discourage flag lots or pipestem lots within new residential developments.

GOAL PSM D-12 Develop specific design guidelines for two-family (duplex), attached single-family, and multifamily residential developments dealing with architectural design and scale of buildings.

PSM D-12.1 Provide incentives for innovative architectural design of two-family (duplex), attached single-family, and multifamily residential development.

PSM D-12.2 Discourage residential design that accentuates carports and garages.

PSM D-12.3 Avoid locating parking areas for multifamily developments between the buildings and the street.

COMMERCIAL AND INDUSTRIAL

GOAL PSM D-13 Organize the site plan to provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site.

PSM D-13.1 Emphasize the importance of street corners through building location, pedestrian access, special site features, or landscape features.

PSM D-13.2 Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, and other public areas.

- PSM D-13.3** Design landscaping so that long term growth will not interfere with site lighting and surveillance.
- PSM D-13.4** Use durable, high quality materials in site furnishings and features for ease of maintenance.
- PSM D-13.5** Use fencing and landscaping with high quality materials to conceal outside storage and sales areas.
- PSM D-13.6** Where distant view corridors have been identified, require development to recognize and incorporate these into project design.

PSM D-13.7 Encourage pedestrian movement between commercial properties and neighborhoods by providing gates, ramps, and steps where natural or man-made barriers exist.

PSM D-13.8 Dedicate additional rights-of-way to enable the construction of sidewalk improvements where adjacent rights-of-way are substandard in width.

PSM D-13.9 Integrate bicycle use, access, and parking into site designs.

GOAL PSM D-14 Architectural and site design of non-residential developments should reflect desired neighborhood or community character.

- PSM D-14.1** Provide for visual and functional continuity between the proposed development and adjacent structures when these existing structures demonstrate minimal consistency with the building design criteria of this plan.
- PSM D-14.2** Incorporate architectural design features reflective of current standards for residential building scale and character into non-residential buildings in portions of the community where they abut primarily single- and two-family residential zones.
- PSM D-14.3** Provide distinctive building corners at street intersections through the use of special architectural elements and detailing and pedestrian-oriented features where possible.
- PSM D-14.4** Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and the surrounding neighborhood.
- PSM D-14.5** Street-facing building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials and landscaping to increase visual interest and visually break up large building massings.
- PSM D-14.6** Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.
- PSM D-14.7** Provide visual relief for large, blank walls, such as murals, landscaping, or variations in building relief that are visible from walkways and parking areas.
- PSM D-14.8** Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

- Mountain Highway TCTR;
- Shopping center on the southeast corner of 176th Street East and SR-7; and
- UCOR area between Spanaway Golf Course and 176th Street East.

PSM EC-6.2 Pierce County shall work with local business groups to institute business improvement programs within selected commercial areas targeted for commercial revitalization and in areas requiring substantial initial development and in new and existing industrial areas.

PSM EC-6.3 Pierce County shall work with the local business community within selected commercial target areas to develop the framework for a business improvement program, including structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.

PSM EC-6.3.1 Business improvement programs shall focus on activities related to the collective improvement, promotion, and maintenance of the commercial target areas.

PSM EC-6.3.2 Funding for a business improvement program shall be provided through public and private financial incentives, including revolving loan funds (RLF), Small Business Administration (SBA) loans, microenterprise loans, efforts of private financial institutions, and a commitment from local businesses to complete identified site and facade renovations.

PSM EC-6.4 Work with the private sector to create a Pacific Avenue redevelopment strategy that can mobilize local and regional resources to build an enhanced tax base.

PSM EC-6.5 The County, Chamber of Commerce, and business and community leaders should form a task force to form a Parkland-Spanaway-Midland business district along SR-7 from SR-512 to 176th.

GOAL PSM EC-7 Pierce County shall work with the community to reprioritize planned public projects within the commercial revitalization target areas.

PSM EC-7.1 Such projects will contribute to a revitalization effort by upgrading the appearance, setting it apart from its surroundings, and enhancing the attractiveness of the business environment.

PSM EC-7.2 Projects which enhance a commercial target area's appearance may include: installation or repair of common public spaces such as sidewalks, plazas, and bus stops; installation of planting areas, landscaping, and specialized street furniture or lighting; and design and installation of quality graphics, directional signs, planters and plantings, or banners that bring color to the street.

GOAL PSM EC-8 Work with business organizations to market and promote businesses and areas targeted for revitalization efforts within the communities.

PSM EC-8.1 Assess the market viability of potential target areas.

TRANSPORTATION POLICIES

ACTIVE TRANSPORTATION

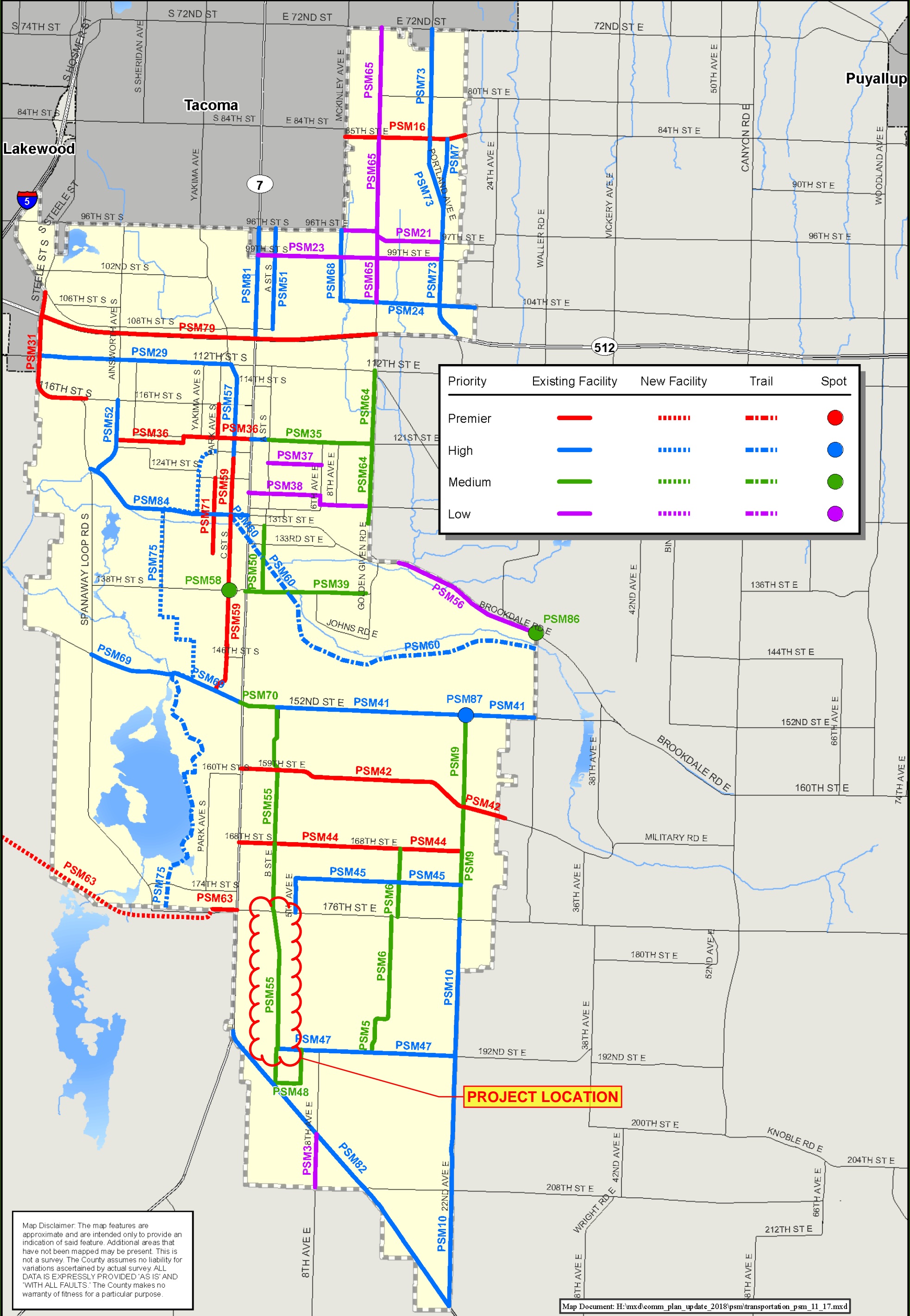
- GOAL PSM T-1** Meet the needs of bicyclists and pedestrians traveling on roads in the plan area.
- PSM T-1.1** Encourage the provision of active transportation facilities, including sidewalks, bike lanes, paved shoulders, and widened curb lanes.
- PSM T-1.2** Separate active transportation facilities should be provided for incompatible modes in areas of intensive demand, especially within Towne Center and Corridor land use designations.
- PSM T-1.3** Active transportation routes should be planned to avoid major arterials and highways by following adjacent parallel rights-of-way where possible.
- PSM T-1.4** Active transportation facilities that serve or provide access to recreation areas should not interfere with other recreation activities in the area.
- PSM T-1.5** Freeway overpasses and underpasses should include safe and accessible sidewalks and paved shoulders for pedestrian and bicycle traffic.
- PSM T-1.6** Maps, signs, and directional markers should be incorporated in the active transportation transportation system.

PUBLIC TRANSPORTATION AND COMMUTER TRIP REDUCTION

- GOAL PSM T-2** Increase transit service and facilities in the Parkland, Spanaway, and Midland communities, such as:
- PSM T-2.1** Adding new east-west routes;
- PSM T-2.2** Increase frequency for all routes;
- PSM T-2.3** Increase time range of service to run in the late evening;
- PSM T-2.4** Provide and maintain transit restroom facilities;
- PSM T-2.5** Coordinate school transit and public transit; and
- PSM T-2.6** Extend rail service or other high-capacity transit to the PSM communities and ensure that the Towne Centers are connected to the regional rail service.
- PSM T-2.6.1** Consider the use of existing rail lines for commuter rail.

CIRCULATION

- GOAL PSM T-3** Access on and off SR-512 should be limited to Steele Street South, Pacific Avenue, and Portland Avenue.



Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.

Map Document: H:\mxd\comm_plan_update_2018\psm\transportation_psm_11_17.mxd

Community Plan Boundary
 Municipal Area



Proposed Transportation Projects Map

Parkland-Spanaway-Midland Communities Plan

Revision Date: various
 Plot Date: 4/26/2019

Miles

 0 0.5 1



**PLANNING & PUBLIC
WORKS**

5111 - Pierce County TIP

1 Sponsored by: Councilmembers Robyn Denson and Jani Hitchen

2 Requested by: County Executive/Planning and Public Works

3
4
5
6 **ORDINANCE NO. O2025-544**

7
8
9 **An Ordinance of the Pierce County Council Adopting the 2026 Annual**
10 **Construction Program, 2026-2031 Transportation Improvement**
11 **Program and 2026-2039 Fourteen-Year Ferry Program,**
12 **Pursuant to Revised Code of Washington Sections**
13 **36.81.121, 36.81.122, 36.81.130, and 36.54.015, and**
14 **Washington Administrative Code 136, Chapters 15 and 16;**
15 **Finding that Each Project Contained in the Plan is a Public**
16 **Necessity; and Adopting Findings of Fact.**

17
18 **Whereas,** Section 36.81.121 of the Revised Code of Washington (RCW) and
19 Chapter 136-15 of the Washington Administrative Code (WAC) provide that the county
20 legislative authority shall annually adopt a revised and extended comprehensive
21 transportation program for the ensuing six calendar years; and

22
23 **Whereas,** Section 6.40 of the Pierce County Charter provides that the Executive
24 shall present capital improvement plans to Council on a biennial basis; and

25
26 **Whereas,** RCW 36.81.130 and Chapter 136-16 WAC provide that on or before
27 the first Monday in October of each year, the county road engineer shall file with the
28 county legislative authority for consideration and adoption, a recommended plan for
29 laying out, construction, and maintenance of county roads for the ensuing fiscal year;
30 and

31
32 **Whereas,** RCW 36.54.015 provides that the county legislative authority shall
33 prepare, with the advice and assistance of the County Engineer, a 14-year, long-range
34 capital improvement plan embracing all major elements of the ferry system; and

35
36 **Whereas,** the Pierce County Council finds that the County Executive and the
37 County Engineer have submitted the 2026-2031 Transportation Improvement Program
38 and 2026-2039 Fourteen-Year Ferry Program (TIP and Ferry Program) for review and
39 approval by the Pierce County Planning Commission and the Pierce County Council;
40 and

41
42 **Whereas,** pursuant to RCW 36.70.530, the Planning Commission has reviewed
43 and recommended to the Pierce County Council that the TIP and Ferry Program should
44 be approved, as presented at its August 26, 2025, meeting; and

45
46 **Whereas,** the Council has considered the Annual Road Program consisting of
47 the Annual Construction Program, an annual maintenance plan, and a road equipment



1 purchase and major repair plan, and revisions and changes were made prior to the
2 adoption of the County road budget; and

3
4 **Whereas**, the adoption of the Six-Year Transportation Improvement Program
5 and Annual Construction Program by the Council authorizes the County Engineer to
6 approve right-of-way plans in accordance with the projects set forth in this
7 Transportation Improvement Program and Annual Construction Program; and

8
9 **Whereas**, the Pierce County Council finds that all the requirements and elements
10 of a Six-Year Transportation Program pursuant to RCW 36.81.121 and 36.81.122, and
11 Chapter 136-15 WAC, an Annual Road Program pursuant to RCW 36.81.130 and
12 Chapter 136-16 WAC, and a Fourteen-Year Ferry Program pursuant to RCW
13 36.54.015, are incorporated into, and are an integral part of the TIP and Ferry Program;
14 and

15
16 **Whereas**, the Council, following its consideration of the action of the Planning
17 Commission and all testimony presented at public hearings, finds that the Program is
18 necessary and required, and should be adopted; **Now Therefore**,

19
20 **BE IT ORDAINED by the Council of Pierce County:**

21
22 Section 1. The Pierce County Council hereby adopts the “2026 Annual
23 Construction Program, the 2026-2031 Transportation Improvement Program, and 2026-
24 2039 Fourteen-Year Ferry Program,” as shown in Exhibit A, which is attached hereto
25 and incorporated herein by reference.

26
27 Section 2. The Pierce County Council finds that the capital improvement projects
28 set forth in Exhibit A are a public necessity.
29
30



1 Section 3. Findings of Fact are hereby adopted as shown in Exhibit B, which
2 is attached hereto and incorporated herein by reference.

3
4 PASSED this 18th day of November, 2025.

7 ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

9
10 Stephanie Call

Jani Hitchen

12 **Stephanie Call**
13 Clerk to the Council

Jani Hitchen
Council Chair

Ryan N. Mello

Ryan N. Mello

Pierce County Executive

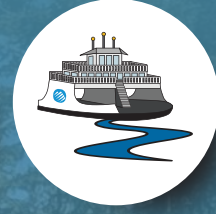
Approved Vetoed _____, this
19 4th day of December,
20 2025.

22
23 Date of Publication of
24 Notice of Public Hearing: October 15, 2025

25
26 Effective Date of Ordinance: December 14, 2025
27



Transportation Improvement Program



2026 Annual Construction Program
2026-2031 Transportation Improvement Program
2026-2039 Ferry Program



**PLANNING & PUBLIC
WORKS**



2026 - 2031 Transportation Improvement Program

ROAD PROJECTS

SAFE ROUTES TO SCHOOL - B ST E

159 St E to 152 St E

CRP: 5968

Map ID: 752
Map Page: 5

Blue Zones
Vision Zero / Safety Project

Project Information

Council Districts **3, 5**
Proj. Length (Mi.) **0.47**
MP (Begin / End) **0.00 to 0.47**
Priority Groups **NM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **4,020**
Work Classes **3**
Work Elements **D, F, G, K**

Scope

Preliminary engineering for future sidewalk construction. Improves access to Spanaway Middle and Thompson Elementary Schools.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	Federal	Transportation Alternatives Program	105	87						87
	Local	Real Estate Excise Tax	36	12						12
	PE Total		141	99						99
FE	Federal	Transportation Alternatives Program		139	104	31				274
	Local	Real Estate Excise Tax		20	16	8				44
	FE Total			159	120	39				318
ROW	Local	Real Estate Excise Tax		170	150					320
	ROW Total			170	150					320
CON	Federal	Surface Transportation Block Grant				2,350				2,350
	Local	Real Estate Excise Tax				698				698
	CON Total					3,048				3,048
Federal Total			105	226	104	2,381				2,711
Local Total			36	202	166	706				1,074
PROJECT Total			141	428	270	3,087				3,785

SAFE ROUTES TO SCHOOL - B ST E

176 St E to 192 St E

CRP: 5111

Map ID: 799
Map Page: 5

Vision Zero / Safety Project

Project Information

Council Districts **3**
Proj. Length (Mi.) **1.02**
MP (Begin / End) **0.28 to 1.30**
Priority Groups **NM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **5,500**
Work Classes **6**
Work Elements **D, F, G, K**

Scope

Construct sidewalk on both sides of the roadway. Improves access to Camas Prairie Elementary, Challenger High, and Cedarcrest Middle Schools.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	State	MultiModal Account	523							
	PE Total		523							
FE	State	MultiModal Account		97	97					194
	FE Total			97	97					194
ROW	State	MultiModal Account		675	272					947
	ROW Total			675	272					947
CON	State	MultiModal Account			3,808					3,808
	CON Total				3,808					3,808
State Total			523	772	4,177					4,949
PROJECT Total			523	772	4,177					4,949

SAFE ROUTES TO SCHOOL PROGRAM

Various locations

CRP: 5800

Map ID: 547
Map Page: N/A

Project Information

Council Districts **N/A**
Proj. Length (Mi.) **0.00**
MP (Begin / End) **N/A**
Priority Groups **MPGM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **840**
Work Classes **3**
Work Elements **G**

Scope

Planning, engineering and grant support to public school districts for project priorities identified in the Pierce County Safe Routes to School Plan.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	Local	County Road Fund	219							
		Real Estate Excise Tax	19	100	100	100	100	100	100	600
	PE Total		238	100	100	100	100	100	100	600
Local Total			238	100	100	100	100	100	100	600
PROJECT Total			238	100	100	100	100	100	100	600



**PLANNING & PUBLIC
WORKS**

5111 - Pierce County SRTS Plan



Safe Routes to School Plan Prioritization Analysis

2025 UPDATE



PLANNING & PUBLIC
WORKS

Priority Project	CRP	Year of Award(s)
Keithley MS 12th Ave S / 124th St S (123rd St S to 10th Ave S)	5877	2017
Ford MS 104th St E (Golden Given Rd E to Ford MS)	5939	2020
Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E – North Side)	5937	2020
Ballou JH / Firgrove Elementary 136th St E (97th Ave E to SR-161)	5979	2022
Brouillet Elementary / Stahl JH Gem Heights Dr E (At 94th Ave E, north of 173rd St Ct E)	5108	2023
Carson Elementary 182nd St E (at Gem Heights Dr E)	5108	2023
Washington HS/ Keithley MS Ainsworth Ave S / Garfield St S (Intersection)	5108	2023
Spanaway MS/Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	5968	2023, 2024
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	5763 5895	2023 2024

The following Plan projects are fully funded with local County funding sources:

Priority Project	CRP	Funding Year
Ford MS / Franklin Pierce HS 104th St E (Ford MS to Portland Ave E) *	5969	2023
<i>* Portion of 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp) project</i>		

These projects from the Plan are funded with appropriations/earmarks:

Priority Project	CRP	Funding Year
Nelson Elementary, Frontier MS, Graham Kapowsin HS 216th St E (Eustis Hunt Rd E to 109th Ave E)	5113	2024
Challenger HS B St E (182nd St E to 176th St E)	5111	2024
Pioneer Valley Elementary, Liberty MS 78th Ave E (203rd St Ct E to 196th St Ct E)	5112	2024

The documentation is critical when calculating the fund allocations for student transportation. Students within a one-mile radius of any school are not eligible for basic transportation funding unless the student is disabled or has a need for transportation due to documented hazardous conditions.

The following tables summarize the data provided by each school district relating to the number of students that live within the designated “walk area” or that do not have bus transportation. Enrollment numbers can be found on the Office of Superintendent of Public Instruction (OSPI) Washington State Report Cards in Appendix B.

BETHEL SCHOOL DISTRICT

School Name	# of Students w/in walk area (2019)	Comments
Camas Prairie Elem	22	
Centennial Elem	11	
Clover Creek Elem	4	
Elk Plain Elem	0	No designated walk boundary due to hazardous conditions
Evergreen Elem	73	Boundary reduced due to hazardous conditions
Fredrickson Elem	6	
Graham Elem	84	
Kapowsin Elem	0	No designated walk boundary due to hazardous conditions
Naches Trail Elem	0	Boundary reduced due to hazardous conditions
Nelson Elem	0	No designated walk boundary due to hazardous conditions
North Star Elem	2	
Pioneer Valley Elem	162	
Rocky Ridge Elem	3	
Roy Elem	29	
Shining Mtn Elem	93	
Spanaway Elem	61	
Thompson Elem	117	
Bethel MS	99	
Cedarcrest MS	211	
Cougar Mtn MS	26	
Frontier MS	0	No designated walk boundary due to hazardous conditions
Liberty MS	149	
Spanaway MS	127	
Bethel HS	131	
Challenger HS	0	

School District Priorities

School districts have expressed an interest in working with the state, cities, towns, and county toward building sidewalks near schools. The districts have identified numerous, needed projects near their schools. These projects are assumed to have the greatest benefit within each district on providing safe routes to schools. From the school district’s perspective, an additional benefit of expanding the existing sidewalk network within the walk area is to allow the school district to lower their transportation costs for busing nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom. Eliminating bus routes reduces gas and diesel emissions, therefore contributing to better air quality.

The tables below list the projects of each school district by their district-defined priority with the project description. The maps for each district show the school and project locations provided by the school district, as well as the following:

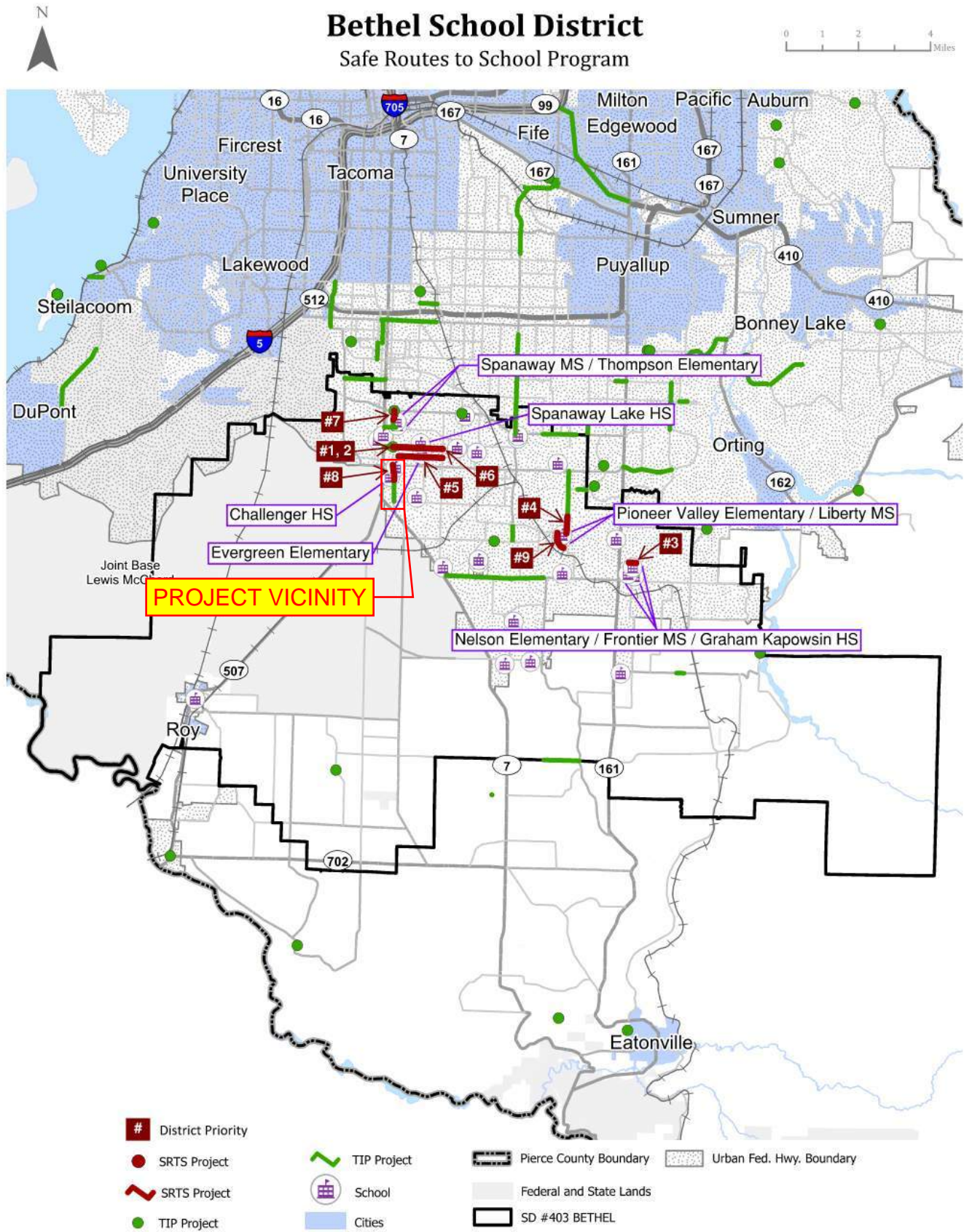
- School District Boundary
- Urban Federal Highway Boundary – The US Census Bureau determines boundaries for urbanized areas with 50,000 or more people. Highway urbanized areas must include all areas defined as urbanized by the Census Bureau but can and usually do include area beyond the Census Bureau defined boundaries. For urban areas of 5,000 through 49,999 people, the Federal Highway Administration (FHWA) uses city limits or Census Designated Place boundaries, with some adjustments, as the minimum area.
- TIP Projects – Pierce County road projects identified in the current Pierce County [Transportation Improvement Program \(TIP\)](#) document.

See Appendix A for more detailed maps of the project locations.

Bethel School District

District Priority	Project Location	Project Scope
1	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E)	Sidewalk on north side
2	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E)	Sidewalk on south side
3	Nelson Elementary, Frontier MS, Graham Kapowsin HS 216th St E (Eustis Hunt Rd E to 109th Ave E)	Sidewalk on one side and pedestrian activated signal
4	Pioneer Valley Elementary, Liberty MS 78th Ave E (203rd St Ct E to 196th St Ct E)	Sidewalk on west side of road 203rd St Ct E to 198th St E; sidewalk on east side of road 201st St Ct E to 196th St Ct E
5	Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on north and south side

District Priority	Project Location	Project Scope
6	Spanaway Lake HS 168th St E (13th Ave Ct E to 22nd Ave E)	Sidewalk on both sides of road
7	Spanaway MS/Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road
8	Challenger HS B St E (182nd St E to 176th St E)	Sidewalk on both sides of road
9	Pioneer Valley Elementary, Liberty MS Eustis Hunt Rd E (77th Ave Ct E to 204th St E)	Sidewalk on east side of road 77th Ave Ct E to 74th Ave Ct E; sidewalk on west side of road 73rd Ave Ct E to 204th St E



except for those that are classified “Local Access”, which are often residential roads. Most arterials are counted every one to two years.

Proper speed zones preserve uniformity of speed, which reduces the possibility of conflict between faster and slower drivers and provides a higher level of safety. Uniformity of speed also maintains consistency in traffic gaps and allows pedestrians and crossing traffic to judge the speed of oncoming vehicles more accurately.

The designation of a 20 MPH school speed zone may be considered on roadways with school signs, marked crosswalks controlled by school-provided crossing guards, and other specific locations adopted by County Council. Multi-lane roadways may also require school zone flashing beacons. Additional information can be found in the Planning & Public Works, Office of the County Engineer, Standard Procedure No. 909, “School Area Signing”, included in Appendix D.

“PEDESTRIAN LEVEL OF TRAFFIC STRESS”

The following table provides the PLTS rating for each proposed project location, and data from the contributing criteria:

District	Project Location	AADT	Speed Limit (MPH)	Number of Thru Lanes	Dedicated Ped. Facility (Sidewalk)	PLTS
Bethel	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E – North Side)	6,550	30	2	No	3
Bethel	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E – South Side)	6,550	30	2	No	3
Bethel	Nelson Elementary, Frontier MS, Graham Kapowsin HS 216th St E (Eustis Hunt Rd E to 109th Ave E)	3,350	25	2	No	3
Bethel	Pioneer Valley Elementary, Liberty MS 78th Ave E (203rd St Ct E to 196th St Ct E)	7,425	35	2	No	4
Bethel	Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	1,775	25	2	No	2
Bethel	Spanaway Lake HS 168th St E (13th Ave Ct E to 22nd Ave E)	3,625	30	2	No	3
Bethel	Spanaway MS/Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	3,625	25	2	No	3
Bethel	Challenger HS B St E (182nd St E to 176th St E)	7,225	35	2	No	4
Bethel	Pioneer Valley Elementary, Liberty MS Eustis Hunt Rd E (77th Ave Ct E to 204th St E)	6,525	35	2	No	4

PLTS Level 4 is difficult and uncomfortable for most pedestrians (high stress).

District	Project Location	Enrollment (OSPI)	Approx. Cost per Student
Puyallup	Rogers HS 86th Ave E (132nd St E to south of 128th St E)	1,751	\$1,821
Puyallup	School Speed Zone Sign Beacons Various locations District-wide (District will provide a prioritized list)	Varies	Varies
Puyallup	School Speed Zone Cameras Various locations District-wide (District will provide a prioritized list)	Varies	Varies

¹ Average of the phased project costs

Cost-effectiveness scoring category criteria are described below. The analysis divides the total construction costs developed by OCE (refer to “Project Cost Analysis” chapter for more details) by the student enrollment, resulting in a cost per student.

- 1 Point – Low cost-effectiveness rating; the cost per student is most expensive and in the bottom one-third of projects scored.
- 2 Points – Moderate cost-effectiveness rating; the cost per student is of average expense and in the middle one-third of projects scored.
- 3 Points – High cost-effectiveness rating; the cost per student is least expensive and in the upper one-third of projects scored.

Due to the importance of cost-effectiveness, a weighting factor of 3 will be applied to the scores above:

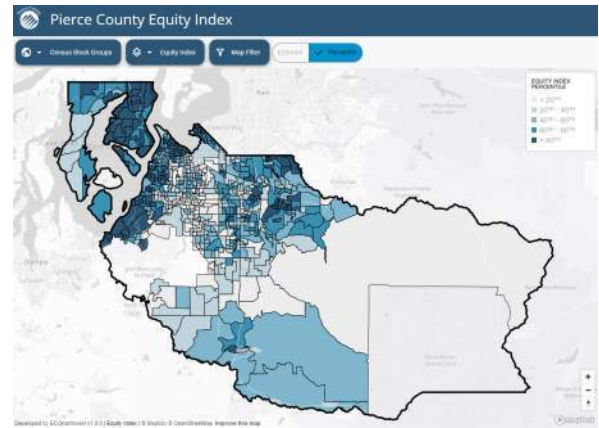
- 1 Point → 3 Points
- 2 Points → 6 Points
- 3 Points → 9 Points

Community Equity

Lower income families are often more reliant on walking to access essential services and destinations than the middle class, and yet much of the affordable housing is often located in the most vehicle-dependent locations. Improvements to sidewalks have a higher potential to affect communities with higher percentages of people living in poverty, racial/ethnic minority groups, the elderly, and/or people with disabilities.

The WSDOT Safe Routes to School funding program includes significant consideration of scoring criteria for equity information such as the percentage of students from low-income households and student race/ethnicity. These demographics are available for each district school on the OSPI Washington State Report Card (see Appendix B).

The County (in partnership with the City of Tacoma) developed an Equity Index mapping tool that visually highlights opportunities for enhancing equitable access and outcomes for all residents of Pierce County. It leverages demographic, geographic, socioeconomic, and community indicator data across the county. The Equity Index represents a composite score that combines all Index Categories into a single measure of equity for Pierce County. The six categories are: Community Vitality, Education, Jobs and Economy, Housing and Infrastructure, Health and Wellness, Environmental Health. Each census block group is assigned a z-score, which indicates how it compares to the county average for a specific indicator. After normalizing the underlying estimates, these z-scores are averaged across all indicators within a category to calculate the Category Score. Finally, the Category Scores are averaged to produce the Overall Equity Index Score. The z-scores range from negative to positive values, where:



Equity Index Mapping Tool

- **Negative Scores: Indicate performance below the county average.**
- Scores of 0 Indicate performance at the county average.
- Positive Scores: Indicate performance above the county average.

The following table provides the specific details for each proposed project location:

District	Project Location	Low Income (OSPI)	Race/Ethnic Minorities (OSPI)	Index Score (PC Equity Index)
Bethel	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E – North Side)	58.3%	71.5%	-0.3
Bethel	Spanaway Lake HS 168th St E (B St E to 13th Ave Ct E – South Side)	58.3%	71.5%	-0.3
Bethel	Nelson Elementary, Frontier MS, Graham Kapowsin HS 216th St E (Eustis Hunt Rd E to 109th Ave E)	48.8%	54.4%	0
Bethel	Pioneer Valley Elementary, Liberty MS 78th Ave E (203rd St Ct E to 196th St Ct E)	55.6%	63.3%	0
Bethel	Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	65.7%	67.4%	-0.3
Bethel	Spanaway Lake HS 168th St E (13th Ave Ct E to 22nd Ave E)	58.3%	71.5%	-0.3

District	Project Location	Low Income (OSPI)	Race/Ethnic Minorities (OSPI)	Index Score (PC Equity Index)
Bethel	Spanaway MS/Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	67.0%	78.2%	-0.4
Bethel	Challenger HS B St E (182nd St E to 176th St E)	61.9%	46.8%	-0.2
Bethel	Pioneer Valley Elementary, Liberty MS Eustis Hunt Rd E (77th Ave Ct E to 204th St E)	55.6%	63.3%	-0.1
Franklin Pierce	Ford MS / Franklin Pierce HS 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	67.6%	73.5%	-0.3
Franklin Pierce	Washington HS/ Keithley MS Ainsworth Ave S / Garfield St S (Intersection)	76.5%	76.9%	-0.1
Franklin Pierce	Washington HS/ Keithley MS Tule Lake Rd S / 10th Ave S (Intersection)	76.5%	76.9%	-0.2
Franklin Pierce	Harvard Elementary 85th St E (Portland Ave E to Harvard Elem.)	77.3%	85.7%	-0.1
Franklin Pierce	Ford MS 104th St E (Golden Given Rd E to Ford MS)	67.6%	70.5%	-0.3
Franklin Pierce	Collins Elementary 128th St E (East & West of Collins Elem.)	56.5%	59.9%	-0.3
Franklin Pierce	Hewins Early Learning Center A St S (123rd St E to 122nd St Ct E)	71.1%	76.0%	-0.3
Franklin Pierce	Elmhurst Elementary 133rd St E (B St E to 8th Ave E)	70.9%	68.8%	-0.1
Franklin Pierce	Midland Elementary 22nd Ave E, 24th Ave E (at 105th St E)	75.7%	72.6%	-0.5
Franklin Pierce	Hewins Early Learning Center A St S (122nd St Ct E to 121st St S)	71.1%	76.0%	-0.3

County Priorities

Part of the initial request made of the school districts was to provide a prioritized list of projects. This critical piece of information afforded Pierce County a starting point for evaluating the projects and developing an engineering-based prioritization list. Pierce County Planning & Public Works is in the business of maintaining and improving over 1,550 miles of County roads. The County staffs industry professionals with expertise in every discipline required to deliver quality and innovative public works solutions.

There are many contributing factors that determine a project's complexity, priority and ultimate success. Those factors can include design elements, safety, financial, environmental, right-of-way, public support, and others. Careful analysis must be given to each factor when programming future projects.

Pierce County prioritizes its own projects based on the goal and purpose of meeting a specific County transportation need when assembling the Six-Year TIP. An example of some County priority groups includes Capacity, Bridge, New Corridor, Preservation, Nonmotorized (Active Transportation) and Safety. The overall needs far outweigh the available financing and therefore a prioritization process is required. A similar methodology was used to provide the analysis for this Plan specific to the school district projects.

The details provided in the Engineering and Feasibility Analysis chapter of this Plan outline the ranking methodology of each evaluation factor. A simple Low, Moderate, High qualification and corresponding points were assigned according to the definitions.

There are always intangible factors considered in prioritization of any program and come from experience and utilizing sound engineering judgement. This may include factors such as political support, scheduling or resource concerns, and other engineering difficulties. The County is mindful of the intangible "Ease of Implementation" in evaluating and rating SRTS projects.

The following tables summarize the "ratings" for each evaluation factor and then establish an "Overall Priority" for all projects. The "Summary of Ratings" provides the point rating for each individual evaluation factor and the total points for each project. The total points for all projects are then grouped into either a high, medium, or low priority rankings. The priority rankings are completed for the projects as submitted by the school districts and not according to the phased projects as recommended by this Plan. The results are represented later in this chapter. The high priority projects are those projects that have the greatest opportunity for success and least number of barriers to implementation based on our analysis.

The "Overall Priority" ranking of SRTS projects offers a "tool in the toolbox" specific to school districts and walking route needs within Pierce County. When the county looks to prioritize all the County Road Projects, staff draw on the information in this Plan along with the information developed in other "tools" to inform the County's capital plan. Other "tools" include the [ADA Transition Plan](#), the [Vision Zero Action Plan](#), the [Pierce County Comprehensive Plan](#), among others. Reference the following chapter, "Policies" for more details on the content of other County-developed plans.

Summary of Overall Priority

Project Location	Project Scope	Priority
Ballou JH / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	Sidewalk on south side of road	High
Ford MS 104th St E (Golden Given Rd E to Ford MS)	Sidewalk on south side of road and pedestrian-activated beacon	High
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	Sidewalk on east side of road	High
Rogers HS 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	Sidewalk on south side of road; pedestrian-activated beacon and marked crosswalk at 81st Ave Ct E	High
Spanaway MS/Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road	High
Washington HS/ Keithley MS Tule Lake Rd S / 10th Ave S (Intersection)	Pedestrian-activated beacon and marked cross walk	High
Ballou JH / Firgrove Elementary 136th St E (97th Ave E to SR-161)	Pedestrian-activated beacon and school speed zone beacons at existing school speed zone signage	High
Challenger HS B St E (182nd St E to 176th St E)	Sidewalk on both sides of road	High
Washington HS/ Keithley MS Ainsworth Ave S / Garfield St S (Intersection)	Pedestrian-activated beacon and marked cross walk	High
Pioneer Valley Elementary, Liberty MS Eustis Hunt Rd E (77th Ave Ct E to 204th St E)	Sidewalk on east side of road 77th Ave Ct E to 74th Ave Ct E; sidewalk on west side of road 73rd Ave Ct E to 204th St E	Medium
Harvard Elementary 85th St E (Portland Ave E to Harvard Elem.)	Sidewalk on north side of road	Medium
Brouillet Elementary / Stahl JH Gem Heights Dr E (At 94th Ave E, north of 173rd St Ct E)	Pedestrian-activated beacon at existing crosswalk	Medium
Collins Elementary 128th St E (East & West of Collins Elem.)	School Zone Flashing Beacons both directions	Medium

Policies

Policies and practices in Pierce County are constantly evolving and PPW continually looks to improve on provided work and services. There has been a significant movement in recent years to encourage consideration of active transportation facilities early in the planning process. In 2014, the Pierce County Council further strengthened their support for active transportation with the adoption of Ordinance 2014-44s that endorses “the concept of Complete Streets, which promotes roadways that are safe and convenient for those of all ages and abilities, including pedestrians, bicyclists, transit riders, and motor vehicle drivers.” It proclaimed that Pierce County will strive to provide and require new or reconstructed roadways to include features/facilities that promote the concept of Complete Streets. The Ordinance also provided the County Engineer the authority to allow for exceptions to this policy if the situation warranted. In 2022, the Pierce County Council to endorse the Vision Zero initiative with the goal of attaining zero traffic fatalities and serious injuries on County roadways among all modes of transportation by 2035. The preparation of the [Vision Zero Action Plan](#) is underway and is a data-driven effort to identify strategies and actions to improve traffic safety. As part of the Vision Zero outreach efforts, stakeholder interviews have been held with the school districts to assist the County with identifying engineering, education, and enforcement strategies. This Plan contributes to Vision Zero’s multi-faceted approach to improve traffic safety by supporting safe walking routes for all children walking to school within Pierce County’s jurisdictional boundaries.

School districts are governed by regulations and policies that effect the development of sidewalks on school grounds. Those regulations and policies are not specifically discussed as part of this Plan. It is assumed that the school district’s policies continue to be in effect to support the development of safe routes to schools, including any WAC’s or RCW’s.

The majority of schools in this Plan are located in emerging suburban areas with a mixture of rural and suburban land use. Additional sidewalks can be expected to be constructed as the area re-develops due to various adopted County policies.

Design & ADA Standards

Projects within the County right-of-way must be constructed using the applicable design standards established in a variety of publications and manuals including Pierce County’s [Standard Drawings](#) and the [Manual on Design Guidelines and Specifications for Road and Bridge Construction](#). Sidewalks and walkways are typically adjacent to the roadway section and within the road right-of-way. Sidewalks are constructed of cement concrete materials, and walkways are constructed of asphalt concrete materials. Both facilities must be at least five or six feet wide, require four feet between the back of sidewalk and the right-of-way line, and shall meet the requirements of the “Americans with Disabilities Act” (ADA), including the curb ramps. Both sidewalks and walkways are acceptable to Pierce County.

Pierce County developed an [ADA Transition Plan for Public Rights-of-Way](#). It outlines how non-compliant pedestrian facilities will be brought into compliance. The plan is anticipated to be updated in 2025.

New sidewalk or separated paths that meet ADA standards will also be constructed as part of any new or reconstructed County Road Project in the unincorporated urban area.

Additional resources for design treatments to provide safer conditions for people who walk, bike, and roll include WSDOT’s [Active Transportation Programs Design Guide](#), the U.S. Access Board’s [Public Right-of-Way](#)

[Accessibility Guidelines \(PROWAG\)](#), and the FHWA's [Manual on Uniform Traffic Control Devices for Streets and Highways \(MUTCD\)](#).

Comprehensive and Community Planning Documents

Active transportation is defined as a means of traveling using human-powered mobility, primarily walking and biking. Active transportation, also known as nonmotorized transportation, is increasingly recognized as an important consideration when planning and designing transportation systems. Pierce County began planning for active transportation in the 1990's. The 1992 Pierce County Transportation Plan (PCTP) included a policy that provided for the development of the Pierce County Nonmotorized Transportation Plan (NMTP), which was adopted in 1997.

Planning efforts for active transportation have continued in the development of the 11 community plans throughout Pierce County. Each community plan included extensive public outreach, including the formation of Community Planning Boards (CPBs) involving residents, community leaders, and other various stakeholders. The plans include recommendations for both motorized and active transportation projects which essentially replaced and superseded the project recommendations from the PCTP and the NMTP. Community plans provide residents, property owners, business people, and Pierce County government with a detailed sense of how each of the various County communities want to develop in the future. They also include regulations and standards to create and maintain the look and feel envisioned, which are part of the County Code.

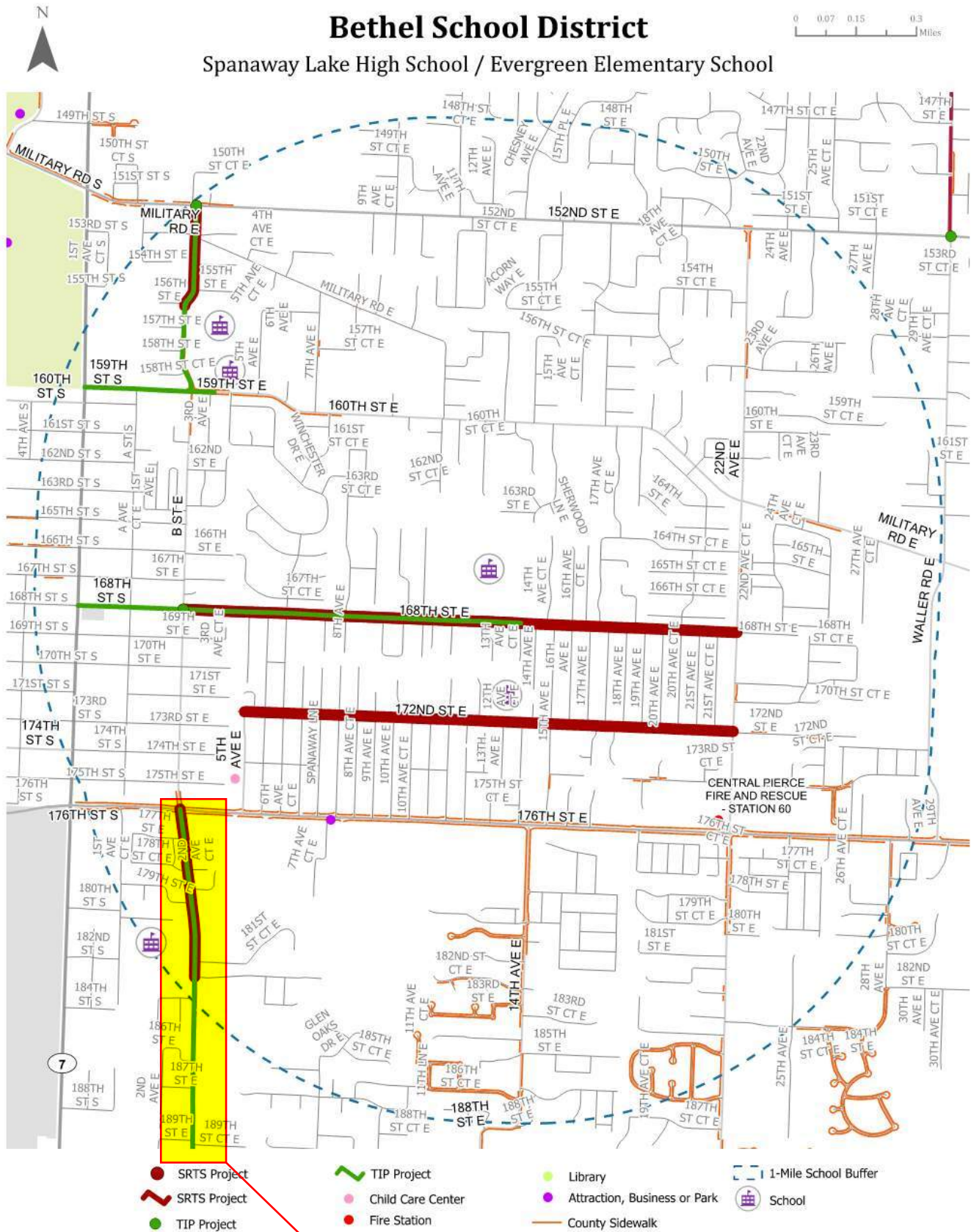
A copy of the community plans in unincorporated Pierce County and the proposed updates can be found at the following web site: <https://www.piercecountywa.gov/925/Adopted-Community-Plans>

Active transportation improvements which offer healthy, safe roadways for all users is an adopted goal in the Pierce County Comprehensive Plan 2024 Periodic Update. The Transportation Element was updated as part of the Pierce County Comprehensive Plan 2024 Periodic update, and was adopted by the Pierce County Council in December 2024 with an effective date of February 15, 2025. The Transportation Element maps out Pierce County's strategy for meeting our long-term transportation needs over a 20-year period. The Washington State Growth Management Act (GMA) requires Pierce County to plan for an adequate transportation network and provide facilities and services to meet future needs. The GMA requires the Transportation Element to cover a wide range of topics including an active transportation component. The latest update included the addition of goals specific to Safe Routes to School:

- Goal TR-14.2.1 Consider projects and needs identified in the Safe Routes to School Plan when planning capital projects or identifying mitigation for large residential projects.
- Goal TR-15.1 Promote safety, accessibility and mobility for youth through safe routes to schools.
- Goal TR-15.2 Coordinate a Safe Route to Schools Plan with local school districts as part of the transportation improvement plan.
- Goal TR-15.3 Actively seek grant funding from federal and State programs to improve transportation networks for equity, safety, mobility and physical health around K-12 schools.

To view the Comprehensive Plan in its entirety, including information regarding active transportation in the Transportation Element (Chapter 12) and the Technical Sections Contents (Chapter 13), visit the web site: <https://www.piercecountywa.gov/950/Comprehensive-Plan>.

One of the plans could specify a key design element such as pedestrian walkways that are separated from the roadway, connecting businesses to neighborhoods. Another plan might suggest paved shoulders, while others





**PLANNING & PUBLIC
WORKS**

**5111 - Pierce County ADA
Transition Plan**

1 Sponsored by: Councilmember Jani Hitchen and Brian Yambe

2 Requested by: County Executive/Planning and Public Works

3
4
5
6 **RESOLUTION NO. R2025-153**

7
8
9 **A Resolution of the Pierce County Council Approving the 2025 Update to**
10 **the Americans with Disabilities Act (ADA) Transition Plan for**
11 **Public Rights-of-Way.**

12
13 **Whereas**, the Americans with Disabilities Act (ADA) of 1990 is a civil rights law
14 that prohibits discrimination against individuals on the basis of disability; and

15
16 **Whereas**, Title II of the ADA requires state and local government to conduct a
17 self-evaluation of services, policies and practices as it relates to individuals with
18 disabilities and develop a Transition Plan to outline modifications and efforts that must
19 be made to correct findings of non-compliance with ADA standards; and

20
21 **Whereas**, in 2019, the County adopted the Pierce County ADA Transition Plan
22 for Public Rights-of-Way (R2019-161); and

23
24 **Whereas**, the Transition Plan is designed to be a dynamic, evolving document,
25 updated at five-year intervals to address the community's ongoing and changing needs,
26 and to support continued progress in eliminating accessibility barriers; and

27
28 **Whereas**, the proposed 2025 Update of the Pierce County ADA Transition Plan
29 for Public Rights-of-Way revises the inventory of physical and programmatic barriers,
30 outlines corrective actions to address accessibility gaps, establishes a prioritized
31 implementation timeline, designates responsible personnel for compliance oversight;
32 and

33
34 **Whereas**, Title II of the ADA regulations (28 CFR Part 35) requires public entities
35 to provide an opportunity to interested persons, including individuals with disabilities or
36 organizations representing individuals with disabilities, to participate in the development
37 of the Transition Plan by submitting comments; and

38
39 **Whereas**, the County held an official 21-day public comment period of a draft
40 2025 Update of the Pierce County ADA Transition Plan for Public Right-of Way and
41 incorporated feedback from the public and interested groups into the proposed 2025
42 Update of the Pierce County ADA Transition Plan for Public Rights-of-Way, which is
43 attached hereto as Exhibit A; and



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Whereas, the County Council has completed its approval; **Now Therefore**,

BE IT RESOLVED by the Council of Pierce County:

Section 1. The Council hereby approves the 2025 Update of the Pierce County Americans with Disability Act Transition Plan for Public Rights-of-Way, which is attached hereto as Exhibit A and incorporated herein by reference.

Section 2. The Clerk to the Council shall provide a copy of this Resolution to the Director of Planning and Public Works.

ADOPTED this 17th day of June, 2025.

ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington



Stephanie Call
Clerk to the Council

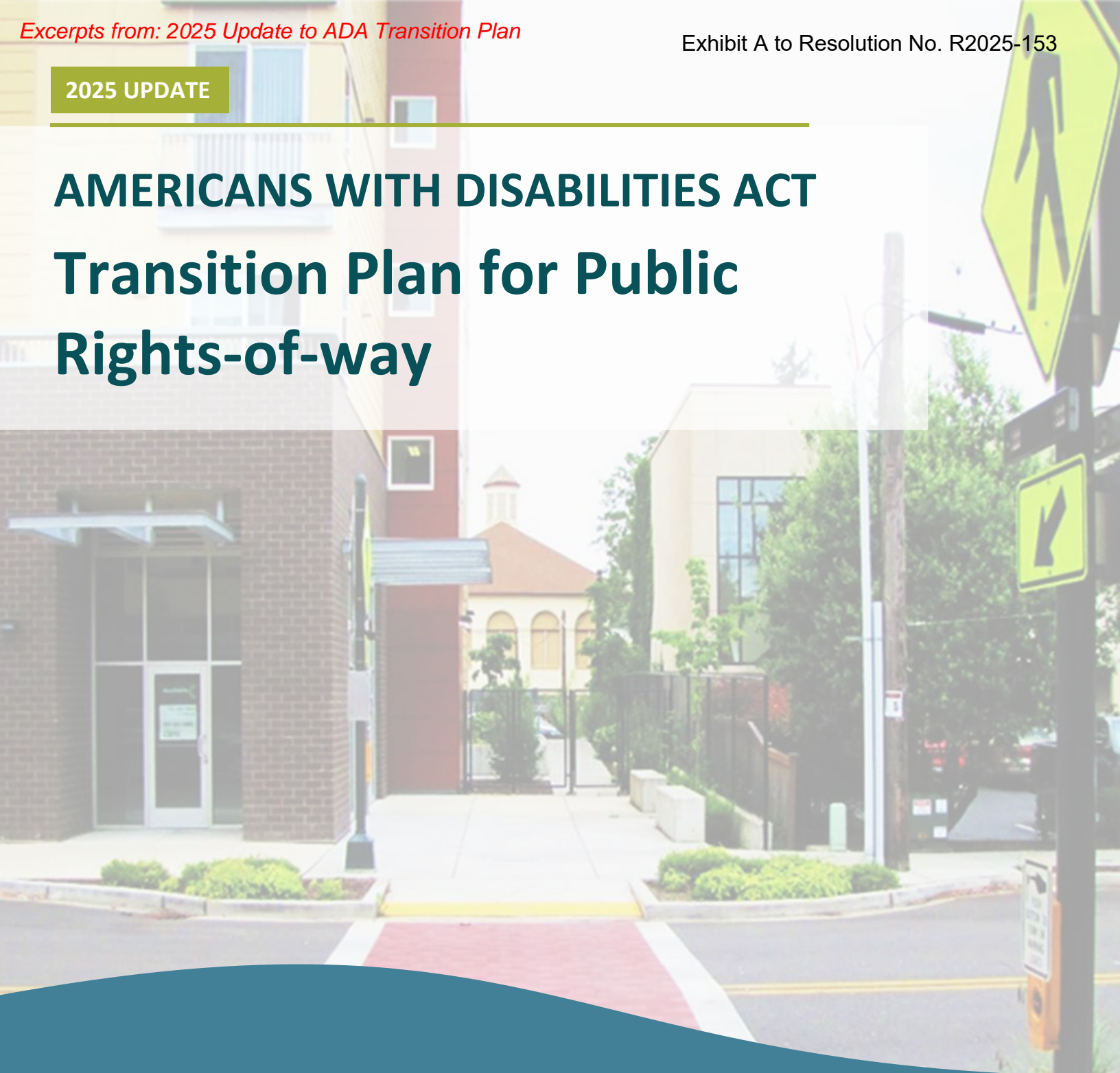


Jani Hitchen
Council Chair



2025 UPDATE

AMERICANS WITH DISABILITIES ACT Transition Plan for Public Rights-of-way



Prepared by Pierce County
Planning & Public Works



Executive Summary

The Americans with Disabilities Act (ADA) of 1990 prohibits discrimination against individuals with disabilities in all public life. Title II applies to state and local governments, requiring them to conduct a Self-Evaluation of services, policies, and practices ([28 CFR § 35.105\(a\)](#)) and develop a Transition Plan to address non-compliance ([28 CFR § 35.150\(d\)](#)).

The ADA Transition Plan for Public Rights-of-way (Transition Plan or Plan) targets county-owned facilities within the public road right-of-way in unincorporated Pierce County, such as sidewalks, curb ramps, pedestrian push buttons, and driveway entrances. It excludes new active transportation facilities, which are covered by other plans like the County's Six-Year Transportation Improvement Program and Comprehensive Plan. This Plan does not address buildings, privately owned facilities, or the facilities owned by the incorporated cities and towns of Pierce County.

Pierce County launched the ADA Improvement Program in 2013, allocating annual funds to prioritize and support projects, underscoring its commitment to equitable access. The estimated cost to bring facilities into ADA compliance is approximately \$120 million, based on the 2023 inventory. This cost estimate will guide the planning and scheduling of improvement projects.

The 2025 ADA Transition Plan shows that Pierce County has made significant strides in enhancing accessibility through the ADA Improvement Program since original adoption in 2020. Key achievements include:

- **Retrofitting and Replacing Facilities:** Numerous non-compliant pedestrian facilities have been upgraded to meet ADA standards, improving accessibility for all users.
- **Efficient Project Prioritization:** Projects are prioritized based on condition and location scores, ensuring the most impactful improvements are made first.
- **Balancing Priorities with Geographic Considerations:** By focusing on concentrated project areas, the county has maximized accessibility improvements, enhancing entire pedestrian networks while also maximizing efficiency and minimizing construction costs.
- **Public Requests:** The county has incorporated public feedback into project planning, addressing urgent accessibility needs and ensuring community involvement.
- **Collaboration with Other Agencies:** Partnerships with utility companies, public transit agencies, and neighboring jurisdictions work to create comprehensive ADA compliance across all projects with the public right-of-way.
- **Sustainable Funding:** The County Road Fund and external grants have provided robust financial support, enabling continuous progress in ADA improvements.

Additionally, the ADA Transition Plan looks forward to the work still to be done. The Plan analyzes non-compliant facilities and prioritizes future projects for the greatest impact. The County uses the outcome of the Plan analysis as a tool, amongst other plans, when prioritizing all County Road Projects. Other plans include the Safe Routes to School Plan, the Pierce County Comprehensive Plan and the Vision Zero Action Plan which analyzes crash data and identify High Injury and High Risk Networks in unincorporated areas. Pierce County looks to the ADA Transition Plan for the foundational guidance in programming ADA improvements, and cross-references other plans as appropriate to prioritize overall pedestrian accessibility.

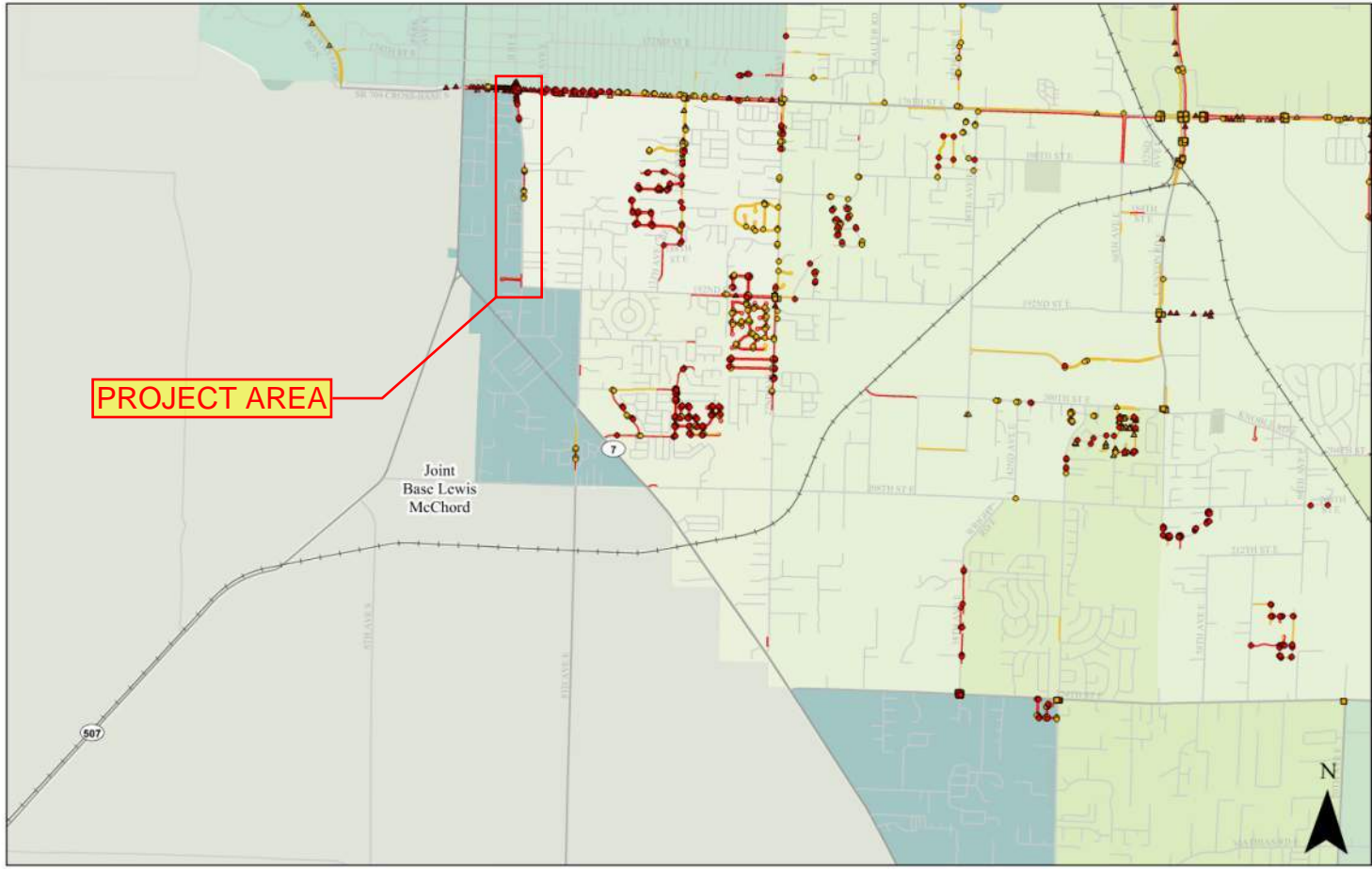
These efforts reflect Pierce County's commitment to creating an inclusive, safe, and accessible



Pierce County

ADA Transition Plan

Area 10 - Highest 50% of Non-Compliant Facilities by Priority



Legend

Facilities

- Curb Ramps
Priority Scoring
● Medium
● High
- Accessible Push Button
Priority Scoring
■ Medium
■ High
- Driveway
Priority Scoring
▲ Medium
▲ High
- Sidewalk
Priority Scoring
— Medium
— High

Percent Population With a Disability

- > 19%
- < 6%

Infrastructure

- Interstate Highway
- Highway Ramp
- Limited Access State Highway
- Other State Highway
- Major Road
- Arterial
- Residential

Land Use

- Cities in Pierce County
- Puget Sound
- Federal Land
- State Land
- Railroad

This is not a survey. Orthophotos and other data may not align. Pierce County assumes no liability for variations ascertained by actual survey. All data is expressly provided "as is" and with all faults.





**PLANNING & PUBLIC
WORKS**

5111 - Pierce County
CCIP Report

Report to the Pierce County Council

Pacific Avenue SR-7 Corridor Consolidated Capital Improvement Plan

February 1, 2022

Table 8. Unfunded Identified Needs: Active Transportation Capital Improvement Projects

Map ID	Project Name	Description	Cost Estimate (mil)	Source Document	BRT / Towne Center Supportive
AT-1	112 th St E from 'A' St S to 18 th Av E	Bike/Pedestrian Facilities: Add sidewalks, curb, and gutters	\$8.54 (2)	Active Transportation Plan (#31), Community Plan (#MC26), TIP (unfunded)	—
AT-2	112 th St S from Steele St S to 'C' St S	Mark Bike Lanes	\$0.01 (2)	Active Transportation Plan (#34)	—
AT-3	121 st St E / 120 th St E from SR-7 to Vickery Av E	Bike/Pedestrian Facilities	\$18.48 (2)	Active Transportation Plan (#35), Community Plan	BRT supportive
AT-4	121 st St E from 'A' St E to Golden Given Rd E	Add curb, gutter, and sidewalks	\$0.21 (1)	Community Plan (PSM Map ID 35)	—
AT-5	123 rd St E from 'A' St E to 6 th Av E	Path	\$0.02 (1)	Community Plan (PSM Map ID 37)	—
AT-6	131 st St E / Brookdale Rd E from SR-7 to Golden Given Rd E	Bike/Pedestrian Facilities	\$7.21 (2)	Active Transportation Plan (#40)	—
AT-7	132 nd St S from 8 th Av Ct S to 'C' St S	Bike/Pedestrian Facilities	\$2.66 (2)	Active Transportation Plan (#42), Community Plan	—
AT-8	133 rd St E from 'B' St E to 8th Av E (Elmhurst Elementary)	School zone flashing beacons both directions	\$0.60 (3)	Safe Routes to School	—
AT-9	138 th St from SR-7 to Golden Given Rd E	Paved shoulders	\$0.24 (1)	Community Plan (PSM Map ID 39)	—
AT-10	138 th St S from Spanaway Loop Rd S to SR-7	Bike/Pedestrian Facilities	\$7.98 (2)	Active Transportation Plan (#45)	BRT supportive
AT-11	138 th St S/E from SR-7 to Golden Given Rd E	Bike/Pedestrian Facilities	\$6.37 (2)	Active Transportation Plan (#46), Community Plan	BRT supportive
AT-12	152 nd St E / Military Rd E/S from SR-7 to Brookdale Rd E	Bike/Pedestrian Facilities	\$19.74 (2)	Active Transportation Plan (#50), Community Plan	BRT and Towne Center supportive
AT-13	159 th St E / 160 th St E from 'B' St E to 11 th Av E	Bike/Pedestrian Facilities	\$6.30 (2)	Active Transportation Plan (#52), Community Plan	—
AT-14	168 th St E from SR-7 to 'B' St E	Sidewalks and Bike Lanes	\$4.02 (4) (5)	Active Transportation Plan (#58), Community Plan, TIP (CRP #5936), STIP (PCO-184)	BRT supportive
AT-15	176 th St E from SR-7 to Canyon Rd E	Mark Bike Lanes	\$0.04 (2)	Active Transportation Plan (#59), Bike Lane Program	BRT supportive
AT-16	192 nd St E from 'B' St E to 22 nd Av E	Path or sidewalk	\$0.34 (1)	Community Plan (PSM Map ID 47)	—
AT-17	192 nd St E from 'B' St E to 38 th Av E	Bike/Pedestrian Facilities	\$16.45 (2)	Active Transportation Plan (#62)	—
AT-18	196 th St E / 6 th Av E from SR-7 to 192 nd St E	Path	\$0.02 (1)	Community Plan (PSM Map ID 48)	BRT supportive
AT-19	208 th St E from SR-7 to 66 th Av E	Bike/Pedestrian Facilities	\$23.66 (2)	Active Transportation Plan (#63)	—
AT-20	8 th Av E from 208 th St E to SR-7	Paved shoulders or trail	\$0.10 (1)	Community Plan (PSM Map ID 3)	BRT and Towne Center supportive
AT-21	99 th St from SR-7 to Portland Av	Paved shoulders	\$0.28 (1)	Community Plan (PSM Map ID 23)	—
AT-22	'A' St E from 112 th St E to 140 th St E	Bike/Pedestrian Facilities	\$12.32 (2)	Active Transportation Plan (#66)	—
AT-23	'A' St from 108 th St E to 96 th St E	Paved shoulders or widen lanes	\$0.14 (1)	Community Plan (PSM Map ID 51)	—
AT-24	'A' St from 138 th St S to 131 st St S	Paved shoulders	\$0.12 (1)	Community Plan (PSM Map ID 50)	—
AT-25	'A' St S from 122 nd St Ct E to 121 st St E (Early Learning Center)	Sidewalk on east side of road	\$0.27 (3)	Safe Routes to School	—
AT-26	'A' St S from 122 nd St Ct E to 123 rd St E (Early Learning Center)	School zone flashing beacons	\$0.06 (3)	Safe Routes to School	—
AT-27	'B' St E from 152 nd St E to 176 th St E	Bike/Pedestrian Facilities	\$10.57 (2)	Active Transportation Plan (#68)	—
AT-28	'B' St E from 176 th St E to SR-7	Bike/Pedestrian Facilities	\$8.96 (2)	Active Transportation Plan (#69)	BRT and Towne Center supportive
AT-29	Bresemann Blvd S / 160 th St S from Spanaway Park to SR-7	Bike/Pedestrian Facilities	\$2.66 (2)	Active Transportation Plan (#71)	BRT supportive
AT-30	'C' St S from 112 th St S to 120 th St S	Mark Bike Lanes: Add bike route	\$0.01 (2)	Active Transportation Plan (#75), Community Plan (#PSM57), Bike Lane Program	—
AT-31	'C' St S from 112 th St S to 120 th St S	Improve sidewalks	\$0.25 (4)	Community Plan (PSM Map ID 57)	—
AT-32	'C' St S from 120 th St S to Garfield St S	Bike/Pedestrian Facilities: Add bike route	\$1.05 (2)	Active Transportation Plan (#76), Community Plan (#PSM57), Bike Lane Program	Towne Center supportive
AT-33	'C' St S from Garfield St S to Military Rd S	Sidewalks and Bike Lanes: Add paved shoulders on one side	\$12.74 (2)	Active Transportation Plan (#77), Community Plan (#PSM59), TIP (CRP 5930 plus more, unfunded)	Towne Center supportive
AT-34	Challenger High 'B' St E from 182 nd St E to 176 th St E	Sidewalk on both sides of road	\$2.13 (3)	Safe Routes to School	—
AT-35	Clover Creek Trail from 'C' St / Tule Lake Rd to Waller Rd E	Trail	\$9.99 (1)	Community Plan (PSM Map ID 60)	—
AT-36	Military Rd S / 152 nd St from SR-7 to 'B' St	Sidewalks on one side that does not exist	\$0.07 (1)	Community Plan (PSM Map ID 70)	BRT and Towne Center supportive
AT-37	Military Rd S from Perimeter Rd to SR-7	Bike/Pedestrian Facilities	\$10.22 (2)	Active Transportation Plan (#91), Community Plan	BRT and Towne Center supportive
AT-38	Park Av S from 134 th St S to 125 th St S and 121 st St S to 116 th St S	Sidewalks and paved shoulders	\$0.46 (1)	Community Plan (PSM Map ID 71)	Towne Center supportive
AT-39	Park Ave S / 168 th St S from 160 th St S to SR-7	Bike/Pedestrian Facilities	\$5.18 (2)	Active Transportation Plan (#94)	BRT and Towne Center supportive
AT-40	Parkland Community Trail from 132 nd St S to 'C' St S	Bike/Pedestrian Facilities	\$4.84 (4)	Active Transportation Plan (#95)	—

Tier 1: Centers and Corridors Capital Improvement Projects

As listed in **Table 12** and shown in **Figure 30** and **Figure 31**, 47 projects amounting to \$381 million^{21, 22} have been identified as unfunded needed projects that would provide linkages to and/or are supportive of BRT and its associated stations and/or Towne Centers. Out of these 47 Tier 1 projects, two are roadway projects, 19 are active transportation projects, seven are sanitary sewer, 10 are surface water, and nine are parks and recreation.

Table 12. Tier 1: Centers and Corridors Development – List of Unfunded Identified Needs

Map ID	Project	Project Estimate (mil)
TRANSPORTATION		
T-1	127 th St / 6 th Ave / 128 th St from SR-7 to Golden Given Rd (Reconstruction, turn lanes, drainage, paved shoulders, and sidewalks)	\$2.18
T-2	159 th St E from SR-7 to 'B' St E (Sidewalks, lighting, turn lane extensions, paved shoulders, connecting existing sidewalks)	\$1.16
ACTIVE TRANSPORTATION		
AT-3	121 st St E / 120 th St E from SR-7 to Vickery Av E (Bicycle/Pedestrian facilities)	\$18.48
AT-10	138 th St S from Spanaway Loop Rd S to SR-7 (Bicycle/Pedestrian facilities)	\$7.98
AT-11	138 th St S/E from SR-7 to Golden Given Rd E (Bicycle/Pedestrian facilities)	\$6.37
AT-12	152 nd St E / Military Rd E/S from SR-7 to Brookdale Rd E (Bicycle/Pedestrian facilities)	\$19.74
AT-14	168 th St E from SR-7 to 'B' St E (Bicycle/Pedestrian facilities)	\$4.02
AT-15	176 th St E from SR-7 to Canyon Rd E (Bicycle facilities)	\$0.04
AT-18	196 th St E / 6 th Av E from SR-7 to 192 nd St E (Path)	\$0.02
AT-20	8 th Av E from 208 th St E to SR-7 (Paved shoulders or trail)	\$0.10
AT-28	'B' St E from 176 th St E to SR-7 (Bicycle/Pedestrian facilities)	\$8.96
AT-29	Bresemann Blvd S / 160 th St S from Spanaway Park to SR-7 (Bicycle/Pedestrian facilities)	\$2.66
AT-32	'C' St S from 120 th St S to Garfield St S (Bicycle/Pedestrian facilities)	\$1.05
AT-33	'C' St S from Garfield St S to Military Rd S (Bicycle/Pedestrian facilities)	\$12.74
AT-36	Military Rd S / 152 nd St from SR-7 to 'B' St (Pedestrian facilities)	\$0.07
AT-37	Military Rd S from Perimeter Rd to SR-7 (Bicycle/Pedestrian facilities)	\$10.22
AT-38	Park Av S from 134 th St S to 125 th St S and 121 st St S to 116 th St S (Sidewalks and paved shoulders)	\$0.46
AT-39	Park Av S / 168 th St S from 160 th St S to SR-7 (Bicycle/Pedestrian facilities)	\$5.18
AT-43	Tule Lake Rd S / 'B' St E / 129 th St E from SR-7 to 6 th Av E (Bicycle/Pedestrian facilities)	\$4.27
AT-44	Tule Lake Rd S from Spanaway Loop Rd to SR-7 (Bicycle/Pedestrian facilities)	\$9.10
AT-45	Wheeler St S / 8th Av Ct S / 121 st St S from Ainsworth Av S to 'C' St S (Sidewalks and bicycle facilities)	\$5.75
SANITARY SEWER		
S-1	5 th and 6 th Av Sewer Line Extension	\$4.75
S-2	8 th Av Sewer Line Extension	\$2.10
S-3	'A' St Sewer Line Extension	\$3.00
S-4	Fields Rd Sewer Line Extension	\$1.05
S-5	Pirnie Rd Pump Station and Sewer Extension	\$5.50
S-6	South Spanaway Airport Sewer Line Extension	\$6.10
S-7	Southeast Spanaway Lake Sewer Line Extension	\$54.50
SURFACE WATER		
ST-1	133 rd St E Wetpond and Retention	\$3.10
ST-2	138 th St E Wetpond and Retention	\$8.50
ST-3	143 rd St E Wetpond and Retention	\$16.60
ST-4	176 th St E Wetpond and Retention	\$8.30
ST-5	Clover Creek and Bridge Restoration	\$4.50
ST-6	Garfield Wetpond and Retention	\$11.00
ST-7	Marymont Wetpond and Retention	\$11.50
ST-8	Military Rd E Wetpond and Retention	\$12.50
ST-9	Paradise Bowl Wetpond and Retention	\$13.30
ST-10	Tule Lake Rd Wetpond and Retention	\$9.50
PARKS AND RECREATION		
PR-2	Lake Spanaway Golf Course at Spanaway Regional Park	\$3.00
PR-3	New County Park	\$10 to \$20
PR-4	Parkland Community Trail and connections to Spanaway	\$0.5 to \$4.0
PR-5	Spanaway Park Fantasy Lights Maintenance Building	\$1.00
PR-6	Spanaway Regional Park Maintenance Shop Improvements	\$0.90
PR-7	Spanaway Regional Park Improvements	\$15 to \$20
PR-8	Spanaway Regional Park Master Plan	\$0.25
PR-9	Sprinker Recreation Center Building and Programming Study & Building Improvements	\$15 to \$20
PR-10	Sprinker Recreation Center Outdoor Improvements Phase 2	\$10 to \$15

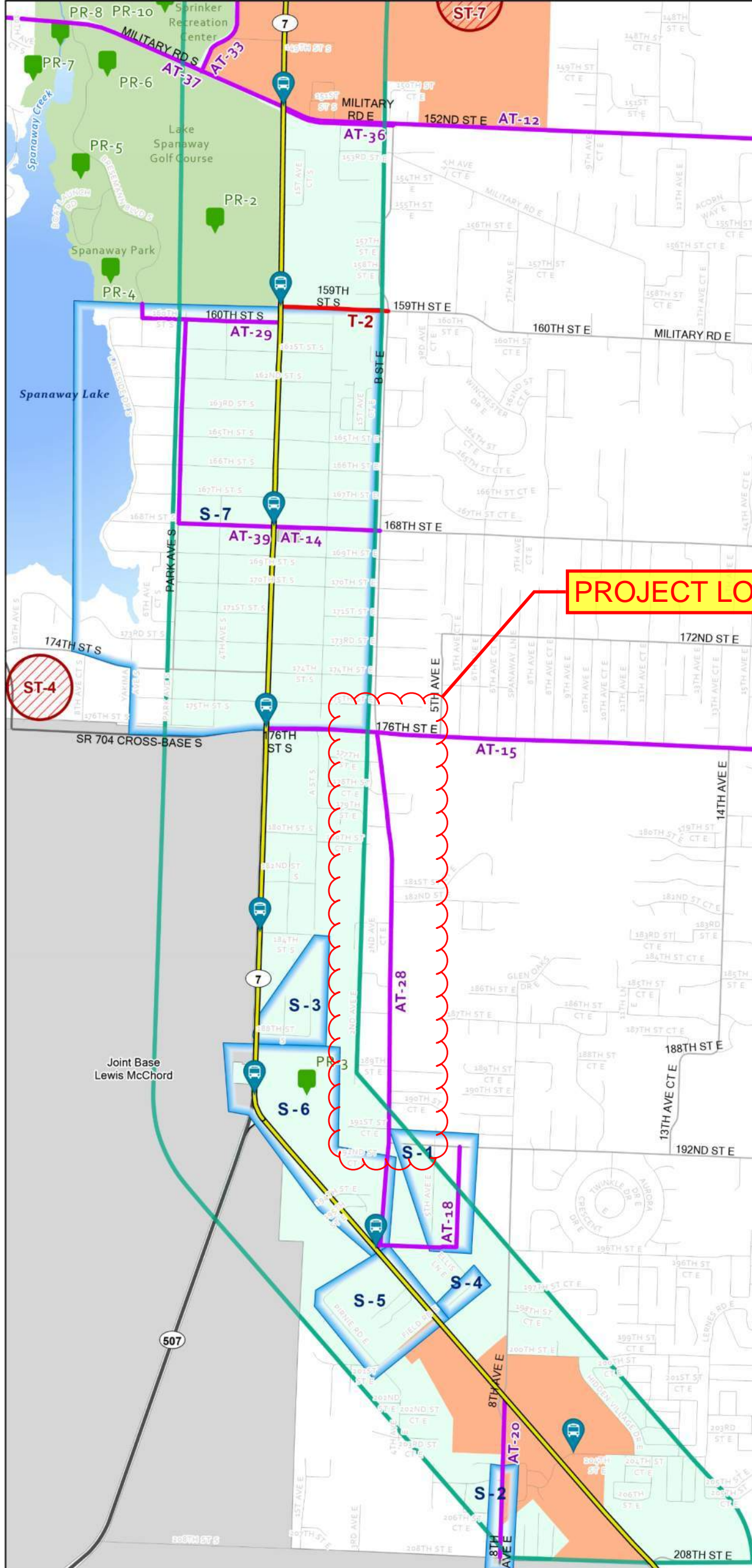
²¹ The project values used to compile these estimates were gathered from a variety of sources and not adjusted for inflation. Most project values are planning-level figures estimated prior to increases in labor and material costs related to supply chain disruptions. As a result, the figures represented here should be considered advisory estimates only.

²² The Parks and Recreation estimate uses the top cost estimate range.

Figure 31. Tier 1: Centers and Corridors Development – Unfunded Identified Needs – South



Tier 1: Centers and Corridors Development – Unfunded Identified Needs



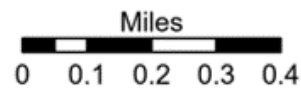
PROJECT LOCATION

Map 2 of 2 (South)

- BRT Stops
- BRT Line
- Transportation (Points)
- Transportation (Lines)
- Active Transportation
- Sanitary Sewer
- Surface Water (Ponds)
- Surface Water (Creek Restoration)
- Parks and Recreation

Note: Identified needs projects are found in an approximate location and are for display purposes only. The final location is subject to review.

Map Disclaimer: This is not a survey. Orthophotos and other data may not align. Pierce County assumes no liability for variations ascertained by actual survey. All data is expressly provided "as is" and with all faults.



- Parks
- Cities
- Towne Center (TCTR)
- WSDOT Properties
- Federal & State Lands
- Corridor Area



Date: 1/20/2022

Path: H:\mxd\Staff_Requests\jnappl\Pacific Avenue Corridor Consolidated CIP\Pacific Avenue Corridor Consolidated CIP.aprx\Future_Tier1_11x17_Portrait_South



**PLANNING & PUBLIC
WORKS**

**5111 - Pierce County Capital
Facilities Plan**



Pierce County

2024-2044 Capital Facilities Plan

December 2024

Exhibit 85. Active Transportation—Planned Capital Projects, 2024-2044

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
090 AV E - MULTI-USE PATH (128 St E to 126 St E)	\$125,000	\$30,000	—	—	—	—	—	\$155,000
138 ST S (Park Av to Spanaway Loop Rd S)	—	\$100,000	—	—	—	—	—	\$100,000
138 ST S (SR-7 (Pacific Av) to Park Av)	\$119,000	\$119,000	\$119,000	\$119,000	\$118,000	—	—	\$594,000
159 ST S / 159 ST E (SR 7 to 3 Av Ct E)	\$605,000	\$600,000	\$2,883,000	\$500,000	—	—	\$20,000	\$4,608,000
160 ST E (66 Av E to 81 Av E)	\$63,000	—	—	—	—	—	\$80,000	\$143,000
I-5 / JBLM SHARED USE PATH (Steilacoom Dupont Rd/East Dr/Huggins Meyer Rd/Wharf Rd to Lakewood City Limits)	\$250,000	\$2,050,000	\$1,600,000	\$4,750,000	\$9,000,000	\$9,000,000	—	\$26,650,000
LAKELAND HILLS WY - CROSSWALK (Intersection of Lakeland Hills WY and 22 St E)	\$250,000	—	—	—	—	—	—	\$250,000
ACTIVE TRANSPORTATION PROGRAM (Various locations)	—	\$450,000	\$400,000	\$400,000	\$440,000	\$440,000	—	\$2,130,000
ADA IMPROVEMENT PROGRAM - 2024 (Various Locations)	\$443,000	\$4,000	—	—	—	—	—	\$447,000
ADA IMPROVEMENT PROGRAM - 2025 (Various locations)	\$100,000	\$425,000	—	—	—	—	—	\$525,000
ADA PROGRAM - 2026-2029 (Countywide)	—	\$25,000	\$425,000	\$425,000	\$470,000	\$470,000	—	\$1,815,000
SAFE ROUTE TO SCHOOL - 104 ST E (East of 16 Av E to Portland Av E)	\$260,000	\$740,000	\$4,000	—	—	—	\$76,000	\$1,080,000
SAFE ROUTE TO SCHOOL - 144 ST E (126 Av E to Hunt Elementary)	\$100,000	\$100,000	—	—	—	—	\$1,740,000	\$1,940,000
SAFE ROUTE TO SCHOOL - B ST E (156 St E to 152 St E)	\$125,000	\$125,000	\$125,000	\$125,000	\$129,000	—	\$1,111,000	\$1,740,000
SAFE ROUTES TO SCHOOL - 104 ST E (Golden Given Rd E to 16 Av E)	\$110,000	\$441,000	\$600,000	—	—	—	\$26,000	\$1,177,000
SAFE ROUTES TO SCHOOL - 136 ST E (97 Ave E (Pvt) to SR-161)	\$35,000	\$298,000	\$4,000	—	—	—	\$13,000	\$350,000
SAFE ROUTES TO SCHOOL - 168 AV E (B St to 13 Av Ct E)	\$175,000	\$405,000	\$541,000	—	—	—	\$18,000	\$1,139,000
SAFE ROUTES TO SCHOOL PROGRAM (Various locations)	\$50,000	\$50,000	\$50,000	\$50,000	\$55,000	\$55,000	—	\$310,000
CENTERS & CORRIDORS	\$700,000	\$1,000,000	\$300,000	\$300,000	\$330,000	\$330,000	—	\$2,960,000
Pipeline Trail - Orangegate to Half Dollar Park	—	—	—	—	—	—	\$10,969,326	\$10,969,326
108th St S Bike Lane (20th Ave to SR 7 (Pacific Ave))	—	—	—	—	—	—	\$4,638,017	\$4,638,017
112th St S Sidewalk/Bike Lane (Steele St S to Portland Ave S)	—	—	—	—	—	—	\$18,008,165	\$18,008,165
Tule Lake Rd S Bike Lane (Spanaway Loop Rd S to 13th Ave S)	—	—	—	—	—	—	\$2,681,847	\$2,681,847
Parkland Community Trail (Pacific Lutheran University (PLU) to Tule Lake Rd S)	—	—	—	—	—	—	\$1,590,909	\$1,590,909
Parkland Community Trail (Gonyea Playfield to SR 7)	—	—	—	—	—	—	\$1,875,000	\$1,875,000
152nd St E Sidewalk/Bike Lane (Bresemann Blvd S to 13th Ave Ct)	—	—	—	—	—	—	\$11,230,040	\$11,230,040
Spanaway Community Trail (176th St E to Spanaway Park)	—	—	—	—	—	—	\$3,437,500	\$3,437,500
Parkland Community Trail (96th St S to 134th St S)	—	—	—	—	—	—	\$7,329,545	\$7,329,545
Tule Lake Rd S Bike Lane (Park Ave S to SR 7 (Pacific Ave))	—	—	—	—	—	—	\$1,262,045	\$1,262,045
Parkland Community Trail (Park Ave S to Harry Sprinker Recreation Center)	—	—	—	—	—	—	\$3,522,727	\$3,522,727

Project Name	2024	2025	2026	2027	2028	2029	2030-2044	Total 2024-2044
Spanaway Community Trail (Park Ave Connector to Spanaway Lake High School)	—	—	—	—	—	—	\$4,232,955	\$4,232,955
Spanaway Community Trail (Spanaway Lake HS to Spanaway Park)	—	—	—	—	—	—	\$4,232,955	\$4,232,955
B St E Sidewalk/Bike Lane (152nd St E to 156th St E)	—	—	—	—	—	—	\$1,577,557	\$1,577,557
B St E Sidewalk/Bike Lane (176th St to 192nd St)	—	—	—	—	—	—	\$9,258,426	\$9,258,426
128th St E Sidewalk/Bike Lane (6th Ave E to Golden Given Rd)	—	—	—	—	—	—	\$1,230,494	\$1,230,494
8th Ave E/Spanaway Community Trail (192nd St E to 200th St E)	—	—	—	—	—	—	\$1,505,682	\$1,505,682
8th Ave E Sidewalk/Bike Lane (200th St E to 208th St E)	—	—	—	—	—	—	\$2,417,523	\$2,417,523
200th St E/10th Ave E (8th Ave E to SR 7)	—	—	—	—	—	—	\$1,250,000	\$1,250,000
Golden Given Rd E Sidewalk/Bike Lane (95th St E to 128th St E)	—	—	—	—	—	—	\$11,597,199	\$11,597,199
128th St E Sidewalk/Bike Lane (94th Ave E to 111th Ave E)	—	—	—	—	—	—	\$7,261,602	\$7,261,602
Central Pierce BPA Trail (94th Ave E to Meridian Ave E)	—	—	—	—	—	—	\$1,875,000	\$1,875,000
(2030-2044) ADA Program	—	—	—	—	—	—	\$8,549,000	\$8,549,000
(2030-2044) Active Transportation Program	—	—	—	—	—	—	\$6,650,000	\$6,650,000
(2030-2044) SRTS	—	—	—	—	—	—	\$950,000	\$950,000
Total	\$3,510,000	\$6,962,000	\$7,051,000	\$6,669,000	\$10,542,000	\$10,295,000	\$132,217,514	\$177,246,514




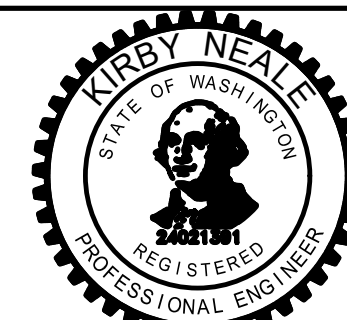
Note: Priorities may change over time and new funding sources may become available or existing funding sources may be eliminated or shifted. 2024-2029 totals include active transportation projects listed in the TIP. For 2024, 2029, combined annual costs listed here and in Exhibit 70 are equal to the total annual costs in the TIP. Sources: 2024-2029 Transportation Improvement Program (TIP), 2024; Pierce County Finance Department, 2024; Pierce County, 2024; Fehr & Peers, 2024; BERK, 2024.

B STREET EAST 192ND STREET EAST TO 176TH STREET EAST CRP 5111 PROJECT PLANS

INDEX

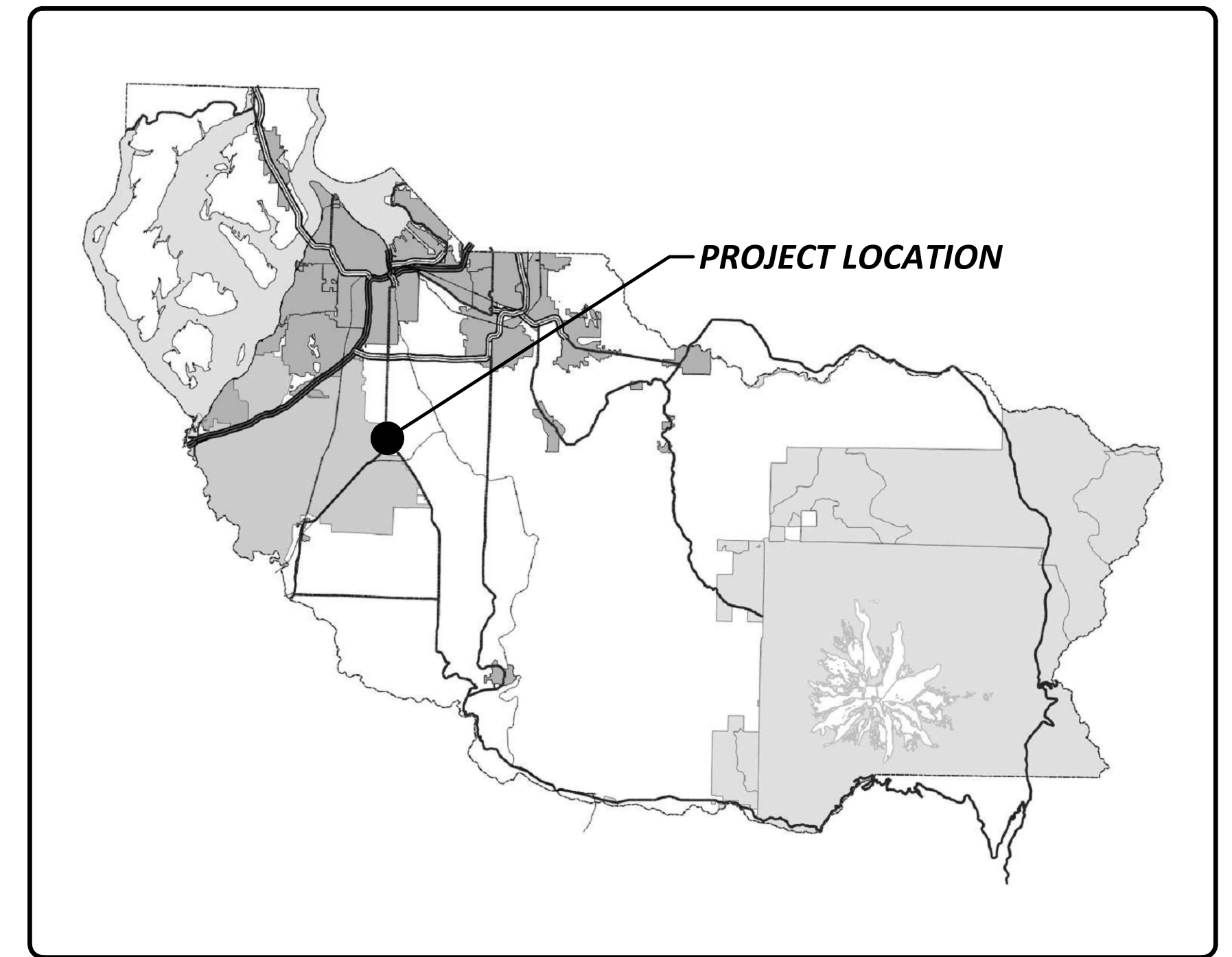
- 1 COVER SHEET
- 2 KEY MAP
- 3-4 LEGEND
- 5 ROADWAY SECTION
- 6-8 QUANTITY TABULATION
- 9-11 STRUCTURE NOTES
- 12-23 ROADWAY PLAN
- 24-35 PAVING PLAN
- 36-46 DRIVEWAY PROFILES AND DETAILS
- 47-58 INTERSECTION PLAN
- 59-70 TESC & DRAINAGE PLAN
- 71 ILLUMINATION PLAN
- 72 WALL PLAN

PROJECT LICENSED PROFESSIONAL CERTIFICATES

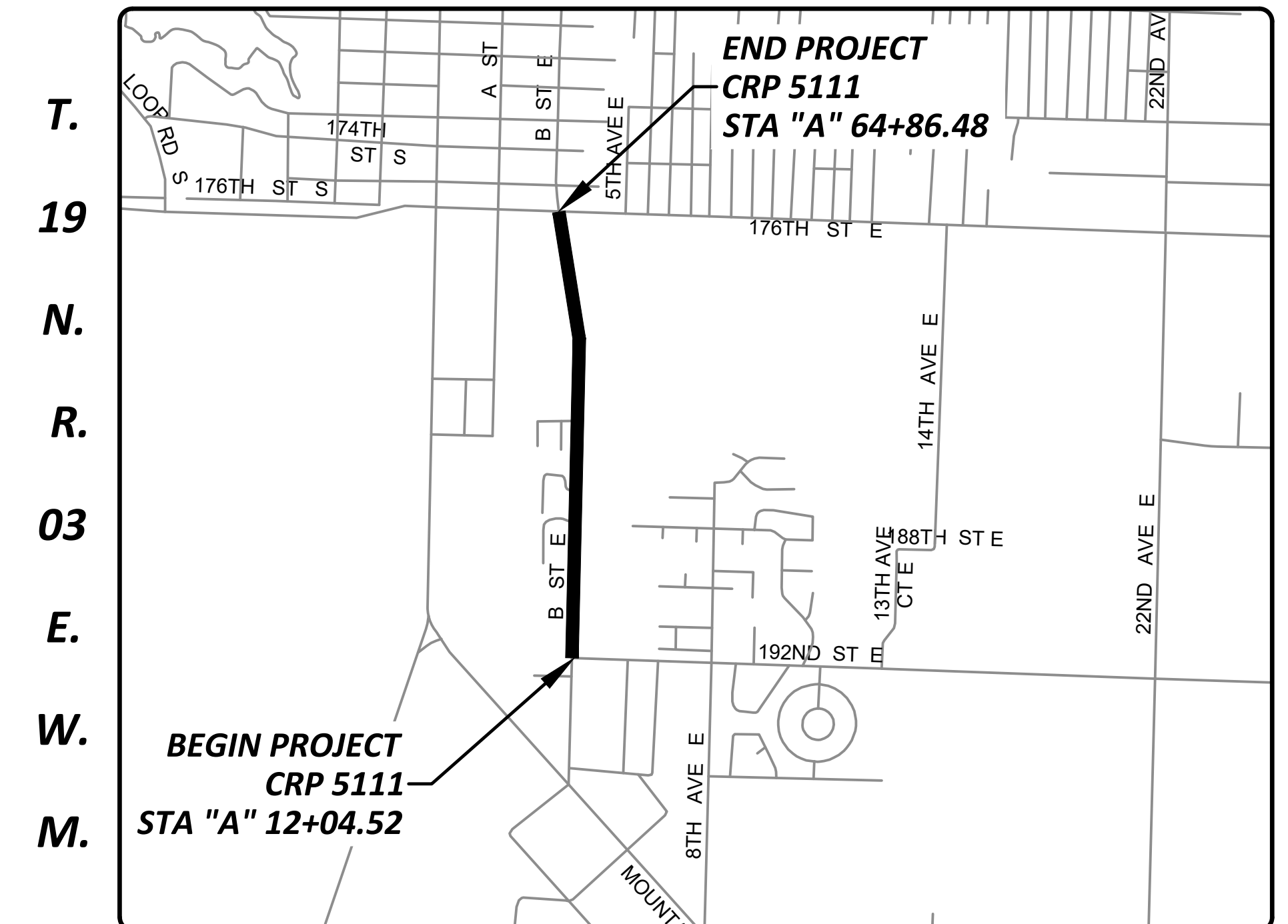
 <small>AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.</small>	 <small>AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.</small>	 <small>AS A LICENSED PROFESSIONAL IN DIRECT RESPONSIBLE CHARGE OF DEVELOPING THIS CONTRACT, I CERTIFY THAT ALL PLANS THAT CONTAIN MY STAMP HAVE BEEN DEVELOPED UNDER MY SUPERVISION.</small>
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APPROVED BY:

LETTICIA M. NEAL, P.E.
COUNTY ENGINEER

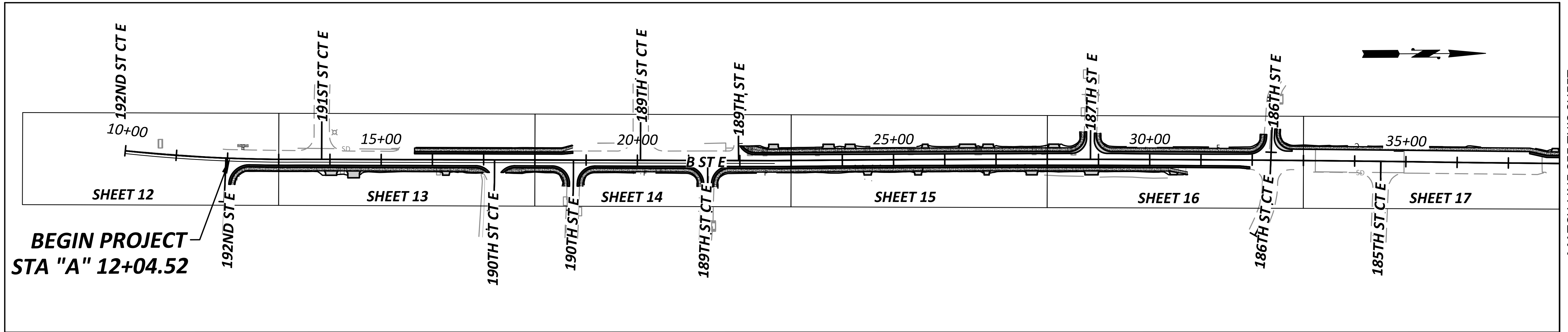


LOCATION MAP



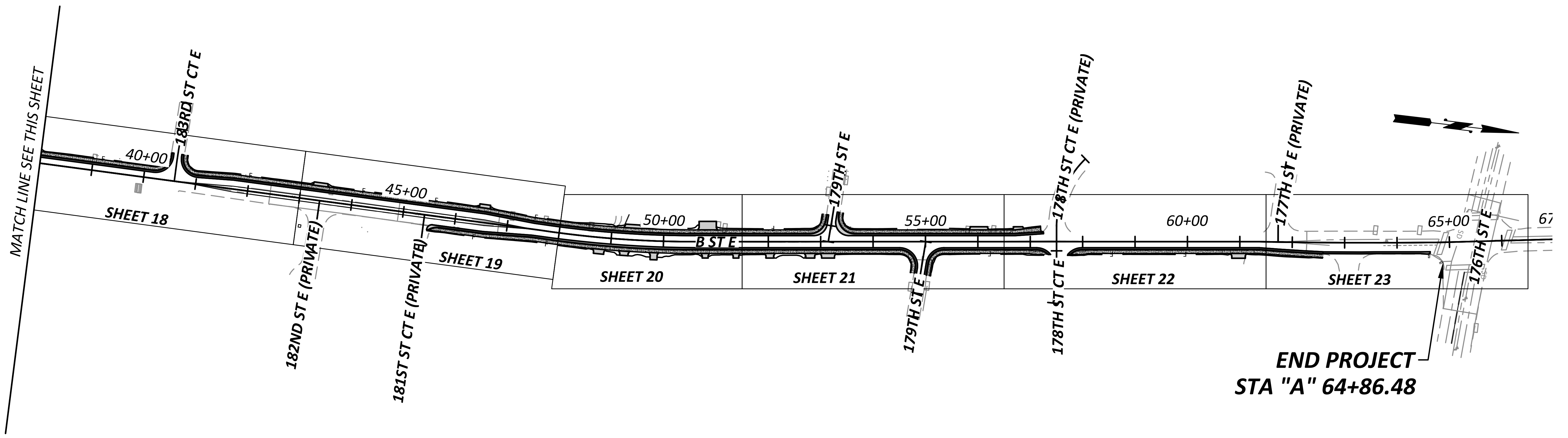
VICINITY MAP

NOTE: THIS PLAN SET WAS DEVELOPED ELECTRONICALLY UNDER THE DIRECT SUPERVISION OF THE LICENSED PROFESSIONALS THAT HAVE AFFIXED THEIR SIGNATURE TO THIS PAGE. THIS SHEET SERVES AS THE CERTIFICATION BY THE ABOVE LICENSED PROFESSIONALS OF ALL SHEETS IN THIS PLAN SET WHERE THEIR STAMPS AND SIGNATURES APPEAR.

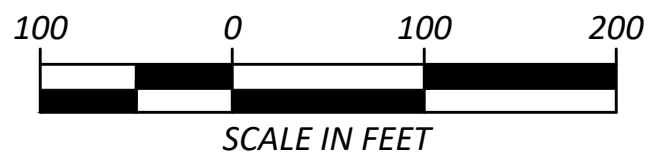


**BEGIN PROJECT
STA "A" 12+04.52**

MATCH LINE SEE THIS SHEET



**END PROJECT
STA "A" 64+86.48**



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 Plot Date: 12/05/2025 Time: 08:08:09 AM By: KMN

DAVID EVANS AND ASSOCIATES INC.
 14432 SE Eastgate Way, Suite 400
 Bellevue Washington 98007
 Phone: 425.519.6500

DESIGNED BY: K. NEALE
 DRAWN BY: K. NEALE
 CHECKED BY: A. WILEN

DATE: SEE COVER SHEET

NO.	DATE	REVISION	BY	APPROVED

Pierce County
 Office of the County Engineer
 Tacoma Mall Plaza
 2702 South 42nd Street, Suite 109
 Tacoma, Washington 98409
 An APWA Accredited Agency

CHECKED BY:
KERRY BARTH

REVIEWED BY:
DARIN CAVANAGH

B STREET EAST
192ND STREET EAST TO 176TH STREET EAST

KEY MAP
CRP 5111

SHEET
2
OF
72

1 Sponsored by: Councilmembers Robyn Denson and Jani Hitchen

2 Requested by: County Executive/Planning and Public Works

3
4
5
6 **ORDINANCE NO. O2025-544**

7
8
9 **An Ordinance of the Pierce County Council Adopting the 2026 Annual**
10 **Construction Program, 2026-2031 Transportation Improvement**
11 **Program and 2026-2039 Fourteen-Year Ferry Program,**
12 **Pursuant to Revised Code of Washington Sections**
13 **36.81.121, 36.81.122, 36.81.130, and 36.54.015, and**
14 **Washington Administrative Code 136, Chapters 15 and 16;**
15 **Finding that Each Project Contained in the Plan is a Public**
16 **Necessity; and Adopting Findings of Fact.**

17
18 **Whereas**, Section 36.81.121 of the Revised Code of Washington (RCW) and
19 Chapter 136-15 of the Washington Administrative Code (WAC) provide that the county
20 legislative authority shall annually adopt a revised and extended comprehensive
21 transportation program for the ensuing six calendar years; and

22
23 **Whereas**, Section 6.40 of the Pierce County Charter provides that the Executive
24 shall present capital improvement plans to Council on a biennial basis; and

25
26 **Whereas**, RCW 36.81.130 and Chapter 136-16 WAC provide that on or before
27 the first Monday in October of each year, the county road engineer shall file with the
28 county legislative authority for consideration and adoption, a recommended plan for
29 laying out, construction, and maintenance of county roads for the ensuing fiscal year;
30 and

31
32 **Whereas**, RCW 36.54.015 provides that the county legislative authority shall
33 prepare, with the advice and assistance of the County Engineer, a 14-year, long-range
34 capital improvement plan embracing all major elements of the ferry system; and

35
36 **Whereas**, the Pierce County Council finds that the County Executive and the
37 County Engineer have submitted the 2026-2031 Transportation Improvement Program
38 and 2026-2039 Fourteen-Year Ferry Program (TIP and Ferry Program) for review and
39 approval by the Pierce County Planning Commission and the Pierce County Council;
40 and

41
42 **Whereas**, pursuant to RCW 36.70.530, the Planning Commission has reviewed
43 and recommended to the Pierce County Council that the TIP and Ferry Program should
44 be approved, as presented at its August 26, 2025, meeting; and

45
46 **Whereas**, the Council has considered the Annual Road Program consisting of
47 the Annual Construction Program, an annual maintenance plan, and a road equipment



1 purchase and major repair plan, and revisions and changes were made prior to the
2 adoption of the County road budget; and

3
4 **Whereas**, the adoption of the Six-Year Transportation Improvement Program
5 and Annual Construction Program by the Council authorizes the County Engineer to
6 approve right-of-way plans in accordance with the projects set forth in this
7 Transportation Improvement Program and Annual Construction Program; and

8
9 **Whereas**, the Pierce County Council finds that all the requirements and elements
10 of a Six-Year Transportation Program pursuant to RCW 36.81.121 and 36.81.122, and
11 Chapter 136-15 WAC, an Annual Road Program pursuant to RCW 36.81.130 and
12 Chapter 136-16 WAC, and a Fourteen-Year Ferry Program pursuant to RCW
13 36.54.015, are incorporated into, and are an integral part of the TIP and Ferry Program;
14 and

15
16 **Whereas**, the Council, following its consideration of the action of the Planning
17 Commission and all testimony presented at public hearings, finds that the Program is
18 necessary and required, and should be adopted; **Now Therefore**,

19
20 **BE IT ORDAINED by the Council of Pierce County:**

21
22 Section 1. The Pierce County Council hereby adopts the “2026 Annual
23 Construction Program, the 2026-2031 Transportation Improvement Program, and 2026-
24 2039 Fourteen-Year Ferry Program,” as shown in Exhibit A, which is attached hereto
25 and incorporated herein by reference.

26
27 Section 2. The Pierce County Council finds that the capital improvement projects
28 set forth in Exhibit A are a public necessity.
29
30



1 Section 3. Findings of Fact are hereby adopted as shown in Exhibit B, which
2 is attached hereto and incorporated herein by reference.

3
4 PASSED this 18th day of November, 2025.

7 ATTEST:

PIERCE COUNTY COUNCIL
Pierce County, Washington

9
10 Stephanie Call

Jani Hitchen

12 **Stephanie Call**
13 Clerk to the Council

Jani Hitchen
Council Chair

Ryan N. Mello

Ryan N. Mello

Pierce County Executive

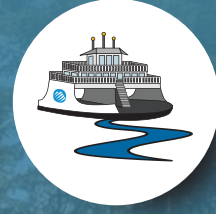
Approved Vetoed _____, this
19 4th day of December,
20 2025.

22
23 Date of Publication of
24 Notice of Public Hearing: October 15, 2025

25
26 Effective Date of Ordinance: December 14, 2025
27



Transportation Improvement Program



2026 Annual Construction Program
2026-2031 Transportation Improvement Program
2026-2039 Ferry Program



**PLANNING & PUBLIC
WORKS**



2026 - 2031 Transportation Improvement Program

ROAD PROJECTS

SAFE ROUTES TO SCHOOL - B ST E

159 St E to 152 St E

CRP: 5968

Map ID: 752
Map Page: 5

Blue Zones
Vision Zero / Safety Project

Project Information

Council Districts **3, 5**
Proj. Length (Mi.) **0.47**
MP (Begin / End) **0.00 to 0.47**
Priority Groups **NM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **4,020**
Work Classes **3**
Work Elements **D, F, G, K**

Scope

Preliminary engineering for future sidewalk construction. Improves access to Spanaway Middle and Thompson Elementary Schools.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	Federal	Transportation Alternatives Program	105	87						87
	Local	Real Estate Excise Tax	36	12						12
	PE Total		141	99						99
FE	Federal	Transportation Alternatives Program		139	104	31				274
	Local	Real Estate Excise Tax		20	16	8				44
	FE Total			159	120	39				318
ROW	Local	Real Estate Excise Tax		170	150					320
	ROW Total			170	150					320
CON	Federal	Surface Transportation Block Grant				2,350				2,350
	Local	Real Estate Excise Tax				698				698
	CON Total					3,048				3,048
Federal Total			105	226	104	2,381				2,711
Local Total			36	202	166	706				1,074
PROJECT Total			141	428	270	3,087				3,785

SAFE ROUTES TO SCHOOL - B ST E

176 St E to 192 St E

CRP: 5111

Map ID: 799
Map Page: 5

Vision Zero / Safety Project

Project Information

Council Districts **3**
Proj. Length (Mi.) **1.02**
MP (Begin / End) **0.28 to 1.30**
Priority Groups **NM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **5,500**
Work Classes **6**
Work Elements **D, F, G, K**

Scope

Construct sidewalk on both sides of the roadway. Improves access to Camas Prairie Elementary, Challenger High, and Cedarcrest Middle Schools.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	State	MultiModal Account	523							
	PE Total		523							
FE	State	MultiModal Account		97	97					194
	FE Total			97	97					194
ROW	State	MultiModal Account		675	272					947
	ROW Total			675	272					947
CON	State	MultiModal Account			3,808					3,808
	CON Total				3,808					3,808
State Total			523	772	4,177					4,949
PROJECT Total			523	772	4,177					4,949

SAFE ROUTES TO SCHOOL PROGRAM

Various locations

CRP: 5800

Map ID: 547
Map Page: N/A

Project Information

Council Districts **N/A**
Proj. Length (Mi.) **0.00**
MP (Begin / End) **N/A**
Priority Groups **MPGM**

Fully Funded **✓ YES**
Est. Total (\$1,000s) **840**
Work Classes **3**
Work Elements **G**

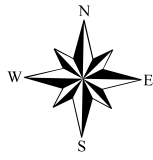
Scope

Planning, engineering and grant support to public school districts for project priorities identified in the Pierce County Safe Routes to School Plan.

Programmed Revenue

Phase	Source		Prior Spend	Future Year Allocations						6-Yr Total
				2026	2027	2028	2029	2030	2031	
PE	Local	County Road Fund	219							
		Real Estate Excise Tax	19	100	100	100	100	100	100	600
		PE Total		238	100	100	100	100	100	100
Local Total			238	100	100	100	100	100	100	600
PROJECT Total			238	100	100	100	100	100	100	600

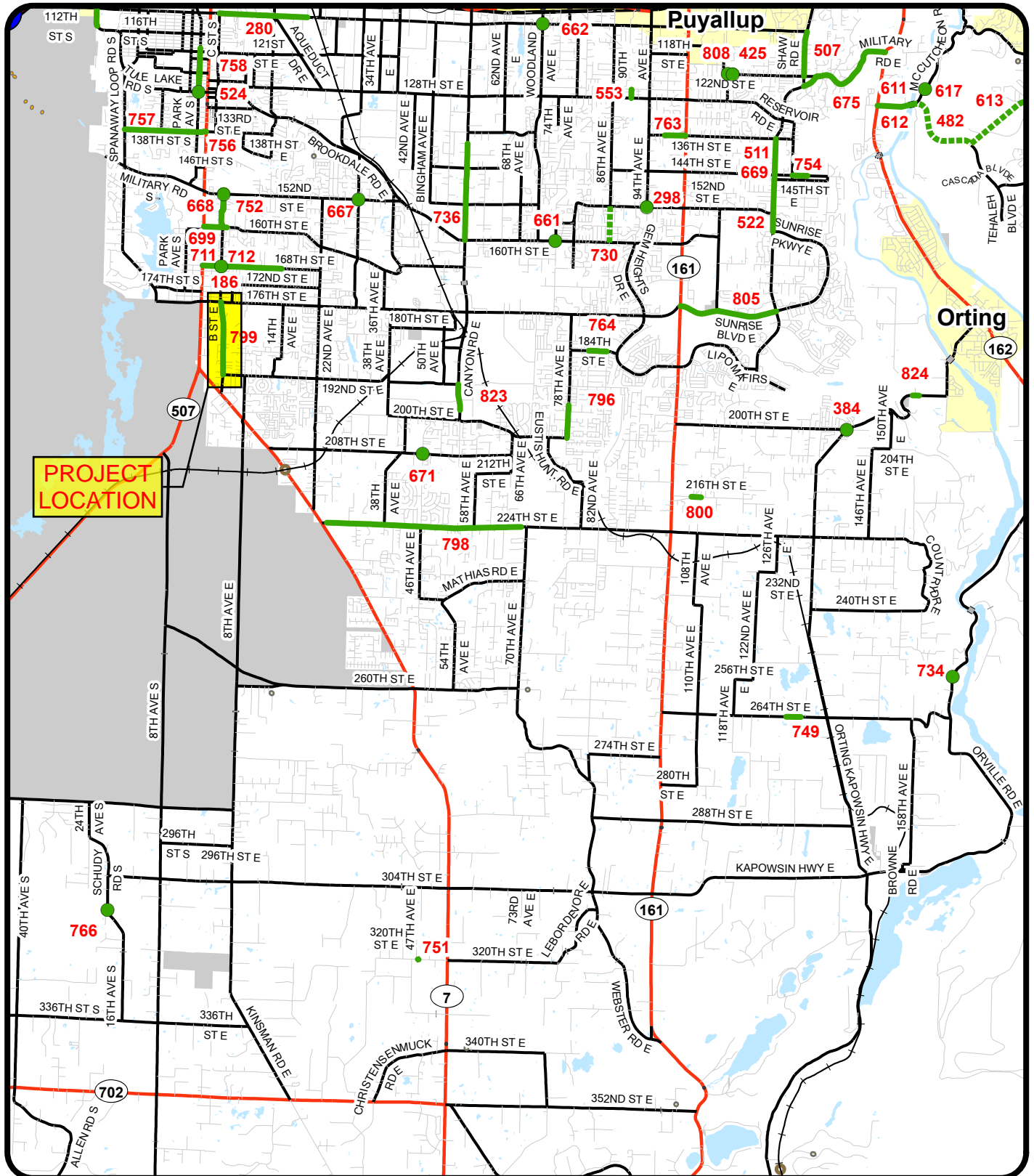
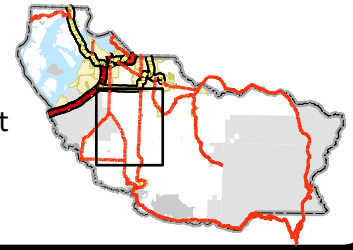
TRANSPORTATION IMPROVEMENT PROGRAM 2026-2031



LEGEND

- Railroads
- Pierce County Boundary
- Incorporated Areas
- Federal and State Lands
- Project on Existing Road
- Project on New Alignment
- Spot Project

Not to Scale



This is not a survey. Exhibits A to Ordinance No. O2025-544. All data is expressly provided "as is" and with all faults.

1 Sponsored by: Councilmembers Jani Hitchen, Rosie Ayala, and Bryan Yambe

2 Requested by: County Executive/Planning and Public Works

3
4
5 **RESOLUTION NO. R2025-132**

6
7 **A Resolution of the Pierce County Council Related to Traffic Safety, and**
8 **Adopting the Pierce County Vision Zero Action Plan with the**
9 **Goal of Achieving Zero Traffic Deaths and Serious Injuries on**
10 **Pierce County Roadways by 2035.**

11
12 **Whereas**, the Vision Zero movement is founded on the belief that traffic deaths
13 and serious injuries are unacceptable and preventable; and

14
15 **Whereas**, the life, safety, and health of residents, employees and visitors to
16 Pierce County is of highest priority to the Pierce County Council; and

17
18 **Whereas**, the Pierce County Council passed Resolution No. R2022-118
19 endorsing the Vision Zero as part of a comprehensive effort to strive to achieve zero
20 traffic deaths and serious injuries on Pierce County roadways by 2035; and

21
22 **Whereas**, the Resolution directed the Planning and Public Works Department to
23 collaborate with key departments, agencies and community stakeholders to develop a
24 Pierce County Vision Zero Action Plan and to pursue any related grant funding; and

25
26 **Whereas**, the Planning and Public Works Department successfully secured a
27 federal Safe Streets and Roads for All grant to fund the Pierce County Vision Zero
28 Action Plan development efforts; and

29
30 **Whereas**, the Planning and Public Works Department retained a professional
31 consultant team to assist with the development of the Pierce County Vision Zero Action
32 Plan based on their experience leading similar safety plans, including Washington
33 State's Strategic Highway Safety Plan 2024 (also known as the "Target Zero Plan"); and

34
35 **Whereas**, the Pierce County Vision Zero Action Plan is based on the U.S.
36 Department of Transportation's Safe Systems five objectives of safer road users, safer
37 vehicles, safer speeds, safer roads and post-crash care; and

38
39 **Whereas**, the Planning and Public Works Department and its consultant team
40 formed and met regularly with a Leadership Work Group consisting of external
41 stakeholders from other public agencies and private partners, a Steering Committee
42 consisting of internal stakeholders from various Pierce County departments, and the
43 Pierce County Transportation Advisory Commission to collaborate and consult
44 throughout the plan development and to keep them informed of the plan's progress; and

45
46 **Whereas**, the Pierce County Vision Zero Action Plan is a data-driven initiative
47 that involved the analysis of crash data across motor vehicles, buses, trucks,



1 pedestrians, bicyclists, and motorcyclists to identify the County roadway segments and
2 intersections with the highest collision history ("High Injury Network") and those with the
3 highest potential for collisions ("High Risk Network"); and
4

5 **Whereas**, a wide range of public engagement activities such as outreach events,
6 social media, press releases, online surveys, posters, postcards, an online open house,
7 and a webpage were used to solicit community input on safety concerns and strategies;
8 and
9

10 **Whereas**, interviews were conducted with stakeholders including school districts,
11 law enforcement, and emergency responders to assess safety concerns and to gather
12 recommendations on infrastructure improvements, education initiatives, and
13 enforcement strategies; and
14

15 **Whereas**, the Pierce County Vision Zero Action Plan adopts a comprehensive
16 approach to improve traffic safety by identifying a wide range of policy, engineering,
17 education, and enforcement strategy options along with details on their estimated
18 timeline, projected costs, applicable locations, and lead implementing agencies and
19 departments; and
20

21 **Whereas**, the Pierce County Council recognizes that the implementation of the
22 Pierce County Vision Zero Action Plan will require funding support through federal,
23 state, and local sources to support the Vision Zero effort; **Now Therefore**,

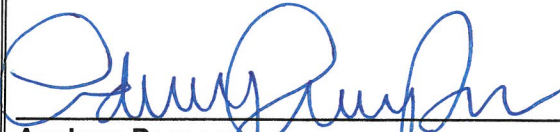
24
25 **BE IT RESOLVED by the Council of Pierce County:**
26

27 Section 1. The Pierce County Council hereby adopts the Pierce County Vision
28 Zero Action Plan, which is attached hereto as Exhibit A and incorporated herein by
29 reference.
30

31
32 ADOPTED this 29th day of April, 2025.
33

34 ATTEST:

35 **PIERCE COUNTY COUNCIL**
36 Pierce County, Washington

37 
38
39 **Audrey Persons**
40 Acting Clerk to the Council
41
42

37 
38
39 **Jani Hitchen**
40 Council Chair



PIERCE COUNTY VISION ZERO ACTION PLAN



PLANNING & PUBLIC
WORKS

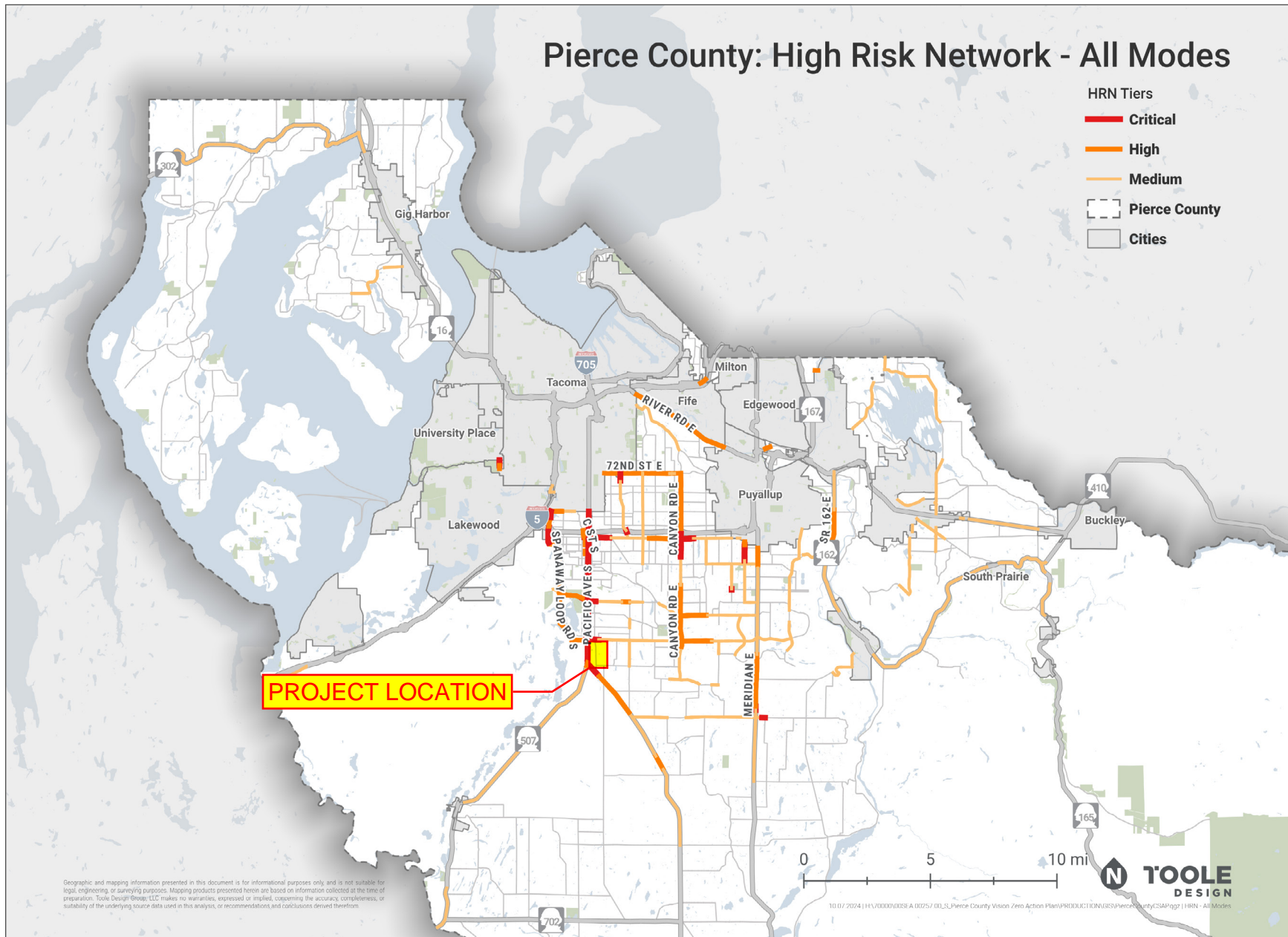
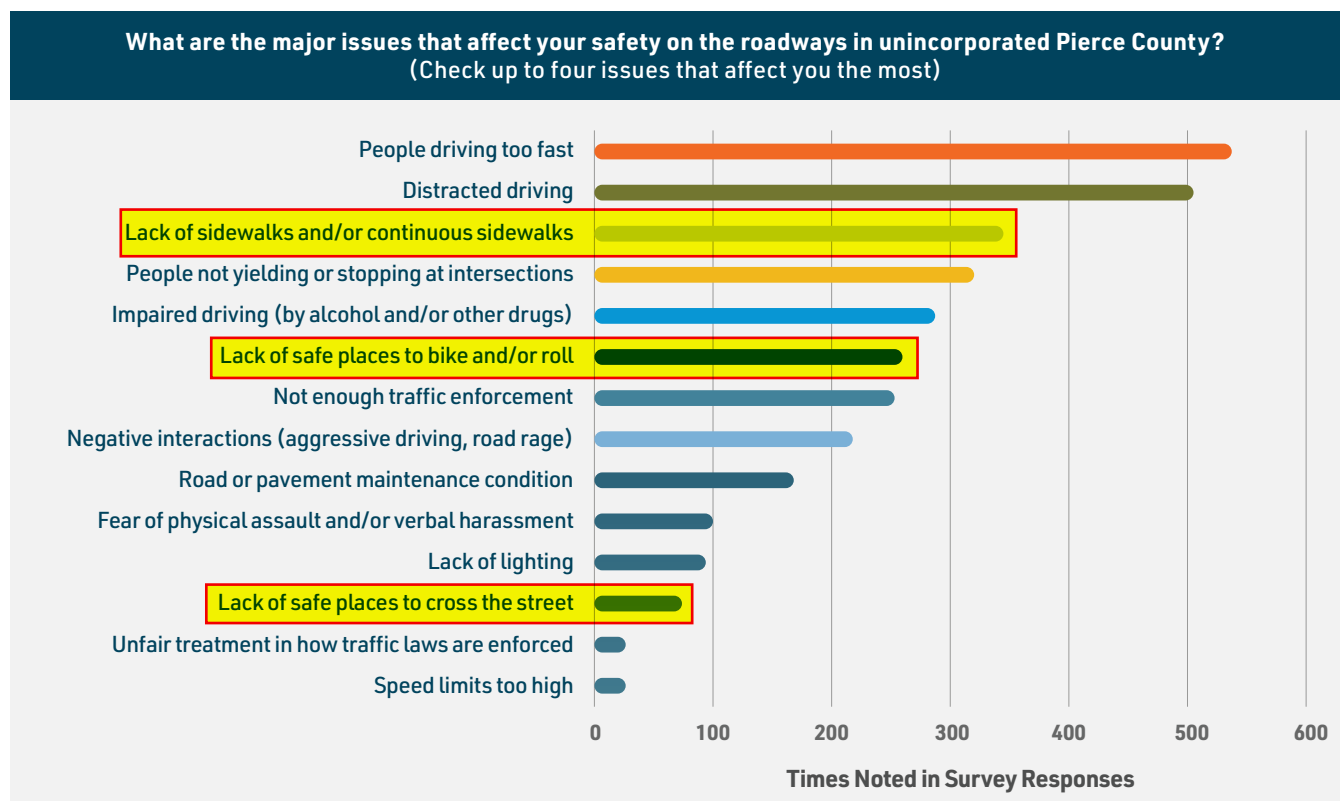


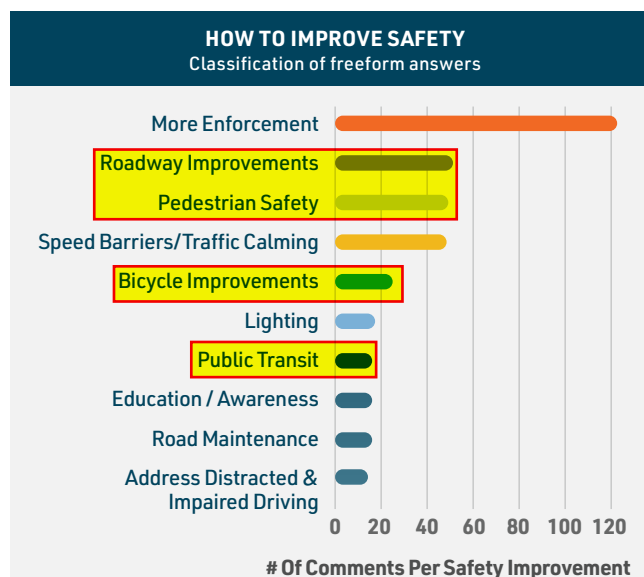
FIGURE 6. VISION ZERO SURVEY, SUMMARY OF SAFETY ISSUES IDENTIFIED, 2024



Survey Results

Results from the 906 Vision Zero survey responses showed some key issues and areas of concern for residents of Pierce County, including speeding, distracted driving, and lack of sidewalks along Pierce County roadways. Survey respondents also had the opportunity to recommend ways for the County to improve safety. Those notes were classified into main themes, with many respondents asking for more enforcement and better roadway infrastructure for motorists and pedestrians. Respondents emphasized the need to address speeding and suggested traffic calming measures. **Figures 6 and 7** illustrate the most common responses related to transportation safety issues and potential safety improvement strategies.

FIGURE 7. VISION ZERO SURVEY, SUMMARY OF SAFETY IMPROVEMENT SUGGESTIONS, 2024



STAKEHOLDER INTERVIEWS

In support of the integrated nature of the Safe System Approach and an understanding that road user behavior affects safety outcomes, the project team members met with representatives from law enforcement, first responders, and school districts to discuss concerns and to identify recommended infrastructure, enforcement, and education strategies for safer roadways. The team was informed of recent actions combating excessive motor vehicle speeds, including recent updates to the Revised Code of Washington (RCW) regarding street racing and reckless driving.

These new additions included:

- Expanding the definition of street racing to include dangerous demonstrations, including intersection takeovers.
- Prohibiting reckless driving at “offsite” locations such as parking lots and parking garages.
- Placing a 72-hour hold on cars that are impounded from reckless driving.
- Authorizing law enforcement to seize cars on second convictions of reckless driving.
- Creating a new law to make it a misdemeanor to aid or abet (spectate/encourage) street racing.

Input from Law Enforcement and Emergency Responders

The project team met with representatives from the Pierce County Sheriff’s Department, Pierce County Traffic Safety Task Force, and Central Pierce Fire & Rescue to discuss current efforts and to receive recommendations on enforcement and education strategies.

Topics of discussion included the following:

It remains challenging to fully staff law enforcement agencies with sworn officers in the region. This is consistent with statewide challenges with law enforcement staffing. The Sheriff Department does not support automated speed enforcement, in part due to related staffing needs.

Between February and June 2024, the County Sheriff’s office conducted five High Visibility Enforcement Events (HVE). The Sheriff’s office also performed 12 four-hour emphasis events in 2024. While these events are noted to be effective in deterring racing and reckless driving, it is very expensive to cover overtime pay for already-limited staff resources.

Central Pierce Fire and Rescue provides driver and pedestrian education to residents, including participation in the Arrive Alive program at area high schools. Expansion of education programs is desirable in the future.

A Smart Signs Pilot Program uses mobile signs that can detect drivers using cell phones and not wearing seatbelts. These devices, placed in 16 locations around the County, showed promise in that officers could identify areas with high instances of driver distraction and better allocate enforcement efforts. Applying these devices in school zones is an area of interest for law enforcement.

Further funding for the county’s Traffic Safety Task Force, which would allow for more emphasis patrols, is a desire of law enforcement. However, policy changes and improvements in infrastructure – creating an environment where unsafe driving is discouraged – are needed to lessen the reliance on active police patrols for safe roadways. To that end, the state’s push for a lower Blood Alcohol Content (BAC) limit of 0.05% (as is done in Utah), changing the physical makeup of roadways to deter speeding, and working to lower effective speeds along non-arterial roadways were discussed.

Input from School Districts

Project team members held one-on-one meetings with the Franklin Pierce, Bethel, and Puyallup School Districts to gain an understanding of the concerns and needs each district is facing.

SOME OF THE MOST COMMON CONCERNS AMONG EACH DISTRICT INCLUDED THE FOLLOWING:

- Lack of dedicated traffic enforcement officers
- No driver education programs
- Lack of sufficient crossing guards for students of all abilities
- Lack of assistance with crossing Rapid Flashing Beacons
- Lack of sidewalks and trails

RECOMMENDATIONS FROM THESE DISCUSSIONS TOUCHED ON THE FOLLOWING THEMES:

- Increased enforcement in school zones
- Added traffic education (e.g. newsletters, open forums)
- Additional Pedestrian Beacons at road crossings
- Additional infrastructure (e.g. queuing lanes, sidewalks, lighting)

The full meeting notes from these stakeholder interviews are featured in **Appendix G**.

EQUITY ANALYSIS

In April 2023, Pierce County made a commitment to ensure relevant equity considerations are included in the development of proposed resolutions or ordinances sent to the County Council. Within this structure, the Pierce County Equity Index was defined. This index includes an overall Opportunity Index rating, which is made up of five categories (Livability, Accessibility, Economy, Education, and Environmental Health) and 32 individual data points, including poverty rate, kindergarten readiness, and access to a household vehicle.¹

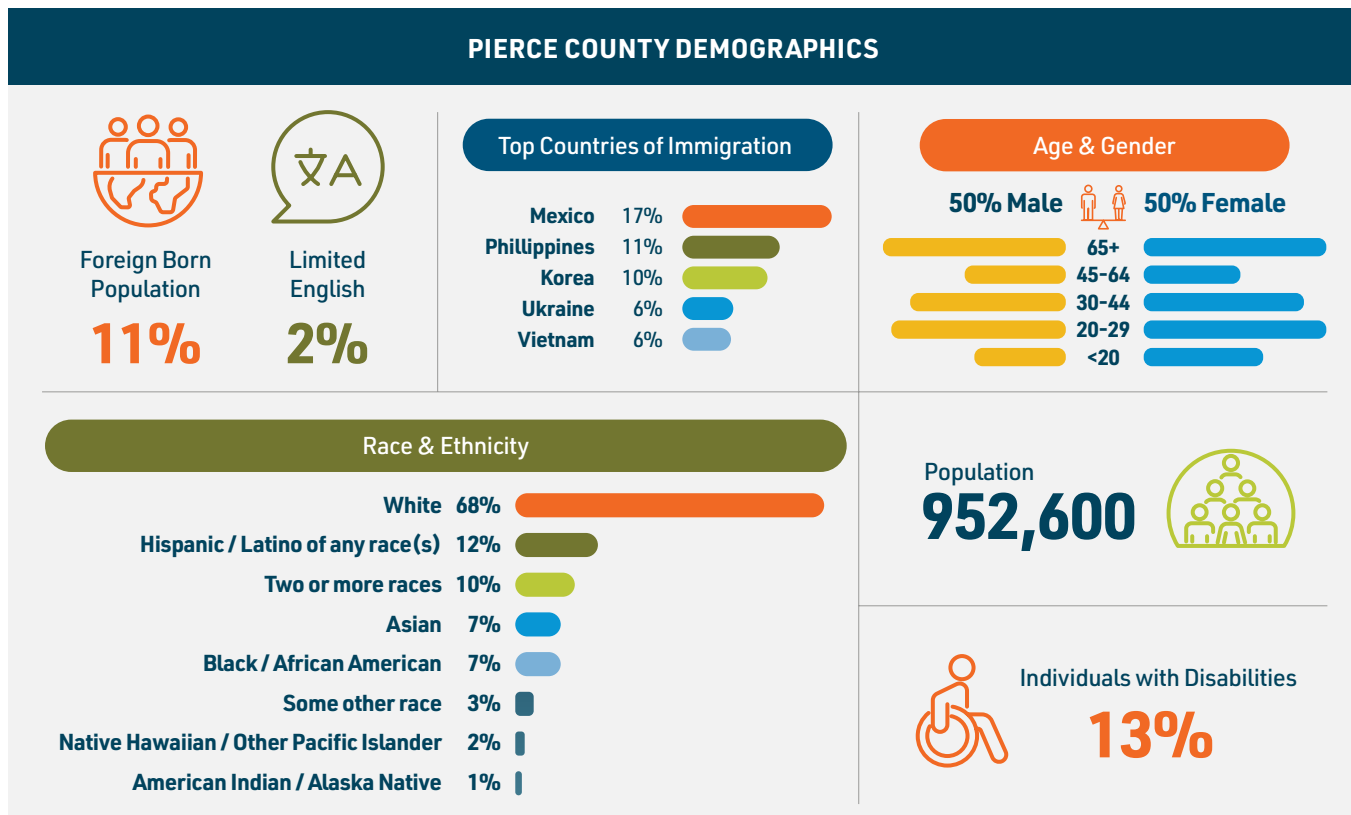
Equity in Public Outreach

To incorporate an assessment of equity needs in public engagement, the Vision Zero Action Plan team utilized the Equity Index Tool to develop effective strategies for communication. This included choosing engagement event locations to cover each Pierce County Council District, distributing materials in areas of high equity needs, and using social media and online outreach to reach a wider audience.

As part of this assessment, the project team incorporated the Equity Index scores (**Figure 8**) and demographics (**Figure 9**) throughout the County. This effort ensures that the needs assessment is informed by statistical measures and the unique characteristics and challenges of each community, leading to a more equitable and impactful outcome.

¹ <https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equitynote>

FIGURE 9. PIERCE COUNTY DEMOGRAPHIC INFORMATION, 2024



Pierce County engaged a broad range of audiences across a variety of platforms during the team’s initial Vision Zero Action Plan engagement in 2024. Through survey responses, conversations at community engagement events, and discussions with the Stakeholder Leadership Work Group, Pierce County learned about people’s priorities

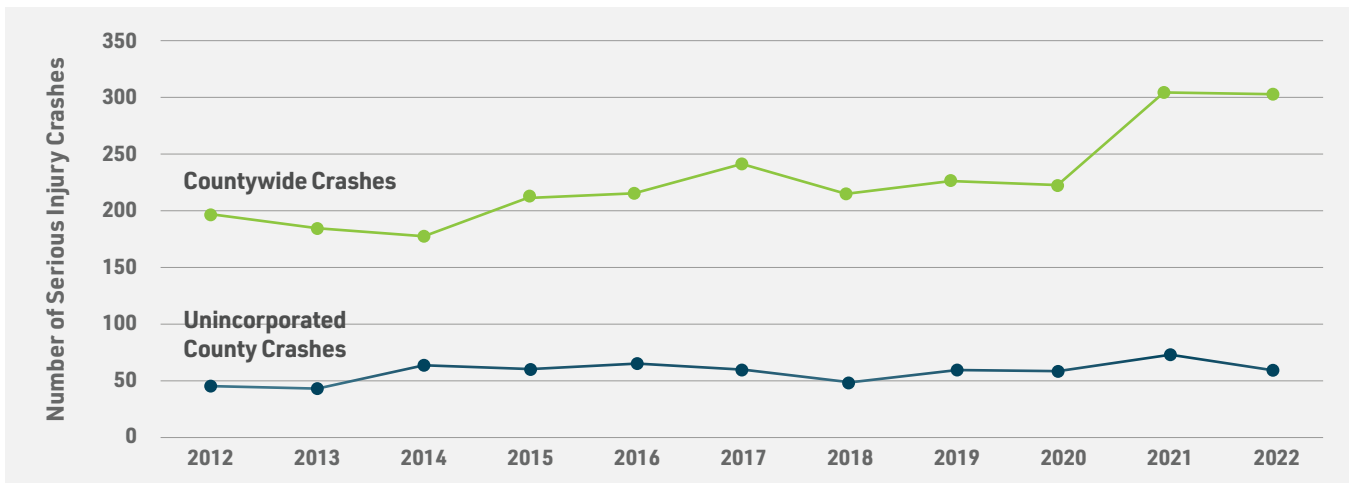
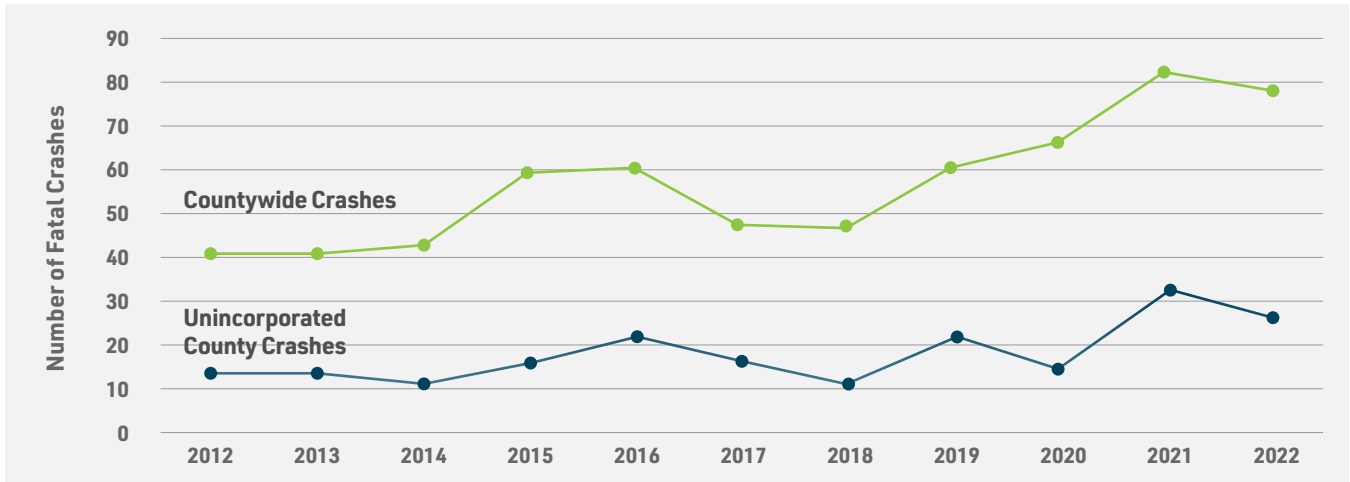
for safe transportation systems, areas for safety improvements, and modes of travel.

The County’s community engagement in 2024 provides directions to a strategic transportation safety program that Pierce County will continue planning for and implementing in the years ahead.

Identifying Needs and Prioritizing Projects

In addition to guiding how the team selected locations for public engagement events, the Equity Index was used as a factor in building the County’s High-Risk Network (see **Chapter 4**), and it was used in scoring project priority locations (see **Chapter 5**).

FIGURE 10. COUNTYWIDE FATAL AND SERIOUS INJURY CRASHES, 2012-2022 (NOT INCLUDING ACCESS-CONTROLLED STATE ROUTES)



FSI Crashes by Mode: Crashes were classified based on the types of parties involved. If only motor vehicles were involved, the incident is classified as Motor Vehicle. However, if pedestrians, bicyclists, or motorcyclists were involved, the incident was classified accordingly. This classification system helps to more accurately assess the specific safety needs and trends related to different types of road users.

Modes:



Motor Vehicles: Pierce County’s unincorporated roadways experienced 8,488 reported crashes during the study period. Of those crashes, 262 (3.1%) resulted in a fatality or serious injury. Crashes involving motor vehicles include those involving buses and large trucks/semi-trucks. There were no train-involved crashes in the study area.



Buses: 49 bus-involved crashes occurred in the study period, with one being fatal and one resulting in a serious injury.



Heavy Vehicles: 261 large/semi-truck-involved crashes occurred during the study period, with five being fatal and 12 resulting in serious injury.



Bicyclists: Bicyclist-involved crashes account for 0.7% of all crashes, but 1.7% of all FSI crashes. There were 61 crashes that involved a bicyclist during the study period, and seven resulted in a fatality or serious injury, meaning 11% of bicyclist-involved crashes resulted in a fatality or serious injury.



Motorcyclists: Motorcyclist-involved crashes account for 3.2% of all crashes, but 22.5% of all FSI crashes. There were 313 crashes that involved a motorcyclist during the study period, and 91 resulted in a fatality or serious injury, meaning 32% of motorcyclist-involved crashes resulted in a fatality or serious injury.



Pedestrians: Pedestrian-involved crashes account for 1.5% of crashes of all severities, but 8.8% of all serious injury crashes and 17.6% of all fatal crashes. Of the 138 pedestrian-involved crashes during the study period, 45 resulted in a fatality or serious injury, meaning 33% of all pedestrian-involved crashes resulted in a fatality or serious injury. Crashes involving pedestrians include people in wheelchairs and those using small rideable devices such as skateboards and scooters.

Target Zero Indicators:

Crashes were grouped by several key characteristics that often form a focus of Target Zero efforts and represent a high proportion of fatal and serious-injury crashes for a jurisdiction. These Target Zero Indicators are defined as follows:



Lane Departure: Includes both run-off-road and opposite direction crashes.



Intersection Related Crash: Defined as junction relationship reported as at intersection and related; intersection-related but not at intersection; at driveway within major intersection; entering roundabout; circulating roundabout; exiting roundabout; roundabout related but not at roundabout; or traffic calming circle.



Young Driver (ages 16-25) Involved: Involved is defined as a fatal crash or a fatality that involved a specific factor, such as a young driver involved, but that does not necessarily indicate the young driver caused the crash or was the fatality in the crash.



Motorcyclist: Includes only the number of motorcyclists (drivers or passengers) who were themselves killed or seriously injured.



Speed Driver Involved: Speeding is defined as exceeding the posted speed limit or driving too fast for conditions at the time of the collision as indicated by the investigating officer.



Distracted User Involved: Including but not limited to other occupants, a moving object in the vehicle, eating or drinking, or using portable electronic devices.



Impairment Involved: Fatality: As driver, pedestrian, or bicyclist with a Blood Alcohol Concentration (BAC) of 0.08 or higher or a positive drug result as confirmed by the state toxicology laboratory, or reported as impaired by alcohol or drugs by investigating law enforcement. Serious Injury: Any driver, pedestrian, or bicyclist for whom the investigating officer indicated that the person was impaired by drugs or alcohol.



Unrestrained Occupant: A fatally injured driver or passenger of a passenger vehicle (excluding limousines, three-wheel automobiles, motorhomes, school and transit buses, and medium/heavy trucks used to haul trailers) who was either not restrained or improperly restrained at the time of the crash.



Active Transportation User: People who use a human-scale and often human-powered means of travel to get from one place to another. Active transportation includes walking, bicycling, using a mobility assistive or adaptive device such as a wheelchair or walker, using micromobility devices such as skateboards, and using electric-assist devices such as e-bikes and e-foot scooters.



Older Driver (ages 70+) Involved: An older driver was involved, but this does not necessarily indicate the older driver caused the crash or was the person injured or killed in the crash.



Heavy Vehicle Involved: Based on vehicle type and weight, independent of whether or not it is a commercial vehicle. It may also include non-commercial vehicles, such as large vans and heavy pickup trucks.

FIGURE 14. PIERCE COUNTY'S HIGH CRASH INTERSECTIONS

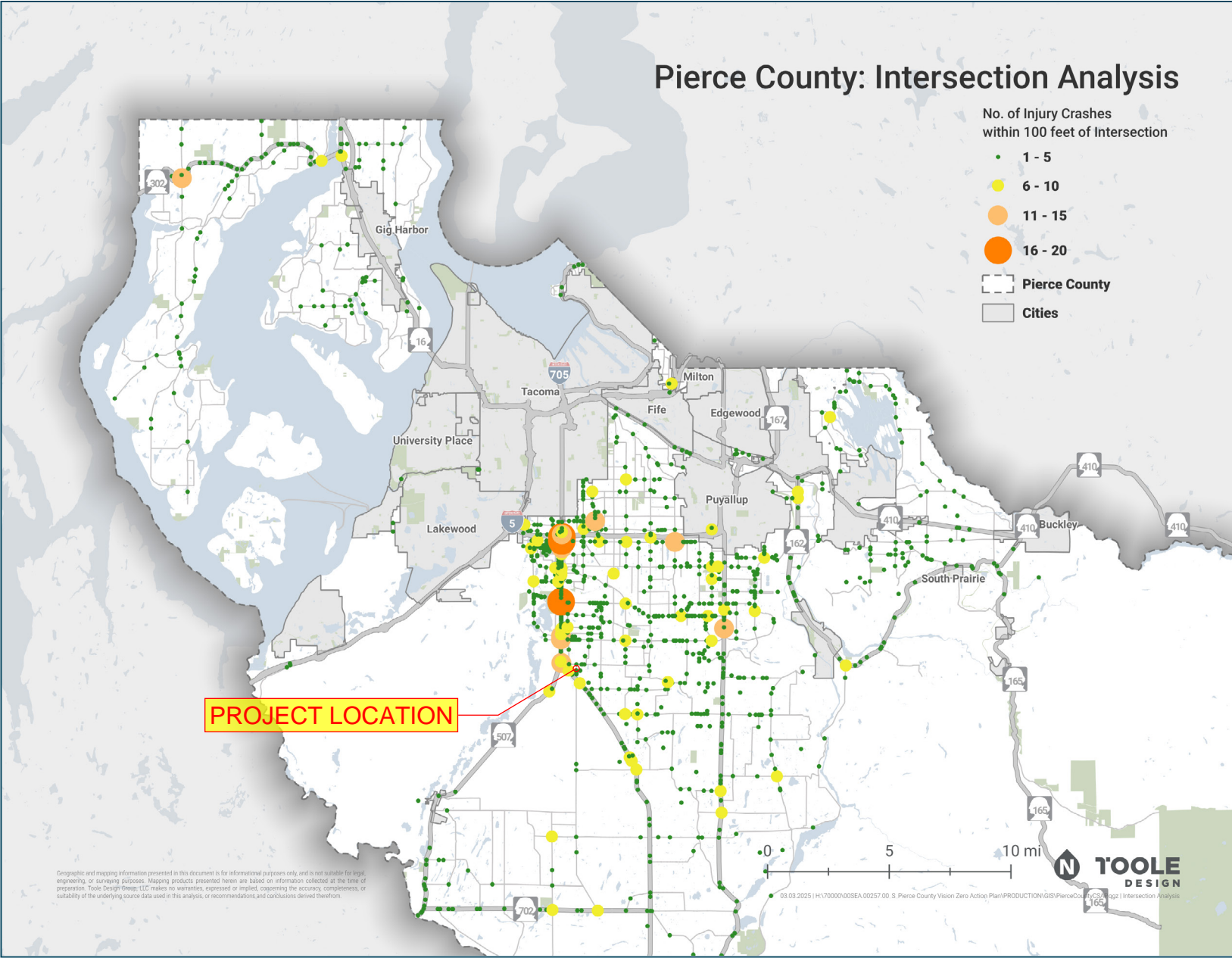
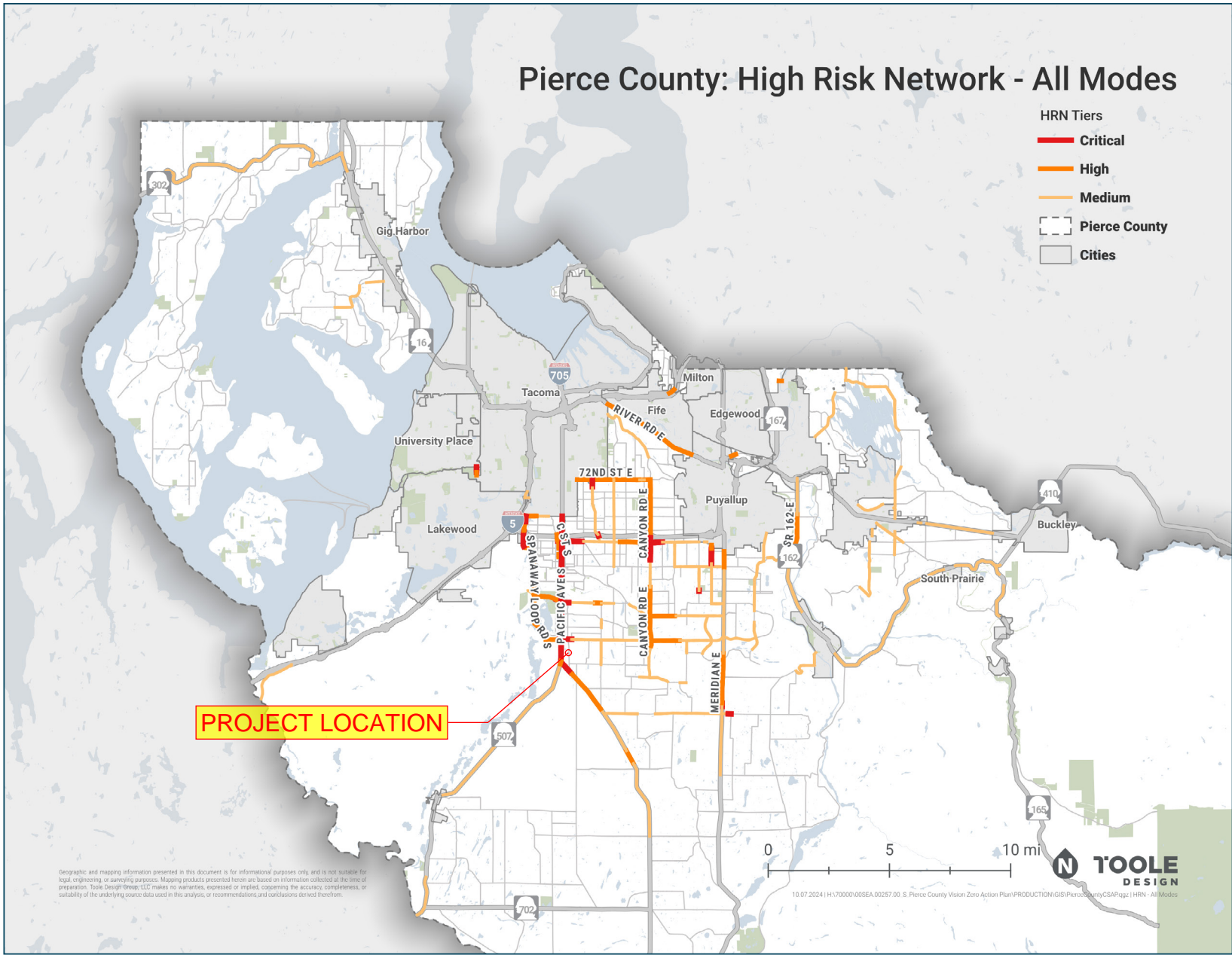


FIGURE 15. PIERCE COUNTY'S HIGH RISK NETWORK



5 STRATEGY OPTIONS TO IMPROVE SAFETY

Central to the Vision Zero Action Plan is **promoting a safety-first culture to understand that road traffic deaths and serious injuries are preventable.**

The County's intent is to create a mindset that recognizes that transportation systems should be structured to protect all road users - motorists, pedestrians, bicyclists, wheelchair and micromobility device users, and public transit riders.

The team aligned with the 2024 Washington State Target Zero Emphasis Area categories to organize the Pierce County Vision Zero Action Plan safety needs into strategies. The strategies included under each emphasis area aim to address the Target Zero Indicators presented earlier in this plan as follows:

- **High Risk Behavior:** includes strategies to address impaired driving, speeding, unrestrained occupants, and distracted driving
- **Crash Type / Location:** classified into the Target Zero Indicators of Lane Departure and Intersections
- **Road Users by Group:** addresses crashes involving young drivers (ages 16-25) and older drivers (age 70+)
- **Road Users by Mode of Travel:** provides specific strategies for active transportation users and motorcyclists

This chapter presents a toolbox of proven safety countermeasures that have been tailored for roadways and intersections in unincorporated Pierce County. These provide the foundation for infrastructure-related safety improvements the County can employ. Next, a comprehensive series of policy, infrastructure, enforcement, and education strategies is grouped by the emphasis areas listed above with a brief overview of general cost, timeline, and where they fit in an urban and/or rural context within the County. Lastly, the Vision Zero team formulated a methodology to prioritize infrastructure projects on the highest-need roadways and intersections in unincorporated Pierce County and mapped out those locations. It should be noted that two aspects of the Safe System Approach, Safer Vehicles and Post-Crash Care, are not specifically addressed in the following strategies due to Pierce County's limited involvement in either of these topics.

High-Risk Behavior

Human behaviors play a role in fatal and serious injury crashes within Pierce County. A change in behaviors will require a collaborative effort through policy changes, education opportunities and enforcement. Additionally, incorporating infrastructure improvements to minimize the effects of these crashes can assist in reducing fatal and serious injuries.

Pierce County has a rich history of identifying and addressing traffic safety behaviors, so an overarching strategy includes support, participation, and coordination with two existing groups:

- **Tacoma Pierce County DUI and Traffic Safety Task Force.** This task force conducts traffic enforcement campaigns, including Driving Under the Influence (DUI) emphasis patrols and public awareness campaigns.
- **Pierce County Target Zero Task Force.** The Washington Traffic Safety Commission (WTSC) supports a network of Target Zero Managers statewide, including one in Pierce County. This task force coordinates with WTSC related to safety grant programs, including high visibility enforcement and driver education.

Common Behavioral Contributors. The most common contributors to fatal and serious injury crashes in Pierce County are impairment, speeding, unrestrained occupants, and distraction. Addressing these issues can affect the number and severity of roadway crashes significantly.

TARGET ZERO INDICATOR	PIERCE COUNTY PERCENTAGE OF FSI CRASHES*
IMPAIRMENT	18%
SPEEDING	22%
UNRESTRAINED OCCUPANT	14%
DISTRACTED ROAD USER	19%

**Share of fatal/serious injury crashes in unincorporated Pierce County, based on data from 2018-2022.*

IMPAIRMENT INVOLVED: Fatality: Any driver, pedestrian, or bicyclist with a Blood Alcohol Concentration (BAC) of 0.08 or higher or a positive drug result as confirmed by the state toxicology laboratory or reported as impaired by alcohol or drugs by investigating law enforcement. Serious Injury: Any driver, pedestrian, or bicyclist for whom the investigating officer indicated that the person was impaired by drugs or alcohol.

SPEEDING DRIVER INVOLVED: Speeding is defined as exceeding the posted speed limit or driving too fast for conditions at the time of the collision as indicated by the investigating officer.

UNRESTRAINED OCCUPANT: A fatally injured driver or passenger of a passenger vehicle (excluding limousines, three-wheel automobiles, motorhomes, school and transit buses, and medium/heavy trucks used to haul trailers) who was either not restrained or improperly restrained at the time of the crash.

DISTRACTED USER INVOLVED: Including but not limited to other occupants, a moving object in the vehicle, eating or drinking, or using portable electronic devices.

OLDER DRIVER (70+) INVOLVED STRATEGIES	TIMELINE	COST	LOCATION CONTEXT	LEADING IMPLEMENTORS
PROVIDE SAFETY EDUCATION OPPORTUNITIES				
Work with senior centers to provide traffic safety education opportunities to help older adults be informed of traffic safety.	Near -, Mid -, Long-term	\$\$	<div style="background-color: #90EE90; border-radius: 10px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border-radius: 10px; padding: 2px; display: inline-block;">URBAN</div>	Educators, Community Organizations

Road Users By Mode of Travel

Walking and biking are distinct modes of transportation with a specific set of needs to provide safe and efficient transportation, while motorcyclists represent a disproportionately high portion of fatal and serious-injury crashes in the County.

TARGET ZERO INDICATOR	PIERCE COUNTY PERCENTAGE OF FSI CRASHES*
ACTIVE TRANSPORTATION USERS	13%
MOTORCYCLISTS	23%

*Share of fatal/serious injury crashes in unincorporated Pierce County, based on data from 2018-2022.

- Active Transportation User:** People who use a human-scale and often human-powered means of travel to get from one place to another. Active transportation includes walking, bicycling, rolling, using a mobility assistive or adaptive device such as a wheelchair or walker, and using micromobility devices often electrically-powered such as electric skateboards, hoverboards, electric bicycles (e-bikes), and electric scooters (e-scooters).
- Motorcyclist:** Includes only the number of motorcyclists (drivers or passengers) who were themselves killed or seriously injured.

ACTIVE TRANSPORTATION USERS STRATEGIES	TIMELINE	COST	LOCATION CONTEXT	LEADING IMPLEMENTORS
ACTIVE TRANSPORTATION POLICY DEVELOPMENT/UPDATES				
Update development regulations to focus on bike/ped safety and access to transit. Examples include encouraging bicycle facilities alongside/in place of on-road parking, updating standards for in-site crosswalk requirements, and performing a needs study to define needed walking paths to access nearby transit stops.	Mid-Term	\$	<div style="background-color: #FF8C00; border-radius: 10px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers, Planners
Encourage partnership between Pierce Transit, School Districts, and the County to review route design and road design standards	Near-, Mid-, Long-term	\$\$, \$\$\$	<div style="background-color: #90EE90; border-radius: 10px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border-radius: 10px; padding: 2px; display: inline-block;">URBAN</div>	Transit Organizations, School Districts, Engineers
Review and update Development Regulations to define requirements for sidewalks near schools	Near-term	\$	<div style="background-color: #90EE90; border-radius: 10px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border-radius: 10px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, School Districts

ACTIVE TRANSPORTATION USERS STRATEGIES	TIMELINE	COST	LOCATION CONTEXT	LEADING IMPLEMENTORS
Increase sight distance and visibility at pedestrian and bicyclist crossings by clearing vegetation, extending crossing times, adding pedestrian and bicyclist leading intervals and/or adding pedestrian scale illumination. At mid-block locations, provide adequate distance between stop bars and the crossing; apply speed management as needed to provide sufficient stopping time for motorists; and consider the use of raised crossings.	Mid-, Long-term	\$, \$\$, \$\$\$	<div style="background-color: #90EE90; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Engineers
Reduce crash exposure at pedestrian and bicyclist crossings by investing in and installing refuge islands and raised crossings and shortening crossing distances with bicycle friendly curb extensions where these crosswalk enhancements are needed.	Mid-, Long-term	\$\$, \$\$\$	<div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Engineers
IMPROVE LIGHTING				
Ensure crosswalk lighting is illuminated with positive contrast to make it easier for a driver to visually identify the pedestrian.	Long-term	\$\$\$	<div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Engineers
Develop policy for lighting along school walking routes.	Near-term	\$	<div style="background-color: #90EE90; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers
ROADWAY RECONFIGURATION				
Reduce the number of travel lanes, assess posted speed limit, narrow travel lanes, and install separated bicycle and pedestrian facilities in areas with high multimodal use.	Near-, Mid-, Long-term	\$\$\$	<div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Engineers
Install center and/or bicycle-friendly edge line rumble strips.	Mid -, Long-term	\$\$, \$\$\$	<div style="background-color: #90EE90; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Engineers
Invest in and construct separated active transportation facilities (sidewalks and multi-use paths), especially in urban areas and adjacent to schools, bus stops, parks, regional trails, and school walk areas.	Mid -, Long-term	\$\$, \$\$\$	<div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers, Planners
Create neighborhood greenways, prioritizing pedestrians and bicyclists on these low-volume, low-speed roads	Mid-, Long-term	\$\$, \$\$\$	<div style="background-color: #90EE90; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers
Review and update Development Regulations to define requirements for school drop off and queuing lanes	Near-term	\$	<div style="background-color: #90EE90; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">RURAL</div> <div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers
INTERSECTION IMPROVEMENTS DESIGNED FOR ACTIVE TRANSPORTATION USER SAFETY				
Incorporate “daylighting” laws for pedestrian crossings, which prohibit stopping or parking a vehicle near a crosswalk	Short-term	\$	<div style="background-color: #FF8C00; border: 1px solid black; border-radius: 5px; padding: 2px; display: inline-block;">URBAN</div>	Policy Makers, Engineers

ACTIVE TRANSPORTATION USERS STRATEGIES	TIMELINE	COST	LOCATION CONTEXT	LEADING IMPLEMENTORS
Reduce speeds through intersections and explicitly consider vulnerable road users in design and operational choices.	Near-, Mid-, Long-term	\$, \$\$	RURAL URBAN	Engineers
Construct protected intersections for bicyclist/pedestrian movement; utilize design and signal timing to eliminate conflicts with driver movements in space and time.	Long-term	\$\$, \$\$\$	URBAN	Engineers
Install left turn lanes designed and operated with explicit consideration for safety of active transportation users.	Long-term	\$\$, \$\$\$	URBAN	Engineers
Restrict or eliminate turning maneuvers at intersections that create conflicts for drivers, pedestrians, and/or bicyclists.	Near-term	\$\$	URBAN	Engineers
At traffic signals, use bicycle signal heads and provide a leading signal interval. At intersections, install colored bicycle boxes.	Near-term	\$\$\$	URBAN	Engineers
Remove permissive left turn signals that conflict with pedestrian/bicyclist movements and eliminate right turn on red at signals; provide protected signal phases for pedestrian/bicyclist movements.	Near-, Long-term	\$\$\$	URBAN	Engineers
SEPARATED PEDESTRIAN/BICYCLE FACILITIES				
Install separated pedestrian and bicycle facilities such as sidewalks, buffered or protected bike lanes, shared use paths and regional trails.	Long-term	\$\$\$	RURAL URBAN	Policy Makers, Engineers, Planners
UPDATE/DEVELOP ACTIVE TRANSPORTATION FACILITY MAPS & PERFORMANCE METRICS				
Continue to update the Pierce County Bike Map and the Tacoma-Pierce County Walking Guide to inform active transportation users and motorists of multimodal routes.	Near-, Mid-term	\$\$	RURAL URBAN	Planners, Health Department
Develop performance measures to evaluate completeness and quality of pedestrian and bicyclist networks, including levels of traffic stress, infrastructure inventory, route directness, and other appropriate metrics; incorporate an equity analysis to identify disparities and disproportionate exposure to potential fatal and serious injury crashes.	Mid-, Long-term	\$, \$\$	URBAN	Policy Makers, Engineers
Distribute and encourage the use of “School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students” to assist in creating school walk route maps.	Near-, Mid-, Long-term	\$, \$\$	RURAL URBAN	School Districts
Implement a bicyclist and pedestrian count program to collect miles walked/biked data (similar to collecting VMT), where people walk/bike, and better understand walk/bike demand.	Near-, Mid-, Long-term	\$, \$\$	RURAL URBAN	Policy Makers, Engineers, Planners

SAFETY NEEDS PRIORITIZATION BY LOCATION

Based on the public outreach effort, equity analysis, and the development of the high-risk network, roadway segments and intersections were prioritized according to a scoring system. For the areas with highest safety needs, possible countermeasures are suggested to fit the characteristics of the location and noted crash history. These locations represent some of the highest current safety needs in Pierce County, but the recommendations may be applicable for many other similar segments and intersections around the County.

The scoring system assigned points to roadway segments and intersections separately, based on the crash history, equity, and engagement criteria. **Table 1** below describes the scoring used in more detail. Using this scoring system, **Figure 16** and **Figure 17** show the mapped prioritization results for all roadway segments and intersections in Pierce County.

From these, the top 10 segments and intersections for safety needs in unincorporated Pierce County were identified. Further information about these roadway segments and intersections, as well as suggested countermeasures tailored to each location, are provided in **Appendix J**.

TABLE 1. PRIORITIZATION METRICS

LOCATION	METRIC	POINTS	MAXIMUM POINTS
ROADWAY SEGMENTS	High Injury Network	3 = Yes 0 = No	11
	High Risk Network	3 = Critical 2 = High 1 = Medium 0 = None	
	Pierce County Equity Index	3 = Very Low 2 = Low 1 = Moderate 0 = High/Very High	
	Engagement	2 = High number of comments 1 = Low number of comments 0 = No comments	
INTERSECTIONS	At High Crash Intersection	6 = 7+ Injury Crashes 4 = 3-6 Injury Crashes 2 = 1-2 Injury Crashes	11
	Pierce County Equity Index	3 = Very Low 2 = Low 1 = Moderate 0 = High/Very High	
	Engagement	2 = High number of comments 1 = Low number of comments 0 = No comments	

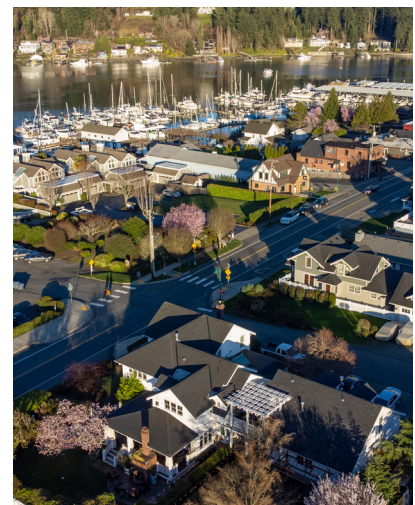
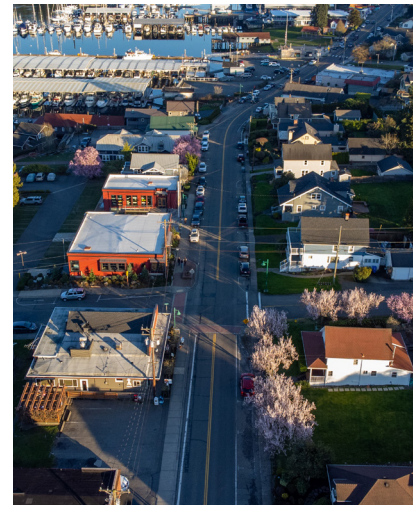


FIGURE 16. SAFETY NEEDS PRIORITIZATION MAP 1

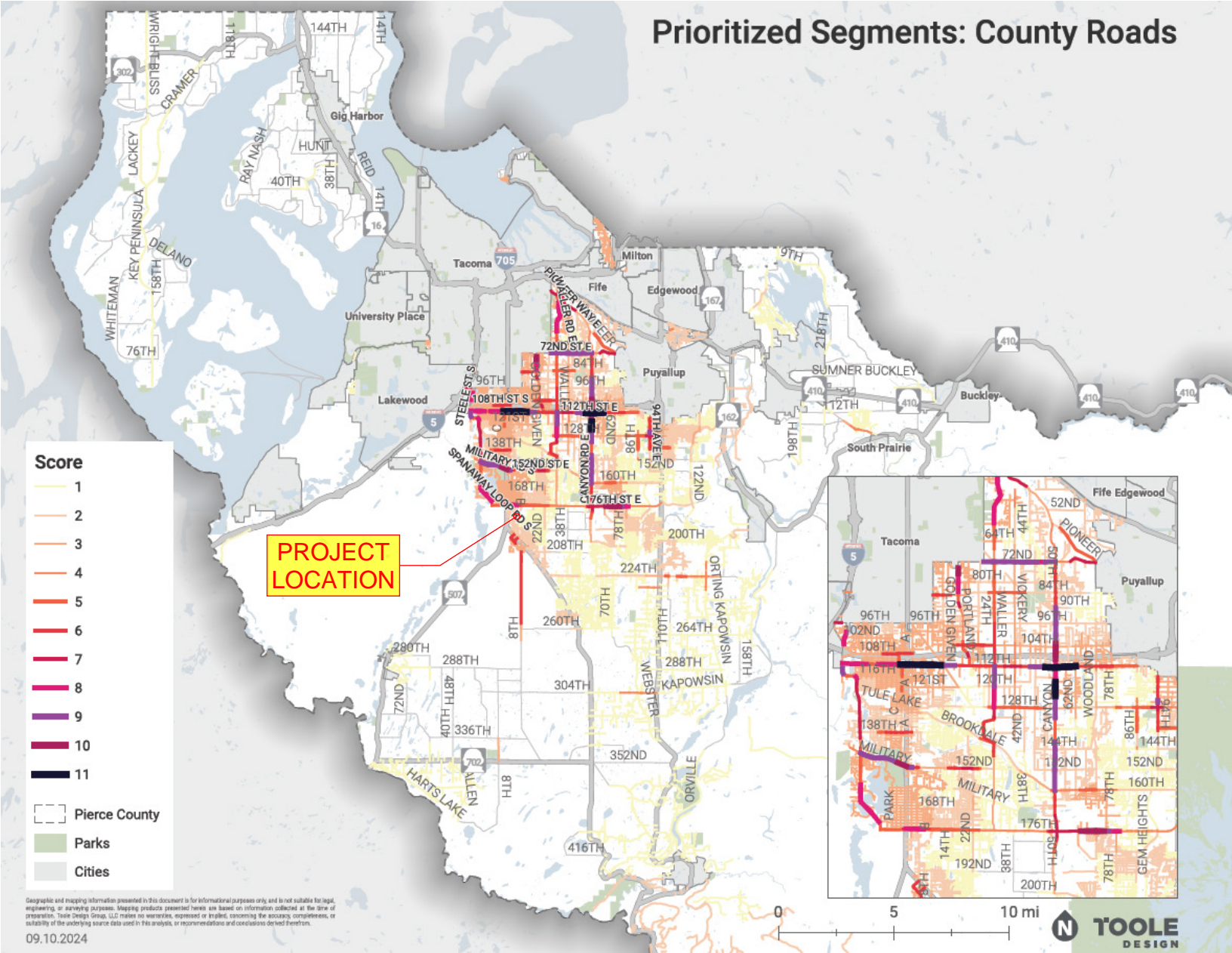


FIGURE 17. SAFETY NEEDS PRIORITIZATION MAP 2

