

PSRC's 2026 Rural Town Centers & Corridors Program Application

The following application must be submitted to PSRC using this online form by **11:59pm on April 17, 2026**.

For information related to the Rural Town Centers and Corridors program, contact:

Doug Cox, AICP

Puget Sound Regional Council
1201 3rd Avenue, Suite 500
Seattle, WA 98104
(206) 971-3050 or DCox@psrc.org

Project Identification and Description

Project Title

Foothills Trail Extension - South Prairie to Wilkeson Alignment Study

Indicate below whether this project is for a standalone planning project (such as a corridor study or master plan) or a capital project.

Standalone Planning Project

Regional Transportation Plan ID#

N/A. This project is a planning study.

Lead Agency	List Applicable Partnership Agencies Involved
Pierce County	N/A

Does the sponsoring agency have "Certification Acceptance" (CA) status from WSDOT?
More information on certification acceptance and a listing of current CA agencies can be found [here](#).

Yes

If not, which agency will serve as your CA sponsor?

N/A

Contact Information

Primary Contact Name	Alternate Contact Name
Peter Lewis-Miller	Travis Curry, Trails Planner
Primary Contact Phone	Alternate Contact Phone
253-798-6813	253-888-6619
Primary Contact Email	Alternate Contact Email
peter.lewis-miller@piercecountywa.gov	travis.curry@piercecountywa.gov

Project Description and Location

Project scope: Please describe clearly and concisely the individual 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.

This planning study will evaluate and select a preferred alternative to extend the Foothills Trail from the Town of South Prairie to the Town of Wilkeson. The study will build on the recommendations of the “Foothills Trail – Cascade Junction to Carbonado Feasibility & Alignment Study” (Pierce County Parks, 2025) and ensure that the trail extension remains consistent with the County’s various regional parks plans. The County will publish a final report to document findings, including a feasibility study and preliminary engineering plans with applicable standards, trail alignment, geometry, right-of-way footprint, likely environmental impacts, and estimated costs. The project will engage property owners, residents, tribal partners, local officials, county departments, WSDOT, WA DFW, and other stakeholders to ensure the project reflects community values and input.

County Location:

Please identify the county(s) in which the project is located. Check all that apply.

Pierce County

Project Location:

For example, please include street, route or trail name, or other identifiable location.

Foothills Trail

Crossroad/landmark nearest to the beginning of the project:

South Prairie

Crossroad/landmark nearest to the end of the project:

Wilkeson

Please identify the center the project is supporting. Projects may be located within a center or along a corridor serving one or more centers.

The project will study a non-motorized trail connecting South Prairie and Wilkeson, both of which are eligible rural centers.

Federal Functional Classification

Please select the appropriate functional classification.

Exception

Bicycle and Pedestrian Accommodations

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

No current pedestrian or bicycle features in project area

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

Bike lanes (striped or buffered), Protected bike lanes, Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

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

N/A

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

N/A

Local Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, indicate 1) plan name 2) relevant section 3) page number.

The project is shown in the Capital Facilities element of Pierce County's Comprehensive Plan (see "2024-2044 Capital Facilities Plan", Exhibit 106 Pierce County Park - Planned Capital Projects, 2024-2044, p.127).

If no, describe how the project is consistent with the applicable local comprehensive plan, citing 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

Local and Regional Policy Support

Describe how the planning study either 1) supports adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s), or 2) advances the current vision for the rural town center(s). If the study supports adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.

This planning study will evaluate and select a preferred route to extend the Foothills Trail from the Town of South Prairie to the Town of Wilkeson, providing a dedicated active transportation route between the rural communities. This project supports adopted policies and goals defined in recent Comprehensive Plan updates for both South Prairie and Wilkeson. Policy 1.1 of South Prairie's Comprehensive Plan states "South Prairie should coordinate with federal, state, county, and non-governmental entities to advance development of the Foothills Trail regionally and in South Prairie" (pg. 5-17). Additionally, Policy 2.1 defines that "South Prairie should develop a network of safe routes for pedestrians and bicyclists... Facilities may be developed in the same right-of-way as streets, but non-street alternatives such as a Foothills Trail extension may be developed" (pg. 7-16). Similarly, Policy 1.1 of Wilkeson's Comprehensive Plan Parks, Recreation, and Open Space Element states "Wilkeson should coordinate with federal, state, county, and non-governmental entities to advance development of the Foothills Trail regionally and in Wilkeson" (pg. 5-25) and Policy 1.11 says "the Foothills Trail should be extended through Wilkeson to enhance recreational opportunities for pedestrians and bicyclists" (pg. 5-25). The route is also shown in Pierce County's Parks, Recreation, and Open Space (PROS) Plan and Regional Trails Plan, and the project is part of Pierce County's adopted six-year Capital Improvements Plan. Support from South Prairie, Wilkeson, and other community partners is evidenced by the Letters of Support attached to this application.

Describe what steps will be taken in the planning process to ensure consistency with the intended character of the rural town center or area in which the corridor is located to help better define or provide a clear distinction between rural corridor and rural centers. For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural and environmental resources of the subject area?

The study will build on the recommendations of the “Foothills Trail – Cascade Junction to Carbonado Feasibility & Alignment Study” (Pierce County Parks, 2025) which found that a previously identified route was not feasible. During the previous evaluation, Pierce County Parks assembled a group representing diverse interests, including staff from the Towns of South Prairie, Wilkeson and Carbonado, Muckleshoot Indian Tribe, Puyallup Tribe of Indians, WA DFW, WSDOT, Pierce County Planning and Public Works, and local trail advocates. This group will be re-engaged, including additional engagement with staff from local jurisdictions, to foster mutual understanding of project constraints, ensure all recommendations are context sensitive, and preserve sensitive environmental and cultural resources.

If the planning study is interjurisdictional in nature, describe the appropriate partners that have been identified and the actions developed to work together and coordinate on project components.

Though Pierce County will lead the planning study, the study area includes assets and interests from several jurisdictional partners, including the Towns of South Prairie and Wilkeson, Muckleshoot Indian Tribe, Puyallup Tribe of Indians, WA DFW, WSDOT, and other County departments (e.g., Planning & Public Works, Emergency Management). Interjurisdictional collaboration is necessary to develop solutions that meet the needs of various stakeholders. Pierce County has worked with these agencies on related studies in the past and will reconvene a stakeholder working group to ensure coordination throughout this project.

Circulation, Mobility, and Accessibility

Describe the issue(s) being addressed by the planning study and the impact it is intended to have on the center(s). Describe the improvements or strategies proposed to be included in the planning study that will address better access to the center(s) from adjacent communities or significantly improved circulation within a center by filling a missing link and/or removing barriers to community mobility.

The existing Foothills Trails runs for 24 miles through the communities of Puyallup, Orting, South Prairie, Buckley, and Enumclaw. Recent trail usage data shows an average of approximately 900,000 annual users along the trail length. The original Foothills Trail Master Plan includes an extension south from South Prairie to Wilkeson, Carbonado, and Mount Rainier National Park. In anticipation of this extension, Pierce County Parks has acquired right-of-way for trail development and paved a 0.9-mile trail segment within Wilkeson. Additionally, Pierce County Parks is developing the trail between Wilkeson and Carbonado with design scheduled for 2027-2028 and construction in 2029-2030.

The “Foothills Trail – Cascade Junction to Carbonado Feasibility & Alignment Study” (Pierce County Parks, 2025) found that a trail through Wilkeson Creek Canyon, previously identified as the preferred alignment, was not feasible. As such, the study identified three alternative routes using existing roads, utility corridors, and public lands. This project will conduct additional feasibility and right-of-way acquisition analysis, cost estimating, and public engagement to select a preferred route.

The project will also encourage recreational tourism, connecting the popular Foothills Trail to the

communities along SR-165 which have been negatively impacted by the closure of the Fairfax Bridge.

Describe how the planning study will address the provision of improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor.

Without dedicated infrastructure, pedestrians and cyclists currently use narrow road shoulders, creating conflicts with motorists along the roadway. This project will identify a trail connection between Wilkeson and the existing Foothills Trail, opening an active transportation alternative for residents of Wilkeson and Carbonado. The trail will improve safety for both drivers and active mode users by allowing non-motorized transportation to transition off the roadway.

Describe how the planning study will address enhanced opportunities for active transportation, such as an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center(s).

The project will select a preferred alignment to establish an inviting separated, shared use path for people of all ages, abilities, and income levels to walk, bike, and roll. It is responsive to mobility needs of rural residents regardless of their access to motor vehicles.

Describe how the planning study will address improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities.

This project is the next step to complete the trail connection between Wilkeson and the existing Foothills Trail, opening an active transportation alternative for residents of Wilkeson and Carbonado and reducing reliance of automobile travel between the rural centers.

System Performance and Innovative Solutions

Describe how the planning study will address improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both and any time savings for moving freight and goods that will be addressed.

The study will identify the ideal route to establish a safe trail connection, separated from vehicular traffic, between Wilkeson and the existing Foothills Trail in or near South Prairie. Construction of this connection will improve transportation along the corridor by providing dedicated active transportation alternatives, allowing residents and visitors to walk, bike, or roll along the corridor. Pedestrians, cyclists, and other active mode users currently travel along the corridor by using local roads and state highways with signed speed limits of 35 MPH and above, and which often lack shoulders and have sight distance issues. This project supports safe and efficient movement of vehicles and freight, both within the rural centers and along the corridor, by separating active mode users to a dedicated path. Additionally, this project provides additional emergency access and redundant infrastructure in the event of a closure along the primary roadway.

Describe the timeframe associated with the planning study. Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

By identifying the ideal route to establish an active transportation path along the corridor, this

study will provide a long-term solution to improve efficiency of transportation and reduce potential conflicts in the roadway.

Describe any particularly innovative facilities or traffic operational concepts that will be evaluated in the study.

The “Foothills Trail – Cascade Junction to Carbonado Feasibility & Alignment Study” (Pierce County Parks, 2025) identified three alternative routes using existing roads, utility corridors, and public lands to the extent practicable. Each alternative will have unique challenges and considerations, including interactions with road rights-of-way, intersections with driveways, and water crossings. This planning study will evaluate up to three existing bridge structures at a conceptual level and consider the following: 1) accommodating the trail on the existing structure, (2) widening the existing structure to accommodate trail, or (3) adding a separated pedestrian bridge structure. Additionally, the study will evaluate existing culverts for fish passage along potential routes to consider: (1) accommodating a trail without lengthening the culvert, (2) lengthening the culvert to accommodate the trail, or (3) replacing the culvert to accommodate the trail. Consideration of these unique concepts will accommodate trail use while ensuring protection of sensitive environmental and cultural resources.

Community Support

Section 1. Addressing Population Groups, Benefits and Disparities

Please identify the different population groups within the planning study area, and describe any disparities or gaps in the transportation system being experienced. Describe how the planning study will address these disparities or gaps and provide an improvement.

This planning study will identify active transportation connections in an area without public transportation services, making it especially important for people of all ages, abilities, and income levels who might lack consistent access to a vehicle. This project will promote safe, family-friendly opportunities to recreate and transit throughout the area.

Section 2. Addressing outreach

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

The vision of extending the Foothills Trail through Wilkeson and Carbonado dates to the original Foothills Trail Master Plan published in the late 1980s. The connection has been validated many times in publicly informed planning processes including Pierce County’s PROS Plan and Regional Trails Plan, and the 2024 Comprehensive Plan updates for South Prairie, Wilkeson, and Carbonado.

In 2025, the Foothills Rails-to-Trails Coalition, in partnership with Pierce County Parks and the National Parks Service, published a community survey to generate feedback and gauge

community support for the trail extension through Wilkeson and Carbonado. This community engagement process was designed to generate an understanding of community perspectives and needs, engage residents and the broader recreation community, understand how people use the existing informal trail, and define necessary trail improvements. The survey received 425 total responses, including approximately 150 responses from residents of South Prairie, Wilkeson, Carbonado, and the surrounding communities. Support for the extension was clear as fewer than three percent of respondents opposed the project. Though the survey focused on the connection between Wilkeson and Carbonado, many respondents called out the necessity to connect the trail back to South Prairie and the existing Foothills Trail, demonstrating local enthusiasm to complete the full connection.

This summer, Pierce County Parks will partner with local trail advocates (ForeverGreen Trails, Foothills Rails-to-Trails Coalition) to host a community event in Wilkeson designed to raise awareness about trail development and respond to questions.

Broad community support for this project is evidenced by the Letters of Support attached to this application, including letters from the Towns of South Prairie, Wilkeson, and Carbonado, the City of Buckley, the White River School District, local community organizations, and regional trail advocacy groups.

Please describe how this outreach will influence the development of the planning study, e.g., the location, scope, design, timing, etc.

Former planning and engagement defined the community desire for a connection between Wilkeson and the existing Foothills Trail. The “Foothills Trail – Cascade Junction to Carbonado Feasibility & Alignment Study” (Pierce County Parks, 2025), which was based on input from local officials and community feedback, identified three potential alternatives which were vetted at a high-level by local officials and other stakeholders. Though additional engagement and analysis is necessary to select a preferred alignment, this study is rooted in well-documented community input and outreach with local stakeholders. As planning progresses, Pierce County will continue to engage local officials, residents, landowners, and stakeholders to ensure trail design meets the needs of the community.

Safety

Please describe the safety and/or security issue(s) that the planning study will address.

The road right-of-way in the study area has high speeds, incomplete shoulders, and poor sight distances. This study will identify an ideal route to separate vulnerable users, including pedestrians and cyclists of all ages and abilities, from vehicles. Additionally, the routing study and subsequent project phases will identify methods to prohibit motorized users (e.g., dirtbikes, ATVs, e-motos, etc.) along the shared use path, including signage and other appropriate design solutions.

Please explain how the planning study will address protection of vulnerable users of the transportation system.

By identifying an ideal route to separate vulnerable users, this project will reduce potential conflicts

between vehicles and active-mode users, promoting safe, family-friendly opportunities to recreate and travel throughout the corridor.

Please describe how the planning study will address reduced reliance on enforcement and/or design for decreased speeds.

Once the preferred route is selected, Pierce County Parks will coordinate with Pierce County Planning & Public Works, WSDOT, and local jurisdictions to identify appropriate design solutions to reduce vehicle speed along the associated roadway. Though additional analysis is required, physical separation and vegetative buffers are expected along the length of the trail. The planning team will also evaluate alternative speed reduction strategies, such as vertical deflections, visual narrowing, surface and edge treatments, signage and roadway markings, and landscaping that could be completed as part of the trail project.

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

Pierce County published the Vision Zero Action Plan (VZAP) in 2025. Though the corridor in this planning study is not identified as part of the High Injury Network, the VZAP identifies strategies to improve roadway safety for all users, including changes to high-risk behavior, speed management, roadway departure, and improvements to pedestrian and bicycle infrastructure. This project is consistent with the pedestrian and bicycle safety countermeasures identified in the Action Plan.

Project Readiness

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Phase	Year	Amount Requested (i.e - for \$1,000.00, enter "1000")
Planning Study	2028	\$605500

Total PSRC Funding Request:

\$605500

Has the project received PSRC funds previously?

No

Please provide the project's PSRC TIP ID.

N/A

Financial Plan

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds is provided here.

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source	Funding Status	Funding Amount
This STBG Grant	Unsecured	\$605500
Local Match	Secured	\$94500
		\$
		\$
		\$

Total Planning Phase Cost:

\$700000

Actual or estimated date of completion (month and year):

December 2030

Project Summary

Total Estimated Project Cost:

\$700000

Estimated Project Completion Date (month and year):

December 2030

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-150-475-21432709_te2U2FHX_2026_2027_CapitalFacilitiesPlan_Excerpt.pdf

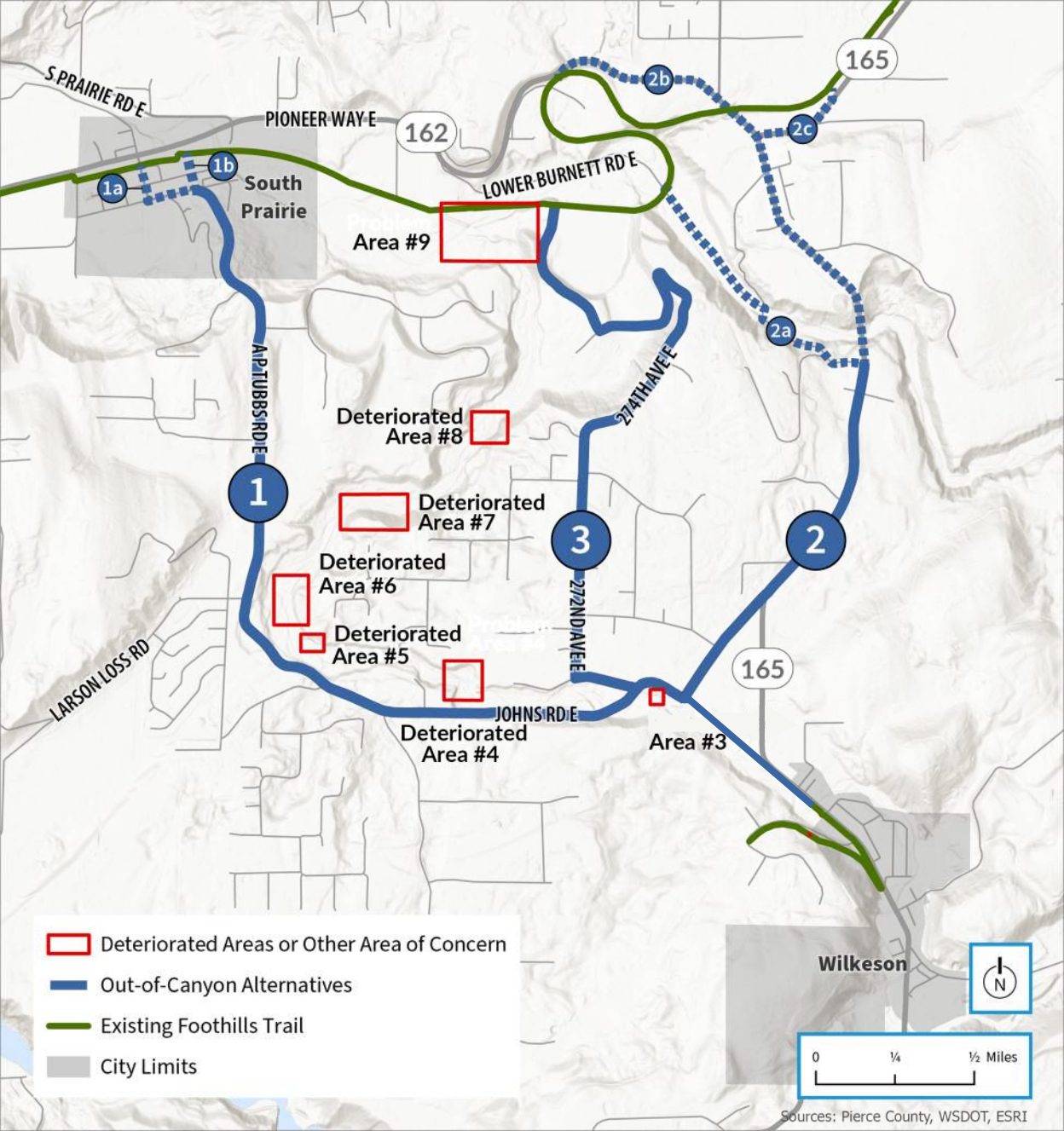
N/A





N/A

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program must also be included.

Match funding is secured in the "2026-2027 Biennial Budget Capital Facilities Plan" under project # P-111785 "Foothills Trail - South Prairie to Carbonado Extension" (see attached excerpt).

NOTE: Please contact Doug Cox (DCox@psrc.org) if you need to make updates to a submitted screening form prior to the deadline. After the deadline has passed, the form site will close.



-  Deteriorated Areas or Other Area of Concern
-  Out-of-Canyon Alternatives
-  Existing Foothills Trail
-  City Limits



Sources: Pierce County, WSDOT, ESRI

Capital Projects (Cont.)

Foothills Trail – Preservation & Bridge Repairs

Project No.	P-111355	Location	North Region - Foothills Trail							
Links										
Description	2026 construction of replacement Ski Park Bridge, 2027 repair Voights Creek Bridge, 2027-28 trail preservation and safety study and South Prairie Bridge replacement feasibility.									
Need	This project is needed for preservation and safety of bridges on the Foothills Trail.									
Notes										

Costs	Prior Expend	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Land Acquisition	–	–	–	–	–	–	–	–	–
Engineering	150,000	100,000	100,000	450,000	–	–	–	650,000	800,000
Construction	415,000	1,942,560	342,560	–	–	–	–	2,285,120	2,700,120
Total Cost	565,000	2,042,560	442,560	450,000	–	–	–	2,935,120	3,500,120

Funding Sources	Prior Funds	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Grant	–	1,000,000	–	–	–	–	–	1,000,000	1,000,000
Parks REET	–	575,000	100,000	–	–	–	–	675,000	675,000
Parks Sales Tax	565,000	375,000	250,000	300,000	–	–	–	925,000	1,490,000
Fund Balance	–	92,560	92,560	150,000	–	–	–	335,120	335,120
Total Funds	565,000	2,042,560	442,560	450,000	–	–	–	2,935,120	3,500,120

Foothills Trail – South Prairie to Carbonado Extension

Project No.	P-111785	Location	North Region – South Prairie to Carbonado							
Links										
Description	Extend the Foothills Trail to the Town of Carbonado. 2027-28 Design, 2029 Construct Wilkeson to Carbonado section. 2028-29 Route Study and Feasibility, 2030-31 Route Acquisition South Prairie to Wilkeson. 2028-29 Stakeholder Engagement and Design, 2030 Construct Wilkeson Creek Canyon Public Access.									
Need	This project is needed to align with the PROS Plan and the Foothills Trail Master Plan.									
Notes										

Costs	Prior Expend	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Land Acquisition	–	–	–	–	–	200,000	200,000	400,000	400,000
Engineering	–	–	200,000	350,000	550,000	–	–	1,100,000	1,100,000
Construction	–	–	–	–	3,200,000	3,200,000	–	6,400,000	6,400,000
Total Cost	–	–	200,000	350,000	3,750,000	3,400,000	200,000	7,900,000	7,900,000

Funding Sources	Prior Funds	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Donations	–	–	–	–	–	50,000	–	50,000	50,000
Grant	–	–	–	–	–	1,000,000	–	1,000,000	1,000,000
Parks Impact Fees	–	–	–	150,000	3,550,000	850,000	100,000	4,650,000	4,650,000
Parks REET	–	–	–	200,000	200,000	1,000,000	100,000	1,500,000	1,500,000
Parks Sales Tax	–	–	200,000	–	–	500,000	–	700,000	700,000
Total Funds	–	–	200,000	350,000	3,750,000	3,400,000	200,000	7,900,000	7,900,000

Foothills Trail – Trail Maintenance Facility

Project No.	P-111794	Location	North Region – Puyallup							
Links										
Description	2028-29 engineering & permitting, 2030 construction of improvements to Pioneer Way Maintenance Facility to establish a new space for the trail maintenance team.									
Need	This project is needed to maintain an existing building and retrofit it for trail maintenance team use to allow greater efficiency of services for Foothills Trail.									
Notes										

Costs	Prior Expend	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Land Acquisition	–	–	–	–	–	–	–	–	–
Engineering	120,000	–	–	100,000	185,000	–	–	285,000	405,000
Construction	–	–	–	–	–	1,500,000	–	1,500,000	1,500,000
Total Cost	120,000	–	–	100,000	185,000	1,500,000	–	1,785,000	1,905,000

Funding Sources	Prior Funds	2026	2027	2028	2029	2030	2031	6 Year Total	Grand Total
Parks REET	–	–	–	100,000	185,000	–	–	285,000	285,000
Parks Sales Tax	120,000	–	–	–	–	1,500,000	–	1,500,000	1,620,000
Total Funds	120,000	–	–	100,000	185,000	1,500,000	–	1,785,000	1,905,000



TOWN OF SOUTH PRAIRIE
121 Washington Street - PO Box 870 - South Prairie, WA 98385

April 9, 2026

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the Town of South Prairie, I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. As the northern gateway to the Carbon River Valley, South Prairie plays a central role in connecting residents and visitors to the Foothills National Recreation Trail and the communities beyond.

The Foothills Trail is a defining asset for our town—supporting recreation, active transportation and local economic activity. Extending the trail south toward Wilkeson and, ultimately, toward Mount Rainier National Park, will strengthen regional mobility and enhance the quality of life for our residents. A continuous, safe and well-planned trail corridor will also support tourism and small businesses that rely on outdoor recreation visitors.

The SP2W Routing Study is a critical step in determining a feasible and community-supported alignment for this extension. We appreciate Pierce County's commitment to engaging local jurisdictions, addressing safety and environmental considerations, and planning for infrastructure that benefits the entire region.

The Town of South Prairie strongly encourages full consideration of this application and looks forward to continued partnership as this important work moves forward.

Sincerely,

Mayor Carolyn Norris
Town of South Prairie, Washington

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

April 9, 2026

Letter of Support: South Prairie to Wilkeson (SP2W) Routing Study

Dear Ms. Barnes,

The Town of Wilkeson is pleased to offer its strongest support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program. The South Prairie to Wilkeson (SP2W) Routing Study has become an important priority for our community following the April 2025 closure of the Fairfax Bridge.

For years, Wilkeson served as a vital "gateway community" for the Carbon River entrance of Mount Rainier National Park. However, the closure of the Fairfax Bridge has effectively severed this primary artery, resulting in a significant loss of visitor traffic and a subsequent blow to our local economy.

With traditional vehicle access restricted for the foreseeable future, Wilkeson must pivot to maintain its viability. Integrating our town into the existing regional trail network via the Foothills National Recreation Trail is the most viable path to restoring our status as a recreation destination. This study is the first step in bringing back the visitors our small businesses depend on, utilizing non-motorized corridors to encourage continued recreation from the surrounding trail network, into Wilkeson and beyond.

This project is also in alignment with the Town of Wilkeson's Comprehensive Plan, which mandates the protection of our economic health and the promotion of sustainable tourism. Specifically:

- **Economic Development:** Our Plan identifies "Gateway Tourism" as a core economic pillar. This routing study directly addresses the current crisis by creating a new, reliable influx of visitors via the regional trail system.
- **Transportation & Safety:** The Comprehensive Plan calls for enhanced multi-modal connections. By evaluating safe, separated trail alignments, this study fulfills our goal of providing family-friendly access to our historic downtown without relying on the compromised regional road network.
- **Heritage Preservation:** The study's focus on identifying feasible and environmentally respectful alignments ensures that the trail will protect our coal mining heritage sites and natural resources, as outlined in our conservation policies.

Historic Wilkeson, Washington

540 Church Street | P.O. Box 89 Wilkeson, WA 98396

Phone: 360-829-0790 Fax: 360-829-4292

The SP2W Routing Study is not merely a technical exercise; it is a lifeline for Wilkeson's economic future. By providing the foundation for a permanent trail connection, PSRC will help our town adapt to the loss of the Fairfax Bridge and ensure we remain a thriving, accessible part of the Pierce County recreation landscape.

The Town of Wilkeson strongly encourages the full funding and consideration of this application.

Sincerely,



Jayme Peloli

Mayor, Town of Wilkeson



Town of Carbonado

Mayor Kevin Vesey

250 Coal Ave, PO Box 91, Carbonado, WA 98323 / 360 829-0125 / clerk@carbonado.org

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the Town of Carbonado, I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. Carbonado is a historic mining town with a unique cultural heritage and a close connection to the Carbon River and Mount Rainier National Park. Enhancing regional trail connectivity will help preserve and share this heritage while improving access for residents and visitors.

Although the proposed trail extension does not directly enter Carbonado, our community stands to benefit significantly from improved non-motorized access through the Carbon River Valley. A continuous Foothills Trail corridor will support recreation, reduce vehicle dependence, and strengthen the rural communities that make up this region. Many Carbonado residents already enjoy a section of the Foothills Trail for recreation and extending the trail southward and eventually connecting it to our community will expand these opportunities.

The SP2W Routing Study is an essential step in planning a safe, sustainable, and community-supported trail extension. We appreciate Pierce County's leadership in evaluating feasible alignments, addressing environmental considerations, and coordinating with local jurisdictions to ensure that future trail development reflects the needs and values of the region.

The Town of Carbonado strongly supports this application and encourages its full and favorable consideration.

Sincerely,

A handwritten signature in black ink that reads "Kevin Vesey". The signature is written in a cursive style with a large, sweeping initial "K".

Mayor, Town of Carbonado, Washington



City of Buckley

P.O. Box 1960 ♦ Buckley, WA 98321 ♦ (360) 829-1921 ext. 7801

April 15, 2026

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the City of Buckley, I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. Buckley has long been a committed partner in advancing the Foothills National Recreation Trail, and we recognize the importance of extending this regional asset south through the Carbon River Valley.

Buckley serves as a key trail hub for residents and visitors across East Pierce County. The Foothills Trail provides safe, accessible opportunities for walking, cycling, and active transportation, and it plays a meaningful role in supporting local businesses and enhancing community health. Extending the trail from South Prairie to Wilkeson—and ultimately toward Mount Rainier National Park—will strengthen regional connectivity and expand the recreational and economic benefits that the trail already brings to our city.

The SP2W Routing Study is a necessary step in planning this next phase of trail development. By evaluating feasible alignments, identifying environmental and engineering considerations, and coordinating with local jurisdictions, the study will help ensure that the future trail extension is safe, sustainable, and responsive to community needs. Buckley values Pierce County's leadership in this effort and supports the collaborative approach being taken to advance this important regional project.

The City of Buckley strongly encourages full and favorable consideration of Pierce County's application. We look forward to continued partnership as the Foothills Trail network expands and strengthens the communities of the Carbon River Valley.

Sincerely,


Carolyn Robertson Harding
Mayor



PO Box 2050
Buckley WA 98321

Office - 360.829.0600 Fax - 360.829.3358
TDD Relay Service - 1.800.833.6388
Email - superintendent@whiteriver.wednet.edu

April 13, 2026

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the White River School District, I am writing to express strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. Our district serves the communities of Buckley, Wilkeson, Carbonado, South Prairie, and the surrounding rural areas, and we are committed to providing safe, healthy, and enriching environments for our students both inside and outside the classroom. The SP2W project aligns closely with these priorities.

The Foothills National Recreation Trail is an important part of our community and supports student wellness, outdoor learning, and safe opportunities for walking and cycling. Extending the trail from South Prairie to Wilkeson would build on that in meaningful ways. It would create more opportunities for physical activity, environmental learning, and time together as families—benefits that directly support the well-being of our students. It would also improve safety for young people who walk or bike and strengthen connections for families to the natural and cultural resources of the Carbon River Valley.

The SP2W Routing Study is a critical step in planning this extension responsibly. By identifying practical route options, considering environmental and engineering factors, and engaging local communities, the study will help ensure that future trail development supports student safety, community access, and long-term sustainability. We appreciate Pierce County's collaborative approach and its commitment to working closely with local jurisdictions and community partners.

We appreciate Pierce County's leadership and partnership in this work. The White River School District fully supports this application and encourages its favorable consideration. This is the kind of investment that strengthens communities and creates lasting benefits for the students and families we serve.

Sincerely,

Dr. Scott Harrison
Superintendent, White River School District



FOOTHILLS
NATIONAL RECREATION TRAIL
PRIMARY SUPPORTER

Board of Directors April 14, 2026

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Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

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Victoria Lincoln

Dear Ms. Barnes,

On behalf of the Foothills Rails-to-Trails Coalition, I'm writing in strong support of Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study.

For more than 40 years, our coalition has worked to plan, advocate for, and help build the Foothills National Recreation Trail. This project represents a key next step in the long-term vision we've been advancing from the beginning—connecting communities from Mount Rainier to the Puget Sound.

The Foothills Trail is already one of Pierce County's most valued recreation and active transportation corridors, connecting communities, supporting local businesses, and providing safe, accessible opportunities for people to walk, bike, and enjoy the outdoors.

Extending the trail from South Prairie to Wilkeson—and ultimately toward Mount Rainier—has long been a shared regional goal. This connection will strengthen mobility in the Carbon River Valley, expand recreation access, and support the economic vitality of the rural towns along the corridor.

The SP2W Routing Study is a critical step in advancing this long-standing vision. It will evaluate feasible alignments, identify environmental and engineering considerations, and engage local communities—providing the foundation needed to move the trail extension toward design and construction. Pierce County has demonstrated strong leadership and a collaborative approach throughout the development of the Foothills Trail, and we are confident in their ability to carry this next phase forward.

We strongly encourage full and favorable consideration of this application and remain committed to supporting this work. The Foothills Rails-to-Trails Coalition looks forward to continuing to partner in completing a connected, high-quality trail corridor from the Puget Sound to Mount Rainier.

Thank you for your consideration and for your continued investment in rural communities and outdoor recreation.

Sincerely,

Breanna Fokes
Executive Director

April 14, 2026

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055



Dear Ms. Barnes,

On behalf of the Friends of the Carbon Canyon, I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study.

Our organization is dedicated to protecting, celebrating, and enhancing the natural and cultural resources of the Carbon Canyon region, and this project aligns closely with our stewardship mission.

The Carbon Canyon corridor is one of Pierce County's most treasured landscapes—rich in ecological diversity, historical significance, and community identity.

Extending the Foothills National Recreation Trail from South Prairie to Wilkeson represents a meaningful opportunity to connect residents and visitors with these resources in a safe, sustainable, and accessible way.

A thoughtfully planned trail extension will strengthen stewardship, support heritage tourism, and provide new opportunities for people to experience the Carbon River Corridor.

The closure of the Fairfax Bridge, exactly one year ago to the day, cut off public access into the Carbon Canyon overnight and without warning.

The Foothills National Recreation Trail currently provides the only public access into the Carbon Canyon. There could not be a more opportune time than now to make this vital link extension to the trail.

The SP2W Routing Study is an essential step in ensuring that this future trail connection is developed responsibly. By evaluating potential alignments, identifying environmental considerations, and engaging local communities, the study will help ensure that the trail enhances the region while protecting the sensitive natural and cultural features that define the Carbon Canyon. This balanced approach is vital to preserving the integrity of the landscape while expanding public access.

The Friends of the Carbon Canyon strongly supports Pierce County's leadership in advancing this work. We believe the SP2W Routing Study will lay the groundwork for a trail extension that honors the canyon's natural beauty and history, while protecting its ecosystems, and strengthening the rural communities that call this place home.

Thank you for your consideration and for your continued investment in projects that support the long-term vitality of the Carbon River Corridor.

Together we are stronger,

Sincerely,

Jill Cartwright
President, Friends of the Carbon Canyon

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the White River Partnership (WRP), I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. The White River Partnership serves as a leadership group for the White River 'Community of Focus' that brings agencies & community members together to co-develop community-led actions towards positive impacts towards community-identified health priorities.

We look forward to your potential involvement, as we collaborate together on ways to improve the health of residents in East Pierce County. WRP's purpose is to develop priorities, goals, and measurable outcomes to improve the well-being of White River communities. Serve as a working group to accomplish the outcomes. Our priorities are: Access to Resources, Food Justice, Transportation, Youth Activities, Social Connections, Behavioral Health. All of which impact ways to improve the health of residents in East Pierce County.

The White River Partnership is fueled by the same passion that Marydale Brooks, a longtime Buckley community resident and a quiet philanthropist. Marydale believed deeply in the power of community members coming together—each contributing their talents, resources, and hard work—to create positive change. She described this as a “snowball effect,” where shared effort builds shared pride and strengthens the bonds that created and defines the White River Hometowns Grant. The SP2W Routing Study reflects this same spirit of collaboration and community investment.

Extending the Foothills National Recreation Trail from South Prairie to Wilkeson will provide lasting benefits to the White River communities. A safe, continuous, and well-planned trail corridor will enhance recreation access, support local businesses, strengthen connections between our towns, and expand opportunities for residents of all ages to enjoy the natural beauty of the Carbon River Valley. These outcomes align directly with the Fund's purpose: to support projects that improve the quality of life and long-term vitality of our hometowns.

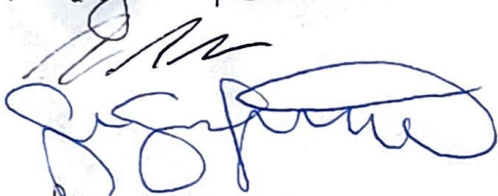
The SP2W Routing Study is a critical step toward achieving this vision. By evaluating feasible alignments, identifying environmental and engineering considerations, and

engaging local communities, the study will help ensure that future trail development is responsible, sustainable, and reflective of local values. We appreciate Pierce County's leadership in advancing this work and its commitment to partnering with the communities the White River Partnership was created to support.

For these reasons, the White River Partnership strongly encourages full and favorable consideration of Pierce County's application.

Sincerely,

meagan Rhoades



George M. Roe

Representative, White River Partnership

Woman's Musical and Literary Club
Foothills Historical Museum
Joshua Husted, President Husted Construction
SARA SUTTERFIELD, REMEMBER WILKESON LLC
Tripp Hart, SO Hart
Camp Boreben-KISS
(Community Member)



ForeverGreen Trails

Connecting Pierce County Communities with Trails

February 25, 2026

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ForeverGreen Trails
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Tacoma, WA 98408
(360) 357-3871
www.forevergreentrails.org
info@forevergreentrails.org

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of ForeverGreen Trails (FGT), I am writing to express our support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. As Pierce County's leading nonprofit advocate for trails, FGT has long championed the completion of the regional network. This project represents an important step in advancing that vision.

The Foothills Trail is one of the most significant non-motorized corridors in Pierce County, providing safe, accessible opportunities for recreation, active transportation, and community connection. Extending the trail from South Prairie to Wilkeson—and ultimately toward Mount Rainier National Park—will strengthen regional mobility, expand recreation access for residents and visitors, and support the long-term vitality of the rural communities along the Carbon River Valley, particularly in the wake of the Fairfax bridge closure.

The SP2W Routing Study is essential to advancing this long-standing regional priority. By evaluating feasible alignments, identifying environmental and engineering considerations, and engaging local communities, the study will provide the technical foundation needed to move the trail extension toward design and construction.

Thank you for your consideration and for your continued investment in projects that strengthen Pierce County's trail network and rural communities.

Thank you for your consideration,

Larry Leveen

Executive Director

Mission: ForeverGreen Trails supports the development of a unified system of trails throughout Pierce County, WA, via education, advocacy, promotion, and collaboration.

Vision: All of Pierce County's communities are more connected, livable, and economically viable due to a system of trails, sidewalks, bike lanes, and local pathways that provide safe, convenient, non-motorized travel and recreation for all ages and abilities, and income levels. Residents and visitors use, value, and care for this network because it contributes to health, well-being, quality of life, and the local economy.



April 13, 2026

P.O. Box 112078
Tacoma, WA 98411
info@clubcycling.org
<https://twbc.org/>

Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

The Tacoma Washington Bicycle Club is proud to support Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. Completing the Foothills Trail connection toward Mount Rainier National Park has long been a regional priority for outdoor recreation advocates.

The SP2W Routing Study will evaluate alignment options, engineering feasibility, and community priorities to advance a safe, continuous, and high-quality trail corridor. This work is essential to expanding non-motorized mobility, improving recreation access, and strengthening the regional trail network.

We strongly encourage approval of Pierce County's application and look forward to supporting the project as it moves forward.

Very truly yours,

A handwritten signature in black ink that reads "Bob Myrick". The signature is written in a cursive style with a large, looping initial "B".

Bob Myrick, President
Tacoma Washington Bicycle Club



Jennifer Barnes
Program Manager
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dear Ms. Barnes,

On behalf of the Cycling for Active Aging Network, I am writing to express our strong support for Pierce County's application to the PSRC Rural Town Centers and Corridors Program for the South Prairie to Wilkeson (SP2W) Routing Study. As an organization dedicated to empowering people of all ages to embrace cycling as a lifelong activity—and as the home of the Cycling Over Sixty podcast—we recognize how essential safe, connected, and accessible trail systems are for supporting healthy, active communities.

The Foothills National Recreation Trail has already demonstrated its value as a welcoming space for riders of all abilities, including older adults who rely on separated, low-stress routes to stay active and mobile. Extending this trail from South Prairie to Wilkeson represents a meaningful opportunity to expand safe cycling access in rural Pierce County, reduce barriers for new and returning riders, and create a continuous corridor that encourages active transportation for residents and visitors alike.

The SP2W Routing Study is a critical step toward achieving this vision. By evaluating feasible alignments, identifying safety considerations, and engaging local communities, the study will help ensure that the future trail extension supports riders of all ages and abilities. This work aligns directly with our mission to promote cycling as a lifelong pursuit and to advocate for infrastructure that enables people to ride confidently well into their sixties, seventies, and beyond.

We believe this project will strengthen rural mobility, support public health, and enhance the region's outdoor recreation network. For these reasons, the Cycling for Active Aging Network strongly encourages full consideration of Pierce County's application.

Thank you for your commitment to supporting safe, equitable, and age-friendly transportation options across the region.

Sincerely,

A handwritten signature in black ink that reads "Thomas Butler". The signature is fluid and cursive, written in a professional style.

Thomas Butler MPH, MS
Founder, Cycling for Active Aging Network
Host, Cycling Over Sixty Podcast



COMPREHENSIVE PLAN

2024-2044

Adopted _____

2024 Update

June 14, 2024

Policies:

- 1.1 Wilkeson should coordinate with federal, state, county and non-governmental entities to advance development of the Foothills Trail regionally and in Wilkeson. The hard surface trail in Wilkeson should be gravel with a trailhead located at Pershing Avenue and SR 165.
- 1.2 Wilkeson should strive to create an additional acre of Neighborhood Park with active recreational amenities at the Neighborhood Park scale, possibly in coordination with a Foothills Trail Trailhead.
- 1.3 The Town has many landslide hazards and steep slope areas that currently provide habitat for wildlife. These areas should be preserved with both human safety and wildlife habitat and open space preservation in mind.
- 1.4 On large lot developments, the Town should attempt to preserve as much natural forest cover as possible through the imposition of Covenants, Conditions and Restrictions.
- 1.5 On large lots that are currently forested, the Town should cooperate with Pierce County Conservation District to obtain that land for open space conservation.
- 1.6 Other than the 12-foot-wide Foothills Trail and any associated amenities, the trail corridor should stay wild for open space and wildlife habitat.
- 1.7 Park planning and use of facilities should be coordinated with other Town projects and not-for-profit, private or public groups to assure maximum use of recreational facilities. Wilkeson should encourage a variety of uses in all existing public schools and facilities to efficiently help meet the recreational needs of the community. The Town should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.
- 1.8 Wilkeson should develop and implement a plan for park and recreation facility development, maintenance and beautification.
- 1.9 Neighborhood parks should be established, maintained and enhanced where needs exist for safe play areas. These parks should be sited and designed to meet the needs of the people in the immediate neighborhood. They should be oriented toward pedestrians and bicyclists and should not provide automobile parking except for vehicles of disabled persons. Bicycle parking and automobile unload areas should be provided.
- 1.10 All new multifamily development should incorporate open space. Recreational facilities should be included that are suitable for the types of households that will be occupying the completed dwelling units.
- 1.11 The Foothills Trail should be extended through Wilkeson to enhance recreational opportunities for pedestrians and bicyclists. Bicycle and pedestrian trails should connect the extended Foothills Trail with the Town's schools, parks, commercial and residential areas. View corridors should be preserved and enhanced by these trail connections and the corridors in which they are located.

- 1.12 Parks should include facilities that provide active and passive recreational opportunities for people of all ages.
- 1.13 To ensure adequate park and open space land is dedicated within Wilkeson, the Town should assure that park or open space land has been dedicated or impact fees collected to contribute to park land acquisition and facility development before granting development or redevelopment approvals for residential projects.
- 1.14 Park, recreation and open space level of service standards of 8 acres per 1000 population for community parks and 2 acres per 1000 population for neighborhood parks should be achieved and maintained. Portions of acreage classified as community park may be considered as meeting neighborhood park demand if developed with neighborhood park type facilities and improvements.



COMPREHENSIVE PLAN

2024-2044

Adopted _____

2024 Update

June 14, 2024



Proposed Improvements near Foothills Trail

Recommended Financing

The Town of South Prairie collects general fund revenues for capital improvements, which may be used as a source of funding for parks and recreation. The Town uses “pay-as-you-go” financing as its current revenue financing for specific capital projects. The Town expects funding for parks, recreation and open space projects to come from a mix of Washington State Recreation and Conservation Office grant funds and local funds.

Goals and Policies

Goal 1: Parks, Recreation and Open Space

South Prairie’s Park facilities, recreation programs, and open space should be maintained, increased, and improved to equitably serve the needs of all South Prairie's current and future residents.

Policies:

- 1.1 South Prairie should coordinate with federal, state, county and non-governmental entities to advance development of the Foothills Trail regionally and in South Prairie.
- 1.2 South Prairie should strive to create a pocket park as part of the planned open air market improvement at the intersection of SR 162 and Emery Avenue N (APN 0619182065).
- 1.3 The Town has many landslide hazards and steep slope areas that currently provide habitat for wildlife. These areas should be preserved with both human safety and wildlife habitat and open space preservation in mind.
- 1.4 On large lot developments, the Town should attempt to preserve as much natural forest cover as possible through the imposition of Covenants, Conditions and Restrictions.
- 1.5 On large lots that are currently forested, the Town should cooperate with Pierce County Conservation District to obtain that land for open space conservation.
- 1.6 Other than the 12-foot-wide Foothills Trail and any associated amenities, the trail corridor should stay wild for open space and wildlife habitat.

- 1.16 South Prairie should protect transportation investments and the preservation of assets through proper operations and maintenance.
- 1.17 South Prairie should protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in applicable emergency management plans and hazard mitigation plans and the Washington State Comprehensive Emergency Management Plan.

Goal 2: Provision of Transportation Facilities

South Prairie shall plan for facilities for motorists, transit users, pedestrians, and bicyclists as required to meet levels of service and design goals established by this comprehensive plan.

Policies:

- 2.1 South Prairie should develop a network of safe routes for pedestrians and bicyclists to schools, parks, government buildings, and commercial mixed-use areas. Facilities may be developed in the same right-of-way as streets, but non-street alternatives such as a Foothills Trail extension may be developed in coordination with, and with connections to, facilities located within street rights-of-way. Pedestrian, bicyclist, and motor vehicle facilities should provide physical separations for the different travel modes wherever possible. South Prairie should employ traffic calming strategies where appropriate to maximize the mobility of pedestrians and bicyclists.
- 2.2 Utility infrastructure, lighting, and landscaping requirements should be addressed early in street design and redesign processes. Locations and configurations of utilities, street lights, and landscaping should be included in all street designs.
- 2.3 All transportation system improvements shall comply with the requirements of the Americans with Disabilities Act (ADA).
- 2.4 Where an existing right-of-way is not wide enough to accommodate transportation facilities in conformance with transportation goals and policies, South Prairie should seek to acquire enough additional right-of-way to enable conformance. No encroachment into the right-of-way should be granted and no right-of-way should be vacated if such action has the potential to interfere with current or future implementation of transportation goals and policies.
- 2.5 Streets should be landscaped in accordance with community character goal and policies and other applicable goals and policies of the land use element. Landscape design should ensure that visibility is not blocked at intersections or where there is limited sight distance. Plant species that do not damage pavement should be used. In addition, vegetation should be pruned on a regular schedule to ensure good visibility.
- 2.6 Street lights should be included as necessary to ensure the safety of motorists, pedestrians, and bicyclists. Streetlights should be designed and installed to ensure that motorists' and law enforcement officers' visibility is not impeded by glare.
- 2.7 South Prairie should address safety issues at locations where the number of accidents involving personal injury or significant property damage exceed the Washington State

Department of Transportation's threshold for governmental action. Traffic calming devices may be installed where appropriate. Where engineering changes are to be made, a traffic engineer should be consulted to assist with the design.

- 2.8 Street designs should minimize the paved area needed to achieve levels of service established in this comprehensive plan. Designs of parking lots and other paved facilities should use pervious pavement or other surface materials and design solutions that allow infiltration and minimize stormwater runoff to the extent practicable.
- 2.9 All new construction or reconstruction of streets shall include adequate provisions for sidewalks for pedestrian (non-motorized) travel. Arterial streets and collector roads shall also include provisions for sidewalks for pedestrian travel.

Goal 3: Parking and Load/Unload Areas

Parking and load/unload facilities shall accommodate all transportation modes.

Policies:

- 3.1 Maximum motor vehicle parking standards should be established for various types of development. Shared parking facilities should be encouraged. Parking areas should include plantings of vegetation appropriate for the setting. Adequate lighting and safe, handicapped accessible walkways should be provided in all parking areas. Parking lots and vehicle load/unload areas should not interrupt or block pedestrian and bicycle facilities that access or circulate through an area. Parking near intersections should be prohibited to ensure good visibility at the intersection. Motor vehicle parking lanes should be separate from bicycle lanes. Where a destination requires significant parking facilities, off-street parking should be required.
- 3.2 A minimum number of bicycle parking spaces should be established for different types of development. Bicycle parking facilities should include sufficient covered areas for bicyclists to load and unload packages, mount and unmount wheels, don rain gear, etc. The parking area should be conveniently located, well lit, and provide a method for securing bikes.
- 3.3 Development characterized by a high number of deliveries and pickups should provide a dedicated off-street area for delivery and pickup. Delivery and pickup areas for such destinations should not serve as parking areas. Travelers entering the destination should not be forced to cross the delivery and pickup area in order to reach the entrance of the destination.

Goal 4: Air Quality

South Prairie should support projects and programs that help to meet and maintain federal and state clean air requirements, as well as regional air quality policies and programs.

Policies:

- 4.1 The South Prairie transportation system should conform to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget