

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

**TAP Project Category** - Pedestrian and Bicycle Project

## General Project Information

Project Title	RTP ID#	Sponsor
Safe Routes to School - B St E	N/A	Pierce County
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

## Project Contact Information

Name	Phone	Email
Kerry Obermire	12537982286	kerry.obermire@piercecountywa.gov

## Project Description

**Project Scope:** Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

This project will construct shared-use paved shoulders, curb, gutter, and sidewalk on both sides of B St E. It will connect into an existing paved walkway for the southerly portion on the east side of B St E along the school frontage, and the proposed sidewalks on 159th St E which is an active federally funded project to be constructed in 2026.

**Project Justification, Need or Purpose:** Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The SRTS - B St E project originated in Pierce County's Safe Route to School Prioritization Analysis (the SRTS Plan). The Plan is a tool which identifies priority sidewalk projects that would increase school walking routes in designated walk zones. It is a partnership between the County and school districts in the urban unincorporated areas of the County.

This is a priority project identified by the Bethel School District, and would serve students and their families from two schools: Spanaway Middle and Thompson Elementary. There is currently a paved walkway along the Spanaway Middle School frontage which is on the east side of B St E between 155th St E and 159th St E, and a marked crosswalk at 157th St E. Constructing this project would greatly extend the sidewalk network, provide connectivity to other proposed projects constructing active transportation facilities, and most importantly provide students a safer route to walk or roll to school.

It is important to note this project complements Pierce Transit's Stream Bus Rapid Transit (BRT) project, which will serve a 14.4-mile portion of State Route 7 (SR-7) between downtown Tacoma and Spanaway (vicinity of 208th St E). The SRTS - B St E project is a short two blocks east of SR-7, and once constructed our 159th St E

project will connect B St E to SR-7 with paved shoulders and sidewalks. The BRT will provide frequent, reliable service to locally-designated centers in Parkland/Spanaway/Midland, and to Regional Growth Centers and Transit Centers in Tacoma.

## Project Location

Location	County/Counties
B St E	Pierce
Beginning Landmark	Ending Landmark
159th St E	152nd St E

## Map and Graphics

f-132-552-18619101\_DVVUfSk\_GoogleStreetView\_SRTS-BStE\_reduced.pdf, f-132-552-18619101\_HhWmov68\_PlanView\_SRTS-BStE.pdf, f-132-552-18619101\_W8jYNaxq\_RdwySec\_SRTS-BStE.pdf, f-132-552-18619101\_6UZthWM9\_VicMap-Rev\_SRTS-BStE.pdf

## 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 12-150 & 12-152 (Map ID #55).

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

Pierce County 2023 – 2028 Transportation Improvement Plan – Roadway Projects, page 20 (Safe Routes to School – B St E, CRP 5968).

Pierce County Safe Routes to School Plan – School Walking Routes and District Priorities, pages 16/17.

Pierce County ADA Transition Plan for Public Rights-of-Way – Appendix D – GIS Analysis and Priority Mapping, Area 9.

Please see the attachment “Plan Consistency” for additional details.

**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.**

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Major Collector

## Support for Centers



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

This project provides a nonmotorized connection to access Pierce Transit's Stream bus rapid transit and the 6th Ave-Pacific bus route on Pacific Ave (SR-7) which is a primary urban transit corridor linking the City of Tacoma with the unincorporated Spanaway community (B St E is a mere 0.2-miles east of Pacific Ave bus stops). The corridor serves Pierce County's urban growth area 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 future Spanaway Transit Center. Constructing the project unquestionably supports all of these centers by increasing connectivity through new pedestrian and bicycle facilities, allowing a safer connection to transit and businesses located within the centers.

The Pierce County Council recognizes the Pacific Avenue SR-7 Corridor as a high priority area for future capital facility investments. The Pacific Avenue SR-7 Corridor Consolidated Capital Improvement Plan analyzes the public facilities needed within the corridor to support the achievement of the Pierce County Comprehensive Plan's vision and goals for this area. It was developed at the request of the County Council in 2022, and includes B St E (152nd St E to 176th St E) as a Tier 2: Connections and Linkages Capital Improvement Project for active transportation.

The project provides direct access to the Sprinker Towne Center and is within a designated Neighborhood Corridor (functions as a center but linear in form), and supports the residential/employment populations by expanding nonmotorized mobility and connecting more people to a larger network of nonmotorized facilities. The following Pierce County Comprehensive Plan goals are applicable:

LU-10.1.4 Pedestrian connections;

LU-10.1.6 Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;

LU-10.1.7 Provisions for bicycle use;

LU-10.4.1 The NCOR zone allows for primarily neighborhood-scale, moderate- to high-density residential with supplemental, limited commercial, office, and civic uses.

T-14 Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.

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.

PSM LU-16 Neighborhood Corridor (NCOR) zoned areas should promote the development of residential uses in portions of the Corridor designation where they can serve as a transition between high-intensity residential and commercial areas and single-family neighborhoods outside of the Corridor designated areas.

PSM LU-16.1 Neighborhood Corridors should function as walkable, transit-oriented residential neighborhoods that provide housing, services, and uses that serve the people who live there.

Please see the attachment "Support for Centers" for additional details.

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

The project will construct pedestrian and bicycle facilities which support the development plans and activities specifically defined in the following Pierce County Comprehensive Plan goals:

LU-10.1.4 Pedestrian connections;

LU-10.1.6 Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;

LU-10.1.7 Provisions for bicycle use;

T-14 Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.

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

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.

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-12.2.1 Pedestrian, bicycle, and transit improvements should be given priority.

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-16.1 Neighborhood Corridors should function as walkable, transit-oriented residential neighborhoods that provide housing, services, and uses that serve the people who live there.

PSM LU-16.2 Developments within the Neighborhood Corridor zone should provide connectivity between development and transit corridors.

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

Please see the attachment "Support for Centers" for additional details.

## 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 extends an existing pedestrian and bicycle network. It will connect to the proposed sidewalks and paved shoulders on 159th St E which is an active federally funded project to be constructed in 2026 (PCO-179), which in turn connects to Pacific Ave (SR-7). Pacific Ave has existing sidewalks and bicycle lanes extending to the north and south, and transit (bus and BRT) stops at the intersection with 159th St E (0.2-miles from B St E). The project will also connect into a locally designated bicycle network on 152nd St E.

This extended nonmotorized network will provide safer access for students walking to school; there is an elementary and middle school within the project limits. It will also provide for safer access to community services/amenities such as multiple schools, two grocery stores, two drugstores/pharmacies, two home improvement stores, an emergency room / medical facility, a gym, places of worship, a food bank, and restaurants. There are also numerous active recreation destinations within walking/biking distance including the following:

Lake Spanaway Golf Course (0.5-miles): Classic course that appeals to the novice player but also challenges the best players in the region. They host the annual Puget Sound Amateur Tournament as well as summer youth golf camps. It offers an 18-hole course, driving range, golf lessons, a golf shop, and restaurant. Lake Spanaway golf course is owned by Pierce County and managed by KemperSports.

Sprinker Recreation Center (0.6-miles): Equipped with an NHL regulation ice surface, 4 indoor and 6 outdoor tennis courts, 5 racquetball courts, one of the largest outdoor skateboarding parks in Western Washington, 8

softball diamonds, outdoor basketball courts, multiple meeting rooms, walking trails, and SPIRE ROCK the mountain climber's rock. It also hosts a variety of classes, programs, and community events.

Bresemann Forest (0.7-miles): This naturally wooded site is approximately 70 acres with a system of pedestrian nature trails along Morey Creek and Spanaway Creek.

Spanaway Park (0.8-miles): 135-acre park along Spanaway Lake featuring multitude of aquatic recreation opportunities, including two swimming beaches, a boat launch, a fishing pier, a new picnic area by the south swimming beach, ADA playground equipment, a 3-mile trail system by Little Spanaway Lake, softball fields, basketball courts, a children's play area, and walking trails along several thousand feet of waterfront. In the holiday season, it is home to Fantasy Lights, the largest drive-through holiday display in the Northwest. Summer day camps and youth sports utilize this park's many recreational opportunities.

Please see the attachment "Ped Bike Criteria" for additional details.

**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.**

This is a priority project specifically identified by the Bethel School District in Pierce County's SRTS Plan, and would serve students and their families from two schools: Spanaway Middle and Thompson Elementary. The schools have a combined enrollment of approximately 1,350 students and the District currently identifies approximately 250 of those students as walking to school. This project would increase the designated walk zone for the schools and potentially eliminate school bus routes to the neighborhood, which not only saves the school district money but reduces congestion on roadways when school is in session.

There is currently a paved walkway along the Spanaway Middle School frontage which is on the east side of B St E between 155th St E and 159th St E, and a marked crosswalk at 157th St E. The remaining portions of B St E do not have pedestrian facilities and nonmotorized travelers must either use the travel lanes or the uneven gravel shoulders. In addition to extending the sidewalk network, this project increases comfort and reduces mobility barriers. It eliminates conflicts between vehicles and student biking or walking to school by constructing paved shoulders for bicycles and sidewalks for pedestrians. It reduces mobility barriers by constructing a smooth surface sidewalk allowing mobility-impaired users safe access to their destination.

The project will also improve existing ADA facilities within its project limits which rank among the highest 50% of non-compliant facilities in Pierce County's ADA Transition Plan for Public Rights-of-Way. The County's ADA self-evaluation was completed in 2015 with input from multiple public meetings, followed by the development and adoption of a robust ADA Transition Plan in 2020. The two reports contain a detailed analysis of the County's existing facilities and plot a course for providing accessible spaces into the future.

Please see the attachment "Ped Bike Criteria" for additional details.

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

This project provides a nonmotorized connection to safely access Pierce Transit's Stream bus rapid transit (BRT) and the 6th Ave-Pacific bus route (#1) on Pacific Ave (SR-7) which is a primary urban transit corridor linking the Downtown Tacoma with the unincorporated Spanaway community. B St E is a mere 0.2-miles east of the intersection of Pacific Ave and 159th St E, where there is an existing bus stop for Route 1 and a proposed BRT station. From here riders can transfer to additional Pierce Transit and Sound Transit routes at the Parkland Transit Center, Tacoma Dome Station, and the Commerce Street Station including final destinations such as Seattle (via Sounder trains or Link light rail).

The current bus service along Pacific Ave, is already Pierce Transit's busiest line, with ridership anticipated to grow even further once the new BRT service begins. This project will connect into the proposed sidewalks on 159th St E which is an active federally funded project to be constructed in 2026, eliminating a nonmotorized gap separating the urban community from this transit option.

Please see the attachment "Ped Bike Criteria" 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.**

We anticipate the level of public usage of the project to be high. The project was initially proposed by the Bethel School District to provide a safe route to school for the approximately 1,350 students who attend Spanaway Middle and Thompson Elementary schools. Students and their families benefit from the project as it will provide separation between vehicular traffic and nonmotorized users with curb, gutter, and sidewalk resulting in increased safety and comfort for all users.

Commuters benefit from the project with the expansion of multi-modal options connecting to local and regional centers. Pacific Ave's well-developed bus service provides a single-bus option for all the employment opportunities from Spanaway to Tacoma. A transfer to Route 4 at 112th St S extends those possibilities to the regional growth centers in South Hill and Lakewood, as well. A nonmotorized connection at 159th St E will make it viable for residents in the area to choose transit over personal vehicle use.

Residents also benefit from the project's multi-modal options to not only connect to transit but will gain resources to safely move between services, amenities, and homes within their neighborhood. Residents who are mobility-impaired benefit from reduced mobility barriers and the construction of a smooth surface sidewalk providing safe access to their destination.

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

There are a few reasons why this project would benefit from completing the PE Phase and moving forward towards construction:

Pierce County's 159th St E Project (CRP 5926): This active, federally-funded (PCO-179) project will construct sidewalks and paved shoulders on 159th St E between Pacific Ave (SR-7) and 3rd Ave Ct E (east of B St E). It will fill a gap in the sidewalk/bicycle network and connects to the Pacific Ave corridor. The SRTS – B St E project extends the network even further, allowing more people opportunities to safely travel without a single occupancy vehicle.

Pierce Transit's Stream Bus Rapid Transit (BRT) Project: The 14.4-mile BRT line that will provide rapid and frequent transit service between downtown Tacoma and Spanaway. Service is expected to begin in early 2027. The current Route 1 bus service provided on Pacific Ave is the busiest line, however BRT ridership is expected to be even greater. With more people biking or walking to the BRT station at 159th St E and Pacific Ave, it's critical we construct the SRTS – B St E project to provide them a safe route to make that connection.

Pierce County's Military Rd E / 152nd St E Project (CRP 5889): This project would install a traffic signal at the intersection. The addition of marked crosswalks at this busy intersection would undoubtedly increase nonmotorized travel thru the SRTS – B St E project limits. The County hasn't secured funds for the Construction

Phase of this project (as shown in the Draft 2024-2029 TIP), but when it does construction could begin as soon as 2026.

Please see the attachment “Ped Bike Criteria” for additional details.

## Category-Specific Criteria: Equity

### Section 1

**Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.**

This project will serve at least nine different population groups:

People of Color (above the regional average at 49%)

People with Low-Incomes (above the regional average at 22%)

Older Adults (above the regional average at 15%)

People with Disabilities (above the regional average at 19%)

Youth (above the regional average at 16%)

People with Limited English Proficiency (below the regional average)

Populations located in highly impacted communities (top 10% of Air Quality Focus Communities)

Populations with Opportunity Index of Very Low

Areas experiencing high levels of unemployment or chronic underemployment (4.3% - 7.6%)

Transit dependent populations (Transportation Opportunity Index = Low)

Pierce County (in partnership with the City of Tacoma) developed an Equity Index mapping tool that visually highlights opportunities to improve equitable access and outcomes for residents of Pierce County. 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. The project location has an overall combined equity index of “very low”.

Please see the attachment “Equity Criteria” for additional details.

**Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**

Members of every population group listed above are affected by the lack of safe and ADA-compliant nonmotorized connections to schools, employment, medical facilities, transit, and to businesses/services in the centers. This gap in the nonmotorized transportation system on B St E is shown in PSRC’s Transportation System Conditions/Visualization Tool. The population groups in this area are also disproportionately impacted by poor air quality.

Please see the attachment “Equity Criteria” for additional details.

**Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.**

This project directly addresses the gap in the nonmotorized transportation system by constructing shared-use paved shoulders for bicyclists and sidewalks for pedestrians where those facilities do not currently exist along B St E. The benefit to the population groups of adding these nonmotorized connections to 159th St E and 152nd St E will not only include safe and ADA-compliant nonmotorized connections to schools, employment, medical facilities, businesses/services in the center but also to a primary transit route along Pacific Ave (SR-7). These nonmotorized connections also aim to improve air quality in this highly impacted community by providing safer access to transit and potentially eliminating at least one school bus route, thereby cutting diesel emissions.

## Section 2

**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.**

The development of this project is a direct result of outreach and coordination with the Bethel School District. They added it as a priority project in the County's SRTS Plan. The SRTS Plan is a tool which identifies priority sidewalk projects that would increase school walking routes in designated walk zones. It is a partnership between Pierce County and school districts in the urban unincorporated areas of the County. The Plan is updated every few years and the County asks the school districts for their list of priority projects, which are then analyzed by our engineering staff for a variety of evaluation factors. The project was added to our 6-Year TIP for 2023 reflecting the importance of prioritizing safe routes students can use to get to school.

Outreach and communications for the project included direct coordination with the school district (who in turn receives feedback from parents). The project has had multiple public engagement opportunities including community meetings, online open houses, emails, social media, web, print, Planning Commission hearings, County Council Committee meetings, and County Council hearings as part of the Comprehensive Plan and TIP legislative approval processes.

Our 2024 6-Year Transportation Improvement Program (TIP) will include an Equity Note when submitted to the County Council for approval. The note will include information about the proposal, how it was developed, populations and/or geographies impacted, and how impacts and unintended consequences will be monitored. We can increase access to opportunity in the Pierce County community by identifying barriers and their long-term implications on equity in residents' prosperity, health, and safety. The Equity Note supports intentional processes for this, helping us work towards a more equitable and livable Pierce County for all.

Please see the attachment "Equity Criteria" for additional details.

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

The outreach that most significantly influenced the development of this project was the Bethel School District's identification of the need in the County's SRTS Plan in 2019. They requested sidewalks on both sides of the road between 156th St E and 152nd St E. When the project was added to the 2023-2028 TIP, County staff determined expanding the scope to include shared-use paved shoulders and extending the limits to 159th St E

would benefit more nonmotorized users and create connections to the nonmotorized network on 159th St E and Pacific Ave (SR-7).

## Section 3

### **Is the project in an area of low, medium, or high displacement risk?**

The majority of the project is within an area of medium (or moderate) displacement risk. Please see the attachment "Displacement Risk" for additional details.

### **If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**

Access to transit and access to jobs are both indicators that contribute to the displacement index. This project will improve access to both by extending nonmotorized facilities that separate this community from high-capacity transit leading to local and regional centers.

No displacements or relocations of households will be necessary to accommodate this project. The project will also include pervious concrete for the sidewalks (pending geotechnical report) which reduces any right-of-way acquisition needs and improves water quality by minimizing treatment facilities for surface water runoff.

## Category-Specific Criteria: Safety and Security

### **Describe how the project addresses safety and security.**

This project will improve the safety and comfort for pedestrians, bicyclists, wheelchair users, and other vulnerable users by constructing a shared-use paved shoulder, curb, gutter, and sidewalk. The road currently does not have those facilities; bicycles must share the 12' travel lanes with vehicles and other nonmotorized users must use the gravel shoulders.

### **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 sidewalks will provide a smooth, ADA-compliant surface, the curb/gutter provide a vertical separation from the roadway, and the paved shoulder provides more horizontal distance between nonmotorized users and the travel lanes. The paved shoulders will also provide space outside the 12' travel lanes for bicycles to use. These improvements will provide vulnerable users with a safer, more comfortable, and lower stress route to their destinations.

There were three reported crashes within the project limits from 2020 to 2022 per WSDOT Crash Data. Fortunately, no pedestrians were harmed in any of these incidents, however in two of the crashes the vehicles struck fences. The addition of the paved shoulder and sidewalk allow errant vehicles more room to course correct and avoid fixed-object crashes.

### **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?**

The Pierce County Council adopted Resolution No. R2022-118 in August 2022 related to Traffic Safety; Endorsing Vision Zero with the Goal of Achieving Zero Traffic Deaths and Serious Injuries on Pierce County

Roadways by 2035; Directing the Planning and Public Works Department to Prepare a Vision Zero Action Plan; and Authorizing the Submittal of Grant Applications in Support of the Vision Zero Effort.

Pierce County received funding through the USDOT's Safe Streets and Roads for All (SS4A) Grant Program and is one of the agencies PSRC is supporting development of a Local Safety Plan (Vision Zero Plan). The project kickoff meeting with the consultant team and the public engagement period begins in Summer 2023, and the draft Vision Zero plan is expected to be complete in 2024.

The project is specifically listed in the 2023 Pierce County Local Road Safety Plan, a technical document prepared as part of WSDOT's County Safety Program. The County Safety program provides funding for projects that reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan, that identifies and prioritizes projects based on the top crash type(s) in the county.

Please see the attachment "Safety-Security Criteria" for additional details.

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

The project will construct a "complete street" with paved shoulders, curb, gutter, and sidewalk which FHWA research has shown to all reduce pedestrian-involved crashes. The existing roadway has gravel shoulders with grassy areas. While the project will maintain the 12' travel lanes, by adding the visual (and vertical) separation of the curb, gutter, and sidewalk, drivers may perceive this as the roadway being narrower. Lane width reduction is one treatment to decrease speeds. The school zone flashing beacons and signage already in use further encourage decreased speeds on days when school is in session.

## PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

## PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$544000
		\$
		\$

**Total PSRC Funding Request:** \$544000

## Total Estimated Project Cost and Schedule

### Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$



			\$
			\$

**Total Planning Phase Cost: \$0**

**Expected year of completion for this phase:**

## Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$544000
Local	Local	Secured	\$85000
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$629000**

**Expected year of completion for this phase: 2028**

## Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$300000
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost: \$300000**

**Expected year of completion for this phase: 2027**

## Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$2902000
			\$
			\$
			\$
			\$

**Total Construction Phase Cost: \$2902000**

**Expected year of completion for this phase: 2029**

## Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$

			\$
			\$
			\$
			\$

**Total Other Phase Cost:** \$0  
**Expected year of completion for this phase:**

Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$3831000	December, 2029

Financial Documentation

**Please enter a description of your financial documentation in the text box below.**  
Attached is an excerpt from our adopted 2023-2028 Transportation Improvement Program (TIP) showing the project. \$120,000 in local Second Real Estate Excise Tax funds are currently committed to the PE phase. If successful, these funds will be used to match the grant and redistributed in years 2024-2028.

**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-132-346-18619101\_zqFAxY4r\_FinancialDoc\_SRTS-BStE.pdf

Project Readiness

Preliminary Engineering/Design

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

**What is the actual or estimated start date for preliminary engineering/design?**  
,

**Is preliminary engineering/design complete?**

**What was the date of completion (month and year)?**  
,

**Have preliminary plans been submitted to WSDOT for approval?**

**Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**  
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## Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Has NEPA documentation been approved?

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

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## Right of Way

Will Right of Way be required for this project?

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

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

## Construction

Are funds being requested for construction?

**Do you have an engineer's estimate?**

**Please attach the engineer's estimate.**

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

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

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

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

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## **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.**

In some of the uploaded documentation, the project limits are shown as 156th St E to 152nd St E. These were the limits initially proposed by the school district. When the PE Phase work began earlier this year, our engineering team determined that extending the southerly project limits to 159th St E was a more logical terminus as it connects to a larger network of sidewalks and paved shoulders, and avoids leaving a gap in the system.

**Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

The project has had multiple opportunities for public review. As it is specifically identified in the Comprehensive Plan (and Community Plan), public engagement opportunities included community meetings, online open houses, emails, social media, web, print, Planning Commission hearings, County Council Committee meetings, and County Council hearings. The TIP process offers similar public engagement opportunities throughout the legislative approval process. The SRTS – B St E project was added to the 2023-2028 TIP by a Council Committee Amendment, reflecting the importance of prioritizing safe routes students can use to get to school.

The Bethel School District is an important stakeholder in this project and added it as a priority project in our SRTS Plan. The SRTS Plan is a tool which identifies priority sidewalk projects that would increase school walking routes in designated walk zones. It is a partnership between Pierce County and school districts in the urban unincorporated areas of the County. The Plan is updated every few years and the County asks the school districts for their list of priority projects, which are then analyzed by our engineering staff for a variety of evaluation factors. Through ongoing communication and a team approach, we are working to reduce risk to students as they travel to school. For more information, visit the SRTS Plan webpage at <https://www.piercecountywa.gov/srts>. While the SRTS Plan does not require legislative approval, each update is presented to the County Council prior to finalizing for publication.

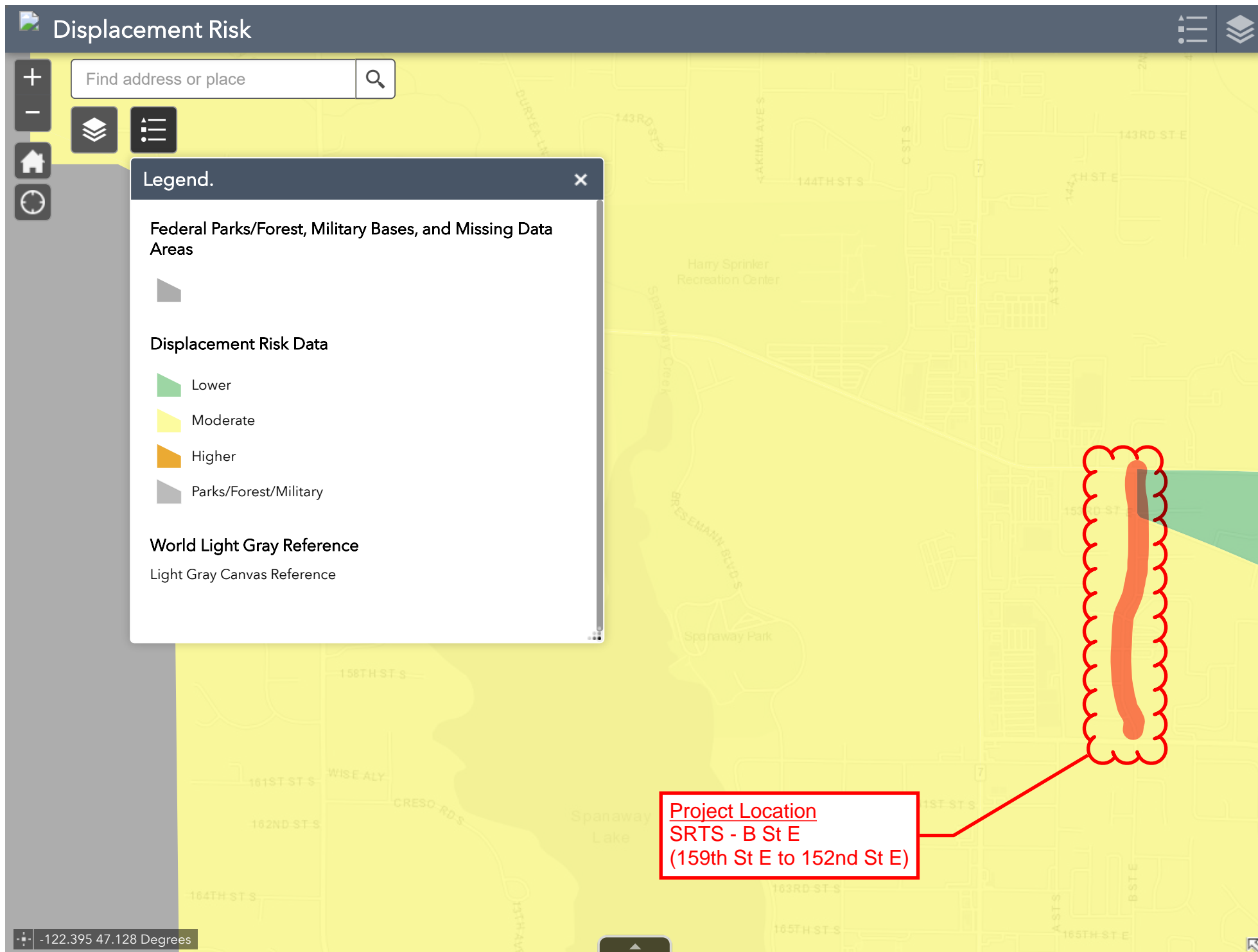
**Please upload any relevant documents here, if they have not been uploaded previously in this application.**

f-132-480-18619101\_hVg1stHl\_DisplacementRisk\_SRTS-BStE.pdf, f-132-480-18619101\_JzjFawD0\_EquityCriteria\_SRTS-BStE\_reduced.pdf, f-132-480-18619101\_BRM3Bo5h\_PedBikeCriteria\_SRTS-BStE\_reduced.pdf, f-132-480-

18619101\_3LHsSTfW\_PlanConsistency\_SRTS-BStE.pdf, f-132-480-  
18619101\_IvVRLxGw\_SafetySecurityCriteria\_SRTS-BStE.pdf, f-132-480-  
18619101\_eMcfeuRa\_SupportForCenters\_SRTS-BStE.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 Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.




# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info


 Regional Growth Centers

 Manufacturing/Industrial Centers

 Urban Growth Area

 FHWA Federal Urban Area

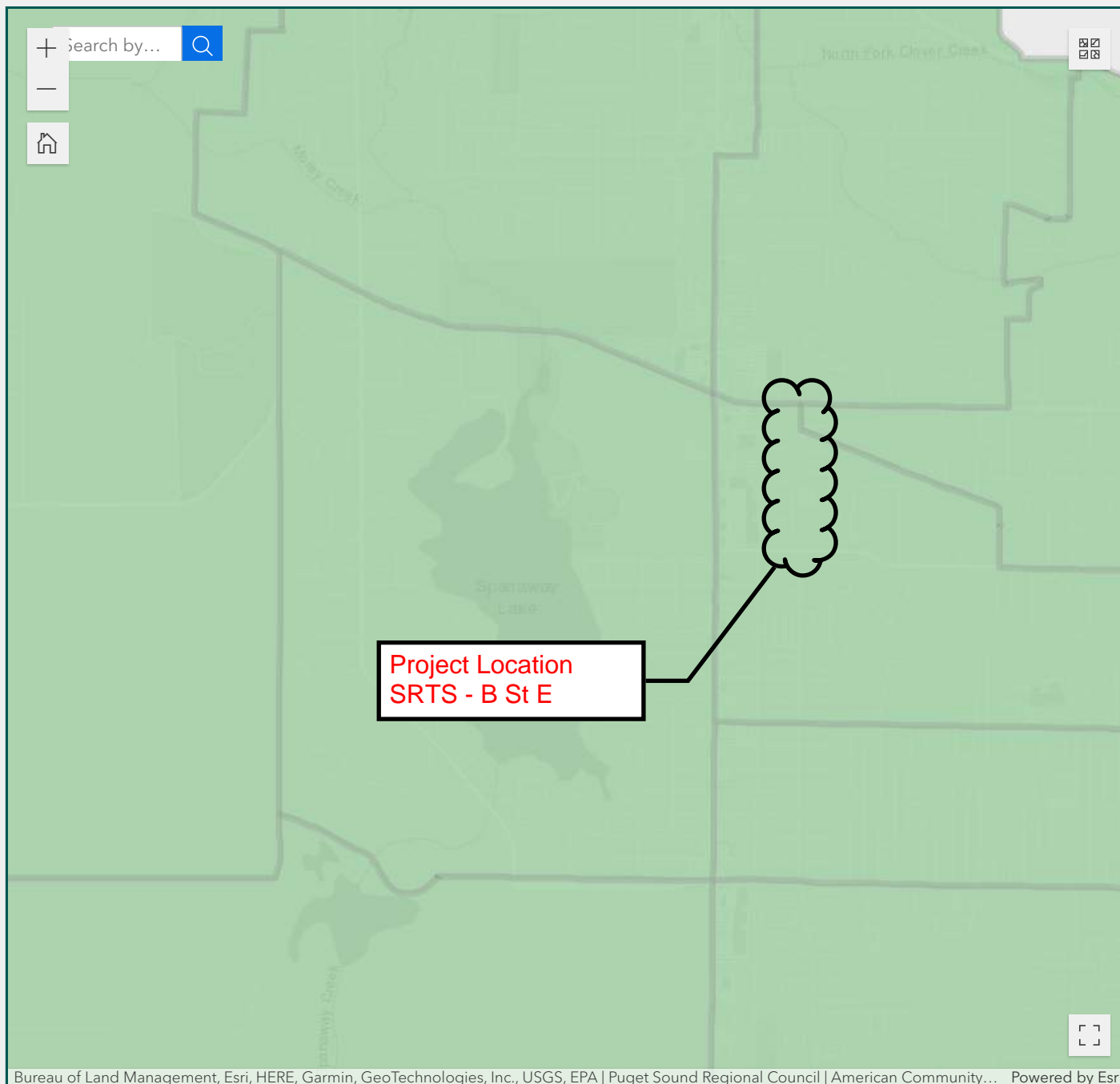
 Freight Routes

 Air Quality Focus Communities

 Opportunity Index

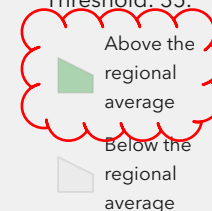
 People of Color

People



## People of Color

% of People of Color by census tract (Regional Threshold: 35).



## Cities



## Counties



# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

Regional  
Growth  
Centers

Manuf  
cturing/I  
ndustria  
l  
Centers

Urban  
Growth  
Area

FHWA  
Federal  
Urban  
Area

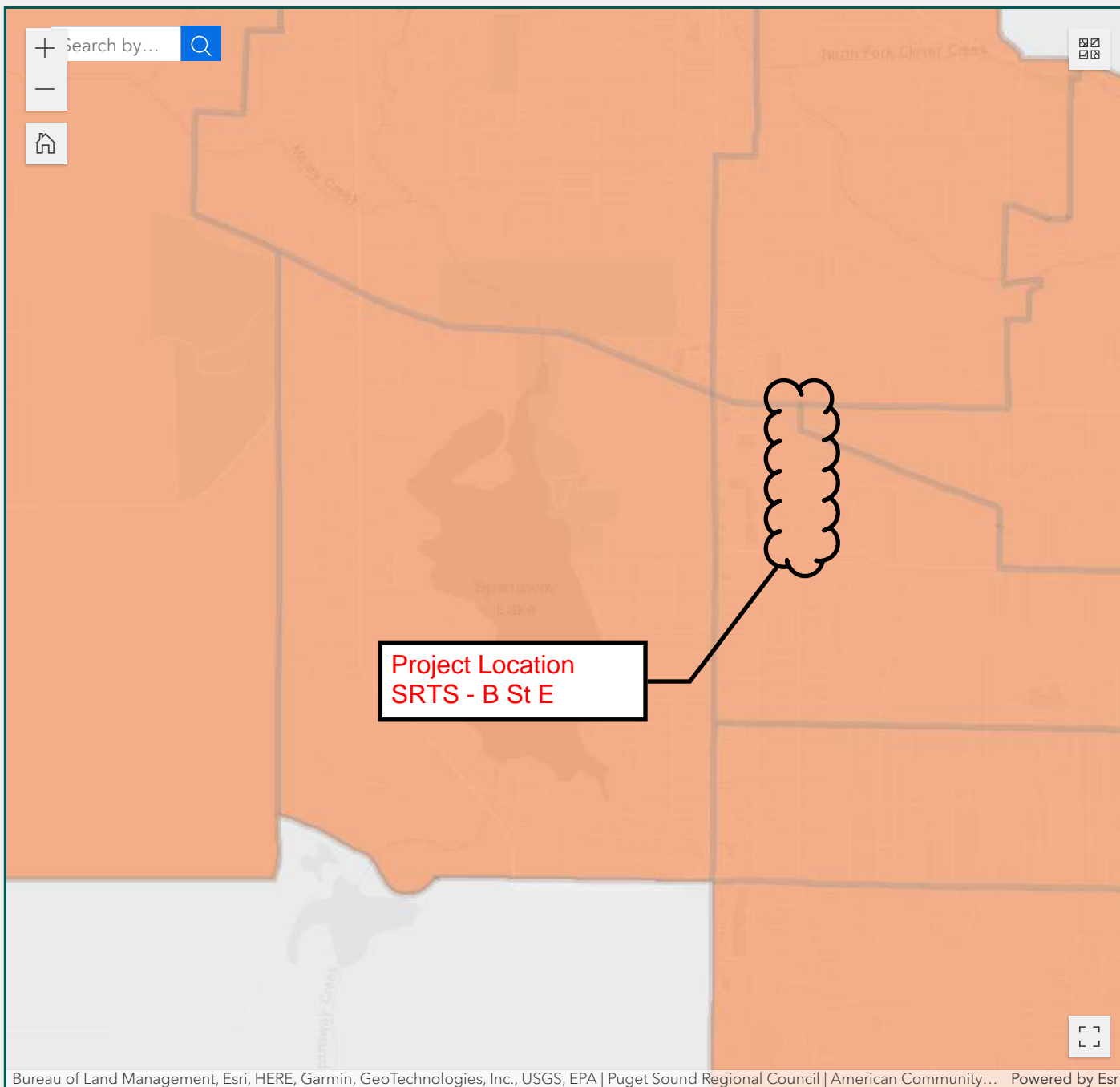
Freight  
Routes

Air  
Quality  
Focus  
Commu  
nities

Opport  
unity  
Index

People  
of Color

People



## People with Low Incomes

% of People with Low Incomes by census tract (Regional Threshold: 20)

Above the regional average

Below the regional average

## Cities



## Counties





# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

Regional  
Growth  
Centers

Manuf  
cturing/I  
ndustria  
l  
Centers

Urban  
Growth  
Area

FHWA  
Federal  
Urban  
Area

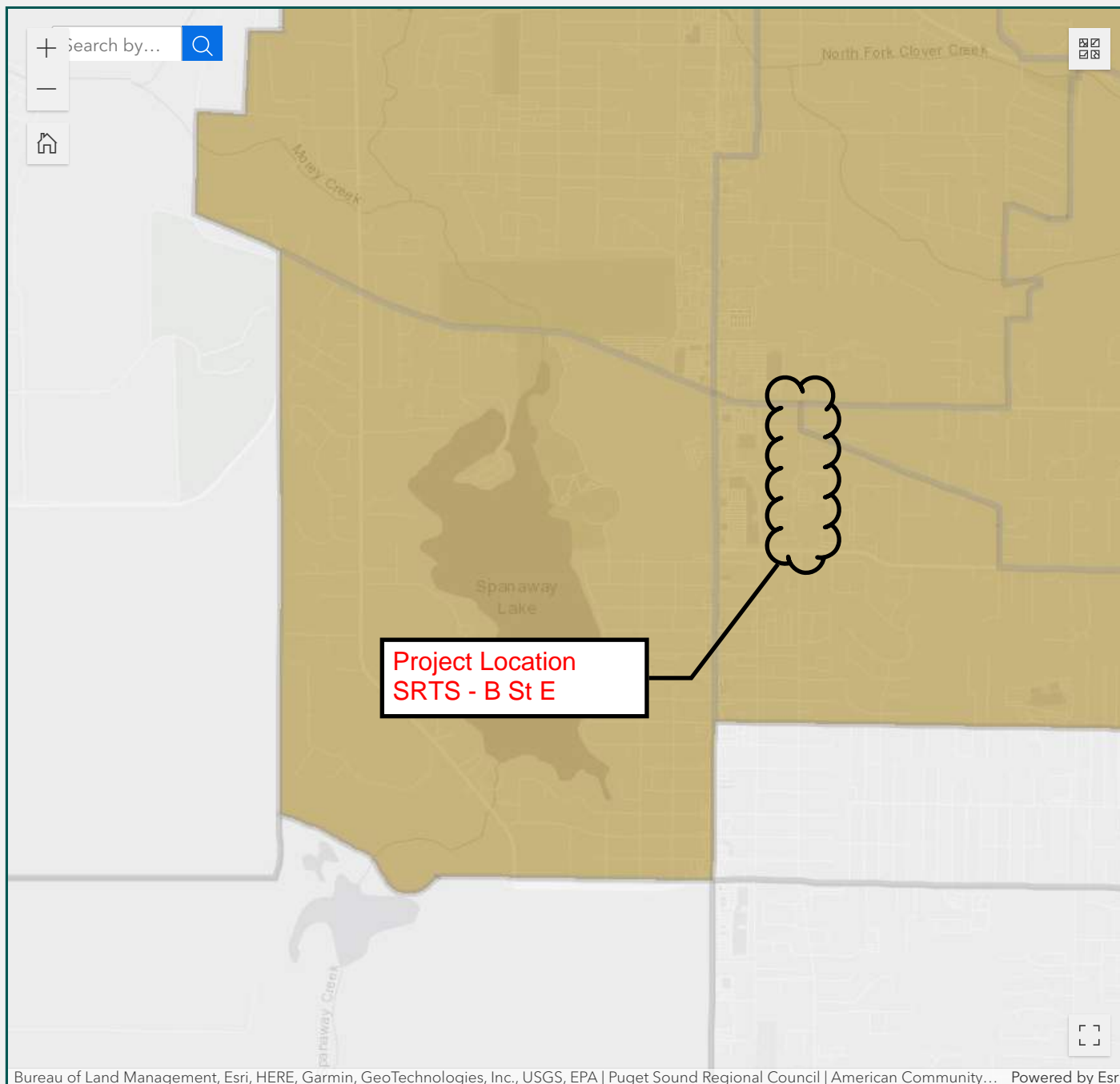
Freight  
Routes

Air  
Quality  
Focus  
Commu  
nities

Opport  
unity  
Index

People  
of Color

People



## Older Adults (Age 65+)

% of Older Adults (65+) by census tract (Regional Threshold: 13.0)

Above the regional average  
Below the regional average

## Cities



## Counties




Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA | Puget Sound Regional Council | American Community... Powered by Esri


# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

 Regional Growth Centers

 Manufacturing/Industrial Centers

 Urban Growth Area

 FHWA Federal Urban Area

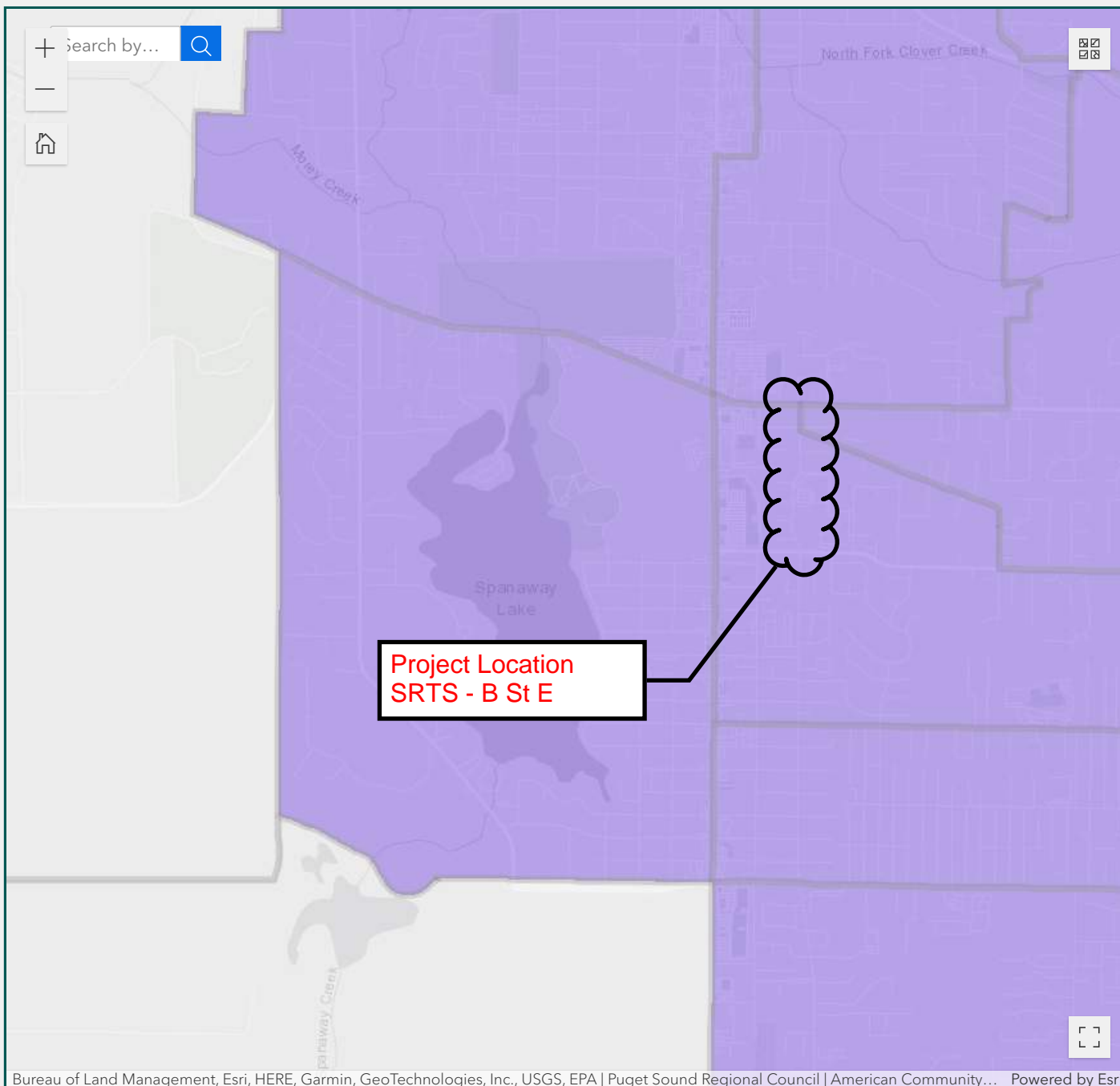
 Freight Routes

 Air Quality Focus Communities

 Opportunity Index

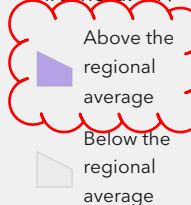
 People of Color

 People



## Persons with Disabilities

% of Persons w Disabilities by census tract (Regional Threshold: 11%)



## Cities



## Counties



Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA | Puget Sound Regional Council | American Community... Powered by Esri

# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

Regional  
Growth  
Centers

Manufa  
cturing/I  
ndustria  
l  
Centers

Urban  
Growth  
Area

FHWA  
Federal  
Urban  
Area

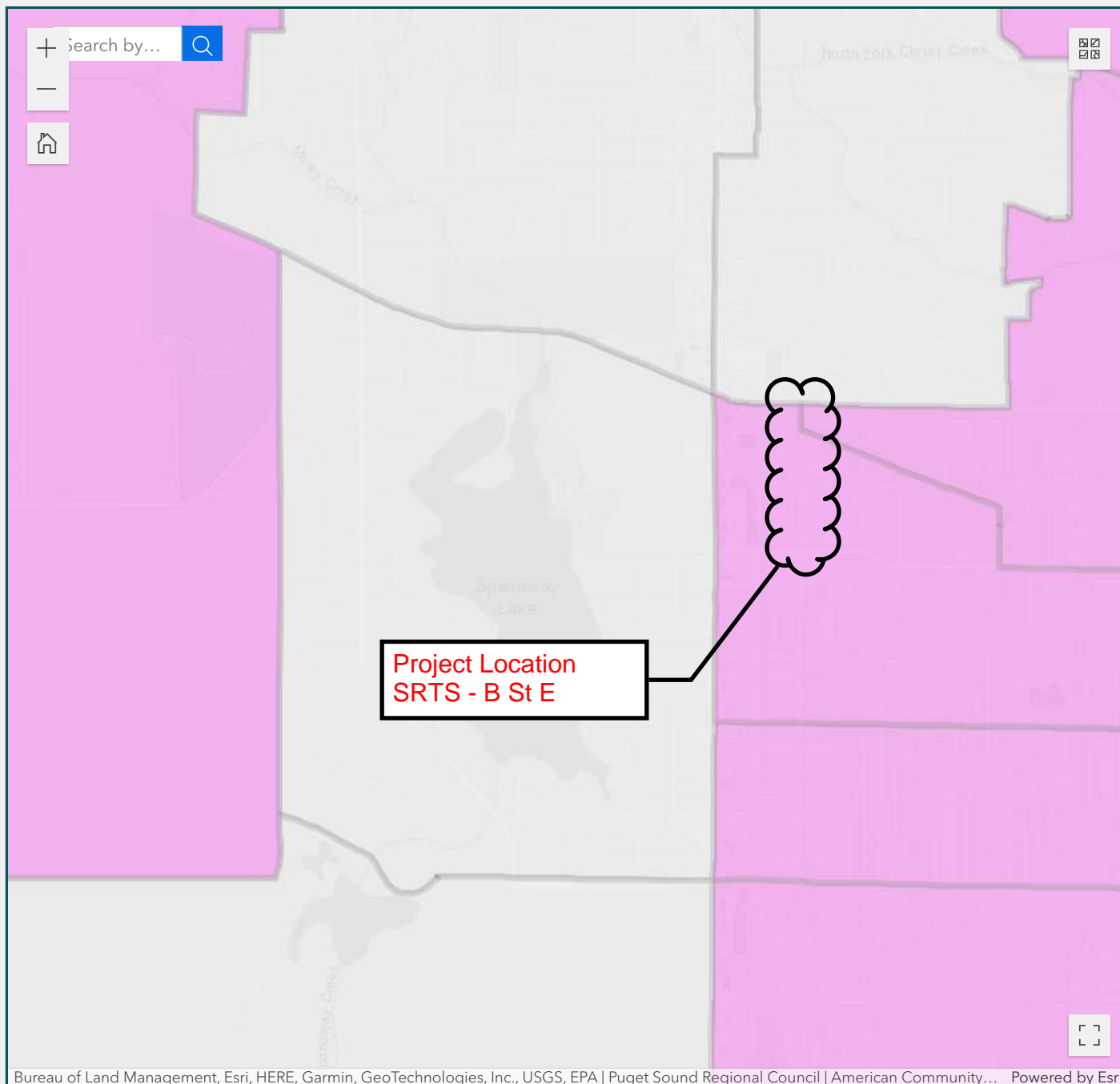
Freight  
Routes

Air  
Quality  
Focus  
Communi  
ties

Opport  
unity  
Index

People  
of Color

People



## Youth (Age 5-17)

% of Youth (Ag  
17) by census  
(Regional  
Threshold: 15.0)

Above the  
regional  
average  
Below the  
regional  
average

## Cities



## Counties




# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)


## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

 Regional Growth Centers

 Manufacturing/Industrial Centers

 Urban Growth Area

 FHWA Federal Urban Area

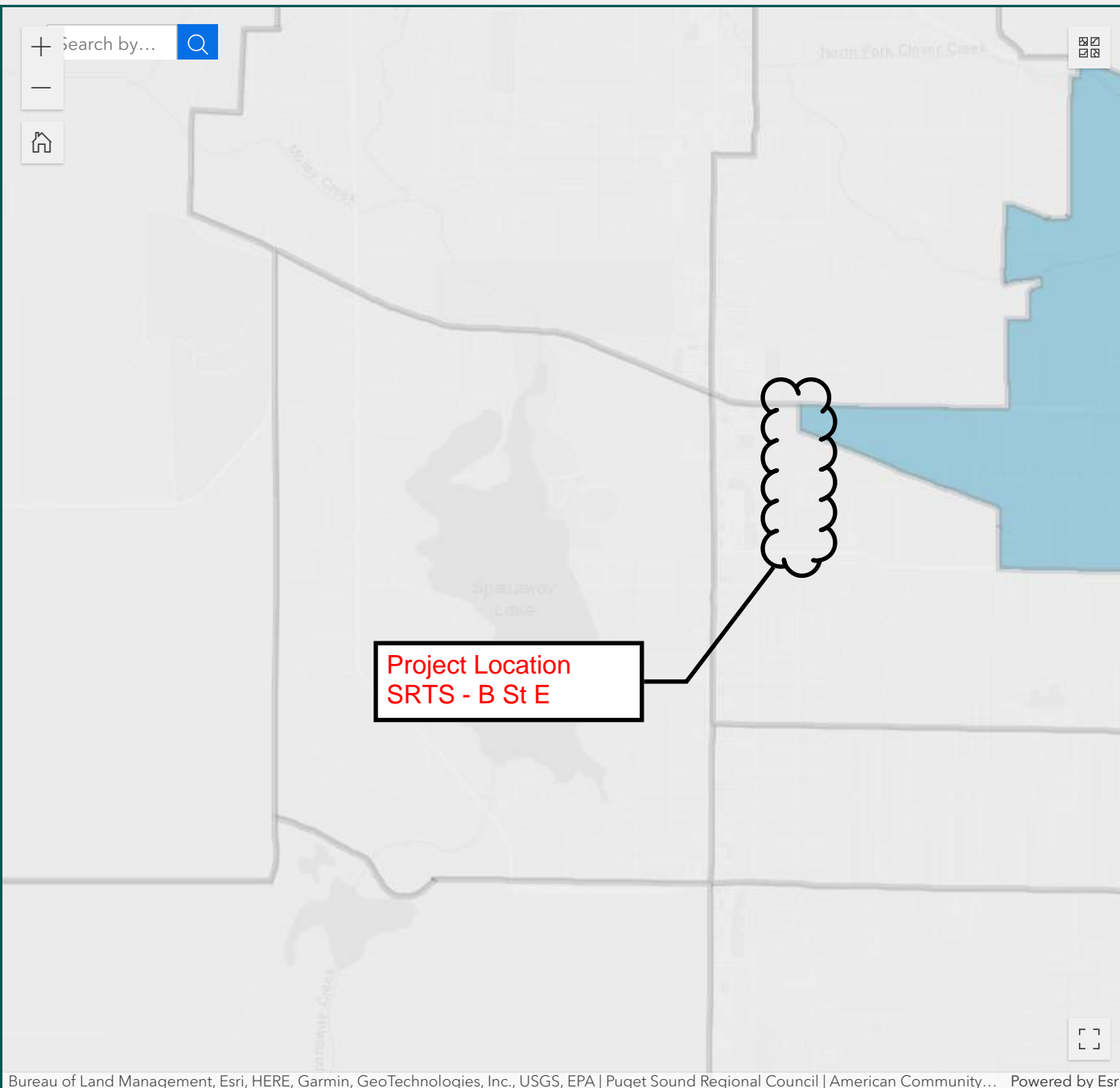
 Freight Routes

 Air Quality Focus Communities

 Opportunity Index

 People of Color

 People of Color



## People with Limited English Proficiency

% of Persons w Limited English Proficiency by census tract (Regional Threshold: 8.5%)

Above the regional average  
Below the regional average

## Cities



## Counties




Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA | Puget Sound Regional Council | American Community... Powered by Esri


# PSRC Project Selection


[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)


## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

 Regional Growth Centers

 Manufacturing/Industrial Centers

 Urban Growth Area

 FHWA Federal Urban Area

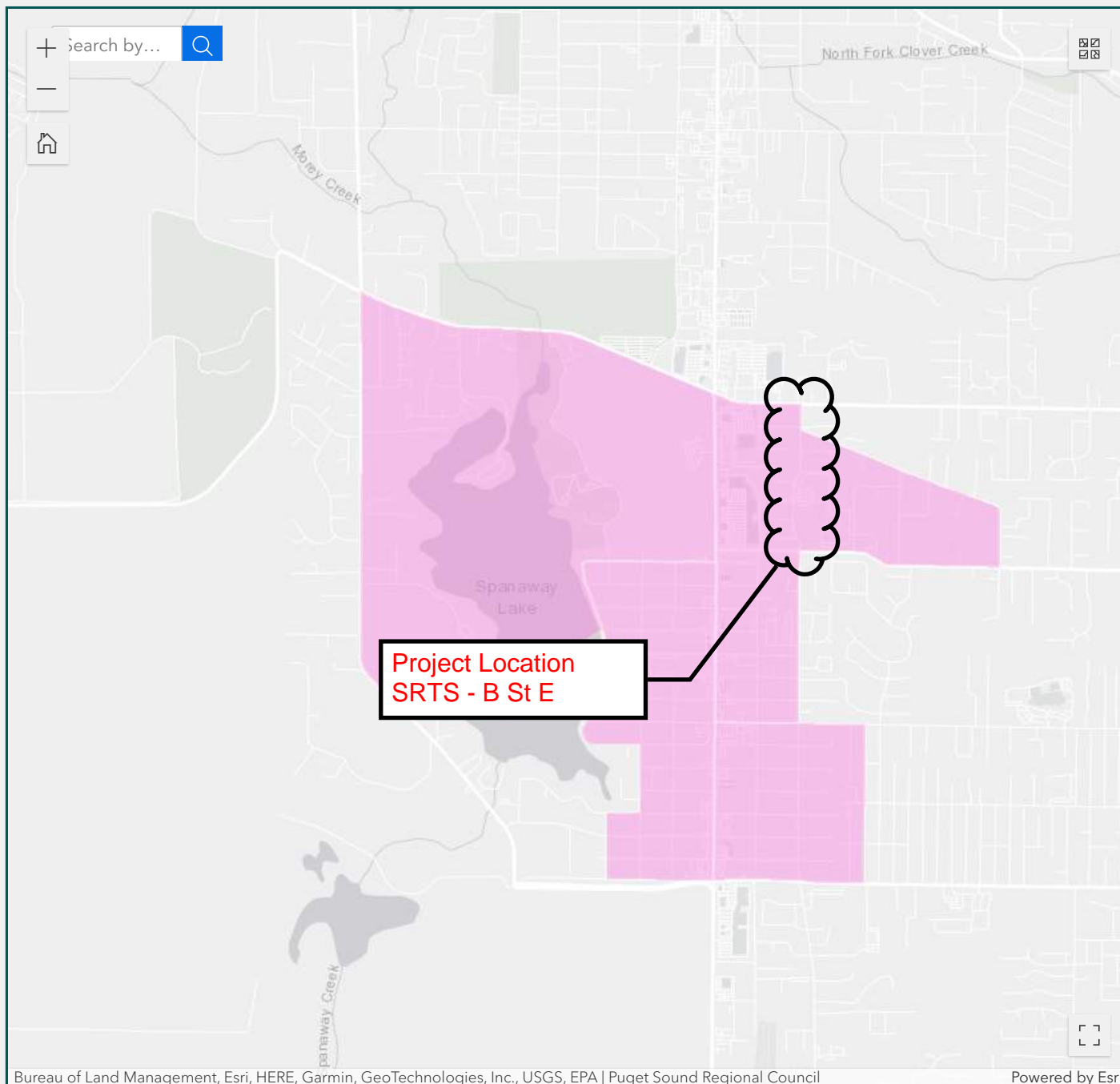
 Freight Routes

 Air Quality Focus Communities

 Opportunity Index

 People of Color

 People



**Air Quality  
Focus  
Communities**

**Cities**



**Counties**



# PSRC Project Selection

[View Map](#)[Layer Information](#)[PSRC Project Select...](#)[Contact Us](#)

## HOW TO USE:

Access map layers by clicking the 'eye icon' below. Once the map data is displayed, click the map for additional pop-up information. Legend info

Regional  
Growth  
Centers

Manuf  
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Centers

Urban  
Growth  
Area

FHWA  
Federal  
Urban  
Area

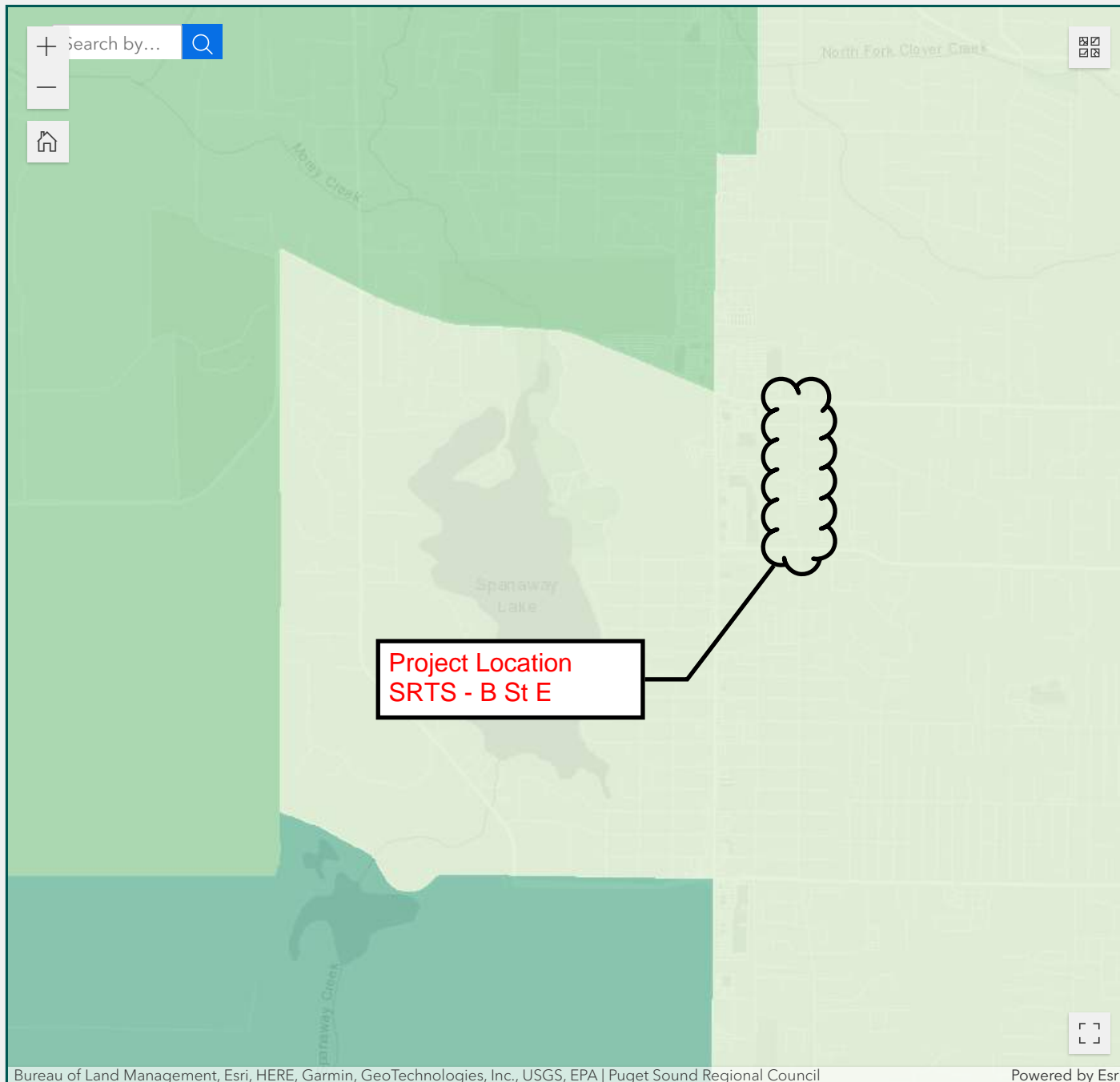
Freight  
Routes

Air  
Quality  
Focus  
Communi  
ties

Opport  
unity  
Index

People  
of Color

People



## Opportunity Index

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

## Cities



## Counties

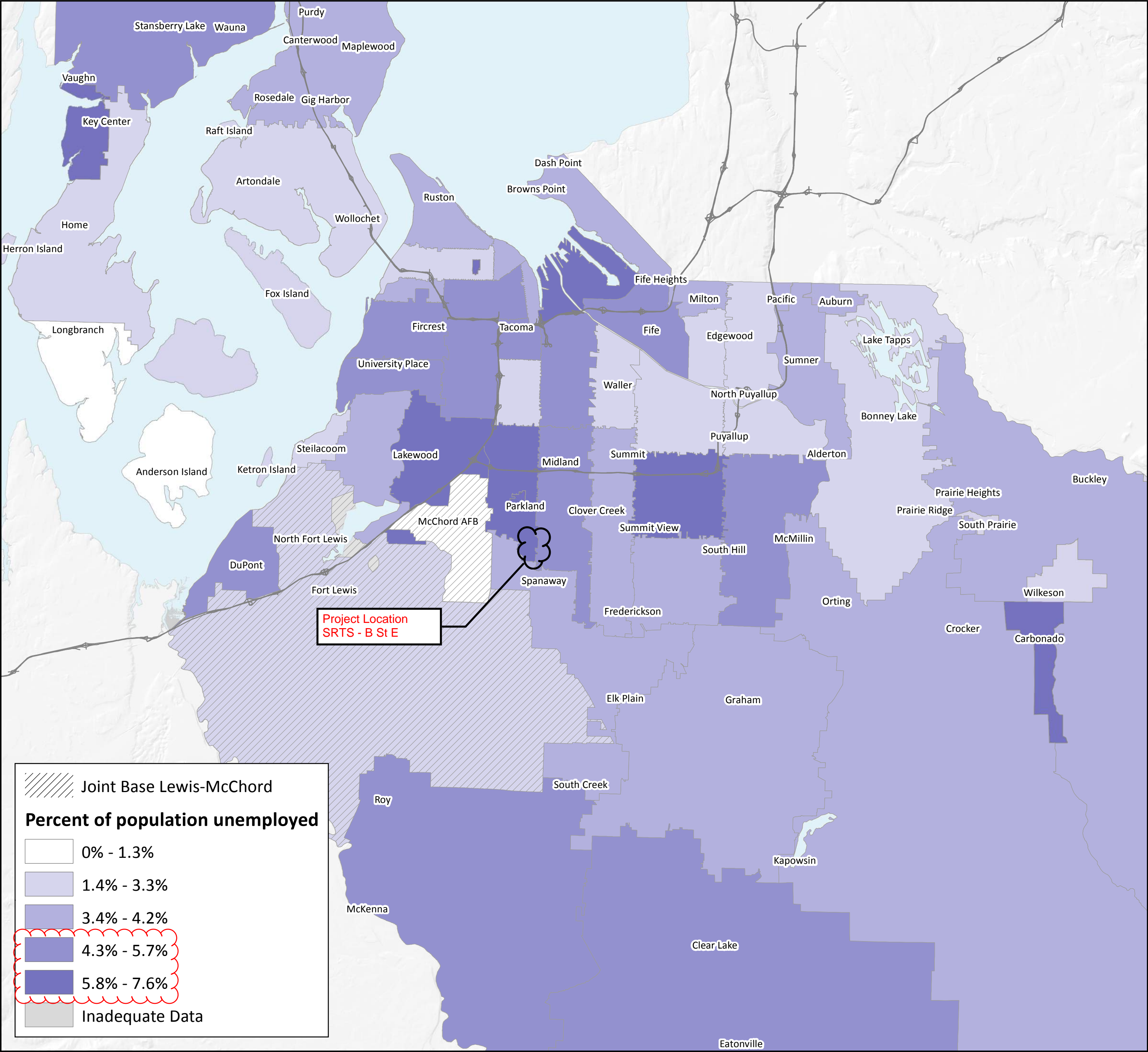


Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA | Puget Sound Regional Council

Powered by Esri



Average percent unemployed by ZIP code, Pierce County, 2011-2017



Data Source: American Community Survey  
Updated: November 2019

Note: unemployed estimates exclude those under 16 years of age,  
active service members, and other institutionalized populations

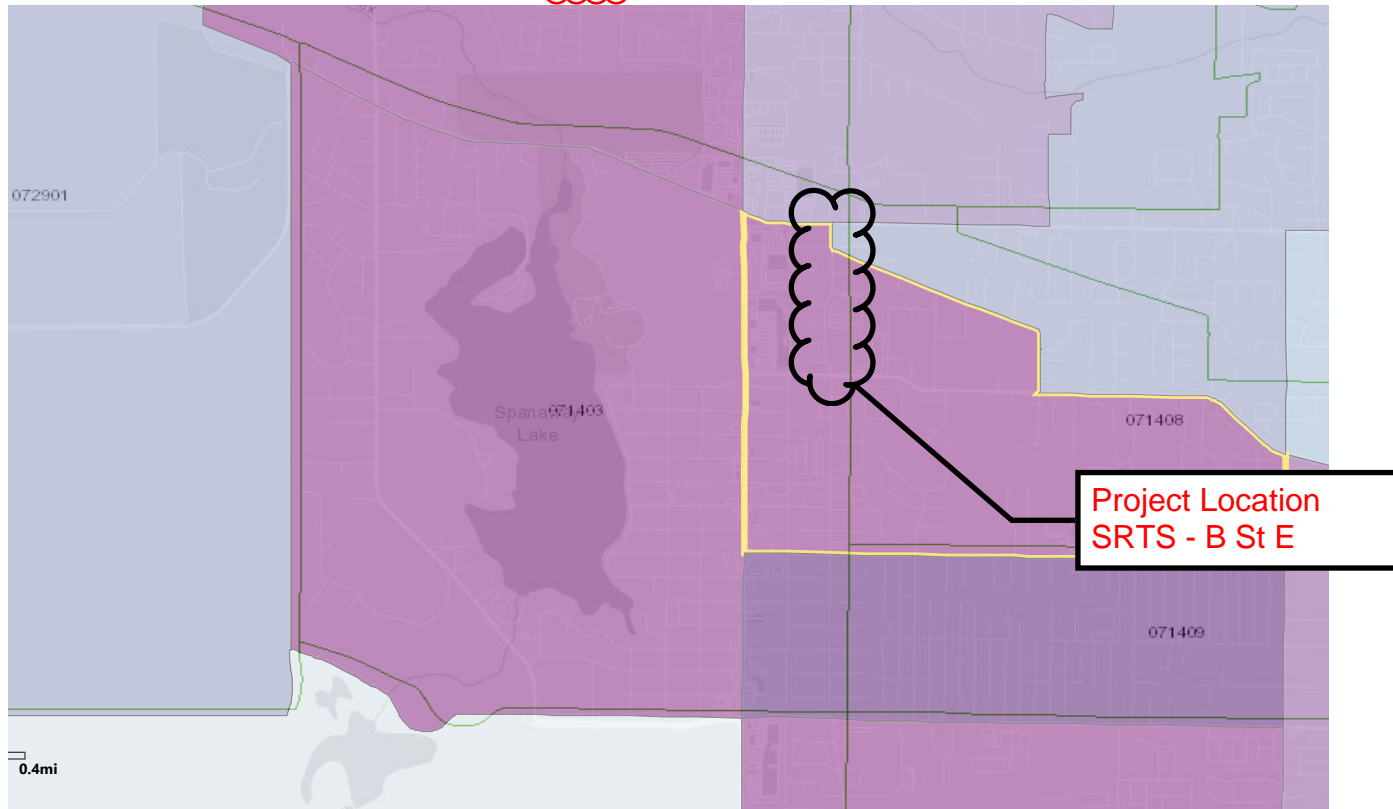


Selection: Social Vulnerability Index -&gt; Socioeconomic Determinants

Date: 07/07/2023 at 1:16 PM

Median Household Income, No High School Diploma (%), Population 19 to 64 with No Health Insurance (%), Population Living in Poverty (%), Unemployed (%)

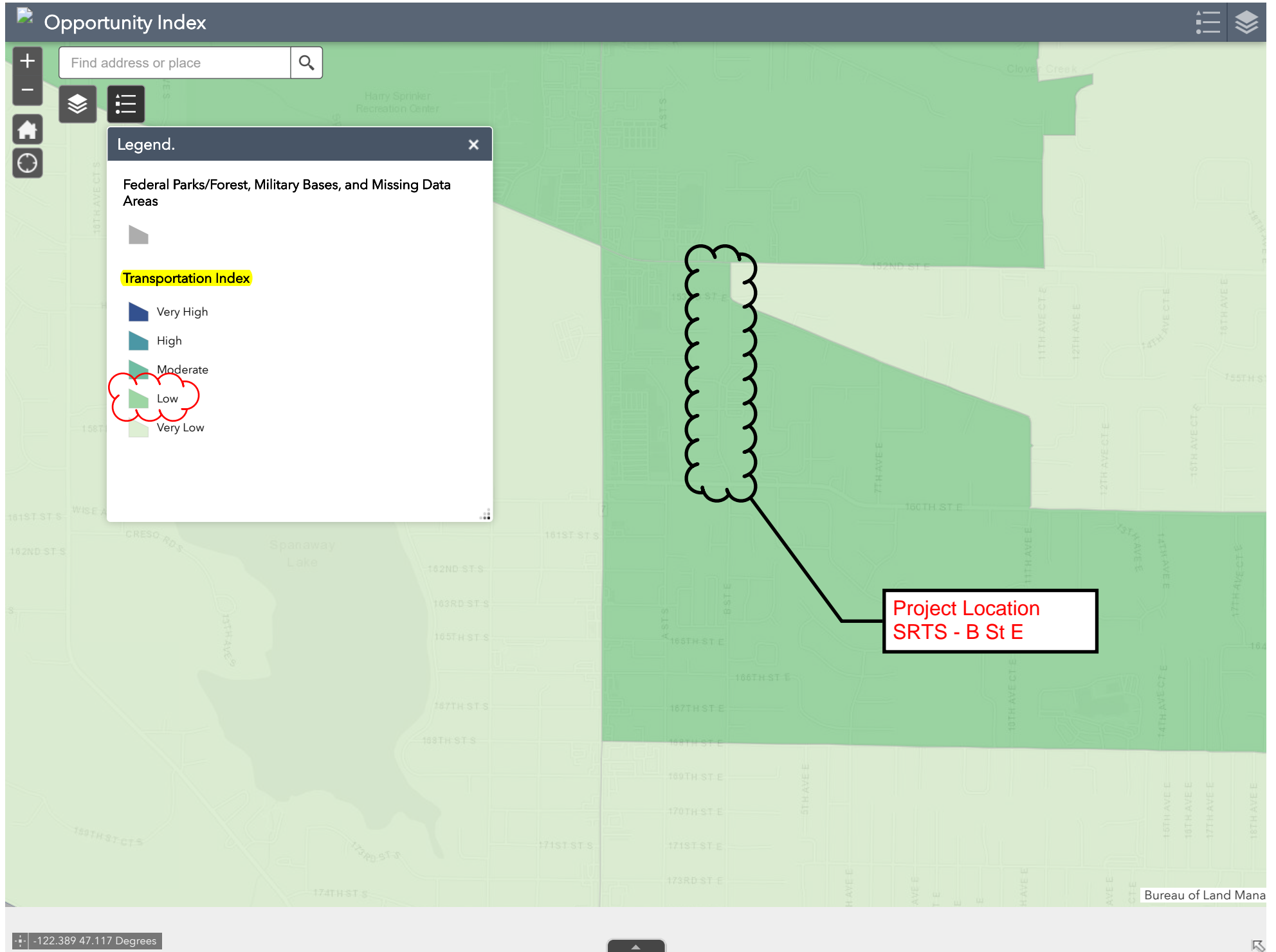
Legend: (High) 10 9 8 7 6 5 4 3 2 1 (Low)



### Legend

- 100-year Flood Zone
- 2015 Wildfire Burn Area
- Accountable Communities of Health
- All Care Facilities - Census Tract
- All Care Facilities - County
- Care Facilities - Adult Family Homes
- Care Facilities - Assisted Living
- Care Facilities - Nursing Homes
- Clinics
- County Boundaries
- Current Wildfire Area





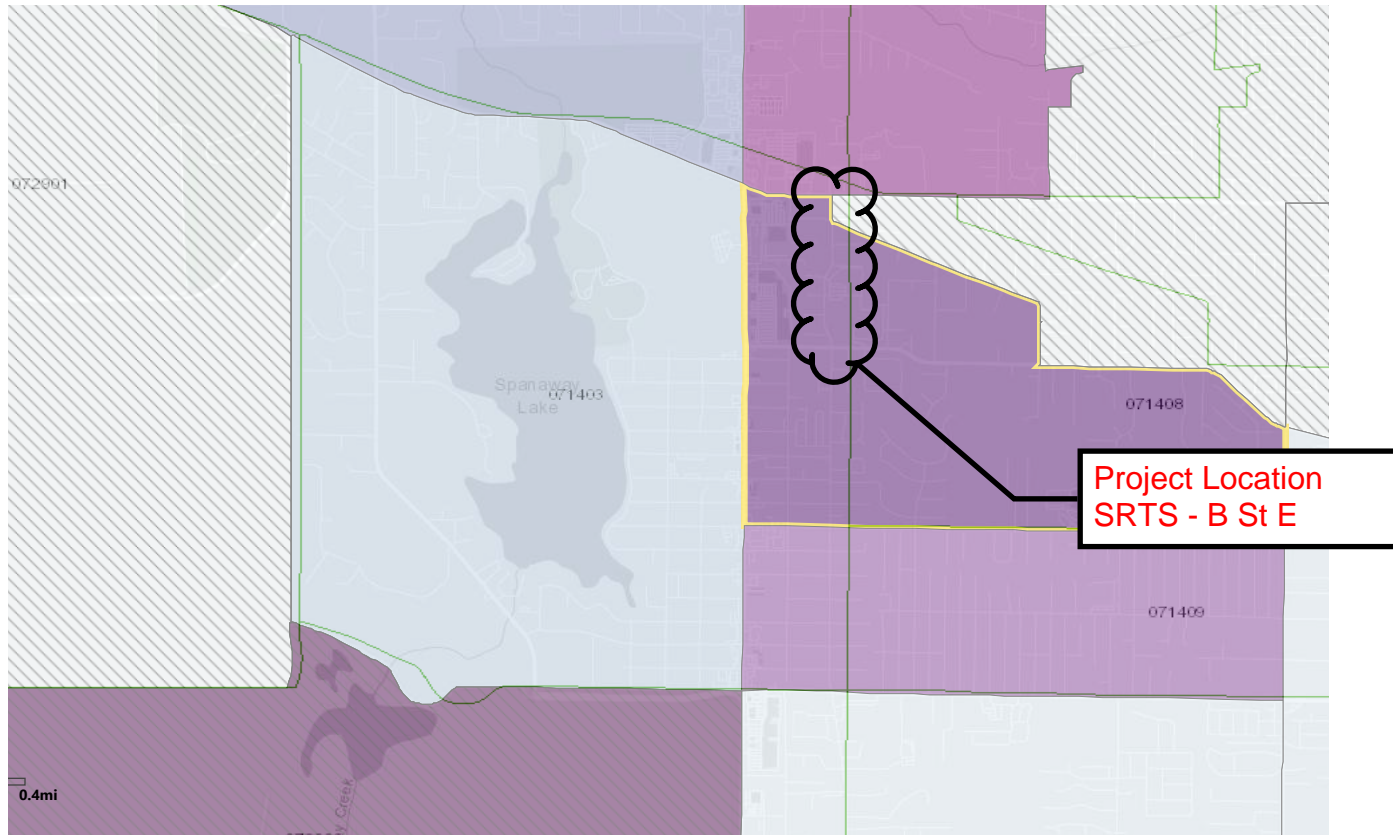


Selection:

Date: 07/07/2023 at 1:17 PM

Social Vulnerability Index -&gt; Housing Type &amp; Transportation -&gt; No Access to a Private Vehicle (%)

Legend: (High) 10 9 8 7 6 5 4 3 2 1 (Low)



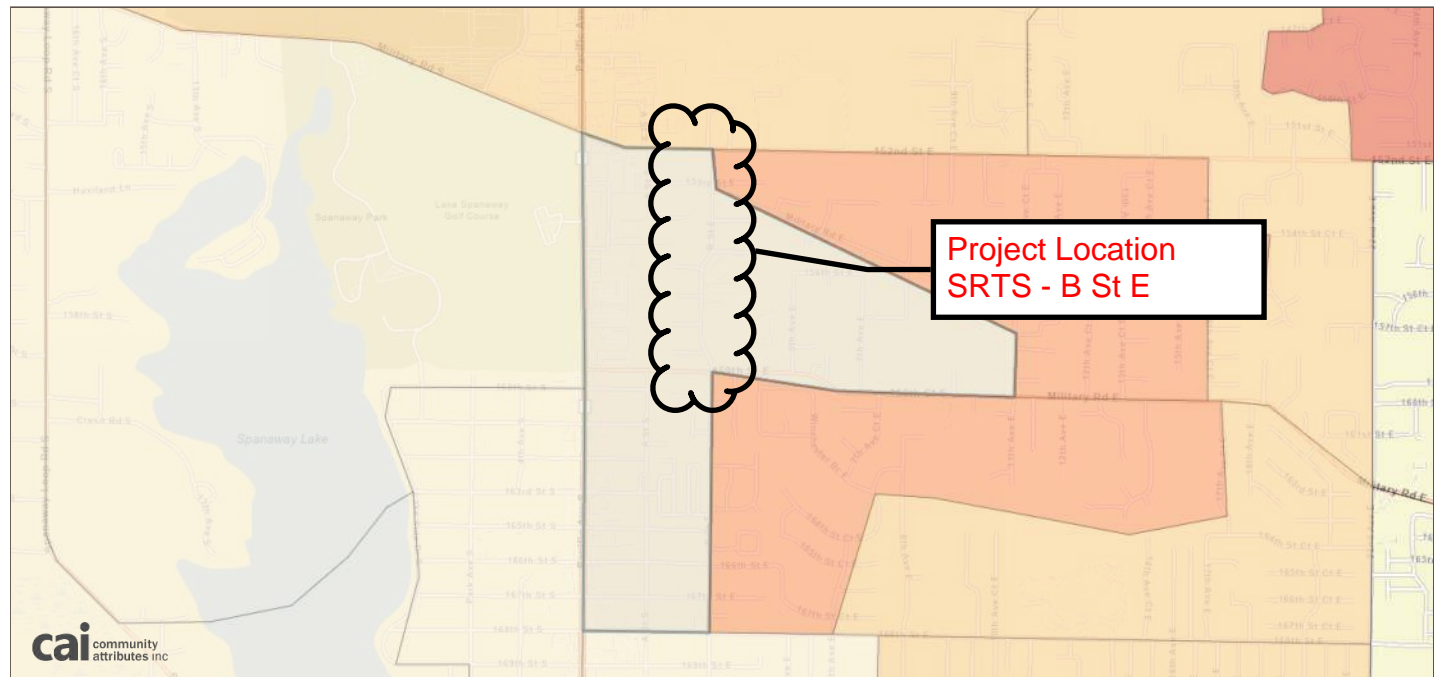
## Legend

- 100-year Flood Zone
- 2015 Wildfire Burn Area
- Accountable Communities of Health
- All Care Facilities - Census Tract
- All Care Facilities - County
- Care Facilities - Adult Family Homes
- Care Facilities - Assisted Living
- Care Facilities - Nursing Homes
- ▲ Clinics
- County Boundaries
- Current Wildfire Area

# Pierce County Equity Map

## SELECTED AREA: CUSTOM AREA

<https://piercecounty.caimaps.info/caillive?county=Pierce&state=Washington&layer=EquityLayer&area=EquityCalcPierce&tab=demo>



### Equity Overview

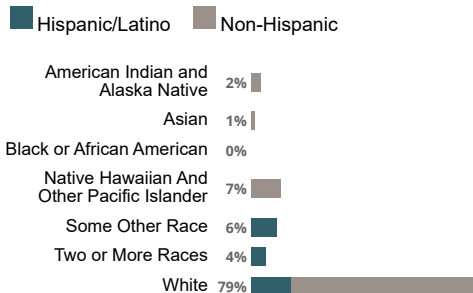


POPULATION  
**1,224**



INDIVIDUALS WITH  
DISABILITIES  
**14%**

#### RACE & ETHNICITY

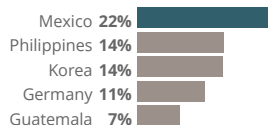


FOREIGN BORN  
POPULATION  
**11%**



LIMITED  
ENGLISH  
**0%**

#### TOP COUNTRIES OF IMMIGRATION



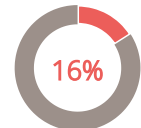
### Livability



AVERAGE LIFE  
EXPECTANCY  
**75**  
Years



FAIR OR POOR  
HEALTH  
**19%**



UNINSURED  
RATE



**36%**  
OWNER COST  
BURDEN



**41%**  
RENTER COST  
BURDEN



PEDESTRIAN /  
BICYCLIST  
CRASHES  
**1.63**



**52**  
PERSONAL  
CRIMES  
Total in 2020 -  
2021



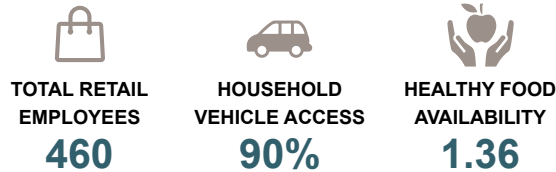
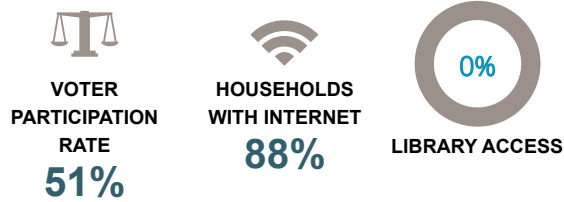
**287**  
PROPERTY  
CRIMES  
Total in 2020 -  
2021

# Pierce County Equity Map

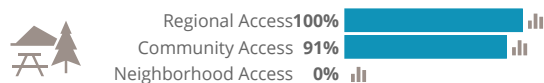
## SELECTED AREA: CUSTOM AREA

<https://piercecounty.caimaps.info/cailive?county=Pierce&state=Washington&layer=EquityLayer&area=EquityCalcPierce&tab=demo>

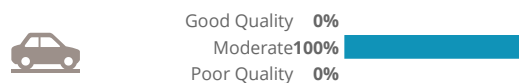
### Accessibility



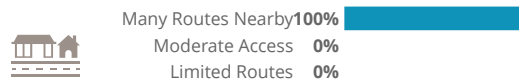
#### PARKS & OPEN SPACE



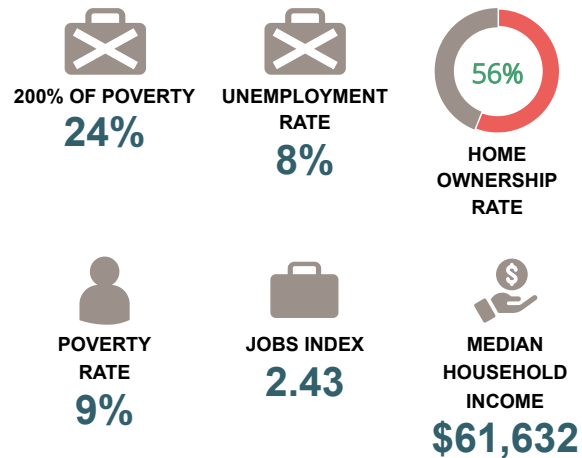
#### AVERAGE PAVEMENT CONDITION



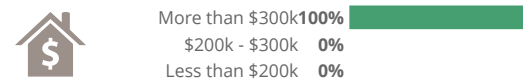
#### TRANSIT ACCESS SCORE



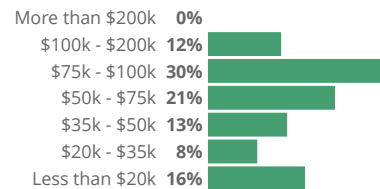
### Economy



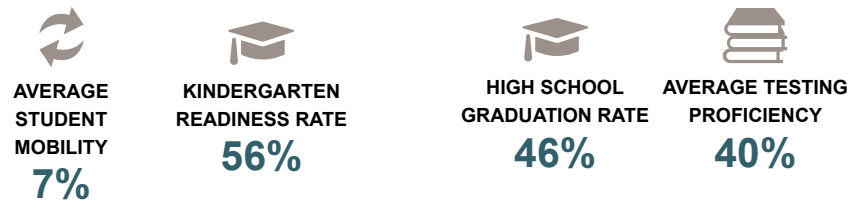
#### MEDIAN HOME VALUE



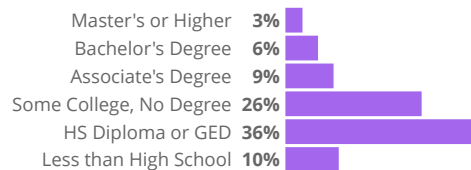
#### MEDIAN HOUSEHOLD INCOME



### Education



#### HIGHEST EDUCATIONAL ATTAINMENT



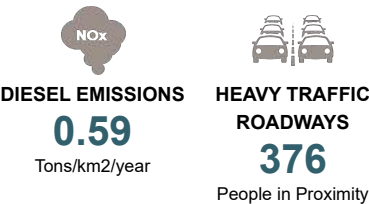
# Pierce County Equity Map

SELECTED AREA: CUSTOM AREA

<https://piercescounty.caimaps.info/cailive?county=Pierce&state=Washington&layer=EquityLayer&area=EquityCalcPierce&tab=demo>

## Environmental Health

### AIR POLLUTION EXPOSURE



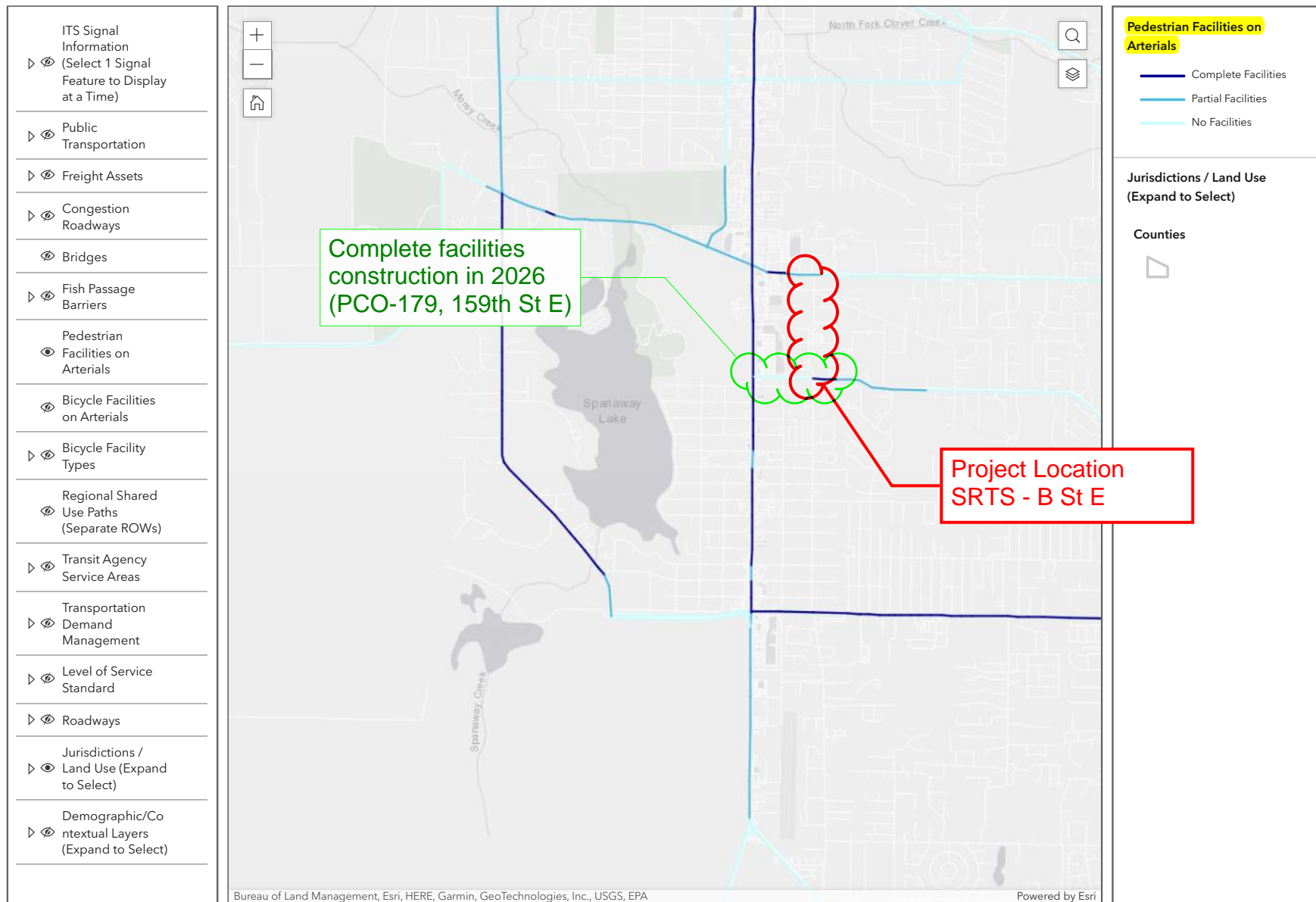
The indicators above show exposure level of airborne pollutants in the community. Higher numbers indicate greater exposure.

*Data sources for the map indicators include the US Census Bureau, American Community Survey (ACS) 5-Year Estimates, 2013-2017; City of Tacoma Crime Reports & Service Requests, 2016-2017; Plan-It Geo, 2016; National Center for Health Statistics, 2016; City of Tacoma Public Works & Open Space, 2018; Pierce County Transit & Board of Elections, 2018; ESRI Business Analyst, 2018; Longitudinal Employer- Household Dynamics (LEHD), 2016; Office of Superintendent of Public Instruction (OSPI), 2016; Kirwin Institute, 2019*

Existing Conditions

Future Conditions

User Guide

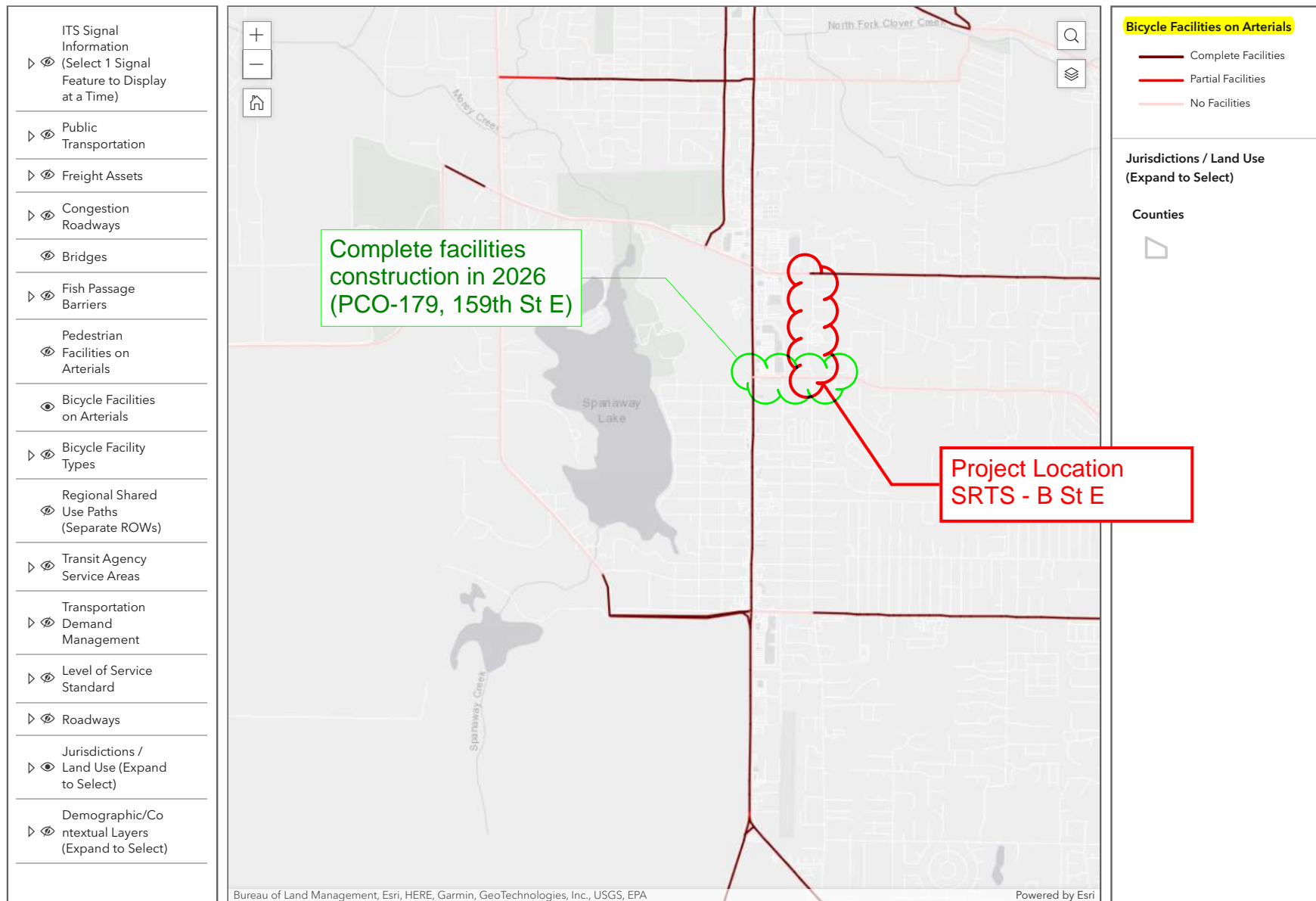




Existing Conditions

Future Conditions

User Guide





# Safe Routes to School Prioritization Analysis 2019 Update



## 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 specific schools within their districts. 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 will allow the school district to lower their transportation costs to bus nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom.

The tables below list the projects of each school district by their priority with the project description and the school district's provided estimated project costs if available. The maps for each district show the school and project locations provided by the school district, as well as the following:

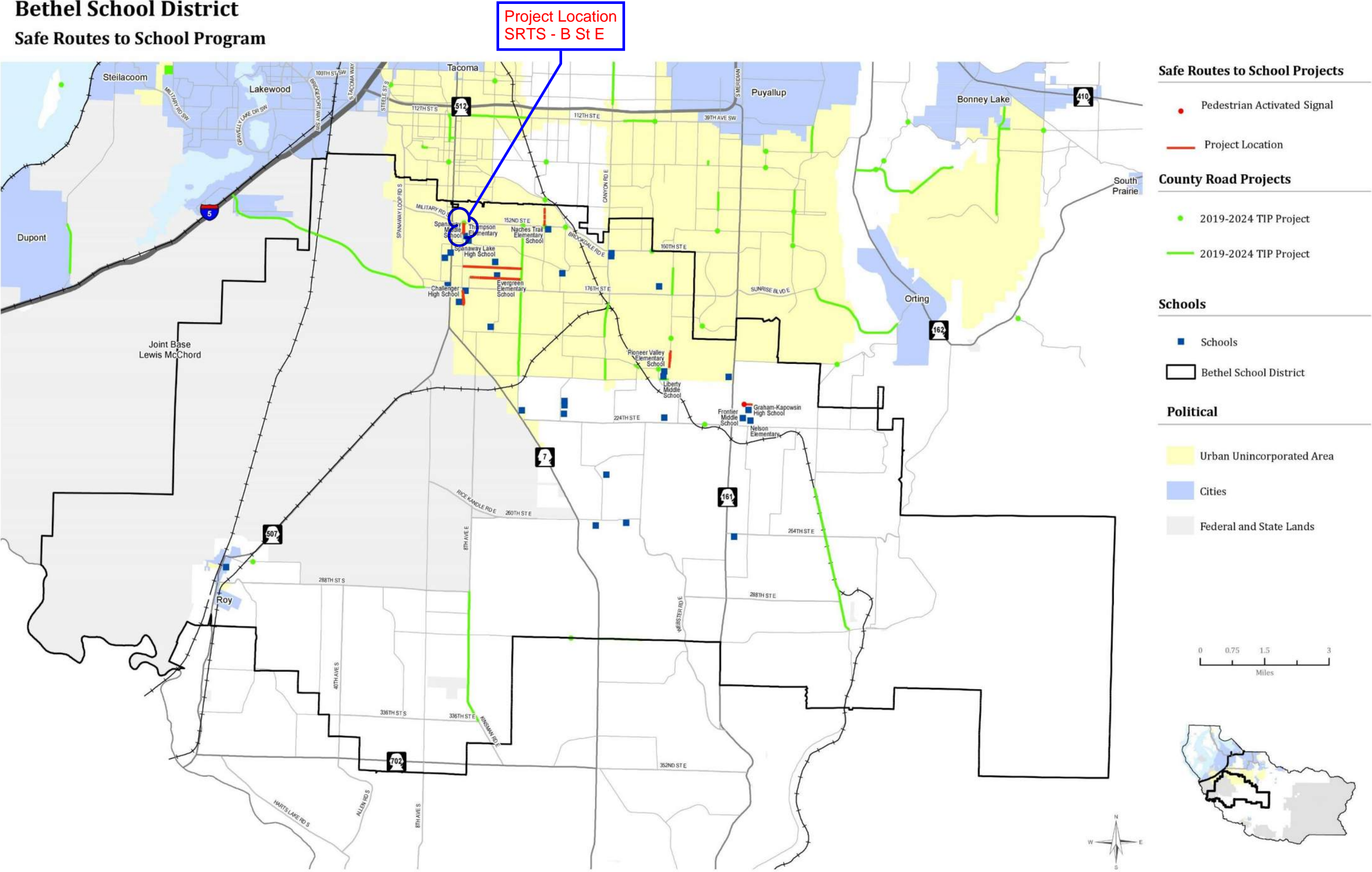
- School District Boundary
- Urban and Rural Unincorporated Areas – Based on the Comprehensive Urban Growth Areas (CUGA) and Urban Growth Areas (UGA) boundaries.
- TIP Projects – County road projects identified in the current County Transportation Improvement Program (TIP) document.

### BETHEL SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Spanaway Lake High	168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road
2	Pioneer Valley Elementary / Liberty Middle	78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road
3	Evergreen Elementary	172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road
4	Nelson Elementary / Frontier Middle / Graham-Kapowsin High <sup>1</sup>	216th St E (Eustis-Hunt Rd E to 109th Ave E)	Sidewalk on one side of road, and pedestrian-activated signal
5	Naches Trail Elementary	Waller Rd E (152nd St E to 145th St E)	Sidewalk on west side of road
6	Spanaway Middle / Thompson Elementary	B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road
7	Challenger High	B St E (182nd St E to 176th St E)	Sidewalk on both sides of road

<sup>1</sup> Located in rural unincorporated area

Bethel School District  
Safe Routes to School Program





Pierce County  
Planning & Public Works

2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SIX YEAR PROGRAM  
COMPLETE PROJECT LIST

Pierce County Planning & Public Works		Project Phase	Prior Expend.	2023 ANNUAL PROGRAM				2023 Total	2024 Future Allocation				2025 Future Allocation				2026- 2028 Future Allocation				2023 - 2028 TOTAL		
Revenue Sources in \$1,000's				Revenue Sources in \$1,000's					Revenue Sources in \$1,000's				Revenue Sources in \$1,000's										
				Local	Federal	State	Other					Local	Federal	State	Other	Local	Federal	State	Other				
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL - 168 ST E</b>		PE	82			35 SRTS		35												35			
<b>Limits:</b> -B St E to 13 Av Ct E		FE				25 SRTS		25	10 CRF		40 SRTS		37 CRF		13 SRTS					125			
<b>Scope Description:</b> -Construct new sidewalks on the northside, install speed feedback signs and improve existing ADA curb ramps and crosswalks.		ROW					50 OTHR	50				120 OTHR	25 CRF			73 OTHR				268			
<b>Other project information:</b> Priority Group: <b>NM</b> Work Class: <b>3</b> CRP: <b>5937</b> Est. Total Cost: <b>1,300</b> Map ID: <b>774</b> Fully funded: <b>Yes</b> Map Page No.: <b>5</b> Council District: <b>3</b> Length (miles): <b>0.05</b> Elements: <b>F,G,K</b>		CON													257 OTHR			541 SRTS		798			
		Total	82			60	50	110	10		40	120	62		13	330			541		1,226		
									170				405				541						
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL - B ST E</b>		PE		120 REET				120												120			
<b>Limits:</b> -156 St E to 152 St E		FE																					
<b>Scope Description:</b> -Preliminary engineering for future sidewalk construction.		ROW																					
<b>Other project information:</b> Priority Group: <b>NM</b> Work Class: <b>3</b> CRP: <b>5968</b> Est. Total Cost: <b>1,800</b> Map ID: <b>814</b> Fully funded: <b>No</b> Map Page No.: <b>5</b> Council District: <b>3</b> Length (miles): <b>0.25</b> Elements: <b>F,G,K</b>		CON																					
		Total		120				120												120			
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL PROGRAM</b>		PE	100	50 CRF				50	50 CRF				50 CRF			155 CRF				305			
<b>Limits:</b> -Various locations		FE																					
<b>Scope Description:</b> -Planning, engineering and grant support to public school districts for project priorities identified in the Pierce County Safe Routes to School Plan.		ROW																					
<b>Other project information:</b> Priority Group: <b>MPGM</b> Work Class: <b>3</b> CRP: <b>5800</b> Est. Total Cost: <b>600</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements: <b>G</b>		CON	25	50 REET				50	50 REET				50 REET			155 REET				305			
		Total	125	100				100	100				100			310				610			
									100				100				310						





# Transportation Programs

2023–2028 Transportation Improvement Program

2023–2036 Ferry Program

2 0 2 3



Exhibit "A" to Ordinance No. 2022-65s

Sponsored by: Councilmembers Derek Young and Dave Morell  
Requested by: County Executive/Planning & Public Works

## **ORDINANCE NO. 2022-65s**

**An Ordinance of the Pierce County Council Adopting the 2023-2028 Transportation Improvement Program and 2023-2036 Fourteen-Year Ferry Program, Pursuant to Revised Code of Washington Sections 36.81.121, 36.81.122, 36.81.130, and 36.54.015, and Washington Administrative Code 136, Chapters 15 and 16; Finding that Each Project Contained in the Plan is a Public Necessity; and Adopting Findings of Fact.**

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

**Whereas**, RCW 36.81.130 and Chapter 136-16 WAC provide that the County legislative authority shall annually adopt an annual road program prior to the adoption of the budget for the ensuing year; and

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

**Whereas**, the County Council finds that the County Executive and the County Engineer have submitted the 2023-2028 Transportation Improvement Program and 2023-2036 Fourteen-Year Ferry Program (Program) for review and approval by the County Planning Commission and the County Council; and

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



1       **Whereas**, pursuant to RCW 36.70.530, the Planning Commission has reviewed  
2 and recommended to the County Council that the Program should be approved, as  
3 presented at its August 23, 2022, meeting, and has referred the Program to the County  
4 Council; and

5  
6       **Whereas**, pursuant to WAC 197-11-800(15) and (19), the Program is  
7 categorically exempt from threshold determination and further environmental review,  
8 and that further environmental review will be required on each individual project  
9 identified in the program, unless categorically exempt per WAC 197-11-800; and

10  
11       **Whereas**, priority arrays were available and were consulted during the  
12 preparation of the Program pursuant to WAC 136-14-050; and

13  
14       **Whereas**, the Program has been reviewed and is consistent with the “2022  
15 Engineer’s Bridge Inspection Report” pursuant to WAC 136.20.060; and

16  
17       **Whereas**, public hearings, as required by state and local law, were held for  
18 consideration of the Program; and

19  
20       **Whereas**, the adoption of the Six-Year Transportation Improvement Program  
21 and Annual Construction Program by the County Council authorizes the County  
22 Engineer to approve right-of-way plans in accordance with the projects set forth in this  
23 Transportation Improvement Program and Annual Construction Program; and

24  
25       **Whereas**, the County Council, following its consideration of the action of the  
26 Planning Commission and all testimony presented at public hearings, finds that the  
27 Program is necessary and required, and should be adopted; **Now Therefore**,

28  
29       **BE IT ORDAINED by the Council of Pierce County:**

30  
31       Section 1. The Pierce County Council hereby adopts the 2023-2028  
32 Transportation Improvement Program & 2023-2036 Fourteen-Year Ferry Program,  
33 which is attached hereto as Exhibit A and incorporated herein by reference.

34  
35       Section 2. The Pierce County Council finds that the capital improvement projects  
36 set forth in Exhibit A are a public necessity.  
37  
38





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

3  
4        PASSED this 22<sup>nd</sup> day of November, 2022.

5  
6  
7 ATTEST:

PIERCE COUNTY COUNCIL  
Pierce County, Washington

8  
9  
10 Spide ready for

11  
12 **Denise D. Johnson**  
13 Clerk to the Council

Derek Young

**Derek Young**  
Council Chair

Bruce F. Dammeier

**Bruce F. Dammeier**

Pierce County Executive

Approved X Vetoed \_\_\_\_\_, this  
1<sup>st</sup> day of December,  
2022.

14  
15  
16  
17  
18  
19  
20  
21  
22  
23 Date of Publication of

24 Notice of Public Hearing: October 26, 2022

25  
26 Effective Date of Ordinance: December 11, 2022





2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Pierce County Planning & Public Works			2023 ANNUAL PROGRAM					2024 Future Allocation				2025 Future Allocation				2026- 2028 Future Allocation				2023 - 2028 TOTAL
Project Phase	Prior Expend.	Revenue Sources in \$1,000's				2023 Total	Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				2023 - 2028 TOTAL	
		Local	Federal	State	Other		Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other		
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL - 168 ST E</b>	<b>PE</b>	82			35 SRTS		35													35
<b>Limits:</b> -B St E to 13 Av Ct E	<b>FE</b>				25 SRTS		25	10 CRF		40 SRTS		37 CRF		13 SRTS						125
<b>Scope Description:</b> -Construct new sidewalks on the northside, install speed feedback signs and improve existing ADA curb ramps and crosswalks.	<b>ROW</b>					50 OTHR	50				120 OTHR	25 CRF			73 OTHR					268
<b>Other project information:</b> Priority Group: <b>NM</b> Work Class: <b>3</b> CRP: <b>5937</b> Est. Total Cost: <b>1,300</b> Map ID: <b>774</b> Fully funded: <b>Yes</b> Map Page No.: <b>5</b> Council District: <b>3</b> Length (miles): <b>0.05</b> Elements: <b>F,G,K</b>	<b>CON</b>														257 OTHR			541 SRTS		798
	<b>Total</b>	<b>82</b>			60	50	110	10		40	120	62		13	330			541		1,226
							170				405				541					
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL - B ST E</b>	<b>PE</b>		35 420 REET				35 120	17 REET	110 TAP			17 REET	110 TAP			51 REET	324 TAP			664 120
<b>Limits:</b> -156 St E to 152 St E	<b>FE</b>																			
<b>Scope Description:</b> -Preliminary engineering for future sidewalk construction.	<b>ROW</b>																			
<b>Other project information:</b> Priority Group: <b>NM</b> Work Class: <b>3</b> CRP: <b>5968</b> Est. Total Cost: <b>1,800</b> Map ID: <b>814</b> Fully funded: <b>No</b> Map Page No.: <b>5</b> Council District: <b>3</b> Length (miles): <b>0.25</b> Elements: <b>F,G,K</b>	<b>CON</b>																			
	<b>Total</b>		120 35				120	17	110			17	110			51	324			120
							127				127				375					
<b>Project Title:</b> <b>SAFE ROUTES TO SCHOOL PROGRAM</b>	<b>PE</b>	100	50 CRF				50	50 CRF				50 CRF				155 CRF				305
<b>Limits:</b> -Various locations	<b>FE</b>																			
<b>Scope Description:</b> -Planning, engineering and grant support to public school districts for project priorities identified in the Pierce County Safe Routes to School Plan.	<b>ROW</b>																			
<b>Other project information:</b> Priority Group: <b>MPGM</b> Work Class: <b>3</b> CRP: <b>5800</b> Est. Total Cost: <b>600</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements: <b>G</b>	<b>CON</b>	25	50 REET				50	50 REET				50 REET				155 REET				305
	<b>Total</b>	<b>125</b>	100				100	100				100				310				610
							100				100				310					



## SRTS - B St E (159th St E to 152nd St E)

Existing conditions looking north towards 157th St E

- No paved shoulders / bicycle lanes
- No sidewalk on entire west side (east side only in front of school as shown)



Google Earth

© 2023 Google

5.39 ft





# SRTS - B St E (159th St E to 152nd St E)

Existing conditions looking south towards 158th St E



Google Earth

© 2023 Google

4.30 ft





# SRTS - B St E (159th St E to 152nd St E)

Existing conditions looking north towards 155th St E



Google Earth

© 2023 Google

4.45 ft



# SRTS - B St E (159th St E to 152nd St E)

Existing conditions looking south from 152nd St E



Google Earth

© 2023 Google

5.40 ft



Washington State S. T. I. P.

2023 to 2026

(Project Funds to Nearest Dollar)

MPO/RTPO: PSRC

Y Inside

N Outside

July 5, 2023

County: Pierce

Agency: Pierce Co.

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
04	2870(001)		PCO-179	28	0.360	CE	Yes	SR-7	3rd Ave Ct E	5,471,225	2305 AdMod

159 ST E

The project will construct sidewalk and shared-use paved shoulders on both sides of 159 ST E and connect to existing sidewalks at SR-7 and 3rd Ave Ct E. The project will install LED pedestrian scale lighting to illuminate the sidewalk and extend the existing two-way left turn lane to B ST E including necessary traffic signal modifications and pedestrian improvements at the intersection.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
RW	2023		TA(UL)	1,077,790		0	168,210	1,246,000
CN	2026		STBG(UL)	1,500,000		0	2,131,979	3,631,979
Project Totals				2,577,790		0	2,300,189	4,877,979

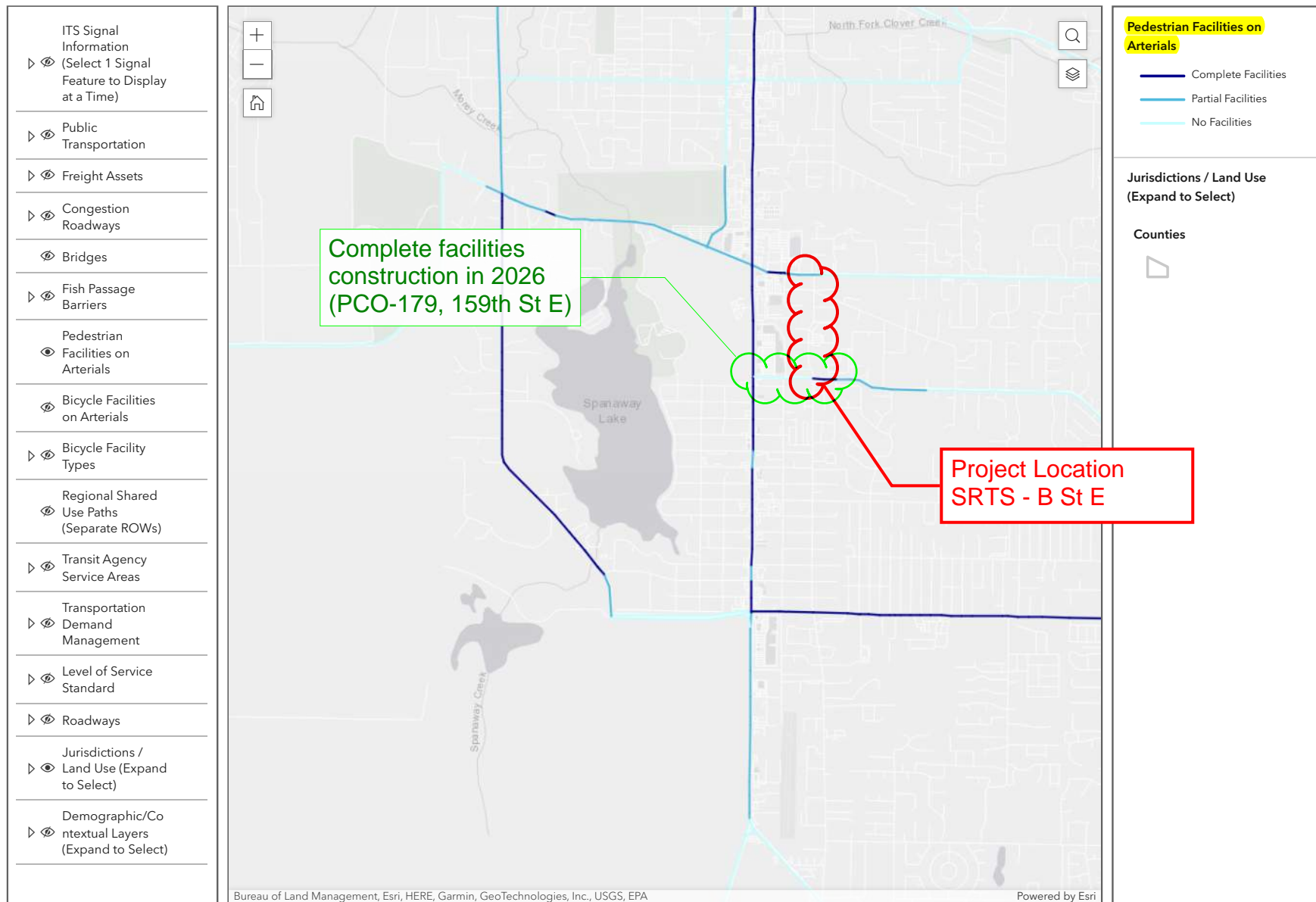
Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
ALL	1,246,000	0	0	3,631,979	0
Totals	1,246,000	0	0	3,631,979	0

Existing Conditions

Future Conditions

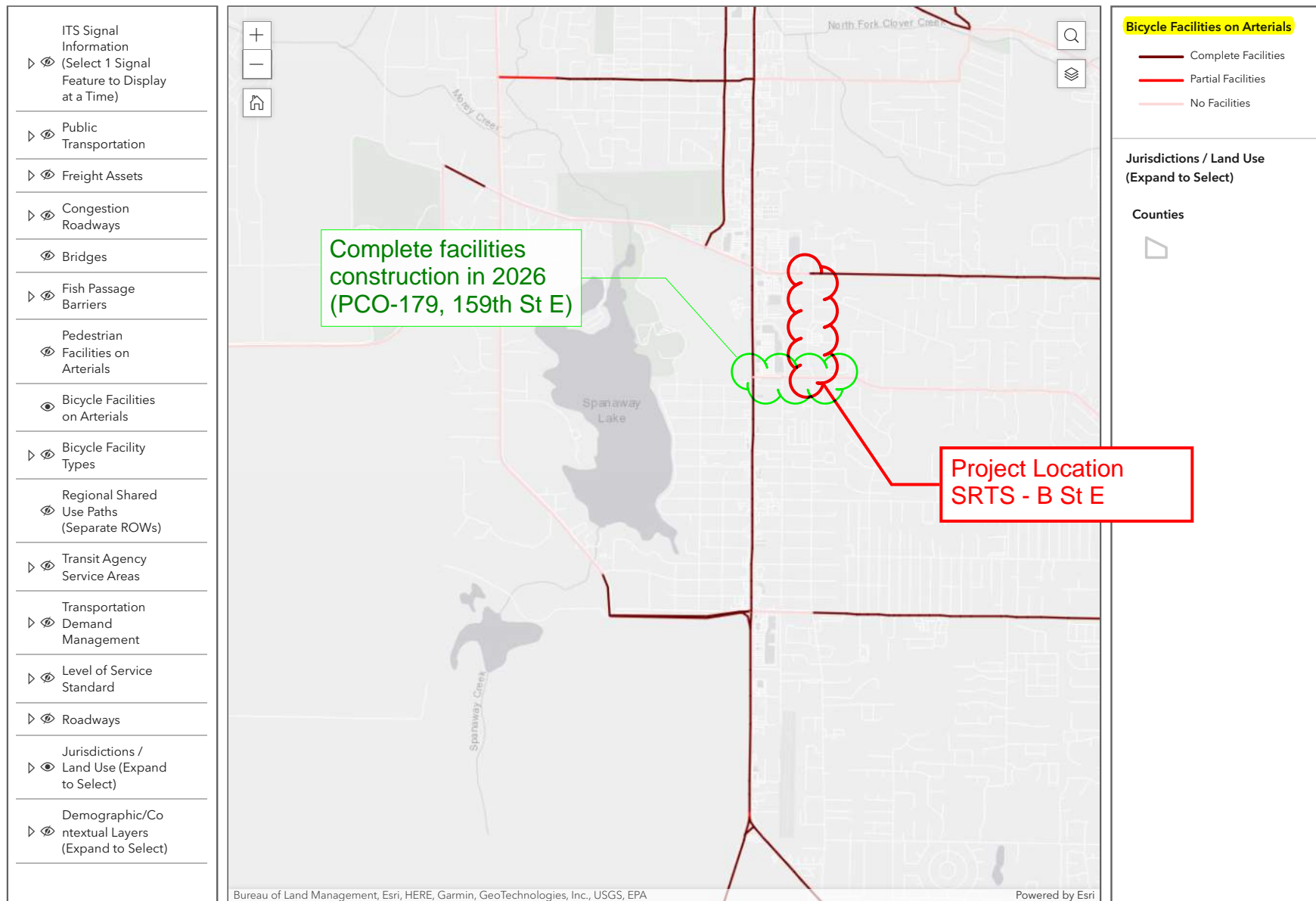
User Guide



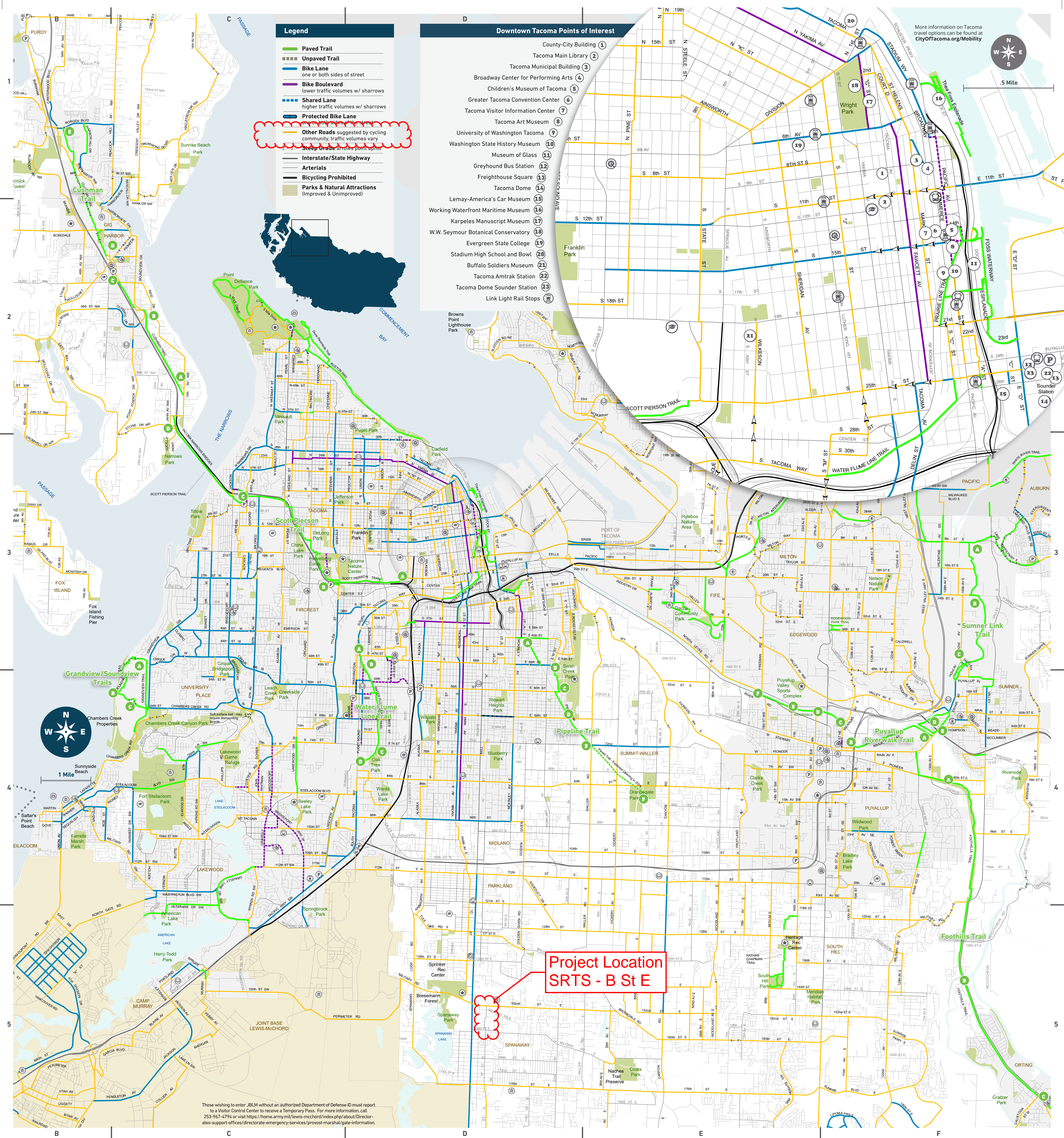
Existing Conditions

Future Conditions

User Guide







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.

# Bike Map

**FREE PUBLICATION**

## 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](http://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](http://wsdot.wa.gov/travel/bicycling-walking).

**Information about other state bicycling laws:**

- WSDOT Bicycle and Pedestrian Program [wsdot.wa.gov/travel/bicycling-walking](http://wsdot.wa.gov/travel/bicycling-walking)
- Washington Laws and Agency Rules (800) 562-6000 • [leg.wa.gov/LawsAndAgencyRules](http://leg.wa.gov/LawsAndAgencyRules)
- Washington Traffic Safety Commission (360) 753-6197 • [wtsa.wa.gov](http://wtsa.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](http://pierce.county.codes/PCC/10.22) (chapter 10.22)

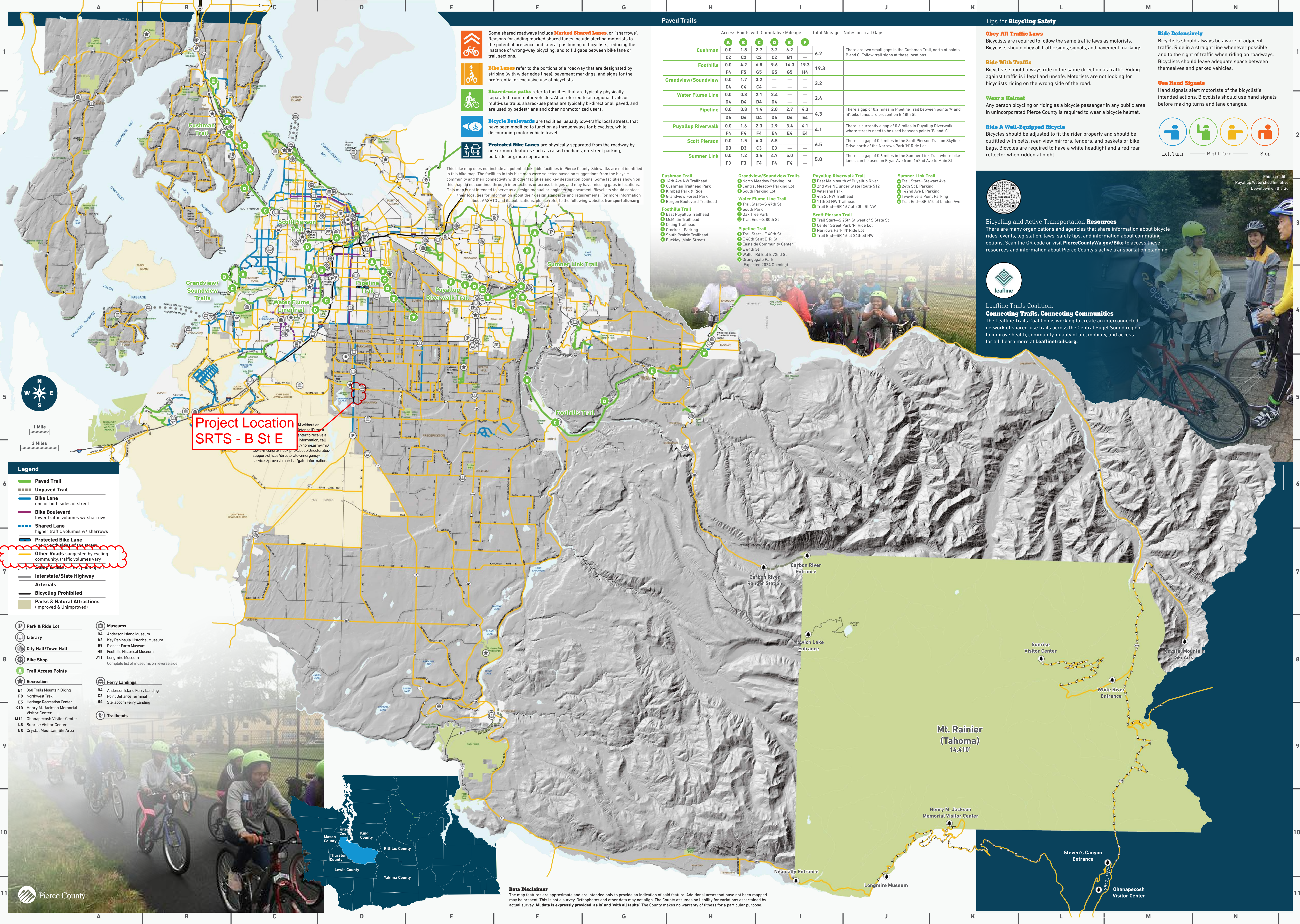
View the current Pierce County Bike Map online at [PierceCountyWa.org/BikeMap](http://PierceCountyWa.org/BikeMap)

**Feedback or Comments?**  
[BikeMap@PierceCountyWa.gov](mailto:BikeMap@PierceCountyWa.gov)

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

<b>Park &amp; Ride Lot</b> Library Transit Centers D4 72nd St C4 Lakewood D5 Parkland E5 South Hill Mall D3 Tacoma Community College C4 Tacoma Mall C5 Lakewood Sounder Station E4 Puyallup Sounder Station F4 Summer Sounder Station D3 Tacoma Amtrak Station see inset D4 Tacoma Dome Sounder Station see inset Colleges/Universities D3 Evergreen State College D3 Pacific Lutheran University C4 Pierce College Fort Steilacoom F5 Pierce College Puyallup C3 Tacoma Community College C2 Tacoma Community College D3 University of Puget Sound D3 University of Wa. Tacoma see inset	<b>City Hall/Town Hall</b> Bike Shop Ferry Landings B4 Anderson Island Ferry Landing C2 Point Defiance Terminal B4 Steilacoom Ferry Landing C2 Tahlequah Terminal Recreation D2 Center at Norpoint D3 Cheney Stadium E5 Heritage Recreation Center C4 Lakewood Community Center B2 Peninsula Recreation Center C2 Point Defiance Marina E4 Puyallup Fairgrounds E4 Puyallup Recreation Center D4 STAR Center D3 Sprinkler Recreation Center D4 Swan Creek Mountain Bike Trails D3 Tacoma Dome see inset D3 Tacoma Nature Center C2 Point Defiance Zoo Reverse side of map B1 360 Trails Mountain Biking F8 Northwest Trek K10 Henry M. Jackson Memorial Visitor Center M11 Okanogan-Peshawab Visitor Center L8 Sunrise Visitor Center N8 Crystal Mountain Ski Area	<b>Museums</b> D2 Browns Point Lighthouse History Museum D3 Buffalo Soldiers Museum inset D3 Children's Museum of Tacoma inset D5 DuPont Historical Museum E3 Fire History Museum C2 Fort Nisqually Living History Museum D3 Fort Island Museum D2 Harbor History Museum D3 Job Carr Cabin Museum D3 Karples Manuscript Museum inset F4 Karshner Museum C4 Lakewood Historical Museum D3 LeMay—America's Car Museum inset D5 LeMay Family Collection B5 Lewis Army Museum C5 McChord Air Museum F4 Meeker Mansion D3 Museum of Glass inset D5 Prairie House Museum E4 Puyallup Fair Museum D5 Scandinavian Cultural Center D3 Slater Museum of Natural History B4 Steilacoom Historical Museum B4 Steilacoom Tribal Museum D3 Tacoma Art Museum inset C3 The Gallery at Tacoma Community College D3 Washington State History Museum inset C4 Western State Hospital Museum D3 Working Waterfront Maritime Museum inset Reverse side of map B4 Anderson Island Museum E2 Key Peninsula Historical Museum E9 Pioneer Farm Museum H5 Foothills Historical Museum J11 Longmire Museum	<b>Trailheads</b>
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- Shared Roads** include **Marked Shared Lanes**, or "sharrows". Reasons for adding marked shared lanes include alerting motorists to the potential presence and lateral positioning of bicyclists, reducing the instance of wrong-way bicycling, and to fill gaps between bike lane or trail sections.
- Bike Lanes** refer to the portions of a roadway that are designated by striping (with wider edge lines), pavement markings, and signs for the preferential or exclusive use of bicyclists.
- 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](http://transportation.org)

Paved Trails		Access Points with Cumulative Mileage						Total Mileage	Notes on Trail Gaps	
		A	B	C	D	E	F			
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.	
	C2	C2	C2	C2	B1	—	—			
	F4	F5	G5	G5	G5	H4	—			
Grandview/Soundview	0.0	1.7	3.2	—	—	—	—	3.2		
	C4	C4	C4	—	—	—	—			
Water Flume Line	0.0	0.3	2.1	2.4	—	—	—	2.4		
	D4	D4	D4	D4	—	—	—			
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.	
	D4	D4	D4	D4	D4	D4	—			
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'.	
	F4	F4	F4	F4	E4	E4	—			
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.	
	D3	D3	C3	C3	—	—	—			
Summer Link	0.0	1.2	3.4	4.7	5.0	—	—	5.0	There is a gap of 0.6 miles in the Summer Link Trail where bike lanes can be used on Fryar Ave from 142nd Ave to Main St.	
	F3	F3	F4	F4	F4	—	—			

- 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
  - Dak Tree Park
  - Trail End—S 80th St
- Pipeline Trail**
  - Trail Start—E 40th St
  - E 48th St at E 'R' St
  - Eastside Community Center
  - E 64th St
  - Waller Rd E at E 72nd St
  - Drangate 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 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**

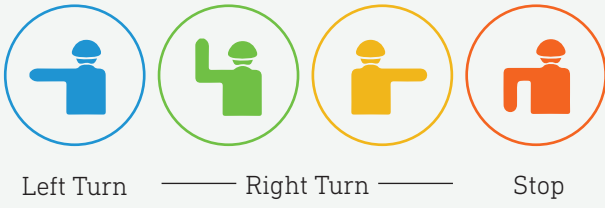
Bicyclists should always ride in the same direction as traffic. Riding against traffic is illegal and unsafe. Motorists are not looking for bicyclists riding on the wrong side of the road.
- Wear a Helmet**

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**

Bicycles 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](http://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](http://Leaflinetrails.org).

Photo credits: Puyallup Watershed Initiative, Downtown on the Go



**Project Location**  
**SRTS - B St E**

- Legend**
- Paved Trail
  - Unpaved Trail
  - Bike Lane one or both sides of street
  - Bike Boulevard lower traffic volumes w/ sharrows
  - Shared Lane higher traffic volumes w/ sharrows
  - Protected Bike Lane open on both sides of the street
  - Other Roads suggested by cycling community, traffic volumes vary
  - Interstate/State Highway
  - Arterials
  - Bicycling Prohibited
  - Parks & Natural Attractions (Improved & Unimproved)

- Park & Ride Lot**
  - B4 Anderson Island Museum
  - A2 Key Peninsula Historical Museum
  - E9 Pioneer Farm Museum
  - H5 Foothills Historical Museum
  - J11 Longmire MuseumComplete list of museums on reverse side
- Museums**
- 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 Ohanapech Visitor Center
  - L8 Sunrise Visitor Center
  - N8 Crystal Mountain Ski Area
- Ferry Landings**
  - B4 Anderson Island Ferry Landing
  - C2 Point Defiance Terminal
  - B4 Steilacoom 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 (159th St E to 152nd St E)

Nearby Destinations

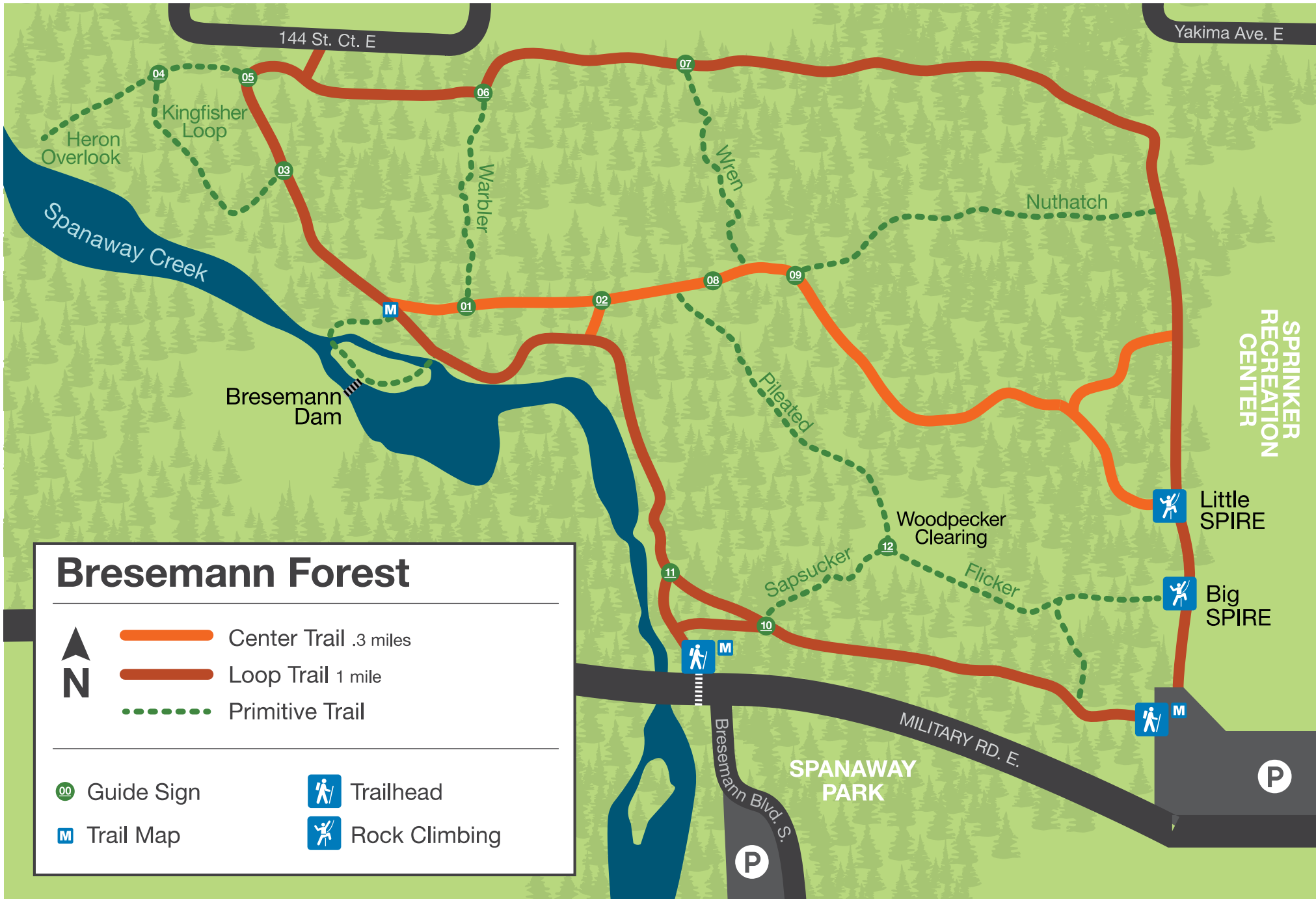






**SPANAWAY PARK**  
 14904 GUS G. BRESEMANN ROAD S.  
 SPANAWAY, WA 98387  
[www.piercecountywa.gov/parks](http://www.piercecountywa.gov/parks)









# Safe Routes to School Prioritization Analysis 2019 Update

## 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 specific schools within their districts. 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 will allow the school district to lower their transportation costs to bus nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom.

The tables below list the projects of each school district by their priority with the project description and the school district's provided estimated project costs if available. The maps for each district show the school and project locations provided by the school district, as well as the following:

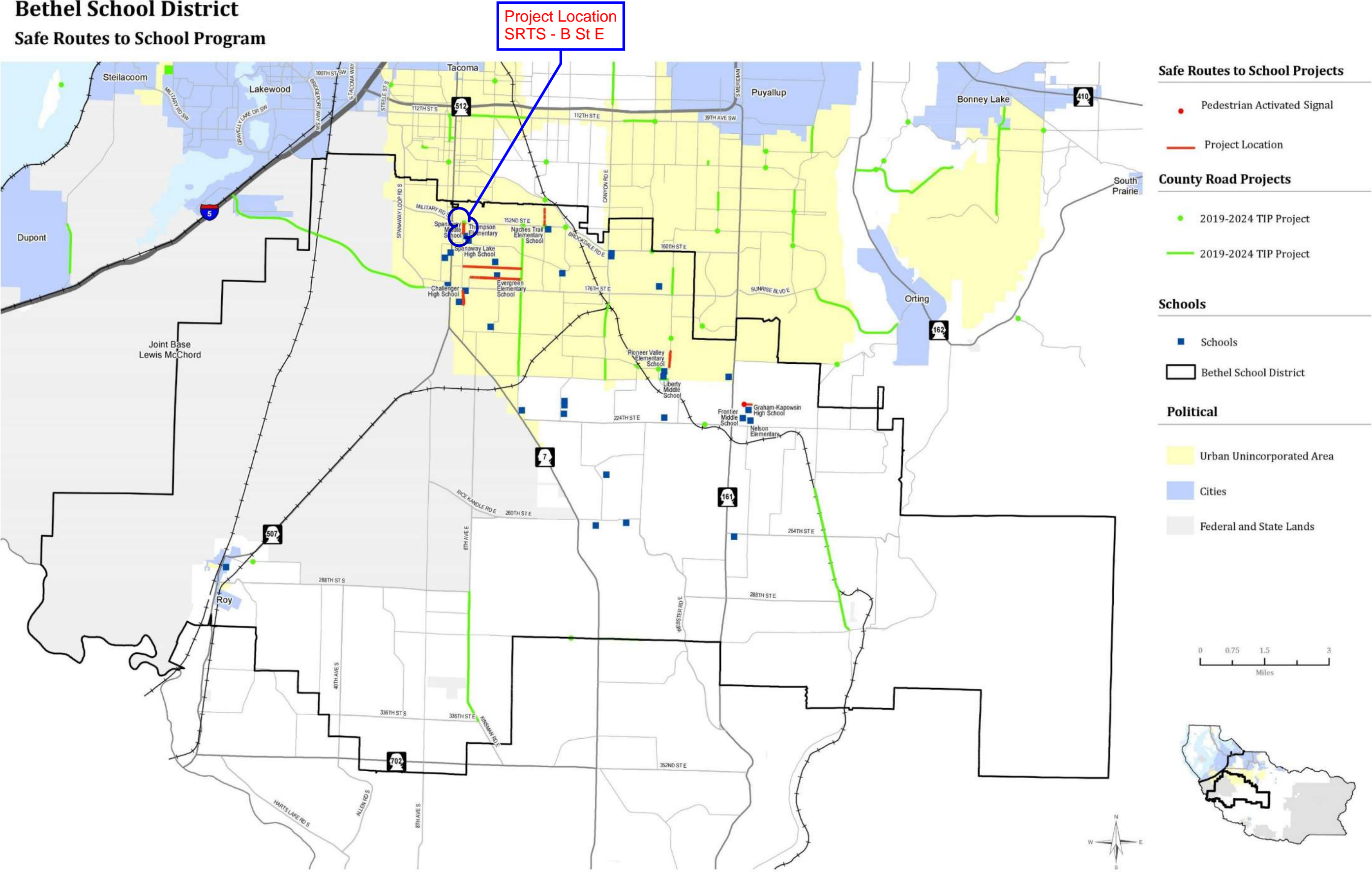
- School District Boundary
- Urban and Rural Unincorporated Areas – Based on the Comprehensive Urban Growth Areas (CUGA) and Urban Growth Areas (UGA) boundaries.
- TIP Projects – County road projects identified in the current County Transportation Improvement Program (TIP) document.

### BETHEL SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Spanaway Lake High	168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road
2	Pioneer Valley Elementary / Liberty Middle	78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road
3	Evergreen Elementary	172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road
4	Nelson Elementary / Frontier Middle / Graham-Kapowsin High <sup>1</sup>	216th St E (Eustis-Hunt Rd E to 109th Ave E)	Sidewalk on one side of road, and pedestrian-activated signal
5	Naches Trail Elementary	Waller Rd E (152nd St E to 145th St E)	Sidewalk on west side of road
6	Spanaway Middle / Thompson Elementary	B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road
7	Challenger High	B St E (182nd St E to 176th St E)	Sidewalk on both sides of road

<sup>1</sup> Located in rural unincorporated area

Bethel School District  
Safe Routes to School Program







# Americans with Disabilities Act Transition Plan for Public Rights-of-Way

Prepared by Pierce County Planning & Public Works  
2019



Pierce County

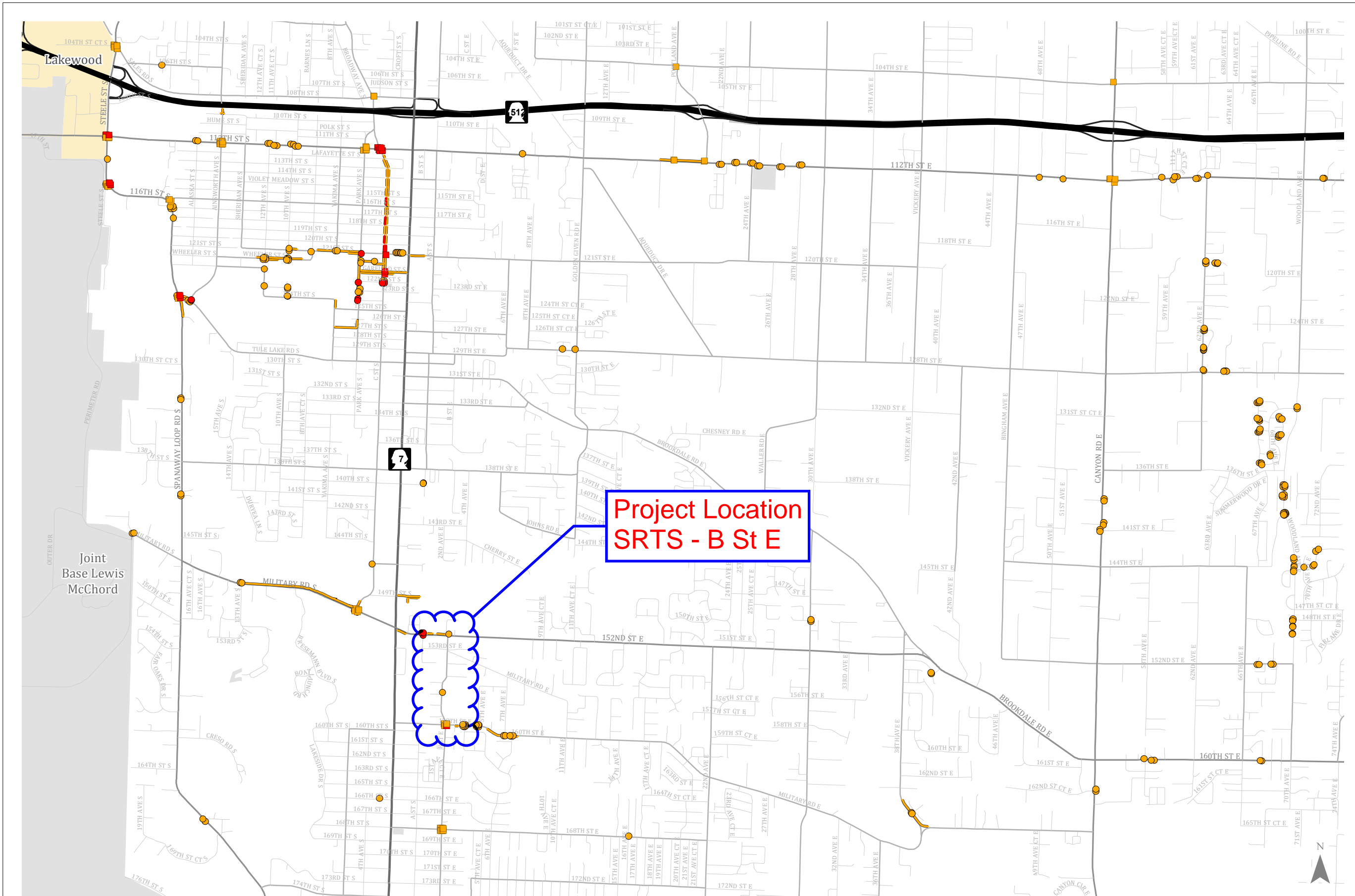




# ADA Transition Plan

## Area 9 - Highest 50% of Non-Compliant Facilities by Priority Score

### Legend



### Facilities

Accessible Push Button Priority Score

- Medium
- High

Curb Ramp Priority Score

- Medium
- High

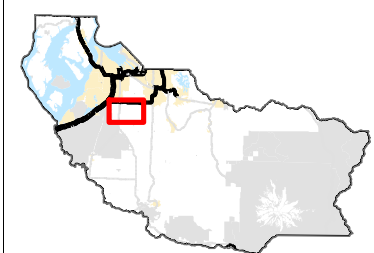
Driveway Priority Score

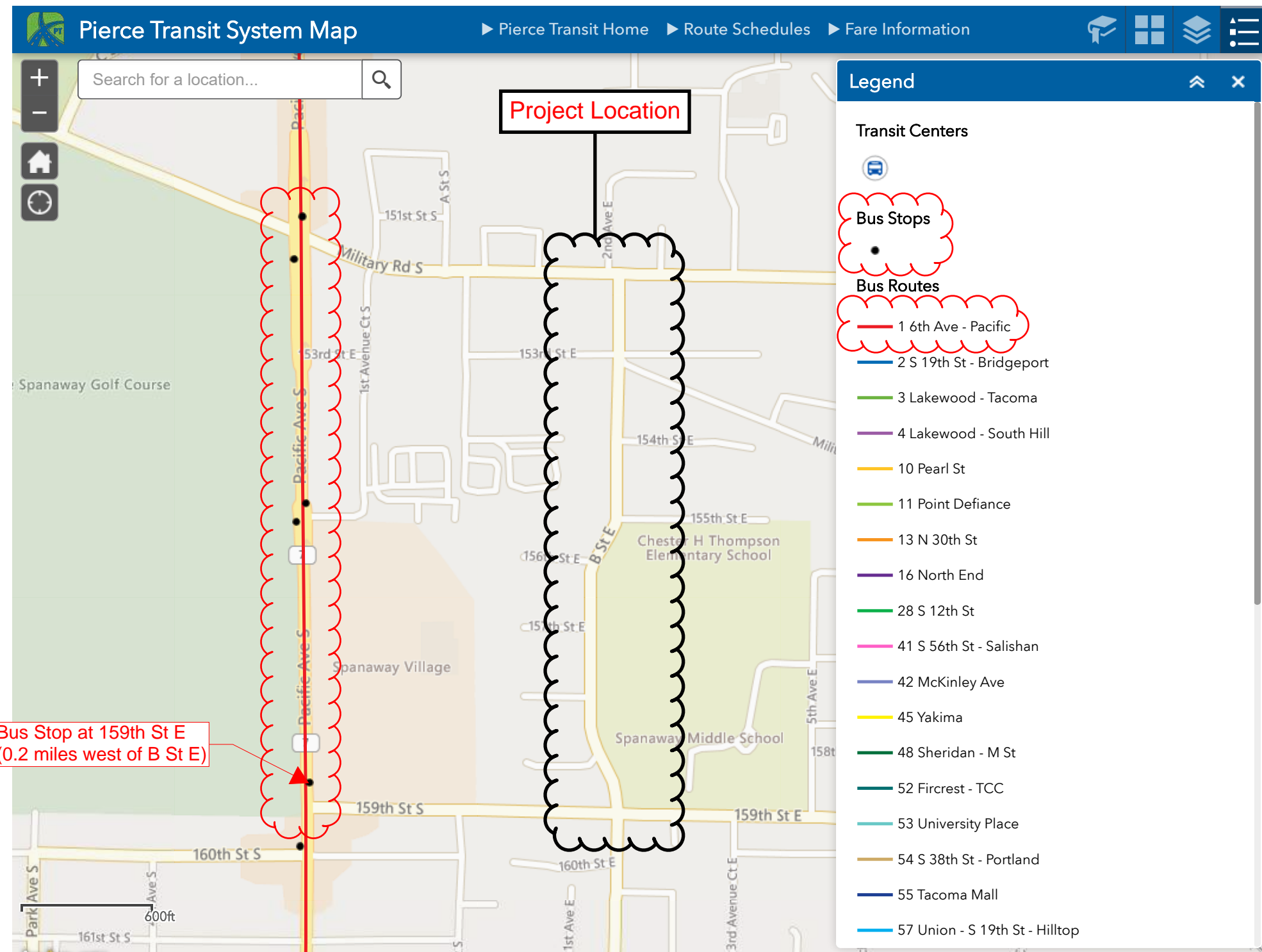
- Medium
- High

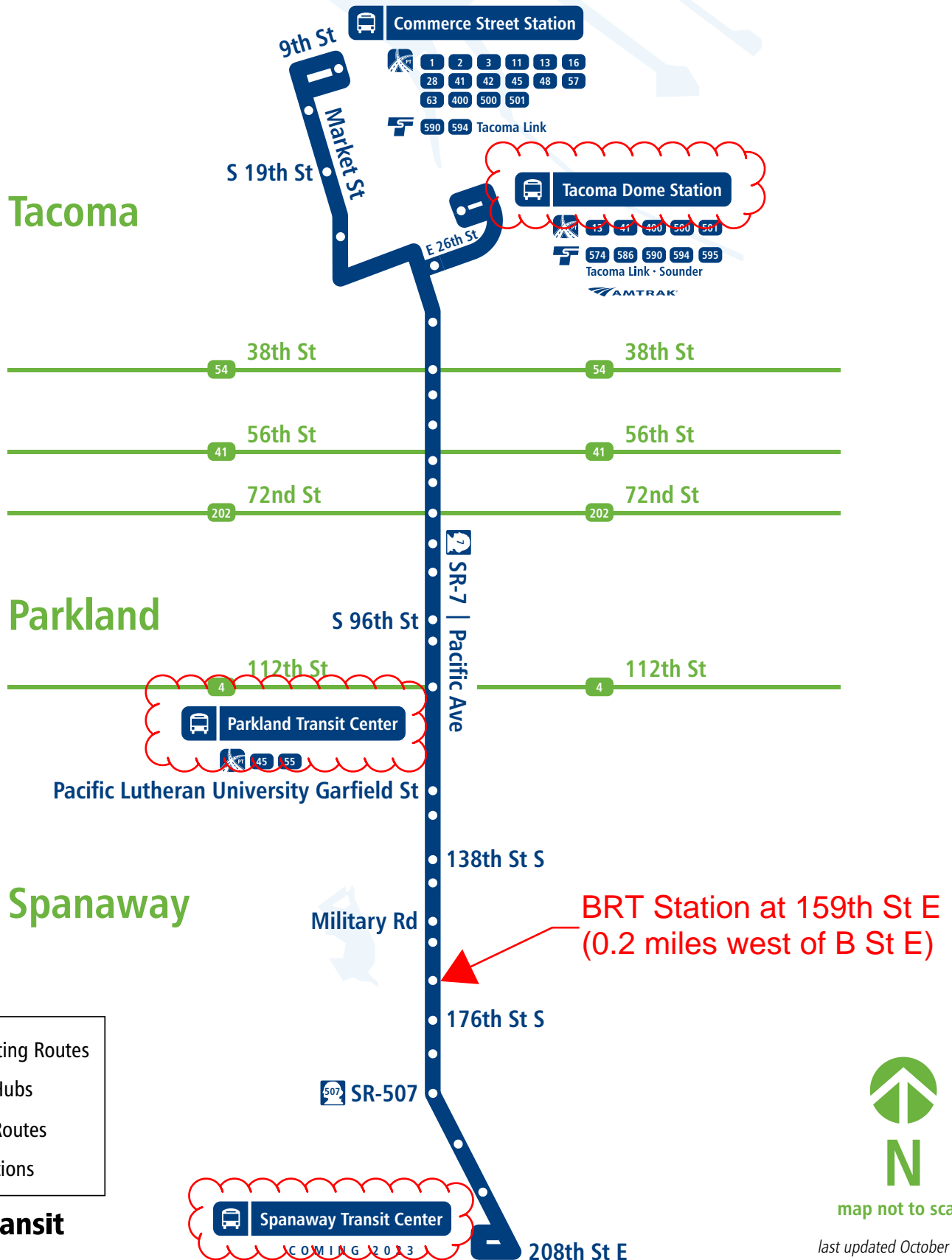
Sidewalk Priority Score

- Medium
- High

- Interstate Highway
- Highway Ramp
- Limited Access State Highway
- Other State Highway
- Major Road
- Arterial
- Residential
- Cities
- Puget Sound
- Federal and State Lands
- WSDOT Land







# 2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM

## ROAD PROJECTS

Pierce County Planning & Public Works		2024 ANNUAL PROGRAM						2025 Future Allocation				2026 Future Allocation				2027- 2029 Future Allocation				2024 - 2029 TOTAL
Project Phase	Prior Expend.	Revenue Sources in \$1,000's				2024 Total	Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				TOTAL	
		Local	Federal	State	Other		Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other		
<b>Project Title:</b> MILITARY RD E / 152 ST E	PE	18	100	CRF																100
<b>Limits:</b> - Intersection	FE		50	CRF						100	CRF									150
<b>Scope Description:</b> - Install traffic signal.	ROW									50	CRF									50
<b>Other project information:</b> Priority Group: <b>TSIP</b> Work Class: <b>6</b> CRP: <b>5889</b> Est. Total Cost: <b>TBD</b> Map ID: <b>729</b> Fully funded: <b>No</b> Map Page No.: <b>5</b> Council District: <b>3</b> Length (miles): <b>0.00</b> Elements: <b>I</b>	CON																			
	Total	18	150							150										300
<b>Project Title:</b> NISQUALLY RD SW	PE		50	CRF																50
<b>Limits:</b> - Thurston County Line to I-5	FE		75	CRF						169	CRF			10	CRF					254
<b>Scope Description:</b> - Rehabilitate, resurface roadway and roadside elements.	ROW																			
<b>Other project information:</b> Priority Group: <b>PRSV</b> Work Class: <b>4</b> CRP: <b>5962</b> Est. Total Cost: <b>3,000</b> Map ID: <b>799</b> Fully funded: <b>Yes</b> Map Page No.: <b>2</b> Council District: <b>6</b> Length (miles): <b>2.14</b> Elements: <b>D,V,W</b>	CON												1,690	CRF	976	STPR				2,666
	Total		125							169				1,700	976					2,970
<b>Project Title:</b> OHOP VALLEY EXT RD E - SLIDE REPAIR	PE																			
<b>Limits:</b> - 2,640 ft to 3,168 ft SW of SR 161	FE		1	CRF						1	CRF									2
<b>Scope Description:</b> - To install soldier pile wall along eroded area and reconstruct road embankment and surfacing.	ROW																			
<b>Other project information:</b> Priority Group: <b>PRSV</b> Work Class: <b>4</b> CRP: <b>5966</b> Est. Total Cost: <b>1,000</b> Map ID: <b>812</b> Fully funded: <b>No</b> Map Page No.: <b>6</b> Council District: <b>3</b> Length (miles): <b>0.10</b> Elements: <b>A,D,W</b>	CON																			
	Total		1							1										2



# Comprehensive Plan

Pierce County, Washington



## Honor the Past ➤ Look Ahead

**Ordinance Number:** 2015-40

**As Amended by  
Ordinance Numbers:** 2016-34s  
2017-23  
2018-39s  
2019-15s  
2020-16s  
2020-103s  
2021-26s  
2021-49

**Effective Date:** October 1, 2021

"Sponsored by: Councilmember Derek Young  
Requested by: County Council

## ORDINANCE NO. 2021-49

**An Ordinance of the Pierce County Council Adopting Amendments to the Pierce County Code (PCC) to Resolve Challenges to the Centers and Corridors Legislation; Amending Exhibit A – Title 19A PCC, "Pierce County Comprehensive Plan," Chapter 14, Appendix I: Frederickson Community Plan, and Exhibit B – "Findings of Fact," to Ordinance No. 2020-98s2; Amending Exhibit B – Title 18A PCC, "Development Regulations – Zoning", Exhibit D – Title 18J PCC, "Development Regulations – Design Standards and Guidelines," Exhibit G – PCC 18A.10.030, "Zoning Atlas," and Exhibit H – "Findings of Fact," to Ordinance No. 2020-102s; and Amending Exhibit A, Title 19A PCC, "Pierce County Comprehensive Plan," Chapter 2, Land Use Element, and Exhibit B – "Findings of Fact," to Ordinance No. 2020-103s, Pursuant to a Settlement Agreement in the Growth Management Hearings Board Central Puget Sound Region Case No. 21-3-0001; Adopting Findings of Fact; and Setting an Effective Date.**

**Whereas**, the Growth Management Act (GMA) was adopted in 1990 and required Pierce County to develop, adopt, and implement a Comprehensive Plan pursuant to the Revised Code of Washington (RCW) 36.70A.040; and

**Whereas**, RCW 36.70A.080 allows local jurisdictions to adopt subarea plans consistent with the comprehensive plan as an optional element; and

**Whereas**, on August 11, 2015, the County Council adopted Ordinance No. 2015-40 indicating that considerable public support existed for updating community plans and that such review and update is necessary and appropriate to ensure that the individual community plans remain current and relevant; and

**Whereas**, on November 29, 2016, the County Council adopted Resolution No. R2016-150s, which supports the "Urban Communities of Pierce" Report and Implementation Actions including the framework for the "Centers and Corridors" proposal for the central unincorporated Urban Growth Area and designation of Centers of Local Importance; and



1       **Whereas**, "Urban Communities of Pierce" includes the urban areas of the  
2 Frederickson, Mid-County, Parkland, Spanaway, Midland, and South Hill communities,  
3 and provides a combined land use and transportation strategy that redirects growth to a  
4 limited number of mixed-use centers and corridors that increase walkability and transit  
5 access; and  
6

7       **Whereas**, on October 29, 2020, the County Council adopted Ordinance Nos.  
8 2020-96s2, 2020-97s2, 2020-98s2, 2020-99s2, 2020-102s, and 2020-103s.  
9 Collectively, the legislation is referred to as the "Centers and Corridors" Legislation and  
10 were provided with an effective date of February 1, 2021; and  
11

12       **Whereas**, prior to adoption of Ordinance No. 2020-98s2, the County Council  
13 amended Exhibit A to the Ordinance to prohibit new residential development within the  
14 Towne Center at 176<sup>th</sup> Street East and Canyon Road East until such time as the area is  
15 reinstated in the Transit Service Area; and  
16

17       **Whereas**, on January 19, 2021, the County Council adopted Ordinance No.  
18 2021-1, extending the effective date of Ordinance No. 2020-102s to March 1, 2021; and  
19

20       **Whereas**, on January 29, 2021, Futurewise filed a Petition for Review  
21 challenging Pierce County Ordinance Nos. 2020-96s2, 2020-97s2, 2020-98s2,  
22 2020-99s2, 2020-102s, and 2020-103s. The Petition was assigned Case  
23 No. 21-3-0001; and  
24

25       **Whereas**, on February 2, 2021, the Summit-Waller Community Association and  
26 North Clover Creek Community Council filed a Petition for Review challenging Pierce  
27 County Ordinance Nos. 2020-96s2, 2020-97s2, 2020-102s, and 2020-103s. The  
28 Petition was assigned Case No. 21-3-0002; and  
29

30       **Whereas**, on February 3, 2021, Fretoc LLC filed a Petition for Review  
31 challenging Pierce County Ordinance Nos. 2020-98s2 and 2020-102s. The Petition was  
32 assigned Case No. 21-3-0003; and  
33

34       **Whereas**, on February 9, 2021, the Growth Management Hearings Board –  
35 Central Puget Sound Region, consolidated Case Nos. 21-3-0001, 21-3-0002, and  
36 21-3-0003. The case number for the new consolidated case is Case No. 21-3-0003c  
37 and is entitled "Futurewise, et al v. Pierce County"; and  
38

39       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
40 2021-15, extending the effective date of Ordinance No. 2020-96s2 to October 1, 2021;  
41 and  
42

43       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
44 2021-16, extending the effective date of Ordinance No. 2020-97s2 to October 1, 2021;  
45 and  
46

47       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
2021-17, extending the effective date of Ordinance No. 2020-98s2 to October 1, 2021;  
and



1       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
2 2021-18, extending the effective date of Ordinance No. 2020-99s2 to October 1, 2021;  
3 and

4       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
5 2021-19, extending the effective date of Ordinance No. 2020-102s, as amended by  
6 Ordinance No. 2021-1, to October 1, 2021; and

7  
8       **Whereas**, on February 23, 2021, the County Council adopted Ordinance No.  
9 2021-20, extending the effective date of Ordinance No. 2020-103s to October 1, 2021;  
10 and

11       **Whereas**, on February 24, 2021, the Board Issued a Prehearing Order  
12 encouraging the Parties to engage in Settlement Discussions; and

13  
14       **Whereas**, On April 2, 2021, "Apogee" and "Rhine Entities" filed Motions to  
15 Intervene in Case No. 21-3-0003c regarding the Summit Waller Community  
16 Association's Petition, which was granted by the Board; and

17  
18       **Whereas**, on April 23, 2021, Petitioner Futurewise and Respondent Pierce  
19 County filed a Joint Motion for Settlement Extension and Motion to Segregate Petitioner  
20 Futurewise's appeal from Consolidated Case No. 21-3-0003c to negotiate a settlement;  
21 and

22  
23       **Whereas**, on May 3, 2021, the Summit Waller Community Association and North  
24 Clover Creek, Collins Community Council filed a Motion and Notice of Dismissal of  
25 Appeal in Case No. 21-3-0003c; and

26  
27       **Whereas**, on May 7, 2021, the Board issued an Order Granting A Settlement  
28 Extension, A Dismissal of Appeal and a Segregation of Petition dismissing the Petition  
29 for Review filed by Summit-Waller et. al, withdrawing an Order on Intervention, and  
30 segregated Petitioner Fretoc's appeal (numbered as Case 21-3-0003) from Petitioner  
31 Futurewise's appeal (numbered as Case 21-3-0001); and

32  
33       **Whereas**, the County's plans will include policies that support and lead to the  
34 identification of gaps in infrastructure as well as strategic locations for capital  
35 improvement investments within "Centers and Corridors," including a Capital Facility  
36 Improvement funding strategy; and

37  
38       **Whereas**, investment in infrastructure to facilitate development within designated  
39 "Centers and Corridors" is a priority; and

40  
41       **Whereas**, Towne Centers, Urban and Neighborhood Corridors, and Employment  
42 Corridors along fully funded High Capacity Transit Routes are the highest priority for  
43 infrastructure investment followed by Centers and Corridors within planned High  
44 Capacity Transit Routes; and





1       **Whereas**, permit applications for development along funded High Capacity  
2 Transit Routes will be subject to an analysis of public facilities necessary to support bus  
3 rapid transit service. Public facilities necessary to support bus rapid transit service that  
4 are not in place or not included as fully funded projects in the County's six-year capital  
5 facility plan will need to be proportionately funded or mitigated by the developer as a  
6 condition of development approval; and  
7

8       **Whereas**, a portion of State Route 7 (SR-7) has been designated as a High  
9 Capacity Transit Route and Pierce Transit has received funding to complete Bus Rapid  
10 Transit improvements along the corridor; an  
11

12       **Whereas**, the Pierce Transit Board of Commissioners convened a Public  
13 Transportation Improvement Conference (PTIC) on November 14, 2011, to consider  
14 changing the boundaries of the Pierce Transit Public Transportation Benefit Area. On  
15 March 8, 2012, the PTIC unanimously approved a revised Public Transportation Benefit  
16 Area map that excluded a portion of unincorporated Pierce County. Pierce County did  
17 not object to the delineation of the revised Public Transportation Benefit Area which  
18 resulted in the exclusion of properties from the Pierce Transit Service Area within the  
19 Frederickson Community including the neighborhood at the intersection of 176<sup>th</sup> Street  
20 East and Canyon Road East; and  
21

22       **Whereas**, the Puget Sound Regional Council (PSRC) developed Multicounty  
23 Planning Policies that guide Pierce County to avoid increasing development capacity in  
24 regional geographies not serviced by high-capacity transit and to focus a significant  
25 share of employment growth in designated regional manufacturing/industrial centers;  
26 and  
27

28       **Whereas**, on December 5, 2019, the PSRC Growth Management Policy Board  
29 made a recommendation to the PSRC Executive Board to identify the Parkland-  
30 Spanaway-Midland Potential Annexation Area (PAA), Mid-County central urban portion,  
31 and South Hill Potential Incorporation Area (PIA) as High Capacity Transit (HCT)  
32 Communities that are connected to the regional high-capacity transit system; and  
33

34       **Whereas**, the Frederickson Community Plan area has not been identified as a  
35 High Capacity Transit Community and the Towne Center at the intersection of 176<sup>th</sup>  
36 Street East and Canyon Road East is not located within the Pierce Transit service area.;  
37 and  
38

39       **Whereas**, transit service is not provided, funded or planned within the area  
40 designated as a Towne Center in the Frederickson Community Plan. Multicounty  
41 Planning Policies, Countywide Planning Policies, and the Pierce County  
42 Comprehensive Plan require transit service as a component of compact urban  
43 communities and as such, the Towne Center in Frederickson was inappropriately  
44 designated through Ordinance Nos. 2020-98s2 and 2020-103s; and  
45  
46



1       **Whereas**, subarea plans are required to be internally consistent with generalized  
2 comprehensive plans. Elimination of the Towne Center in the Frederickson Community  
3 Plan will resolve inconsistencies with the Pierce County Comprehensive Plan related to  
4 any obligation to authorize residential uses in Towne Centers; and

5  
6       **Whereas**, elimination of the Towne Center in the Frederickson Community Plan  
7 will result in the de-designation of a "Center of Local Importance - CoLI" at the location;  
8 and

9  
10       **Whereas**, the Frederickson Manufacturing and Industrial Center (MIC) was  
11 designated by the PSRC in 2002 and is recognized in the Countywide Planning  
12 Policies. The Frederickson MIC encompasses the area the County designated as  
13 Towne Center through Ordinance No. 2020-98s2; and

14  
15       **Whereas**, the Employment Corridor (ECOR) zone implements the Employment  
16 Center (EC) land use designation and is applied primarily along Canyon Road East, the  
17 freight corridor connecting the Puyallup Valley to the Frederickson Employment Center.  
18 ECOR is a light to moderate industrial zone that supports economic development and  
19 supplements the Frederickson Employment Center; and

20  
21       **Whereas**, expansion of the Employment Corridor (ECOR) at the intersection of  
22 176<sup>th</sup> Street East and Canyon Road East, within the boundaries of the Frederickson  
23 Manufacturing and Industrial Center, will promote regional planning objectives,  
24 encourage local job opportunities consistent with the Pierce County Comprehensive  
25 Plan, and support the Council's objective in reserving capacity on the Canyon Road  
26 East transportation corridor for freight movement; and

27  
28       **Whereas**, Petitioner Futurewise and Respondent Pierce County have agreed  
29 that upon adoption of Ordinance No. 2021-49, a Joint Motion and Stipulation for  
30 Dismissal of the Futurewise Petition in Case No. 21-3-0001 will be filed with the Board;  
31 and

32  
33       **Whereas**, the amendments to the Frederickson Community Plan, the Pierce  
34 County Comprehensive Plan, the Development Regulations – Zoning, the Development  
35 Regulations – Design Standards and Guidelines, and the Pierce County Zoning Atlas  
36 contained in this proposal resolve all legal issues raised by Petitioner Futurewise in  
37 Case No. 21-3-0001; **Now Therefore**,

38  
39       **BE IT ORDAINED by the Council of Pierce County:**

40  
41       Section 1. Exhibit A to Ordinance No. 2020-98s2, Title 19A of the Pierce County  
42 Code, "Pierce County Comprehensive Plan," Chapter 14, Appendix I: Frederickson  
43 Community Plan, is hereby amended as shown in Exhibit A, which is attached hereto  
44 and incorporated herein by reference.



1        Section 2. Exhibit B to Ordinance No. 2020-98s2, "Findings of Fact," is hereby  
2 amended as shown in Exhibit B, which is attached hereto and incorporated herein by  
3 reference.

4  
5        Section 3. Exhibit B to Ordinance No. 2020-102s, Title 18A of the Pierce County  
6 Code, "Development Regulations – Zoning," is hereby amended as shown in Exhibit C,  
7 which is attached hereto and incorporated herein by reference.

8  
9        Section 4. Exhibit D to Ordinance No. 2020-102s, Title 18J of the Pierce County  
10 Code, "Development Regulations – Design Standards and Guidelines," is hereby  
11 amended as shown in Exhibit D, which is attached hereto and incorporated herein by  
12 reference.

13  
14        Section 5. Exhibit G to Ordinance No. 2020-102s, Section 18A.10.030 of the  
15 Pierce County Code, "Zoning Atlas," is hereby amended as shown in Exhibit E, which is  
16 attached hereto and incorporated herein by reference.

17  
18        Section 6. Exhibit H to Ordinance No. 2020-102s, "Findings of Fact," is hereby  
19 amended as shown in Exhibit F, which is attached hereto and incorporated herein by  
20 reference.

21  
22        Section 7. Exhibit A to Ordinance No. 2020-103s, Title 19A of the Pierce County  
23 Code, "Pierce County Comprehensive Plan," Chapter 2, Land Use Element, is hereby  
24 amended as shown in Exhibit G, which is attached hereto and incorporated herein by  
25 reference.

26  
27        Section 8. Exhibit B to Ordinance No. 2020-103s, "Findings of Fact," is hereby  
28 amended as shown in Exhibit H, which is attached hereto and incorporated herein by  
29 reference.

30  
31        Section 9. Findings of Fact documenting the actions taken by the County  
32 Council are hereby adopted as shown in Exhibit I, which is attached hereto and  
33 incorporated herein by reference.

34  
35        Section 10. The Council recognizes that formatting, numbering, and citation  
36 modifications to the Exhibits to this Ordinance may be necessary as a result of  
37 amendments made during the legislative process. To this extent, the Clerk of the  
38 Council is hereby authorized to modify the Exhibits prior to final printing so that the  
39 Council's amendments are accurately reflected throughout the document and  
40 formatting, numbering, and citations are correctly shown.

41  
42        Section 11. If any provisions of this Ordinance or the Comprehensive Plan are  
43 found to be illegal, invalid, or unenforceable, the remaining provisions of this Ordinance  
44 or the Comprehensive Plan shall remain in full force and effect.



Section 12. This Ordinance shall become effective on October 1, 2021.

PASSED this 15<sup>th</sup> day of June, 2021.

ATTEST:

**PIERCE COUNTY COUNCIL**

Pierce County, Washington

Denise D. Johnson  
**Denise D. Johnson**  
Clerk to the Council

Derek Young  
**Derek Young**  
Council Chair

Bruce F. Dammeier  
**Bruce F. Dammeier**

Pierce County Executive

Approved X Vetoed \_\_\_\_\_, this  
29<sup>th</sup> day of June,  
2021.

Date of Publication of  
Notice of Public Hearing: May 27, 2021

Effective Date of Ordinance: October 1, 2021





Map ID #	Project Location	Proposed Facility	Estimated Cost	Priority
41.	152nd St E -- B St E to Waller Rd E	Paved shoulders.	\$504,000	High
42.	159th St/160th St/Old Military Rd – SR-7 to 27th Ave E	Paved shoulders or wide lanes, sidewalks SR-7 to 5th Ave.	\$826,000	Premier
44.	168th St E – SR-7 to 22nd Ave E	Paved shoulders and sidewalks.	\$1,307,000	Premier
45.	172nd St/5th Ave – 176th St E to 22nd Ave E	Paved shoulders and path.	\$464,000	High
47.	192nd St E -- B St E to 22nd Ave E	Path or sidewalk.	\$343,000	High
48.	196th St E/6th Ave E – SR-7 to 192nd St E	Path.	\$23,000	Medium
50.	A Street – 138th St S to 131st St S	Paved shoulders.	\$124,000	Medium
51.	A Street – 108th St E to 96th St E	Paved shoulders or wide lanes.	\$135,000	High
52.	Ainsworth Rd – Spanaway Loop Rd to 116th St S	Add curb, gutter, and sidewalks.	\$153,000	High
55.	B St E – SR-7 to 152nd St E	Paved shoulders and sidewalks.	\$2,239,000	Medium
56.	Brookdale Rd E – 14th Ave E to Waller Rd E (Tacoma Rail Trail)	Paved shoulders.	\$297,000	Low
57.	C St S – 122nd St S to 112th St S	Improve sidewalks and ramps.		High
58.	C St S at 138th St S	Install traffic signal and illumination.	\$200,000	Medium
59.	C St S – Military Rd S to 122nd St S	Build matching paved shoulder to provide for both sides of road.	\$228,000	Premier
60.	Clover Creek Trail -- C St/Tule Lake Rd to Waller Rd E	Trail.	\$999,000	High
63.	Cross Base Highway – 176th St S/SR-7 to I-5	New arterial and trail.	\$70,000,000	Premier
64.	Golden Given Rd E – 1,500 feet N/O Brookdale Rd E to 112th St E	Widen, improve drainage, add paved shoulders.	\$2,810,000	Medium
65.	Golden Given Rd E – 104th St E to 72nd St E	Add curb, gutter, and sidewalks.	\$1,082,000	Low
68.	McKinley Ave E – 96th St E to 104th St E	Paved shoulders.	\$137,000	High
69.	Military Rd S – Spanaway Loop Rd S to SR-7	Paved shoulders, path, or wide curb lanes.	\$309,000	High
70.	Military Rd S/152nd St – SR-7 to B St	Sidewalks on one side that does not exist.	\$72,000	Medium
71.	Park Ave S – 134th St S to 125th St S: and 121st St S to 116th St S	Sidewalks and paved shoulders.	\$456,000	Premier

# 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.

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## CULTURAL RESOURCES POLICIES

- GOAL PSM CR-1** Encourage property owners of historic buildings to preserve historic elements of their property.
- PSM CR-1.1** Encourage property owners to register their historic places.
- PSM CR-1.2** Preserve those properties already on historic registers.

## DESIGN AND CHARACTER POLICIES

### GOALS

Ensure a high-quality visual environment through design, guidelines, standards, and procedures for architectural, site, and landscape design in all public and private development.

The intent of the policies contained within the Community Character and Design Element is to provide design concepts and policies which will direct future development in a way that creates, reinforces, or preserves the character and sense of place within Parkland, Spanaway, and Midland.

### GATEWAYS

- GOAL PSM D-1** Create identifiable boundaries, entries, and gateways for Parkland, Spanaway, and Midland so that residents, workers, and visitors know they are entering these communities.
- PSM D-1.1** Pierce County shall work with the Washington State Department of Transportation (WSDOT) to develop planting plans distinctive to Parkland, Spanaway, and Midland for SR-7 and SR-512.
- PSM D-1.2** Pierce County shall develop planting plans distinctive to Parkland, Spanaway, and Midland along major County routes entering the communities and neighborhoods.
- PSM D-1.3** Recognized entries consisting of tree plantings, signage, or public art shall be established at the following locations to create a gateway effect into the communities and neighborhoods within the communities.
- Midland:
- N: Portland Avenue East at 72nd Street East;
  - N: Golden Given Road East at 72nd Street East;
  - W: 85th Street East at McKinley Avenue East;
  - W: 96th Street East at McKinley Avenue East;
  - W: 99th Street East at Pacific Avenue;
  - S: Golden Given Road East at the north edge of SR-512; and
  - S: Portland Avenue East at the north edge of SR-512.

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.





# Transportation Programs

2023–2028 Transportation Improvement Program

2023–2036 Ferry Program

2023



Exhibit “A” to Ordinance No. 2022-65s

Sponsored by: Councilmembers Derek Young and Dave Morell

Requested by: County Executive/Planning & Public Works

## **ORDINANCE NO. 2022-65s**

**An Ordinance of the Pierce County Council Adopting the 2023-2028 Transportation Improvement Program and 2023-2036 Fourteen-Year Ferry Program, Pursuant to Revised Code of Washington Sections 36.81.121, 36.81.122, 36.81.130, and 36.54.015, and Washington Administrative Code 136, Chapters 15 and 16; Finding that Each Project Contained in the Plan is a Public Necessity; and Adopting Findings of Fact.**

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

**Whereas**, RCW 36.81.130 and Chapter 136-16 WAC provide that the County legislative authority shall annually adopt an annual road program prior to the adoption of the budget for the ensuing year; and

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

**Whereas**, the County Council finds that the County Executive and the County Engineer have submitted the 2023-2028 Transportation Improvement Program and 2023-2036 Fourteen-Year Ferry Program (Program) for review and approval by the County Planning Commission and the County Council; and

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



1       **Whereas**, pursuant to RCW 36.70.530, the Planning Commission has reviewed  
2 and recommended to the County Council that the Program should be approved, as  
3 presented at its August 23, 2022, meeting, and has referred the Program to the County  
4 Council; and

5  
6       **Whereas**, pursuant to WAC 197-11-800(15) and (19), the Program is  
7 categorically exempt from threshold determination and further environmental review,  
8 and that further environmental review will be required on each individual project  
9 identified in the program, unless categorically exempt per WAC 197-11-800; and

10  
11       **Whereas**, priority arrays were available and were consulted during the  
12 preparation of the Program pursuant to WAC 136-14-050; and

13  
14       **Whereas**, the Program has been reviewed and is consistent with the “2022  
15 Engineer’s Bridge Inspection Report” pursuant to WAC 136.20.060; and

16  
17       **Whereas**, public hearings, as required by state and local law, were held for  
18 consideration of the Program; and

19  
20       **Whereas**, the adoption of the Six-Year Transportation Improvement Program  
21 and Annual Construction Program by the County Council authorizes the County  
22 Engineer to approve right-of-way plans in accordance with the projects set forth in this  
23 Transportation Improvement Program and Annual Construction Program; and

24  
25       **Whereas**, the County Council, following its consideration of the action of the  
26 Planning Commission and all testimony presented at public hearings, finds that the  
27 Program is necessary and required, and should be adopted; **Now Therefore**,

28  
29       **BE IT ORDAINED by the Council of Pierce County:**

30  
31       Section 1. The Pierce County Council hereby adopts the 2023-2028  
32 Transportation Improvement Program & 2023-2036 Fourteen-Year Ferry Program,  
33 which is attached hereto as Exhibit A and incorporated herein by reference.

34  
35       Section 2. The Pierce County Council finds that the capital improvement projects  
36 set forth in Exhibit A are a public necessity.  
37  
38

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

PASSED this 22<sup>nd</sup> day of November, 2022.

ATTEST:

PIERCE COUNTY COUNCIL

Pierce County, Washington

Spide ready for

Denise D. Johnson

Clerk to the Council

Derek Young

Derek Young

Council Chair

Bruce F. Dammeier

Bruce F. Dammeier

Pierce County Executive

Approved X Vetoed \_\_\_\_\_, this  
1<sup>st</sup> day of December,  
2022.

Date of Publication of

Notice of Public Hearing: October 26, 2022

Effective Date of Ordinance: December 11, 2022







Pierce County  
Planning & Public Works

2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

SIX YEAR PROGRAM  
COMPLETE PROJECT LIST

Pierce County Planning & Public Works			2023 ANNUAL PROGRAM					2024 Future Allocation				2025 Future Allocation				2026- 2028 Future Allocation				2023 - 2028 TOTAL
Project Title: SAFE ROUTES TO SCHOOL - 168 ST E	Project Phase	Prior Expend.	Revenue Sources in \$1,000's				2023 Total	Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				
			Local	Federal	State	Other		Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other	
Limits: -B St E to 13 Av Ct E	PE	82			35 SRTS		35												35	
Scope Description: -Construct new sidewalks on the northside, install speed feedback signs and improve existing ADA curb ramps and crosswalks.	FE				25 SRTS		25	10 CRF		40 SRTS		37 CRF		13 SRTS					125	
Other project information: Priority Group: NM Work Class: 3 CRP: 5937 Est. Total Cost: 1,300 Map ID: 774 Fully funded: Yes Map Page No.: 5 Council District: 3 Length (miles): 0.05 Elements: F,G,K	ROW					50 OTHR	50				120 OTHR	25 CRF			73 OTHR				268	
	CON														257 OTHR			541 SRTS	798	
	Total	82			60	50	110	10		40	120	62		13	330			541	1,226	
170 405 541																				
Project Title: SAFE ROUTES TO SCHOOL - B ST E	PE		120 REET				120												120	
	FE																			
	ROW																			
	CON																			
	Total		120				120												120	
Project Title: SAFE ROUTES TO SCHOOL PROGRAM	PE	100	50 CRF				50	50 CRF				50 CRF				155 CRF			305	
	FE																			
	ROW																			
	CON	25	50 REET				50	50 REET				50 REET				155 REET			305	
	Total	125	100				100	100				100				310			610	
	100 100 310																			



# Safe Routes to School Prioritization Analysis 2019 Update



## 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 specific schools within their districts. 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 will allow the school district to lower their transportation costs to bus nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom.

The tables below list the projects of each school district by their priority with the project description and the school district's provided estimated project costs if available. The maps for each district show the school and project locations provided by the school district, as well as the following:

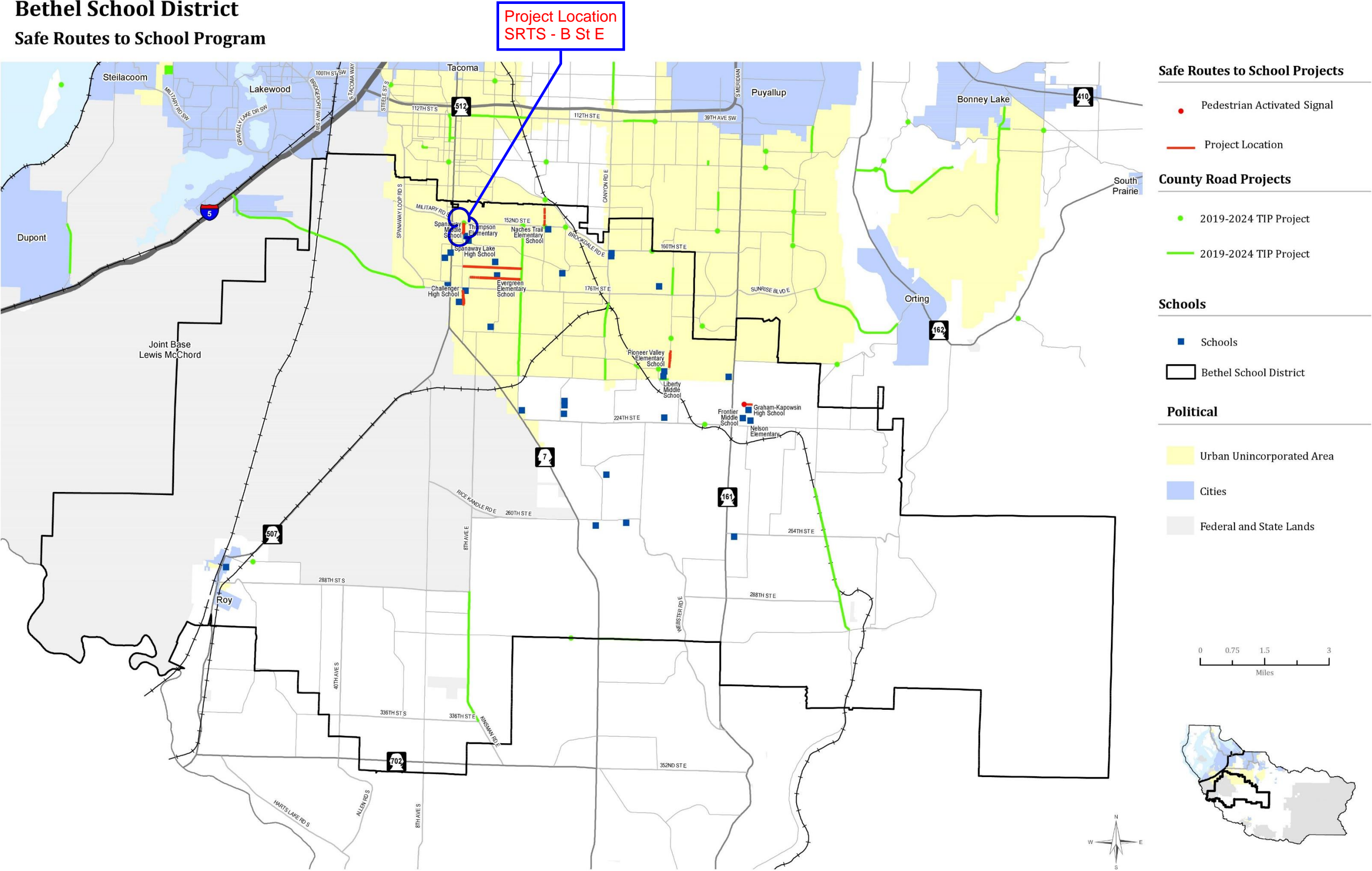
- School District Boundary
- Urban and Rural Unincorporated Areas – Based on the Comprehensive Urban Growth Areas (CUGA) and Urban Growth Areas (UGA) boundaries.
- TIP Projects – County road projects identified in the current County Transportation Improvement Program (TIP) document.

### BETHEL SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Spanaway Lake High	168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road
2	Pioneer Valley Elementary / Liberty Middle	78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road
3	Evergreen Elementary	172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road
4	Nelson Elementary / Frontier Middle / Graham-Kapowsin High <sup>1</sup>	216th St E (Eustis-Hunt Rd E to 109th Ave E)	Sidewalk on one side of road, and pedestrian-activated signal
5	Naches Trail Elementary	Waller Rd E (152nd St E to 145th St E)	Sidewalk on west side of road
6	Spanaway Middle / Thompson Elementary	B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road
7	Challenger High	B St E (182nd St E to 176th St E)	Sidewalk on both sides of road

<sup>1</sup> Located in rural unincorporated area

Bethel School District  
Safe Routes to School Program







# Americans with Disabilities Act Transition Plan for Public Rights-of-Way

Prepared by Pierce County Planning & Public Works  
2019



Pierce County

Sponsored by: Councilmembers Marty Campbell and Connie Ladenburg

Requested by: County Executive/Planning & Public Works Department

## RESOLUTION NO. R2019-161

### **A Resolution of the Pierce County Council Approving the Americans with Disabilities Act (ADA) Transition Plan for Public Rights-of-Way.**

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

**Whereas**, Title II of the ADA (28 CFR Part 35) requires state and local government to conduct a self-evaluation of services, policies and practices as it relates to individuals with disabilities and develop a Transition Plan to outline modifications and efforts that must be made to correct findings of non-compliance with ADA Standards; and

**Whereas**, the draft ADA Transition Plan for Public Rights-of-Way was written by Pierce County Planning and Public Works in 2019 and based on continued efforts of the 2015 publication of the ADA Public Rights-of-Way Self-Evaluation Report; and

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

**Whereas**, the County held an official 30-day public comment period of the draft ADA Transition Plan and incorporated feedback from the public and interested groups into the Pierce County 2019 ADA Transition Plan for Public Rights-of-Way in attached Exhibit A; and

**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 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.





ATTEST:

  
Denise D. Johnson  
Clerk of the Council

  
Douglas G. Richardson  
Council Chair

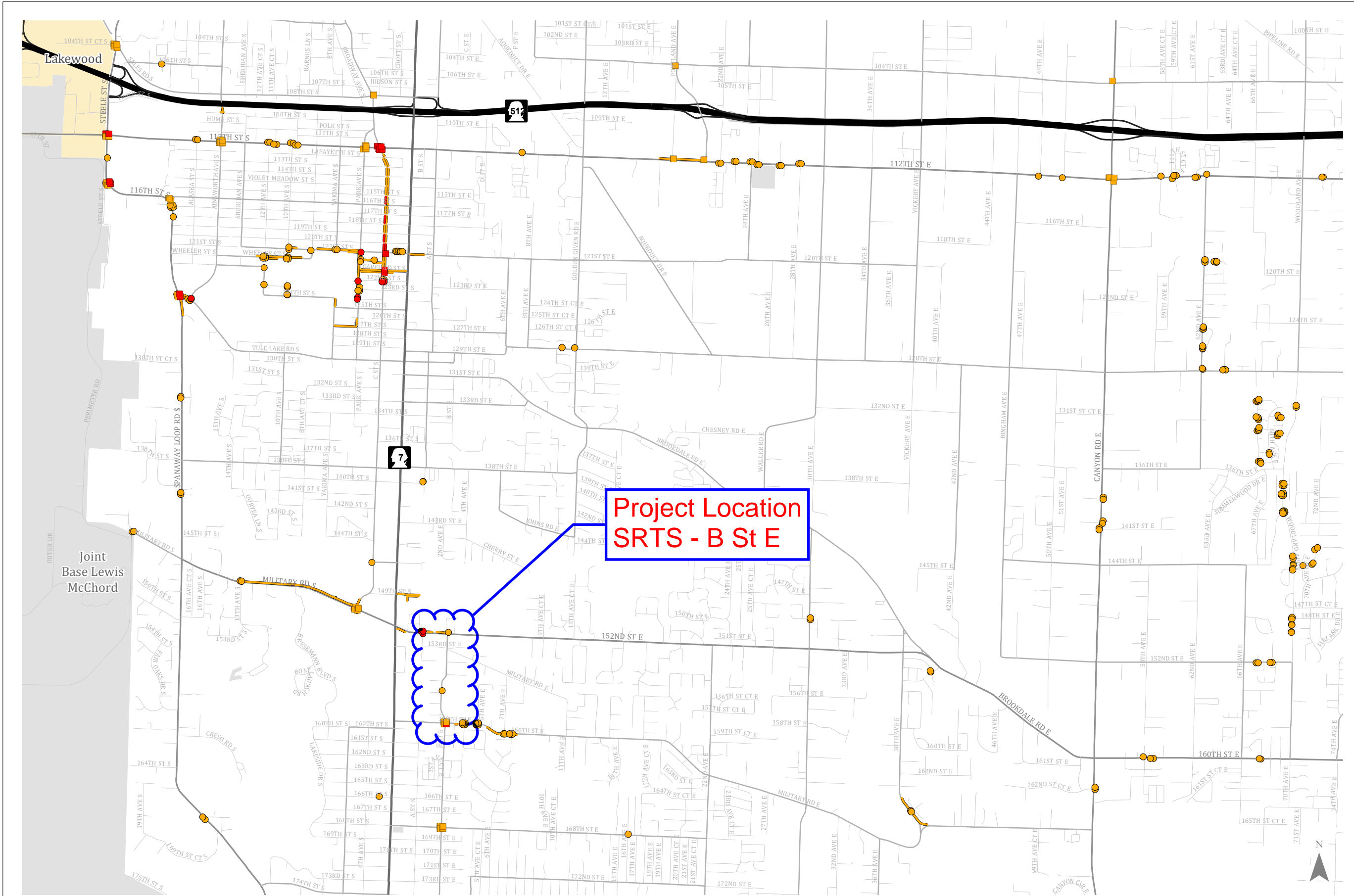




# ADA Transition Plan

## Area 9 - Highest 50% of Non-Compliant Facilities by Priority Score

### Legend



### Facilities

Accessible Push Button Priority Score

- Medium
- High

Curb Ramp Priority Score

- Medium
- High

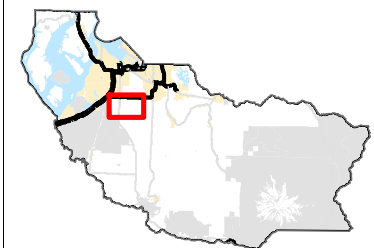
Driveway Priority Score

- Medium
- High

Sidewalk Priority Score

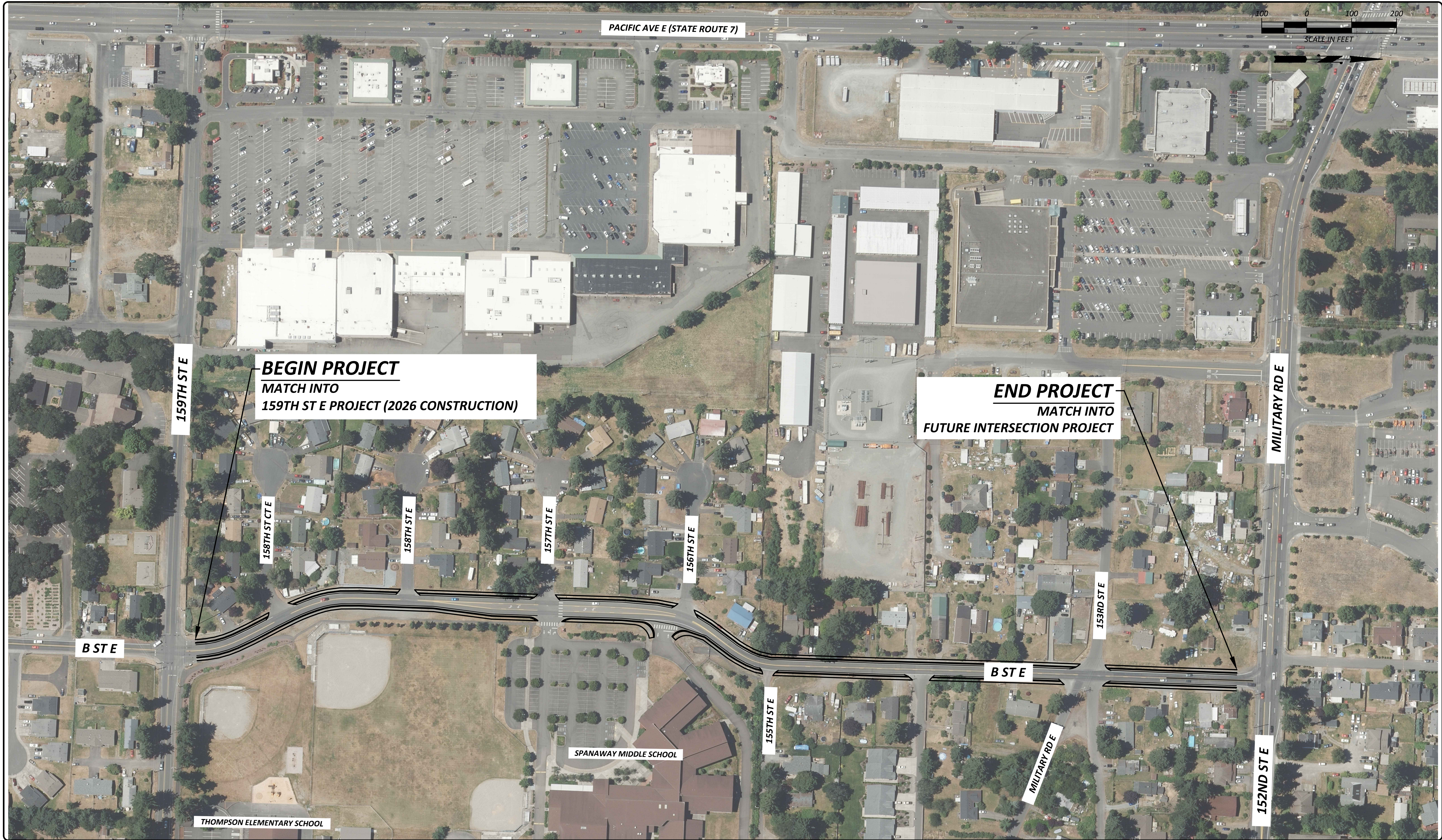
- Medium
- High

- Interstate
- Highway
- Highway Ramp
- Limited Access
- State Highway
- Other State Highway
- Major Road
- Arterial
- Residential
- Cities
- Puget Sound
- Federal and State Lands
- WSDOT Land





Drawing: N:\P\U\W\A\DEV\PROJECT DEV\GRANTS\APPLICATIONS\2023\PSRC TAP\9068 SRTS B ST E\WORKING INFO\CONCEPTUAL PLAN\_SRTS-BSTE.DWG Layout Tab: PLANVIEW\_11x17  
Xrefs: 5926 SURVEYINDEX.DWG / 5926 SURVEYINDEX.DWG / 5926 DESIGNINDEX.DWG / 5926 PHOTO\_20230717.DWG  
Plot Date: 07/18/2023 Time: 10:46:29 AM By: KOBENMI

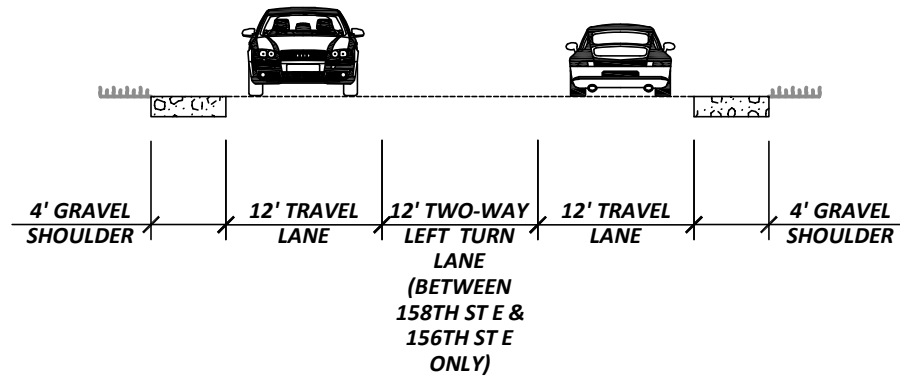


Pierce County  
Planning & Public Works  
Office of the County Engineer  
Tacoma Mall Plaza  
2702 South 42nd Street, Suite 109  
Tacoma, Washington 98409  
An APWA Accredited Agency

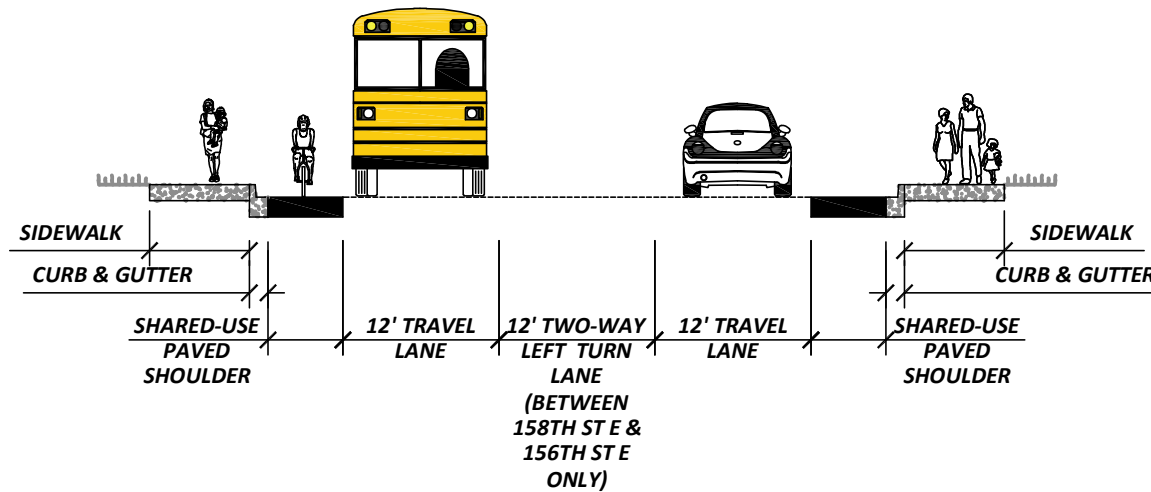
**SAFE ROUTES TO SCHOOL - B ST E  
159TH ST E TO 152ND ST E**

**CONCEPTUAL PLAN VIEW  
2023 PSRC TAP GRANT**





**EXISTING B ST E**  
(159TH ST E TO 152ND ST E)



**PROPOSED B ST E**  
(159TH ST E TO 152ND ST E)

(NOT TO SCALE)



**Pierce County**

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

**SAFE ROUTES TO SCHOOL - B ST E**  
**159TH ST E TO 152ND ST E**  
**CONCEPTUAL ROADWAY SECTION**  
**2023 PSRC TAP GRANT**

Sponsored by: Councilmembers Ryan Mello, Derek Young, Jani Hitchen, and Marty Campbell  
Requested by: County Council

## RESOLUTION NO. R2022-118

**A Resolution of the Pierce County Council Related to Traffic Safety;  
Endorsing Vision Zero with the Goal of Achieving Zero Traffic  
Deaths and Serious Injuries on Pierce County Roadways by  
2035; Directing the Planning and Public Works Department to  
Prepare a Vision Zero Action Plan; and Authorizing the  
Submittal of Grant Applications in Support of the Vision Zero  
Effort.**

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

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

**Whereas**, between 2016 and 2021, there have been over 12,000 collisions in unincorporated Pierce County and 520 people have lost their lives or were seriously injured as a result of these collisions, with a significant 58 percent increase from 2020 to 2021; and

**Whereas**, while everyone is affected by collisions, collisions do not affect everyone equally, and

**Whereas**, in 2020 the Tacoma-Pierce County Health Department declared racism a public health crisis, and it is well documented that racial disparities in traffic fatalities exist with low income and communities of color experiencing the highest traffic fatality rates; and

**Whereas**, 39 percent of people killed due to road collisions in unincorporated Pierce County occur in disadvantaged communities and 48 percent in rural communities; and

**Whereas**, between 2016 and 2021, approximately 11 percent of the fatal and suspected serious injury crashes in unincorporated Pierce County involved pedestrians or bicycles; and

**Whereas**, the U.S Department of Transportation has challenged local elected officials to take significant action to improve the safety of transportation networks for pedestrians and bicyclists of all ages and abilities; and



1       **Whereas**, cities, counties, and states around the country, including the State of  
2 Washington, have established Vision Zero/Target Zero initiatives specifically focused on  
3 the needs of the agency; and  
4

5       **Whereas**, the Vision Zero movement recognizes that communities can take  
6 demonstrable and significant action to advance the principles of Vision Zero to ensure  
7 safe mobility for all; and  
8

9       **Whereas**, Vision Zero initiatives and strategies are helping communities across  
10 the nation mobilize to address the crisis of traffic deaths and serious injuries, and the  
11 County shares the goal of safe mobility for all; and  
12

13       **Whereas**, Goal T-4 of the Pierce County Comprehensive Plan places a high  
14 priority on roadway safety and directs Pierce County to take actions to complement  
15 Washington State's zero death and disabling injury target through safety improvements  
16 and education; and  
17

18       **Whereas**, Pierce County currently implements several individual traffic safety  
19 programs, services and standards intended to promote roadway safety. Examples of  
20 these individual programs include signal and street lighting improvements, variable  
21 speed feedback signage, traffic enforcement, and roadway safety improvements funded  
22 and programmed through the Annual Road Program and Six Year Transportation  
23 Improvement Program; and  
24

25       **Whereas**, the Pierce County Council seeks to advance a goal of achieving zero  
26 traffic deaths and serious injuries on Pierce County roadways by 2035. The  
27 development of an action plan to support this goal is a necessity and is in the best  
28 interest of the health and welfare of the public; and  
29

30       **Whereas**, the Planning and Public Works Department is the appropriate County  
31 department to coordinate the Vision Zero effort; and  
32

33       **Whereas**, the Planning and Public Works Department is expected to collaborate  
34 and consult with key departments, agencies, and community stakeholders in the  
35 development of a Vision Zero Action Plan to include, but not be limited to, the Pierce  
36 County Sheriff's Department, Washington State Department of Transportation,  
37 Washington State Patrol, Traffic Safety Commission, Transportation Advisory  
38 Commission, local jurisdictions, Tacoma-Pierce County Health Department, school  
39 districts, disability advocacy organizations, and bicycle and pedestrian advocacy  
40 organizations; and  
41

42       **Whereas**, the Council further expects that the Federal Highway Administration's  
43 Safe Systems approach and strategies will be emphasized in the Vision Zero Action  
44 Plan; and  
45

46       **Whereas**, the Vision Zero Action Plan should include clear strategies, goals and  
47 interim targets to achieve Vision Zero in Pierce County via a data driven approach that





focuses on the built environment, systems, and policies that influence behavior and center on achieving equitable outcomes; and

**Whereas**, the Vision Zero effort is a significant effort that will require funding support. Grant funding through state, federal, and other sources is periodically available to support Vision Zero and similar traffic safety efforts, including the federal Safe Streets and Roads for All (SS4A) grant program. To facilitate grant acquisition efforts, the Pierce County Council desires to provide the Planning and Public Works Department authority to seek such grants as appropriate to support the Vision Zero effort; **Now Therefore**,

**BE IT RESOLVED by the Council of Pierce County:**

Section 1. The Pierce County Council endorses Vision Zero as part of a comprehensive effort to strive to achieve zero traffic deaths and serious injuries on Pierce County Roadways by 2035.

Section 2. The Pierce County Council hereby directs the Planning and Public Works Department to begin preparing a Vision Zero Action Plan for Pierce County roadways with the goal of presenting the plan to the Council for its consideration no later than October 1, 2024. The Planning and Public Works Department shall provide quarterly reporting on the plan development effort beginning first quarter of 2023 and quarterly thereafter until plan completion unless the reporting is otherwise terminated by the Council. The first quarterly report shall include an estimate of plan cost and funding needs. In preparing the Vision Zero Action Plan, the Council expects the Department to be guided by the Federal Highway Administration's Safe Systems approach and strategies and to be data driven in informing the strategies of the Action Plan. The Council further expects the Planning and Public Works Department to collaborate and consult with key departments, agencies, and community stakeholders when developing the plan, to include, but not be limited to, the Pierce County Sheriff's Department, Washington State Department of Transportation, Washington State Patrol, Traffic Safety Commission, Transportation Advisory Commission, local jurisdictions, Tacoma-Pierce County Health Department, school districts, disability advocacy organizations, and bicycle and pedestrian advocacy organizations.

Section 3. The development of a driver education and traffic enforcement campaign is requested to be an early deliverable in the preparation of the Vision Zero Action Plan. The Planning and Public Works Department is requested to collaborate with the Pierce County Sheriff's Department, Washington State Traffic Safety Commission, and Washington State Patrol regarding the content, structure and administration of the campaign. Elements to be considered in the campaign should include, but not be limited to, the danger that bicyclists and pedestrians face in Pierce County from aggressive drivers, driver education on how to safely share space with bicyclists and pedestrians, and enforcement of current laws, such as the three foot minimum requirement when passing cyclists (RCW 46.61.110), Washington's inclusion of unmarked intersection crossings as legal crosswalks with pedestrian right of way (RCW 46.04.160), and the Vulnerable User Law (RCW 46.61.526). The Council also



1 requests that information on the location of crashes be compiled and made publicly  
2 available early in the preparation of the Vision Zero Action Plan as an educational tool.

3  
4 Section 4. The Pierce County Council hereby authorizes the Planning and Public  
5 Works Department to submit a Safe Streets and Roads for All (SS4A) grant program  
6 application for funding to support Pierce County's Vision Zero effort. The Department is  
7 also authorized to submit applications for other similar grant programs should such  
8 programs become available.

9  
10  
11 ADOPTED this 30<sup>th</sup> day of August, 2022.

12  
13 ATTEST:

PIERCE COUNTY COUNCIL  
Pierce County, Washington

14  
15  
16 Denise D. Johnson  
17  
18 **Denise D. Johnson**  
19 Clerk to the Council

Derek Young  
20  
21 **Derek Young**  
Council Chair







**Subaward Agreement Between  
Puget Sound Regional Council  
and  
Pierce County  
for  
Safe Streets and Roads for All Action Plan**

Date Entered into Agreement: July 3, 2023

**Subaward Agreement #: 2023-08**

## USDOT's Safe Streets and Roads for All (SS4A) Funding

### 1.0. SUBAWARD AGREEMENT

<b>Pass-through Entity (PTE):</b> Puget Sound Regional Council	<b>Subrecipient:</b> Pierce County	
<b>Subaward Period of Performance:</b> Start: 07/03/23                      End: 12/31/25	<b>Amount Funded:</b> \$400,000.00	<b>Subaward Agreement #:</b> 2023-08
<b>Federal Awarding Agency:</b> US Department of Transportation	<b>FAIN:</b> 693JJ32340054	
<b>Federal Award Issue Date:</b> 05/19/2023	<b>Total Amount of Matching Funds:</b> \$100,000.00	
<b>ALN No. and Name:</b> 20.939, Safe Streets and Roads for All		
<b>Project Title:</b> Safe Streets and Roads for All Action Plan		
R & D Award <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Unique Entity ID #WR25FBM6GJ61	

This SUBAWARD (hereinafter the "Award"), is made and entered into this third day of July, 2023 by and between the Pass-through Entity, Puget Sound Regional Council, (hereinafter "PSRC") and Subrecipient, Pierce County (hereinafter "PIERCE"), and supports the work described in the approved final scope of work, which is incorporated by reference into this Award and attached in Exhibit A. All work on this project should be consistent with the *Authorized Scope of Work* unless modified by the appropriate authority as described in 4.2 below.

PSRC is a Metropolitan Planning Organization under federal law (23 USC 134) and a Regional Planning Transportation Planning Organization under state law (RCW 47.80) and has all powers necessary for the performance of the work and obligations of this Agreement, and has the authority to contract with member and non-member agencies for special services; and

PIERCE is a US Local Government under state law and has all powers necessary for the performance of the work and obligations of this Agreement;

The U.S. Department of Transportation (hereinafter the "USDOT"), has expressly consented to this Award; and

NOW, THEREFORE, in consideration of the covenants, assurances and mutual promises herein the Parties agree as follows:

### 2.0. DESIGNATED REPRESENTATIVES

To ensure effective intergovernmental cooperation and efficiencies, the Parties each designate a representative (the "Designated Representative") who shall be responsible for coordination of communications between the Parties and shall act as a central point of contact for each Party. The Designated Representatives shall each be responsible for the administration and performance of the Scope of Work of this Award, as well as ensuring that schedule, budget, and funding limitations of this Agreement are satisfied. Each Designated Representative is also responsible for coordinating the input and work of its respective governmental agency or department staff, consultants and contractors as it relates to the scope of this Agreement.

A Party may change its Designated Representative by written notice to the other Party. Each Party's Designated Representative is named below with the individual's contact information.

PSRC Designated Representative. The Designated Representative for PSRC is Gary Simonson. They may designate other staff as the principal contact for daily work coordination. All official correspondence concerning this Agreement shall be directed to the Designated Representative at the following address:

Puget Sound Regional Council  
Attn: Gary Simonson, Senior Planner  
1011 Western Avenue, Suite 500

Phone: (206) 971-3276  
Fax: 206-587-4825  
Email: [gsimonson@psrc.org](mailto:gsimonson@psrc.org)



## *USDOT's Safe Streets and Roads for All (SS4A) Funding*

Seattle, WA 98104

PIERCE Designated Representative. The Designated Representative for PIERCE is Clint Ritter. They may designate other staff as the principal contact for daily work coordination. All official correspondence concerning this Agreement shall be directed to the Designated Representative at the following address:

Pierce County  
Attn: Clint T. Ritter, P.E.  
Title: Program Development Supervisor  
2702 South 42<sup>nd</sup> Street  
Suite 109  
Tacoma, WA 98409-7315

Phone: (253) 798-2762

Email: [clint.ritter@piercecounitywa.gov](mailto:clint.ritter@piercecounitywa.gov)

**3.1.** In its performance of this Subaward Agreement, PIERCE shall be an independent entity and not an employee or agent of PSRC.

**3.2.** PIERCE must obtain the prior written approval of PSRC whenever any programmatic changes are anticipated, including but not limited to the following:

- a) Any revision of the Scope of Work or objectives of the project (regardless of whether there is an associated budget revision requiring prior approval).
- b) Changes in key persons in cases where specified in an application or a grant award. In research projects, a change in the project director or principal investigator shall always require approval unless waived by the USDOT.
- c) Under non-construction projects, contracting out, subgranting (if authorized by law) or otherwise obtaining the services of a third party to perform activities, which are central to the purposes of the award.
- d) Transfer of budgeted amounts.
- e) No-cost extensions.

### **3.3. Governmentwide Debarment and Suspension**

PIERCE shall comply with the provisions of 2 C.F.R. Part 200, Appendix II, "Contract Provisions for Non-Federal Entity Contracts Under Federal Award", Section I, (published in the Federal Register on December 26, 2013, 78 FR 78608), which generally prohibit entities that have been debarred, suspended, or voluntarily excluded from participating in Federal nonprocurement transactions either through primary or lower tier covered transactions, and which sets forth the responsibilities of recipients of Federal financial assistance regarding transactions with other persons, including subrecipients and contractors.

PIERCE (and all subcontractors, if any) must maintain current registration in the System for Award Management ([www.sam.gov](http://www.sam.gov)) at all times during which they have active federal awards or subawards, including for this Agreement.

### **3.4. Indemnification**

To the extent permitted by law, each Party to this Agreement shall indemnify the other Party and its officers, officials, employees, and agents, while acting within the scope of their employment, from any and all costs, claims, demands, judgments, damages, or liability of any kind including injuries to persons or damages to property, which arise out of, or in any way result from, due to, any acts or omissions of the indemnifying Party in the implementation of this Agreement or any agreement between PIERCE and its subcontractor(s).

No Party shall be required to indemnify the other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the Party seeking indemnification.

Where such claims, suits, or actions result from concurrent negligence of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of the Party's own negligence.

## USDOT's Safe Streets and Roads for All (SS4A) Funding

Each Party by mutual negotiation, hereby waives, with respect to the other Party only, any immunity that would otherwise be available against such claims under the industrial insurance provisions of Title 51 RCW.

This indemnification shall survive the termination of this Agreement.

**3.5. Compliance with Federal Award Obligations.** The Award is subject to, and PIERCE shall comply with, the terms and conditions of the Award and the [Department of Transportation General Terms and Conditions](#) (February 8, 2023) (see attachments 1 and 2), including all applicable statutes, regulations, executive orders (E.O.s), Office of Management and Budget (OMB) circulars, provisions of the OMB *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (codified at 2 C.F.R. Part 200) (OMB Uniform Guidance), and approved applications.

PIERCE is also a party to the award, and the parties want PIERCE to carry out certain Project components with PSRC's assistance, financial management, internal controls, and oversight as described in Article 17 of this agreement. PSRC, as a pass-through entity, shall monitor the activities PIERCE in compliance with 2 C.F.R 200 332(d) with respect to a subrecipient's performance of work under a subaward of this SS4A Grant.

### 4.0. BUDGET & PAYMENT PROCEDURE

#### 4.1. Budget

The estimated budget to accomplish the tasks described in the Scope of Work for this is incorporated in Exhibit B of this Agreement. This budget reflects the Parties' best estimates of the amounts that may be required to accomplish the total work under this Agreement. Actual amounts reimbursable shall be based on actual work performed. In the event it is determined that the Scope of Work has been accomplished by Commerce for a lesser amount, PSRC shall only pay reimbursements for documented costs. In no event shall Commerce be paid for costs that are not documented pursuant to the requirements of this Agreement.

#### 4.2. Payments/Invoices

PSRC shall reimburse PIERCE not more often than monthly for costs incurred in the performance of this Award, which are determined to be allowable, allocable, & reasonable in accordance with 2 CFR Part 200. All invoices shall be submitted using PIERCE's standard invoice, but at a minimum shall include current and cumulative costs, subaward number, and certification (Exhibit C), as required in 2 CFR 200.415 (a). PSRC shall not transfer nor be obligated to transfer any funds in advance of its approval of such requests.

Documentation of all expenses eligible for reimbursement shall be maintained by PIERCE and shall, upon request by PSRC, be provided prior to reimbursement as required by this Award. All invoices presented for payment shall include a reasonable description of the tasks performed that correspond to the amounts invoiced.

To assure payment processing in a timely manner, PIERCE shall submit all invoices, required reports, and documentation to the attention of:

PSRC  
Attn: Patty Mosure  
1011 Western Ave, Suite 500  
Seattle, WA 98104  
206-971-3291  
Finance@psrc.org

PSRC's shall review and pay reimbursable amounts within 45 days of receipt of the invoice.



## USDOT's Safe Streets and Roads for All (SS4A) Funding

PSRC reserves the right to withhold payments pending timely delivery and proper completion of the reports or documents as may be reasonably required under this Agreement.

### 4.3. Prohibited Use of Funds

PIERCE may not use funds for the following ineligible activities:

- (a) Ineligible costs under 2 C.F.R Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- (b) Any activities prohibited under the Grant between USDOT and PSRC dated.

### 4.4. Final Payment

Final payment will be made to PIERCE upon final completion of the work and upon written acceptance by PSRC's Designated Representative. Any required adjustments shall be reflected in the final invoice.

### 4.5. Use of Consultants/Contractors

For all proposals and contracts where costs are expected to exceed \$100,000, the scope of work and the costs of such must be submitted to and approved by USDOT prior to employment of such consultants or contractors. PIERCE will ensure that any consultant or contractor paid from funds provided under this award is bound by all applicable award terms and conditions. USDOT shall not be liable hereunder to a third party nor to any party other than the PSRC.

In addition, all procurements shall adhere to PSRC's Procurement Policies and Procedures as updated March 2023.

\$10,000 or under	<u>Micro purchase</u> : No competition required.
\$10,001-\$250,000*	<u>Small purchase</u> : Competition required with documentation of an adequate number of price/rate quotes.
Over \$250,000*	<u>Competitive proposal</u> : Competition required with documentation of at least two formal, written bids, proposals or qualifications, as well as an independent cost estimate.

Pre-approval required Noncompetitive proposal: Only when competitive method is infeasible and certain situations apply.

## 5.0. REPORTING AND RECORDS

### 5.1. Reports and Documentation

**Quarterly Progress Reports**: PIERCE agrees to assist PSRC with Program Performance Reports on a quarterly basis. PIERCE will supply report content, e.g. summaries of work completed, to PSRC no later than 10 days following the end of the period (e.g., reports due on or before January 10th, April 10th, August 10th, and December 10th).

Performance Progress Reports submitted to USDOT by PSRC should include the following:

- i. Provide a clear, concise overview of the activities undertaken during the Project Period;
- ii. Document accomplishments, benefits, and impacts that the Project and Activities are having. Recipients should note specific outcomes where activities have led to job creation/retention, private investment, increased regional collaboration, engagement with historically excluded groups or regions, enhanced regional capacity, and other positive economic benefits;
- iii. Highlight any upcoming or potential press events or opportunities for collaborative press events to highlight benefits of the USDOT investment;

## *USDOT's Safe Streets and Roads for All (SS4A) Funding*

- iv. Compare progress with the project timeline, explaining any departures from the targeted schedule, identifying how these departures are going to be remedied, and projecting the course of work for the next period;
- v. Outline challenges that currently impact or could impact progress on the grant over the next reporting period and identify ways to mitigate this risk; and
- vi. Outline any areas where USDOT assistance is needed to support the project or any other key information that would be helpful for your USDOT Project Officer to know.

**Final Project Reports** may be posted on USDOT's website, used for promotional materials or policy reviews, or may be otherwise shared. Recipients should not include any copyrighted or other sensitive business information in these reports. There is no specific page limit for Final Project Reports; however, such reports should concisely communicate key project information, and should:

- i. Outline the specific regional need that the project was designed to address and update on progress made during the reporting period that will mitigate need and advance economic development;
- ii. Provide a high-level overview of the activities undertaken;
- iii. Detail lessons learned during the project period that may be of assistance to USDOT or other communities undertaking similar efforts;
- iv. Outline the expected and actual economic benefits of the project as the time that the report is written; and
- v. Any other key information from the relevant project period

### **5.2. Availability of Records**

All project records in support of all costs and actual expenditures incurred by PIERCE and its Sub-Contractor(s) under this Agreement shall be maintained by PIERCE and its Sub-Contractor(s) and open to inspection by PSRC (or its federal funding agency) during normal business hours, and shall be retained and made available for such inspection for the duration of the State and Federal records retention requirements from final payment of funds under this Agreement to PSRC. Copies of said records shall be furnished to PSRC and/or its federal funding agency upon request. This requirement shall be included in all subcontracts related to the work entered into by PIERCE to fulfill the terms of this Agreement.

## **6.0. Certifications and Assurances**

By signing the Subaward Agreement, the Authorized Official of Subrecipient certifies, to the best of his/her knowledge and belief, that:

### **Certification Regarding Lobbying**

- 1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Subrecipient, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or intending to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Subrecipient shall complete and submit Standard Form -LLL, "Disclosure Form to Report Lobbying," to the Pass-through Entity.
- 3) The Subrecipient shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.



## **USDOT's Safe Streets and Roads for All (SS4A) Funding**

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U. S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### **Debarment, Suspension, and Other Responsibility Matters**

Subrecipient certifies by signing this Subaward Agreement that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from participation in this transaction by any federal department or agency.

### **Audit and Access to Records**

Subrecipient certifies by signing this Subaward Agreement that it complies with the Uniform Guidance, will provide notice of the completion of required audits and any adverse findings which impact this subaward as required by 2 C.F.R. parts 200.501 and 200.521, and will provide access to records as required by parts 200.336, 200.337, and 200.201 as applicable.

### **Right to Audit and Disallow and Recover Funds**

The Federal government reserves the right to seek recovery of any funds that were not expended in accordance with the requirements or conditions of this Agreement based upon USDOT review, the final audit, or any other special audits or reviews undertaken. USDOT has the right to order a special audit, even if PSRC's auditor or a cognizant agency has already conducted one.

## **7.0. CONTRACT ADMINISTRATION and SUBRECIPIENT MONITORING**

PIERCE shall be solely responsible for the administration of and the completion and quality of work performed under any contracts executed by PIERCE. In no event shall any contract executed by PIERCE be construed as obligating PSRC. Any claims arising out of the separate contracts of PIERCE for work under this Agreement are the sole responsibility of PIERCE. All contracts shall comply with all applicable public works and procurement laws and regulations, including, but not limited to, applicable bonding, prevailing wage, nondiscrimination, retainage, insurance, and workers compensation requirements.

### **7.1. Direct Supervision**

Nothing in PSRC's exercise of the right to inspect or accept the work performed by PIERCE shall reduce Commerce's responsibility for the proper execution of the work or relieve PIERCE from its responsibility for direct supervision of the work. When PSRC exercises its right to inspect or accept the work performed by Commerce, it shall not be deemed or construed to be in control of the work under this Agreement.

### **7.2. Sub-recipient Monitoring**

PSRC reserves the right to monitor and manage subrecipients, including lower tier subrecipients. At a minimum, monitoring of PIERCE will include:

- i. Review of financial and programmatic reports;
- ii. Following-up and ensuring that PIERCE takes timely and appropriate action on all deficiencies pertaining to the Federal award provided to PIERCE from PSRC detected through audits, on-site reviews, and other means; and
- iii. If applicable, issuing a management decision for audit findings pertaining to the Federal award provided to PIERCE from PSRC as required by 2 C.F.R. § 200.521 (Management decision).

PSRC requires all subrecipients, including lower tier subrecipients, under the award to comply with the provisions of the award, including applicable provisions of the OMB Uniform Guidance (2 C.F.R. Part 200) and all associated terms and conditions.

## **8.0. INSURANCE**

## *USDOT's Safe Streets and Roads for All (SS4A) Funding*

PIERCE will maintain at all times during the term of this Agreement, satisfactory limits of insurance and/or self-insurance to protect against claims arising out of this Agreement. Such insurance or self-insurance shall include General Liability, Business Automobile Liability, and Workers' Compensation in accordance with statutory requirements under Title 51 RCW.

Each Party will require and cause its respective subcontractors of all tiers to maintain such insurance as described above in sufficient amounts to protect the interest of the Parties. Such insurance shall be confirmed by a Certificate of Insurance prior to commencement of the work.

The Parties hereby agree to require their respective insurers and their respective subcontractors of all tiers, to waive subrogation rights against the other Party and such other Party's insurers.

It is understood and agreed that insurance and/or self-insurance provided by the Parties under this Agreement is not intended to and shall not in any manner limit or qualify the liabilities and obligations assumed by the Parties or their Contractors of any tier under their respective contracts or imposed by applicable laws or regulations.

### **9.0. TERMINATION OF AGREEMENT**

#### **9.1. Termination for Default**

Either Party may terminate this Agreement, in whole or in part, if the other Party substantially fails to fulfill any or all of its obligations under this Agreement through no fault of the other Party, provided that insofar as practicable, the Party terminating the Agreement will give:

- a. Notice of intent to terminate at least thirty (30) calendar days prior to the date of termination stating the manner in which the other Party has failed to perform the obligations under this Agreement; and
- b. An opportunity for the other Party to cure the default. If Commerce is the party in default, PSRC shall provide an opportunity of Commerce to cure the default as provided in Section 14.2. If PSRC is the party in default, Commerce shall give PSRC a Notice of Termination stating the time period in which cure is permitted and any other appropriate conditions.
- c. Provided however, that if PSRC's funding agency terminates financial support for the project at any time, either party shall have the right to immediately terminate this Agreement by giving written notice thereof.

If the other Party fails to remedy the default or the breach to the satisfaction of the other Party within the time period established in the Notice of Termination or any extension thereof granted by the Party not at fault, the other Party may terminate this Agreement. However, any terms of this Agreement relevant to a dispute that is unresolved at the time of termination shall survive until the dispute is finally resolved.

#### **9.2. Termination for Convenience**

Either Party may terminate this Agreement, in whole or in part, for its convenience provided that the terminating Party shall provide the other Party with an advance notice of at least thirty (30) calendar days.

#### **9.3. Notice of Termination**

Notice of termination shall be given by the Party terminating this Agreement to the other Party in writing. The notice shall specify the effective date of termination, which shall not be sooner than the non-terminating Party's receipt of the notice.

#### **9.4. Rights and Duties of Parties Upon Termination**

A termination by any Party shall not extinguish or release either Party from liability, claims, or obligations to third parties existing as of the time of termination. Any costs incurred prior to the effective date of termination will be borne by the Parties in accordance with the terms of this Agreement and this Section. The record keeping requirements, payment, release and indemnification provisions set forth in this Agreement and all remedial provisions shall survive termination of this Agreement.



## *USDOT's Safe Streets and Roads for All (SS4A) Funding*

Upon termination of this Agreement by expiration of the term or upon termination for the convenience of the Parties, the Parties agree to work together cooperatively to develop a coordinated plan for terminating the scope of work rendered up until the time of termination and determining reasonable contract close-out costs for termination for convenience or as a result of PSRC's default or breach. In the event of termination by default or breach, PSRC shall only be obligated to compensate Commerce for the portion of work that has been satisfactorily rendered to the date of termination according to the terms of this agreement.

### **10.0. GENERAL CONTRACT PROVISIONS**

#### **10.1. Rights and Remedies**

The rights and remedies of the Parties to this Agreement are in addition to any other rights and remedies provided by law, except as otherwise provided in this Agreement.

#### **10.2. No Agency**

No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one Party shall be deemed, or represent themselves to be, employees of any other Party.

#### **10.3. Third Party Rights**

It is understood and agreed that this Agreement is solely for the benefit of the Parties hereto and USDOT, and gives no right to any other entity. Nothing in this Agreement, whether express or implied, is intended to confer any rights or remedies under or by reason of this Agreement on any persons other than the Parties and USDOT.

#### **10.4. Assignment/Successors**

No Party shall assign any interest, obligation, or benefit in this Agreement or transfer any interest in the same, whether by assignment or novation, without prior written consent by the other Party. This limitation does not, however, prevent PIERCE from selecting subcontractors or consultants to perform the work authorized by this Agreement. All of the terms, provisions, and conditions of this Agreement will be binding upon and inure to the benefit of the Parties hereto and their respective successors, permitted assigns, and legal representatives.

#### **10.5. Compliance with Laws**

PIERCE shall comply, and to the best of its ability shall ensure, that its employees, agents, consultants, and representatives comply with all federal, state, and local laws, regulations, and ordinances applicable to the work to be performed. The work performed by PIERCE under this Agreement shall comply with all applicable public works and procurement laws and regulations, including, but not limited to, bonding, prevailing wage, nondiscrimination, retainage, insurance, and workers compensation requirements.

#### **10.6. Governing Law and Venue**

This Agreement will be governed by, and construed and enforced in accordance with, the laws of the State of Washington. Any legal action resulting from this Agreement shall be brought in the Superior Court of King County.

#### **10.7. Notice**

All notices or requests required or permitted under this Agreement shall be in writing, shall be personally delivered or sent by certified mail, return receipt requested, postage prepaid, or by facsimile transmission and shall be deemed received three (3) business days following the date when mailed or on the date

## ***USDOT's Safe Streets and Roads for All (SS4A) Funding***

when delivered or faxed (provided the fax machine has issued a printed confirmation of receipt). All notices or requests shall be sent to the PSRC and PIERCE addressed as shown in Section 3.0.

### **10.8. Waiver of Default**

Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of breach of a provision of this Agreement, including failure to require full and timely performance of any provision, shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement unless stated to be such in writing, signed by authorized parties, and attached to the original Agreement.

### **10.9. Severability**

If any of the terms and conditions of this Agreement are determined to be invalid or unenforceable by a court of competent jurisdiction, the remaining terms and conditions unaffected thereby shall remain in full force and effect. The Parties agree to negotiate in good faith to reform the Agreement to replace any invalid or unenforceable term and/or condition with a valid and enforceable term and/or condition that comes as close as possible to the intention of the stricken term and/or condition.

### **10.10. Warranty of Right to Enter into Agreement**

The Parties each warrant that they have the authority to enter into this Agreement and that the persons signing this Agreement have the authority to bind such person's respective entity.

### **10.11. Publicity**

The Parties to this Agreement shall not make any formal press releases, news conferences or similar public statements concerning this Agreement without prior consultation with the other Party.

### **10.12. Future Support**

PSRC makes no commitment of future support and assumes no obligation for future support of the activity contracted herein except as set forth in this Agreement.

### **10.13. Exhibits**

All exhibits referenced in and attached to this Agreement are incorporated herein, except to the extent otherwise provided herein.

### **10.14. Limitation on Payments to Influence Certain Federal Transactions**

Section 1352 of Title 31 of the U.S. Code provides in part that no appropriated funds may be expended by the recipient of a Federal contract, grant, loan, or cooperative agreement to pay any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, and officer or employee of Congress, or an employee of Member of Congress in connection with any of the following covered Federal actions: the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

### **10.15. Lobbying Restrictions**

#### **Statutory Provisions**

1. Non-Federal entities shall comply with 2 C.F.R. § 200.450 ("Lobbying"), which incorporates the provisions of 31 U.S.C. § 1352; the "New Restrictions on Lobbying" published at 55 FR 6736 (February 26, 1990); and OMB guidance and notices on lobbying restrictions. In addition, non-Federal entities must comply with the DOC regulations published at 15 C.F.R. Part 28, which implement the "New Restrictions on Lobbying". These provisions prohibit the use of Federal funds for lobbying the executive or legislative branches of the Federal Government in connection with the award, and



## USDOT's Safe Streets and Roads for All (SS4A) Funding

require the disclosure of the use of non-Federal funds for lobbying. Lobbying includes attempting to improperly influence, meaning any influence that induces or tends to induce a Federal employee or officer to give consideration or to act regarding a Federal award or regulatory matter on any basis other than the merits of the matter, either directly or indirectly. Costs incurred on to improperly influence are unallowable. See 2 C.F.R. § 200.450(b) and (c).

### 2. **Disclosure of Lobbying Activities**

Any non-Federal entity that receives more than \$100,000 in Federal funding shall submit a completed Form SF-LLL, "Disclosure of Lobbying Activities," regarding the use of non-Federal funds for lobbying. The Form SF-LLL shall be submitted within 30 days following the end of the calendar quarter in which there occurs any event that requires disclosure or that materially affects 22 | December 26, 2014 the accuracy of the information contained in any disclosure form previously filed. The non-Federal entity must submit any required Forms SF-LLL, including those received from subrecipients, contractors, and subcontractors, to the Grants Officer.

### **10.16. Confidentiality**

### **10.16. Entire Agreement**

This Agreement, including its Recitals and Exhibits, embodies the Parties entire Agreement on the matters covered by it, except as supplemented by subsequent amendments to this Agreement. All prior negotiations and draft written agreements are merged into and superseded by this Agreement.

## **20.0. FLOW DOWN PROVISIONS**

If PIERCE contracts or subawards funds under this Agreement with a person or entity to perform work under this award, PIERCE shall include in the contract or subaward agreement such provisions as may be necessary to ensure that all contractors and subgrantees comply with the requirements of the grant and reporting provisions as set forth in these terms and conditions or as established by USDOT and the Office of Management and Budget (OMB)

All subgrantees are required to obtain a Unique Entity ID (or update its existing record), in the System for Award Management prior to award.

IN WITNESS WHEREOF, the parties hereby agree to the terms and conditions of this Agreement as of the date written below.

Pierce County:  
930 Tacoma Avenue South  
Room 737  
Tacoma, WA 98402-2100

By: \_\_\_\_\_  
Bruce Dammeier  
Executive, Pierce County

Date: \_\_\_\_\_

PSRC:  
Puget Sound Regional Council  
1011 Western Avenue, Suite 500  
Seattle, Washington 98104

By: J.W. Brown  
Josh Brown, Executive Director  
Puget Sound Regional Council

Date: 6/29/2023

Approved as to form:  
John Salmon, Pierce County Attorney

By: \_\_\_\_\_  
John Salmon, Deputy Prosecuting Attorney  
Pierce County



# Local Road Safety Plan

## 2023

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**PIERCE COUNTY PLANNING & PUBLIC WORKS**

OFFICE OF THE COUNTY ENGINEER

Tacoma, Washington

March 2023

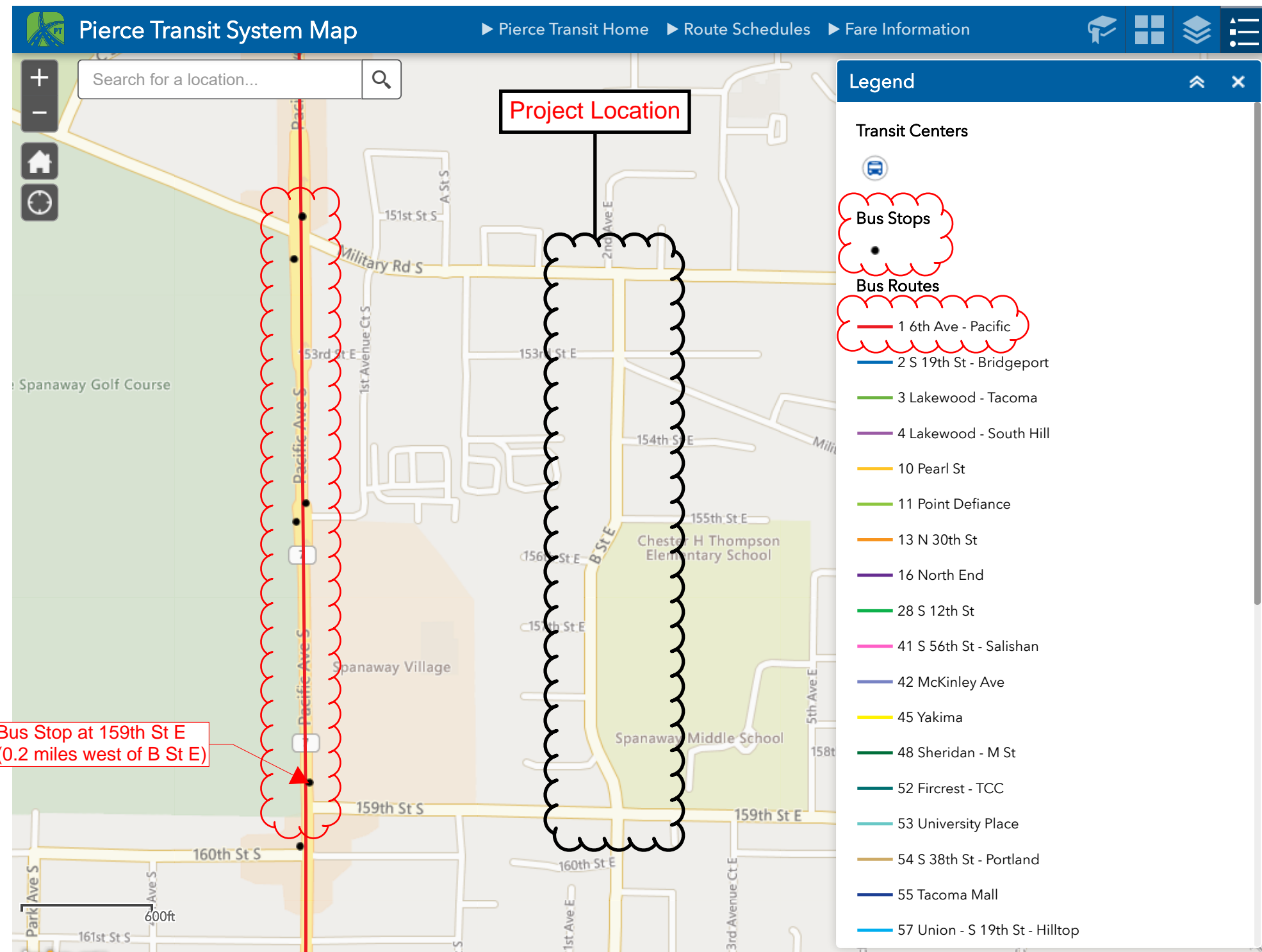


## **Appendix C**

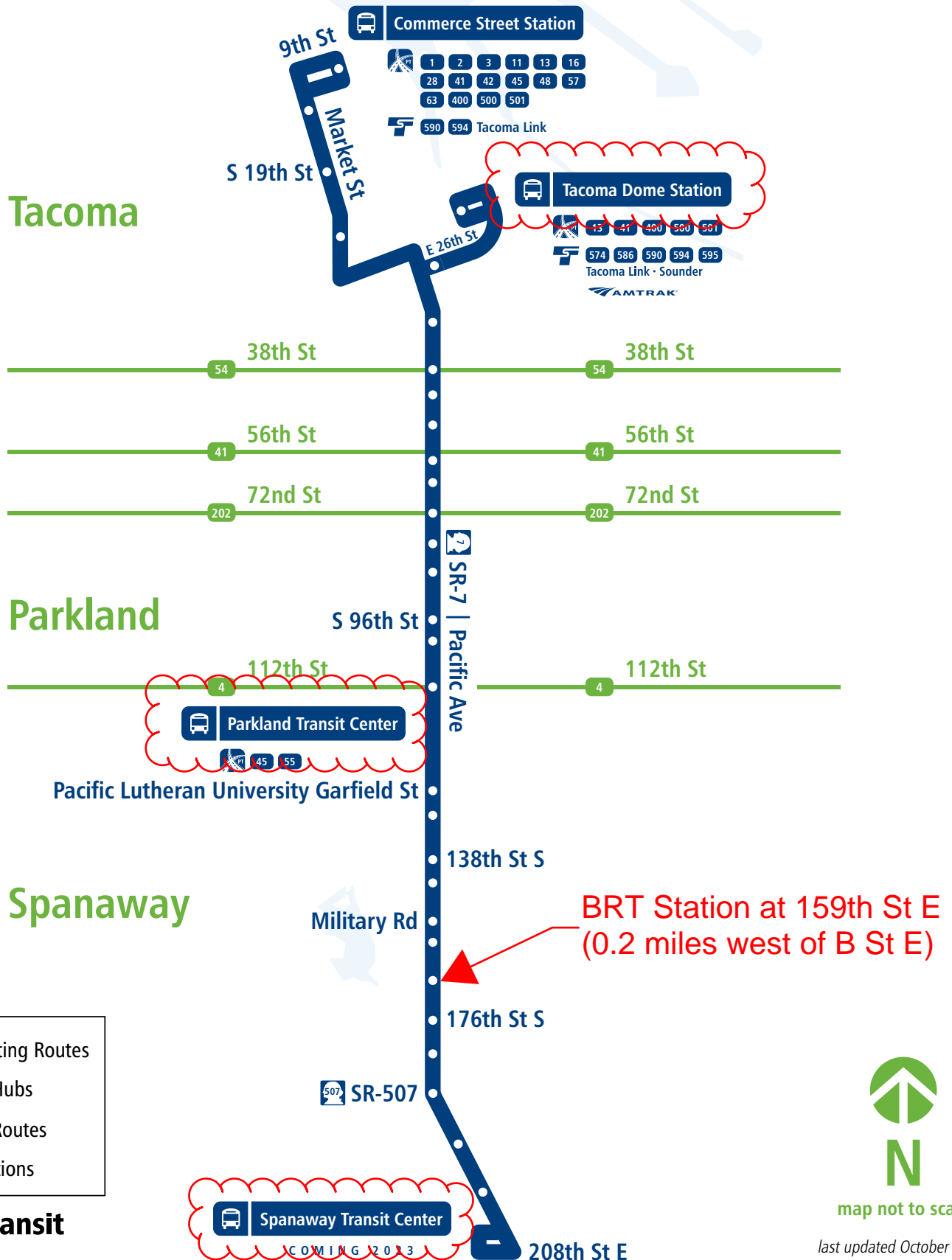
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### **Active Transportation Locations**

ID	Location	Total Points	> 25mph	> 1,500 AADT	> 3 Lanes	Dark Roadway	< 4' Paved Shoulder or No Sidewalk	Crash History	Discretionary	Number of Crashes (2020-2022)	AADT	Posted Speed Limit (mph)	Scope of Work / Description	Reason for No Project
AT-31	160th St E (Gem Heights Dr E to west of Meridian E)	3	1	1			1				12,300	35	Sidewalk on north side of road	Safe Route to School Plan project - limited funds available
AT-32	22nd Ave E and 24th Ave E at 105th St E	3				1	2				240	25	School zone flashing beacons	Safe Route to School Plan project - limited funds available
AT-33	74th Ave E (118th St E to 112th St E)	3				1	2				460	25	Sidewalk on west side of road	Safe Route to School Plan project - limited funds available
AT-34	A St S (122nd St Ct E to 121st St S)	3		1			2				1,825	25	Sidewalk on east side of road	Safe Route to School Plan project - limited funds available
AT-35	A St S (122nd St Ct E to 123rd St E)	3		1			2				1,825	25	School zone flashing beacons	Safe Route to School Plan project - limited funds available
AT-36	B St E (182nd St E to 176th St E)	3	1	1			1				7,225	35	Sidewalk on both sides of road	Safe Route to School Plan project - limited funds available; Tier 1 project in Pacific Avenue SR-7 Corridor Capital Improvement Plan
AT-37	B St E / Military Rd E (156th St E to 152nd St E)	3		1			2				3,775	25	Sidewalk on both sides of road	Part of active County Road Project (CRP 5968)
AT-38	Gem Heights Dr E (at 182nd St E)	3	1	1					1		13,475	35	Pedestrian-activated beacon at existing crosswalk	Safe Route to School Plan project - limited funds available
AT-39	Gem Heights Dr E / 94th Ave E (Intersection)	3		1		1			1		11,125	35	Pedestrian-activated beacon at existing crosswalk	Proposed Safe Route to School Plan project - limited funds available
AT-40	Waller Rd E (152nd St E to 145th St E)	3	1	1		1					8,275	35	Sidewalk on east side of road	Safe Route to School Plan project - limited funds available
AT-41	133rd St E (B St E to 8th Ave E)	2					2				825	25	School zone flashing beacons	Safe Route to School Plan project - limited funds available
AT-42	184th St E (Emerald Ridge Blvd E to 129th Ave E)	2	1	1							4,875	35	Pedestrian-activated beacons and marked crosswalks at two locations	Safe Route to School Plan project - limited funds available
AT-43	80th Ave E (117th St Ct E to 112th St E)	2					2				480	25	Sidewalk on east side of road	Safe Route to School Plan project - limited funds available
AT-44	90th Ave E (128th St E to 126th St E)	2				1	1				120	25	Construct multi-use path	Part of active County Road Project (CRP 5793)







Report to the Pierce County Council

# Pacific Avenue SR-7 Corridor Consolidated Capital Improvement Plan

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February 1, 2022

## Tier 2: Connections and Linkages Capital Improvement Projects

As listed in Table 13 and shown in **Figure 32** and **Figure 33**, 30 projects amounting to \$123 million<sup>23</sup> have been identified as unfunded needed projects that would provide connections or linkages within the network. Of these 30 Tier 2 projects, five are roadway, 24 are active transportation, and one is parks and recreation.

**Table 13. Tier 2: Connections and Linkages – List of Unfunded Identified Needs**

Map ID	Project	Project Estimate (mil)
<b>TRANSPORTATION</b>		
T-3	'C' St S / 116 <sup>th</sup> St S (Intersection improvements)	\$1.50
T-4	'C' St S / 138 <sup>th</sup> St S (Intersection improvements)	\$1.00
T-5	'C' St S / Park Av S (Intersection improvements)	\$1.00
T-6	'C' St S / Tule Lake Rd S (Intersection improvements)	\$1.00
T-7	Military Rd E / 152 <sup>nd</sup> St E (Intersection improvements)	\$1.00
<b>ACTIVE TRANSPORTATION</b>		
AT-1	112 <sup>th</sup> St E from 'A' St S to 18 <sup>th</sup> Av E (Bicycle/Pedestrian facilities)	\$8.54
AT-2	112 <sup>th</sup> St S from Steele St S to 'C' St S (Bicycle facilities)	\$0.01
AT-4	121 <sup>st</sup> St E from 'A' St E to Golden Given Rd E (Curb, gutter, and sidewalks)	\$0.21
AT-5	123 <sup>rd</sup> St E from 'A' St E to 6 <sup>th</sup> Av E (Path)	\$0.02
AT-6	131 <sup>st</sup> St E / Brookdale Rd E from SR-7 to Golden Given Rd E (Bicycle/Pedestrian facilities)	\$7.21
AT-7	132 <sup>nd</sup> St S from 8 <sup>th</sup> Av Ct S to 'C' St S (Bicycle/Pedestrian facilities)	\$2.66
AT-8	133 <sup>rd</sup> St E from 'B' St E to 8 <sup>th</sup> Av E (Elmhurst Elementary)	\$0.60
AT-13	159 <sup>th</sup> St E / 160 St E from 'B' St E to 11 <sup>th</sup> Av E (Bicycle/Pedestrian facilities)	\$6.30
AT-16	192 <sup>nd</sup> St E from 'B' St E to 22 <sup>nd</sup> Av E (School zone flashing beacons)	\$0.34
AT-17	192 <sup>nd</sup> St E from 'B' St E to 38 <sup>th</sup> Av E (Pedestrian facilities)	\$16.45
AT-19	208 <sup>th</sup> St E from SR-7 to 66 <sup>th</sup> Av E (Bicycle/Pedestrian facilities)	\$23.66
AT-22	'A' St E from 112 <sup>th</sup> St E to 140 <sup>th</sup> St E (Bicycle/Pedestrian facilities)	\$12.32
AT-23	'A' St from 108 <sup>th</sup> St E to 96 <sup>th</sup> St E (Paved shoulders or widen lanes)	\$0.14
AT-25	'A' St S from 122 <sup>nd</sup> St Ct E to 121 <sup>st</sup> St E (Early Learning Center) (Pedestrian facilities)	\$0.27
AT-26	'A' St S from 122 <sup>nd</sup> St Ct E to 123 <sup>rd</sup> St E (Early Learning Center) (School zone flashing beacons)	\$0.06
AT-27	'B' St E from 152 <sup>nd</sup> St E to 176 <sup>th</sup> St E (Bicycle/Pedestrian facilities)	\$10.57
AT-30	'C' St S from 112 <sup>th</sup> St S to 120 <sup>th</sup> St S (Bicycle facilities)	\$0.01
AT-31	'C' St S from 112 <sup>th</sup> St S to 120 <sup>th</sup> St S (Sidewalk improvements)	\$0.25
AT-34	Challenger High 'B' St E from 182 <sup>nd</sup> St E to 176 <sup>th</sup> St E (Pedestrian facilities)	\$2.13
AT-35	Clover Creek Trail from 'C' St / Tule Lake Rd to Waller Rd E (Trail)	\$9.99
AT-40	Parkland Community Trail from 132 <sup>nd</sup> St S to 'C' St S (Bicycle/Pedestrian facilities)	\$4.84
AT-41	Spanaway Lake Trail	\$1.34
AT-42	Spanaway Middle / Thompson Elementary B St E / Military Rd E from 156 <sup>th</sup> St E to 152 <sup>nd</sup> St E (Pedestrian facilities)	\$1.48
AT-46	Yakima Av S / Park Av S / 'C' St S 96 <sup>th</sup> St S to 112 <sup>th</sup> St S (Bicycle/Pedestrian facilities)	\$7.56
<b>PARKS AND RECREATION</b>		
PR-1	Bresemann Forest Improvements	\$0.40

<sup>23</sup> 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.



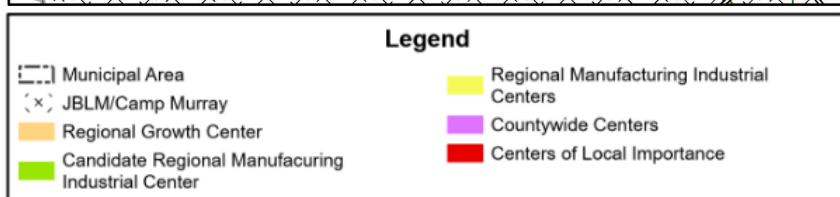
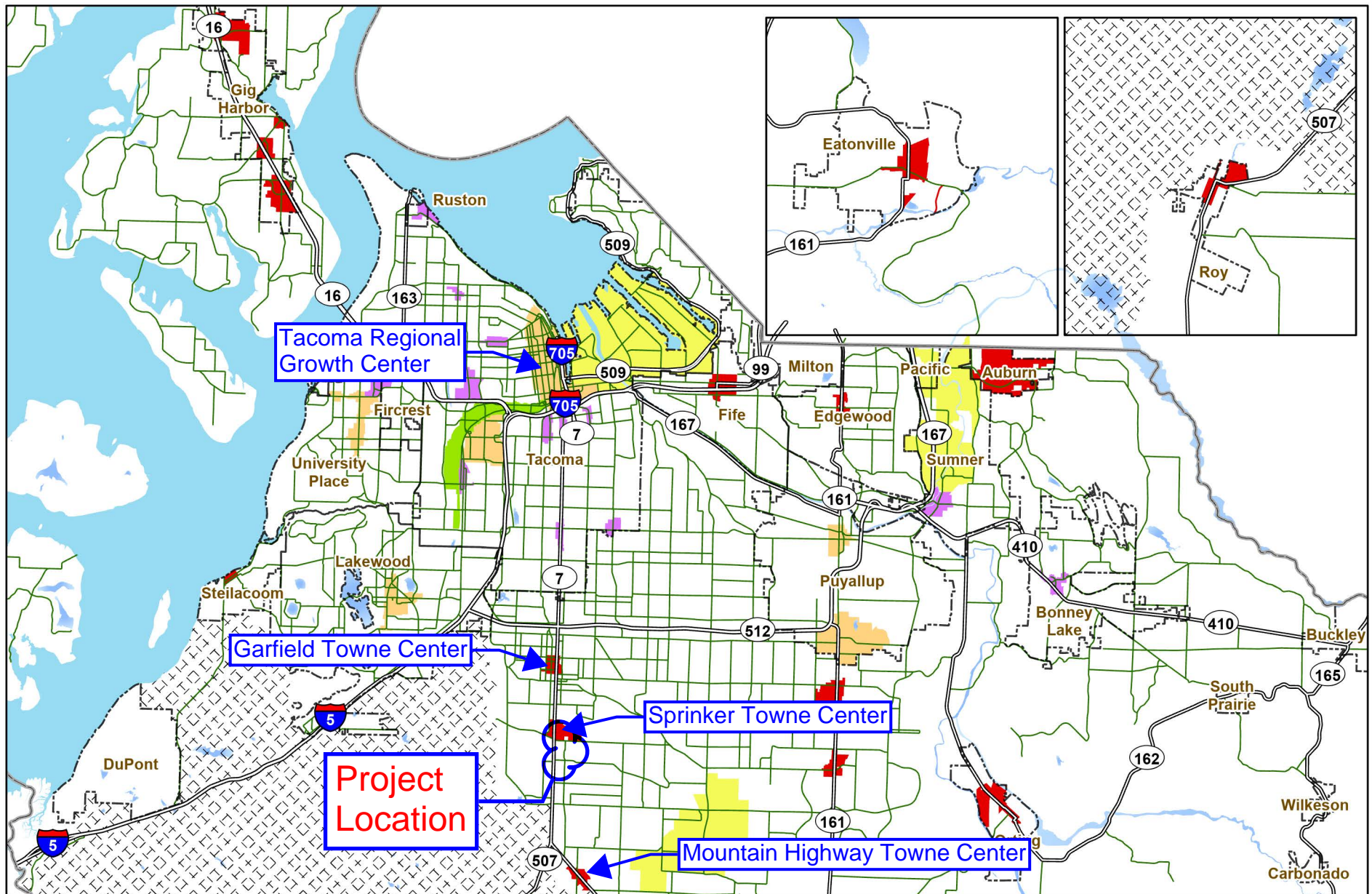


Path: H:\mxd\Staff\_Requests\inappi\Pacific Avenue Corridor Consolidated CIP\Pacific Avenue Corridor Consolidated CIP\apr\Future Tier2 11x17 Portrait North

Project Location  
SRTS - B St E





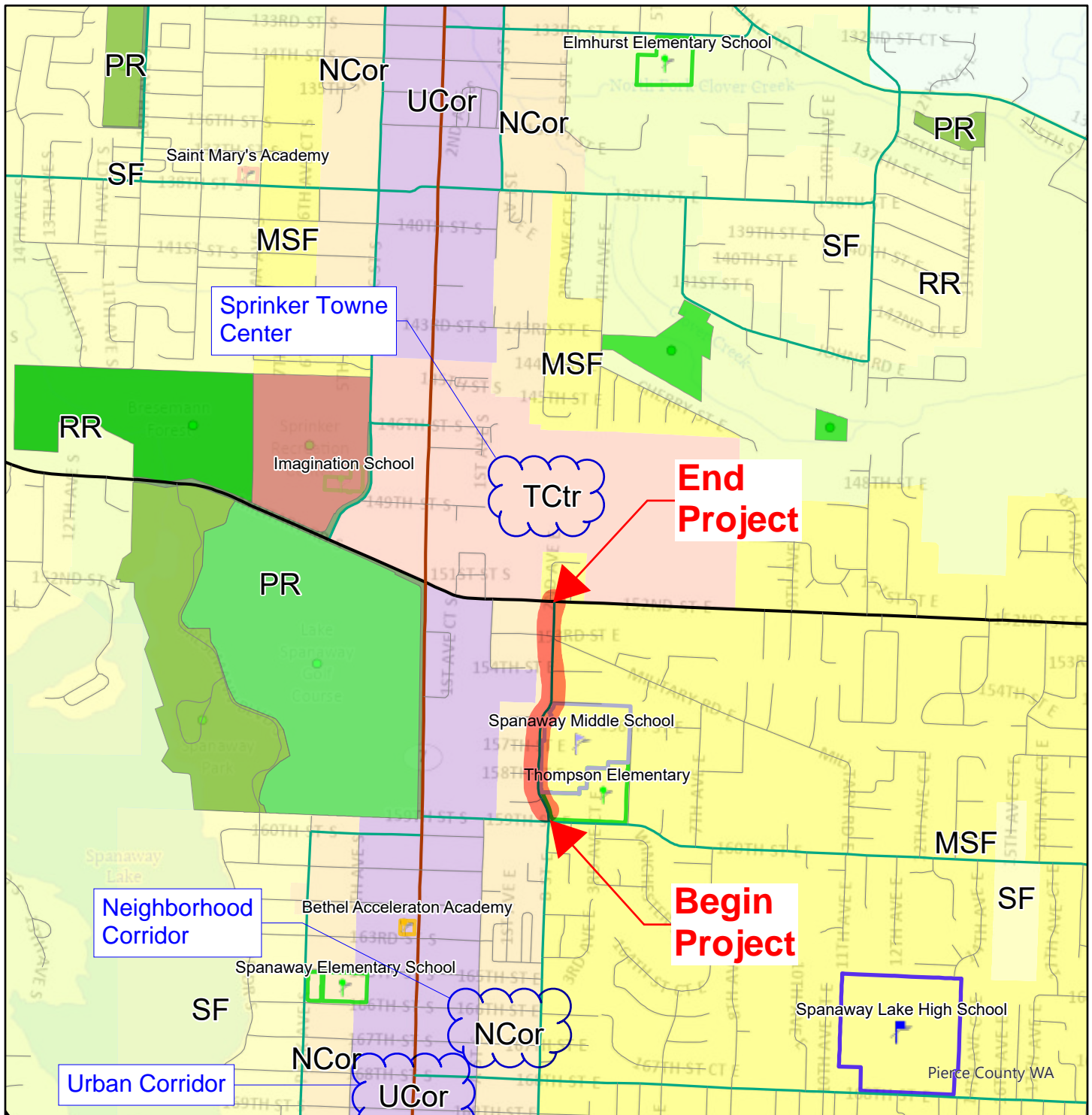


**Regional Centers, Countywide Centers,  
and Centers of Local Importance for  
2022 Countywide Funding Competition**





# Safe Routes to School - B St E (159th St E to 152nd St E)



- LU-9.7** Proposed UGA expansion areas should be approved only if the proposing jurisdiction provides an analysis of:
- LU-9.7.1** The underutilized lands, consistent with the Pierce County Buildable Lands program methodology, within its existing municipal boundaries and affiliated UGAs, and evidence of implementation strategies in place or being pursued to densify the underdeveloped lands;
  - LU-9.7.2** Housing goals or policies in place to encourage housing for all economic segments of the community; and
  - LU-9.7.3** How the proposal is consistent and reasonable with the jurisdiction's adopted comprehensive plan.
- LU-9.8** Future UGA expansion areas should be approved only if it is demonstrated that the area has the capability and capacity to provide urban level services while maintaining a healthy natural ecosystem.
- LU-9.9** Future UGA expansion areas should avoid the inclusion of designated agricultural lands and critical areas.
- LU-9.10** Adopted land use and design standards for proposed UGA expansion areas shall plan for design characteristics and infrastructure necessary to make transit a viable transportation alternative.
- LU-9.11** Prohibit the expansion of the UGA into the 100-year floodplain of any river or river segment per RCW.
- LU-9.12** Area(s) proposed to be removed from the UGA shall be rural in character and not have vested permits that will result in urban type development.

#### COMPACT URBAN COMMUNITIES

The PSRC Vision 2040 Policies and the Pierce County Countywide Planning Policies direct the development of compact urban communities that have diversity of housing, high connectivity, and provide for multi-modal transportation including pedestrian, bicycle, and transit. Many of the elements are found in Transit-Oriented Development (TOD). TOD is a land use strategy intended to promote efficient use of land and transportation infrastructure with places of relatively higher density, pedestrian-friendly development with a mix of land uses located within an easy walk of a bus or rail transit center.

The central Pierce County UGA presents opportunities and alternative ways to provide for centers/compact communities, these include Centers and Corridors:

- **Centers:** Existing developed areas comprised of significant intersections or existing commercial/employment development that serve as a focus of a future center/compact community. These areas will be destinations with a draw that develop with a mix of housing, employment, retail and services, entertainment, and community services. Centers are pedestrian-oriented and reduce the need for a car, allowing residents and

visitors to park once and walk to multiple venues. There is one type of center designation, Towne Center (TCTR).

- **Corridors:** Located along major transportation corridors where existing development patterns provide the functions of a center, but in a linear form. Corridors are less intensive than Centers and are more accommodating for automobiles. Corridors supplement the Centers and may be enhanced with transit and increased connectivity between transit-oriented residential and commercial areas.

Centers and Corridors will develop as high quality, compact communities that:

- Impart a sense of place;
- Preserve local character;
- Provide for mixed uses and choices in housing types; and
- Encourage walking, bicycling, and transit use.

Pedestrian-oriented design includes:

- Wide sidewalks;
- Buildings that are located in close proximity to the right of way;
- Street trees;
- Landscape strips;
- Pedestrian amenities;
- Allowance for vertical mixed-use development in selected places; and
- Transit amenities.

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#### CENTERS AND CORRIDORS

**GOAL LU-10** Designate Centers and Corridors within the central UGA through community plans.

**LU-10.1** Centers and Corridors shall be characterized by:

- LU-10.1.1** Clearly defined geographic boundaries focused within or near a quarter mile of major transportation corridors;
- LU-10.1.2** Intensity/density of land uses sufficient to support high-capacity transit;
- LU-10.1.3** Pedestrian-oriented land uses and amenities;
- LU-10.1.4** Pedestrian connections;
- LU-10.1.5** Urban design standards which reflect the local community;
- LU-10.1.6** Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
- LU-10.1.7** Provisions for bicycle use;
- LU-10.1.8** Sufficient public open spaces and recreational opportunities; and
- LU-10.1.9** Uses which provide both daytime and nighttime activities.



**LU-10.2** Towne Center (TCTR) and Corridor (C) designations shall only be established within or near a quarter mile of the following major transportation corridors:

**LU-10.2.1** Pacific Avenue and Mountain Highway (SR-7);

**LU-10.2.2** Meridian Avenue (SR-161);

**LU-10.2.3** Canyon Road East;

**LU-10.2.4** 112th Street East; and

**LU-10.2.5** 176th Street East.

**LU-10.3** The Towne Center (TCTR) designation is implemented through the Towne Center zone classification and allows for a variety of pedestrian-oriented, high-density multifamily, offices, commercial, and civic uses.

**LU-10.4** The Corridor (C) designation is implemented through the Neighborhood Corridor (NCOR) and Urban Corridor (UCOR) zone classifications.

**LU-10.4.1** The NCOR zone allows for primarily neighborhood-scale, moderate- to high-density residential with supplemental, limited commercial, office, and civic uses.

**LU-10.4.2** UCOR allows for auto-oriented high-density multifamily, offices, commercial, and civic uses, to supplement the Centers, and connected with pedestrian-oriented design features.

**LU-10.4.2.1** Industrial uses related to the manufacturing and assembly of goods is allowed conditionally in UCOR when limited in size and loading docks and noise generating activities are not adjacent to or oriented toward the major roadway.

**LU-10.4.2.2** Impacts from industrial uses in UCOR must be fully identified and addressed through the conditional use permit process.

**LU-10.4.2.3** Industrial uses in UCOR shall be buffered from adjacent residential uses.

**GOAL LU-11** Recognize and designate Towne Centers and Corridors through the comprehensive plan and community planning process.

**LU-11.1** Towne Centers designated in community plans shall be considered Centers of Local Importance for regional planning purposes.

**LU-11.2** Design public buildings and public spaces that contribute to the unique sense of community and a sense of place.

**LU-11.3** Design transportation projects and other infrastructure to achieve community development objectives of connectivity, walkability, bikability and transit support.

**LU-11.3.1** Promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in Towne Centers and transit station areas.

**T-11.5** Discourage gated communities that impair emergency vehicle access.

## ACTIVE TRANSPORTATION

Active transportation systems (nonmotorized) include sidewalks, trails, bike lanes, and roadway shoulders to accommodate pedestrians, bicyclists, and skaters for both transportation and recreational purposes.

**GOAL T-12** Develop an interconnected countywide system of active/nonmotorized transportation facilities that provide travel options, promote physical activity and well-being, contribute to a healthier population and cleaner environment, and enhance safety.

**T-12.1** Prioritize trail development to form the core of the active transportation system, linking communities, centers, tourist attractions, and other destinations.

**T-12.1.1** Work collaboratively with other organizations, including Pierce County Parks and Recreation to develop the Pierce County Regional Trail System, community nonmotorized connections, and local access.

**T-12.2** Endorse the concept of *complete streets*, which promotes roadways that are safe and convenient for all users.

**T-12.3** Design and construct complete streets wherever feasible and practicable.

**T-12.4** Work to construct missing links in the active transportation system and access to the network.

**T-12.5** Inform the community about the economic transportation system performance, and environmental, health, and social benefits of active transportation.

**T-12.6** Develop improved programs to encourage increased levels of active transportation.

### Active transportation facilities include (T-12):

- Trails
- Pathways
- Sidewalks
- Bike lanes
- Paved shoulders
- Wide curb lanes
- Shared use roadways

**GOAL T-13** Require the installation of bicycle racks and secure bicycle parking at larger employment sites and within designated centers.

**GOAL T-14** Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.

**T-14.1** Realize both the recreational and transportation value of these routes.

**T-14.2** Accommodate students' travel to school and bus stops using safe walking corridors.

**T-14.3** Accommodate pedestrians and bicyclists on arterials unless precluded by environmental or physical constraints.

**T-14.4** Require developers to include active transportation elements (non-motorized) in all projects.

and along SR-7, leaving opportunity for infill and redevelopment in areas with single-family residential uses. The development as a Towne Center will create better connectivity between residential and commercial uses and the university, as well as connections to future bus rapid transit (BRT) service along SR-7.

#### SPRINKER TOWNE CENTER

The Sprinker Towne Center has a well-established base of commercial uses; however, most are stand-alone or in strip commercial developments. This Towne Center provides opportunities for increased connections to major nearby amenities: Sprinker Recreation Center, Spanaway Lake Park, Lake Spanaway Golf Course, and the LeMay Collections at Marymount Events Center. This Towne Center includes a large area of undeveloped land at Marymount with potential to add residential elements and greater pedestrian and transit connectivity to surrounding neighborhoods. The Towne Center is in close proximity to residential neighborhoods and, once established, could provide a central place for the community.

#### MOUNTAIN HIGHWAY TOWNE CENTER

The Mountain Highway Towne Center is located around the existing commercial center on Mountain Highway around 204th Street East. It has a base of commercial uses; however, most are stand-alone or in strip commercial developments. This Towne Center was designated because it will serve as the terminus for BRT service along the SR-7 corridor and will be adjacent to a future transit center. This Towne Center provides the opportunity to connect both commuters and nearby residents to services and amenities in a dense, walkable, transit-oriented Towne Center.

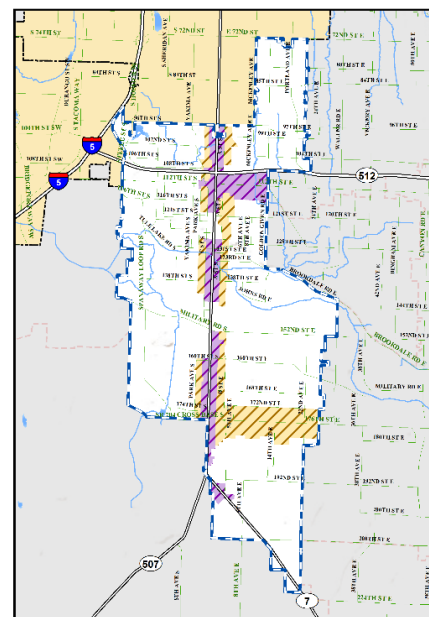
#### CORRIDOR

The Corridor (C) land use designation provides supplemental commercial and various residential uses along the major transportation corridors connecting to Towne Centers. The designation is implemented by the Neighborhood Corridor (NCOR) and Urban Corridor (UCOR) zone classifications.

The NCOR zone allows smaller, limited neighborhood commercial and civic uses, and all residential uses at a density of 6 to 25 units per net acre. The NCOR zone is applied in the plan area along SR-7, 112th Street East, and 176th Street East.

The UCOR zone allows auto-oriented and pedestrian-friendly commercial uses, civic uses, and attached single-family and multifamily residential uses at a density of 12 to 60 units per net acre. The UCOR zone is applied in the plan area along SR-7 and 112th Street East.

Figure I-11: Corridor Designation





## COMMERCIAL

- GOAL PSM LU-5** Commercial development should be designed and scaled based on location and needs of the surrounding area to ensure that existing and planned placement of public facilities, utilities, and services can support development in an efficient manner.
- PSM LU-5.1** High-intensity commercial development that serves residents of the Communities Plan area and surrounding areas should be located along the SR-7 and 72nd Street East corridors.
- PSM LU-5.2** Commercial development scaled to serve the needs of the surrounding neighborhood should be concentrated along Portland Avenue East, Sales Road South, and 112th Street East.
- GOAL PSM LU-6** Commercial development shall be focused around key intersections in transportation corridors that serve one or more neighborhoods.
- PSM LU-6.1** In new development and redevelopment, incorporate substantial landscaping, both along street frontages and within parking lots.
- PSM LU-6.2** The Neighborhood Centers along the Portland Avenue corridor shall be comprised of a mixture of uses and designed to be a pedestrian-oriented gathering place for the Midland community.
- GOAL PSM LU-7** Provide for the orderly transition to other uses of older residential or commercial areas that are no longer viable for their original use, scale, or intensity of use.
- PSM LU-7.1** Portions of arterials experiencing strong pressure for commercial development, but not yet committed to general commercial uses, shall be identified as areas for offices, professional services, non-auto-dependent commercial services, and medium- or high-density residential uses. The development regulations shall promote the development of professional offices and similar uses along these arterials.
- PSM LU-7.2** Residential arterials having good potential for long-term maintenance of a quality living environment shall be protected from the intrusion of commercial uses. In some instances, these may be appropriate locations for civic uses, such as religious institutions and schools, or medium- or high-density residential uses.

## MIXED-USE

### TOWNE CENTER

- GOAL PSM LU-8** Preserve and enhance the role of the Towne Centers as the civic centers of the community and focal points for the broader area for governmental, educational, recreational, and cultural activities and businesses that support these activities, each with its own distinct image and character.

**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.



CORRIDOR

**GOAL PSM LU-14** Designate Corridors for higher intensity commercial and residential uses along SR-7, 112th Street East, and 176th Street East.

**PSM LU-14.1** The following areas should be zoned Urban Corridor (UCOR).

**PSM LU-14.1.1** The area within approximately one block of SR-7 between Towne Centers; and

**PSM LU-14.1.2** The area along 112th Street East between approximately Park Avenue South and Golden Given Road East.

**PSM LU-14.2** The following areas should be zoned Neighborhood Corridor (NCOR):

**PSM LU-14.2.1** The approximately one block area beyond the Urban Corridor along SR-7; and

**PSM LU-14.2.2** Areas more than one-quarter mile from SR-7 located within one-quarter mile of 176th Street East.

**GOAL PSM LU-15** Urban Corridors should be developed with a mix of commercial and medium- to high-density residential uses.

**PSM LU-15.1** Commercial uses should serve a regional market and may be land consumptive and somewhat auto-oriented, such as large warehouse stores, mini storage, or auto repair, but should still provide high-quality facilities for pedestrians and connections to transit.

**PSM LU-15.2** Mixed-use development is encouraged with commercial on the ground floor and multi-story, high-density residential above.

**PSM LU-15.3** All residential use types, except single-family, are allowed within the Urban Corridor to allow more flexibility in housing types and accommodate affordable housing with easy access to transit.

**PSM LU-15.4** Promote redevelopment of the commercial center located within the Urban Corridor at southeast corner of the intersection of 176th Street East and Pacific Avenue as a compact, pedestrian-oriented, auto-friendly retail and service area focused on providing general household goods, specialty goods, banking, professional, and commercial services.

**GOAL PSM LU-16** Neighborhood Corridor (NCOR) zoned areas should promote the development of residential uses in portions of the Corridor designation where they can serve as a transition between high-intensity residential and commercial areas and single-family neighborhoods outside of the Corridor designated areas.

**PSM LU-16.1** Neighborhood Corridors should function as walkable, transit-oriented residential neighborhoods that provide housing, services, and uses that serve the people who live there.

**PSM LU-16.2** Developments within the Neighborhood Corridor zone should provide connectivity between development and transit corridors.

**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.

Excerpt from: Parkland-Spanaway-Midland Communities Plan

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)

Project Location

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.

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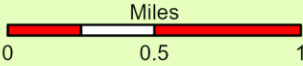
- Municipal Area
- Military Land
- Urban Growth Boundaries



Map I-3: Land Use Designations Map



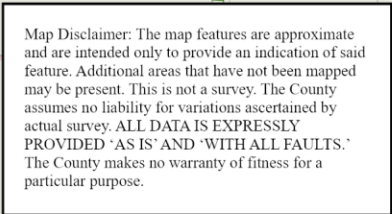
Revision Date: 10/1/2021  
Plot Date: 9/24/2021








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 Municipal Area  
 Military Land  
 Urban Growth Boundaries

*This is not a survey. Orthophoto  
for variations ascertained by Jac*

# Map I-4: Zoning

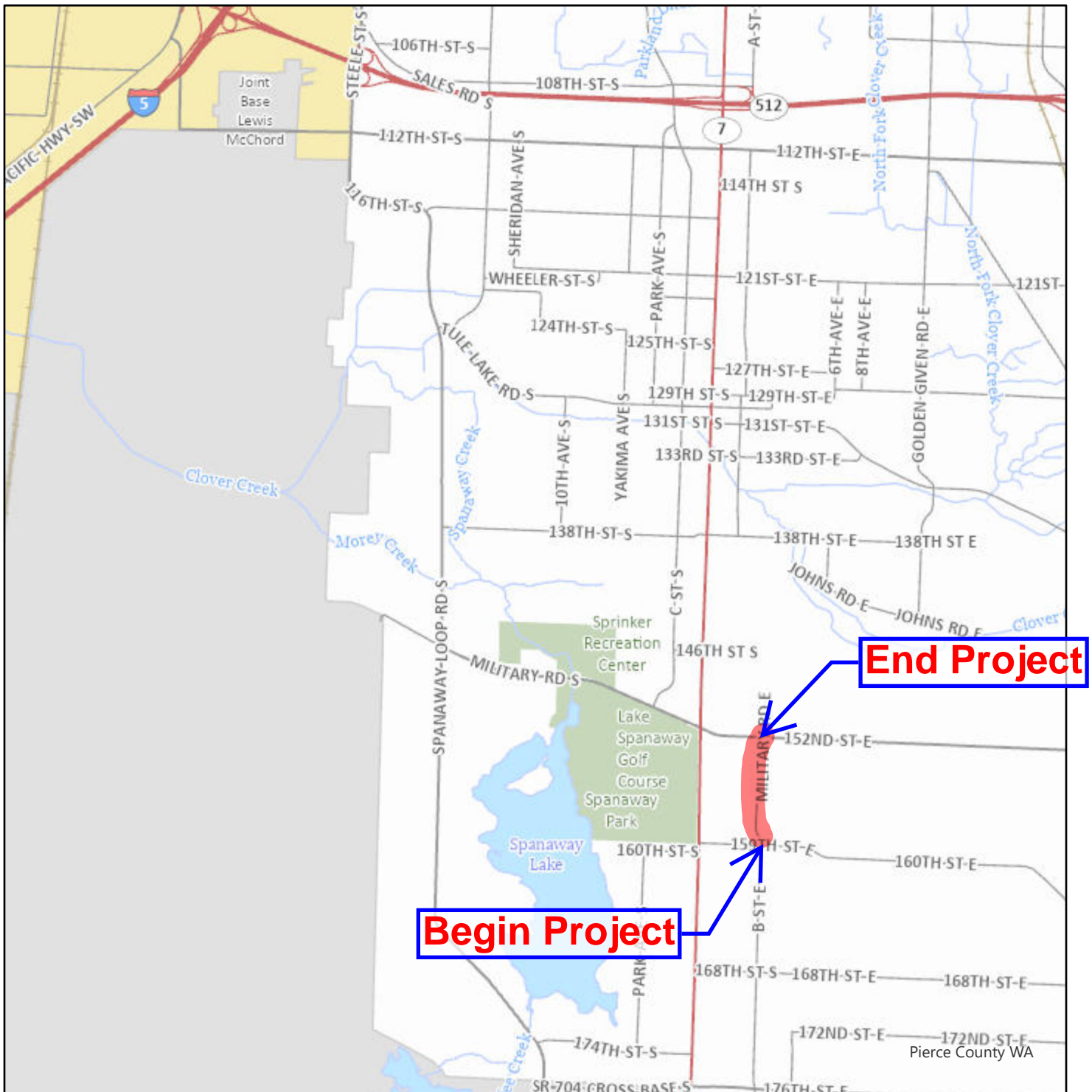
Revision Date: 10/1/2021

Plot Date: 9/24/2021

Miles

0 0.5 1

# Safe Routes to School - B St E (159th St E to 152nd St E)



Legend

