



Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 5th, 2024 7:59 AM
Prepopulated with screening form?	No

Project Information

- Project Title**
112th St. E.
- Regional Transportation Plan ID**
5703
- Sponsoring Agency**
Pierce County
- Cosponsors**
N/A
- Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
Yes
- If not, which agency will serve as your CA sponsor?**
N/A

Contact Information

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Project Description

- Project Scope**
Widen 112th St. E. to add a center turn lane, paved shoulders, cement concrete curb, gutter, sidewalk, and bike lanes. Improvements will include street lighting, fiber optic interconnect, an enclosed storm drainage conveyance system, storm drainage treatment facilities, fish-passable culvert underpasses, and reconstruction of the existing traffic signal systems at Golden Given Rd. E. and 18th Ave. E.
- Project Justification, Need, or Purpose**
This project will complete pedestrian facilities on 112th St. S./E., which, with the exception of

this segment, has curb, gutter, and sidewalk on both sides of the road for the full 8-mile corridor between Steele St. S. and the Puyallup South Hill Regional Growth Center (RGC). Pierce Transit's Route 4 serves the corridor, connecting the Lakewood and Puyallup South Hill RGCs. The project is also located within 0.1 miles of the SR-7 / 112th St. S. intersection which hosts Route 1 and the new "Stream" High-Capacity Transit (HCT) bus service. This location is the most significant transit junction in unincorporated Pierce County, providing direct transit links to half a dozen locally- and regionally-designated centers (see "Support for Centers" section). Routes 1 and 4 serve a combined 4,000 commuters each day (2023), and Pierce Transit's 2019 BRT "Alternatives Analysis" estimates a 2040 ridership of 7,500 to 9,400 along SR-7. Pierce County's 112th St. E. project is a critical investment for ensuring non-motorized access to transit near this major crossroad. Without the project more than 3,600 residents in census blocks adjacent to the project will lack safe and equitable access to active transportation and transit along 112th St. S./E. and SR-7, including people of color, people with disabilities, youth, people with low incomes, and those with limited English proficiency.

Project Location

1. **Project Location**

112th St. E. (A St. S. to 18th Ave. E.)

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

Pierce

3. **Crossroad/landmark nearest the beginning of the project**

A St. S.

4. **Crossroad/landmark nearest the end of the project**

18th Ave. E.

5. **Map and project graphics**

112th_St_E_-_Vicinity_Map.pdf

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**

Yes

2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**

The project is shown in the Transportation Element of Pierce County's Comprehensive Plan. Since the limits straddle two subareas it is broken into two projects in the plan. See project ID MC26 on plan page 12-147 for the "Mid-County" segment, and project ID 29 on plan page 12-151 for the "Parkland-Spanaway-Midland" segment.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**

N/A

Federal Functional Classification

1. **Functional class name**

14 Urban Principal Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

The project completes "first/last-mile" pedestrian facilities on the 112th St. S./E. transit corridor. ADT along the corridor averages nearly 15,000, and the route directly links two

Regional Growth Centers (RGCs) via Pierce Transit's Route 4:

1. Lakewood RGC (23 minutes west via Route 4)
2. Puyallup South Hill RGC (18 minutes east via Route 4)

The western project limits are 0.1 miles from SR-7 which hosts Pierce Transit's busiest line, Route 1, and the new "Stream" High-Capacity Transit bus line. These services connect one RGC and three locally-designated Towne Centers:

1. Tacoma Downtown RGC (30 minutes north via Route 1)
2. Garfield Towne Center (1 minute south via Route 1)
3. Sprinker Towne Center (8 minutes south via Route 1)
4. Mountain Highway Towne Center (25 minutes south via Route 1)

See "Centers Map" attachment.

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

The project will serve several equity populations who are concentrated near the project in greater proportions than regional averages. These include:

- People of Color (45% vs. 35.9% regionally)
- People with Low Income (38% vs. 20.7% regionally)
- People with Disabilities (12% vs. 11% regionally)
- Limited English Proficiency (10% vs. 8.5% regionally)
- Youth Age 5-17 (17% vs. 15.4% regionally)

Intersectional Equity Focus Areas adjacent to the project include:

- People of Color & People with Low Incomes
- People with Low Incomes & People with Disabilities
- People of Color & Youth

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

The equity populations most affected by the project are People of Color (25% higher than the region) and People with Low Income (84% higher than the region). These two demographics constitute an important intersectional focus group who can benefit from the project's expanded active transportation options. Other intersectional focus areas include People with Low Incomes + People with Disabilities, and People of Color + Youth. These populations deserve safe and convenient access to active transportation and transit leading to regional centers, both of which the project will provide.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

The project serves the 112th St. S/E. corridor connecting the Lakewood and Puyallup South Hill Regional Growth Centers (RGCs). These two RGCs have a significant surplus of jobs, with a combined resident population of 3,490 and a total employment of 11,970 (PSRC RGC Profiles). This means that the RGCs rely on 8,500+ commuters to travel to and from the centers each day, so it's no surprise that high density growth and robust transit networks in the surrounding areas are central elements of the Lakewood and Puyallup South Hill subarea plans (See Attachment "Plan Excerpts"). The 112th St. E. project will help maintain and enhance this focus on density by allowing a wider population to reach the RGCs via transit and active transportation. It will also encourage growth along the corridor in keeping with 112th's predominant "Urban Corridor" and "Employment Corridor" zoning, which is typified by higher-density development connected with pedestrian-oriented features.

The project also serves the Tacoma Downtown Regional Growth Center due to the close

proximity of SR-7. This RGC has a similar population-to-employment imbalance (16,670 residents to 36,540 jobs) and will benefit from an improved non-motorized network linking project-area residents to Pierce Transit Route 1 and the new "Stream" High-Capacity Transit bus line.

2. Describe how the project will support the development/redevelopment plans and activities of the center.

The project's new sidewalks and completed non-motorized network will enable various RGC subarea goals, such as the Puyallup South Hill Neighborhood plan's vision for a "robust transit network connecting users within and to the Regional Growth Center" thus "reducing single occupancy vehicle demand". The South Hill plan places a "major focus" on "reshaping the current auto-oriented urban form to a more pedestrian-oriented form" and sets forth a general policy to encourage transit and regional connections.

Lakewood's Downtown Subarea Plan notes that the Lakewood Transit Center acts as a hub for Pierce Transit bus service (such as Route 4 connecting to our project), and proposes that "this resource could be enhanced with better pedestrian and bicycle connections into the surrounding areas".

Tacoma (served by Route 1 and the new "Stream" High-Capacity Transit bus line) has similar intentions in its South Downtown Subarea Plan to encourage redevelopment within the RGC toward a pedestrian-friendly environment with practical transportation alternatives to personal vehicles. The 112th St. E. project contributes to each of these goals by removing barriers to the transit routes that make each RGC's pedestrian-friendly development successful.

(See Attachment "Plan Excerpts" for references)

3. Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.

The project's census tract is an Equity Focus Area (EFA) containing three intersectional demographics:

- People of Color & People with Low Incomes
- People with Low Incomes & People with Disabilities
- People of Color & Youth

This census tract is also ranked "Very Low" on PSRC's Opportunity Index.

Affordable transit options can help to expand this EFA's access to high quality jobs. By completing the sidewalk network on 112th St. E. and ensuring access to a variety of well-connected transportation services, this project will remove barriers that may be keeping residents from accepting high quality jobs in and between the Lakewood, South Hill, and Tacoma Downtown RGCs. Having the option to walk, drive, bus, or ride means that a greater number of job sites are available, and commuters will be able to choose the safest, cheapest, healthiest, or fastest mode of transportation, instead of just being limited to driving. This is especially important for the intersectional equity focus areas which this project specifically benefits.

The project area is almost exactly in-between the Lakewood and South Hill RGCs, and transit trips to either take less than 30 minutes. The location and transportation services already available will benefit the community greatly if the barrier of inadequate roadside infrastructure is removed.

4. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.

PSRC's Regional Economic Strategy (RES) encourages the type of infrastructure and transit growth that the 112th St. E. project provides. Such efforts are part of the important "Challenges and Opportunities" in the plan (see RES p.54) and require investments in key transit corridors to maximize accessibility, diversity, and equity (p.55). 112th St. E. meets all these criteria by linking regional centers with various modes of transportation, and doing so in an area where equity populations are known to reside.

The project is also located to offer a wide variety of options (as discussed further in the next question), which means that this area has a high potential for growth within its Urban Corridor and Employment Corridor zoning. Few locations in unincorporated Pierce County have as many transit options within walking distance that link to so many regional centers (see "Non-Motorized Access Map" attachment). It will be an economic boon to complete the infrastructure that allows road users to take full advantage of these resources.

5. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users and the movement of freight.

TRANSIT

The project expands access to Pierce Transit Route 4, Route 1, and the new "Stream" High-Capacity Transit (HCT) bus service on SR-7. There are nine Route 4 bus stops within the project limits, most of which are accessible only by a loose gravel shoulder. The project ensures safe and equitable access to these transit facilities. Additionally, there are three more Route 4 stops within 1/4 mile of the project on 112th, three Route 1 stops on SR-7, and two HCT bus stops on SR-7. The project's sidewalk gap closure enables active transport to each of these service lines by walking, biking, or mobility device.

SCHOOLS and CULTURAL FACILITIES

Franklin Pierce High School abuts the North-Eastern project limits, and there is a childcare facility at the corner of 112th St. E. and Golden Given Rd. E. There are also two churches adjacent to the project. Local housing and apartment complexes are separated from these amenities by the incomplete sidewalk and biking network. Completing sidewalk connections along 112th St. E. will make it safer for residents to access these community destinations by transit or by foot.

COMMERCIAL

112th St. E. is a T-2 truck route with a high ADT. Businesses, commuters, and customers rely on this corridor for safe and efficient travel to employment and services. There are nearly three dozen unique business locations within walking distance of the project, including several grocery stores, restaurants, food outlets, law offices, hardware stores, banks, and other services and suppliers. The Better Business Bureau also has an office adjacent to the road. The project will enable non-motorized or transit access to these destinations and will clearly delineate access points with curb, gutter, and sidewalk.

MEDICAL

Medical providers within 1/4 mile of the project include a dialysis center, assisted living facilities, occupational therapists, and the Parkland Community Health Care clinic. The non-profit RI International also operates a newly-opened Crisis Recovery Center which offers alternative support for first responders and emergency rooms to treat mental health or substance use crises. The project will enable safe walking and biking access to these providers, and clear, easy paths to transit for patients who may not be able to operate a vehicle.

CIVIC

Pierce County Government operates their Material Laboratory and an Emergency Management Vehicle and Radio Shop within the project limits. Sidewalks, illumination, and a continuous two-way left-turn lane will benefit these facilities by enhancing safety.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

The 112th St. S. project provides connections for Parkland-area ridership traveling to regional transit stations in the Tacoma Downtown, Lakewood, and Puyallup South Hill RGCs. Accordingly, regional partners such as Pierce Transit and Sound Transit have recognized the importance of sidewalk improvements on 112th St. S./E. The incomplete sidewalk network adjacent to the intersection of SR 7 and 112th St. E. is featured in Pierce Transit's "First/Last Mile Access Recommendation" study (See Attachment "PT Report" for relevant excerpts). Our project's segment contains nine bus stops for Route 4, most of which are currently accessible only by a loose gravel shoulder. Once this project is complete 112th St. S./E. will have full pedestrian facilities for the nearly 8-mile corridor between Steele St. S. and the Puyallup South Hill RGC.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

There are 9 existing bus stops within the project limits, and several more within walking distance on SR-7. However, access routes to those stops are blocked by lack of active transportation facilities linking them to project-area residents. Pierce Transit's new "Stream" High-Capacity Transit (HCT) service on SR-7 will also utilize two new stops just 0.1 miles west of the project limits. HCT features include more frequent busses, transit priority at intersections, limited stops for faster service, and plans for improved stop facilities.

The project will maximize the efficiency of these existing services along SR-7 and the 112th St. S./E. corridor by allowing pedestrians and bicycles unrestricted paths to reach these services.

3. Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).

Access to Transit is limited by undeveloped or unfinished roadside infrastructure within the project limits. Roadside paths also contain blockages, hazards, and narrow sections with unsafe proximity to the traveled lane (see "Photos" attachment). The lack of facilities discourages or totally prevents active transportation, especially for those who are mobility impaired. Additional transit connections and services are available adjacent to the project (on SR-7, for instance), and these amenities are not safely accessible by foot, bike, or mobility device due to the incomplete sidewalk network. If not for the lack of facilities within the project area, 112th St. E./S. would have a complete non-motorized network from Steele Street to South Hill RGC. The project will remedy these problems, providing sidewalk and bike lanes on both sides of the roadway for the full length of the project. The dedicated facilities for each mode will enable local road users to choose the most beneficial option, whether that is walking, biking, riding, or driving.

There are also modal conflicts leading to unsafe conditions in the vicinity. Pierce County's 2017 pedestrian study recorded more than 200 pedestrian crossings east of D St. E. over the course of a weekend. This behavior is exacerbated by the lack of crosswalks accessible by pedestrian facilities. The project will provide pedestrian paths to crosswalks, and a mid-block crossing is under review as part of the design phase.

Bicycles are also in conflict with vehicles on the roadway, and there's currently no space to share the roadway, despite 112th St. S./E. being a recommended road for cycling by the Pierce County Bike Map. This project will add bike lanes to 112th St. E., extending the network of bike lanes present on SR-7 and to the south.

112th St. E. is a T-2 truck route with a high ADT. It will be beneficial for this high freight and commuter volume to correct the transit access and modal conflicts identified above. Completion of the non-motorized facilities and lighting along the corridor will provide delineation and separation of the various transportation modes, which will enhance freight comfort and reduce accidents.

4. Describe how the project provides opportunities for active transportation that can lead to public health benefits.

112th St. E. and SR-7 are the best-connected corridors in unincorporated Pierce County, linking residents to the largest regional and local centers in the area, such as the Garfield and Sprinker Towne Centers. These local hubs for active lifestyles are a short (< 15 minute) bus ride south on SR-7. The centers are host to Pacific Lutheran University and the Sprinker Recreational Center, which are filled with opportunities for sports, recreation, gathering, and working in physically active settings. The route to this bus service is currently blocked by the incomplete sidewalk network which this project will fix.

Important local amenities like Franklin Pierce High School are also within the project limits. It has a stadium, track, football and baseball fields, and tennis courts for student and community use. The project will make access to these play fields easier and safer.

5. Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.

The project serves several "Equity Focus Areas" (EFA):

PEOPLE OF COLOR + PEOPLE WITH LOW INCOMES

This EFA is adjacent to the project, and other high concentrations of these groups are present to the west and north of the project. Since the project closes a non-motorized gap it will help keep this community connected, bolstering affordable options for traveling to places of employment, gathering, and recreation.

PEOPLE WITH DISABILITIES + PEOPLE WITH LOW INCOMES

This EFA is also adjacent to the project, and its demographic is especially vulnerable to unaffordable and/or hazardous transit conditions. The project serves this group by providing safe and affordable transportation, completing the network of non-motorized options on the corridor.

PEOPLE OF COLOR + YOUTH

This EFA is adjacent to the project and is particularly important with Franklin Pierce High School nearby. Walking paths between the school and nearby neighborhoods are not safe, and the area's history of pedestrian- and injury-oriented crashes argue for improving the roadside. Investments in this area contribute to an equitable distribution of the public's limited resources for improving infrastructure.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

Outreach for the project is ongoing as part of Pierce County's design process. One important avenue for dialogue with the community is through Pierce County's Transportation Advisory Commission (TAC) which provides policy guidance on local transportation issues to county government. The TAC is comprised of community groups, businesses, transit operators, school districts, agricultural representatives, trucking interests, and organizations advocating active transportation.

The 112th St. E. project has appeared before the TAC in various forms throughout the years. The project was recently presented to the TAC in a proposed Comprehensive Plan update where it topped a list of priority investments. The project is also presented to the commission annually as part of the regular 6-year Transportation Improvement Program adoption process.

2. **Describe how this outreach influenced the development of the project.**

Pierce County's recent community and comprehensive plan updates (referred to as the "Centers and Corridors" legislation) have modernized the Mid-County and Parkland-Spanaway-Midland plan elements, providing guidance for 112th St. E. projects. The plans were developed, reviewed, and discussed with Pierce County staff, various land use advisory commissions, the Planning Commission, the Council, and other stakeholders. Public comment was solicited at multiple stages in successive legislative rounds. See "Plan Excerpts" attachment (P. H-18 & H-19) for a community plan summary of the recent public outreach.

The updates call for higher-intensity commercial and residential uses along both SR-7 and 112th St. E., and led to the "Pacific Avenue SR-7 Corridor Consolidated Capital Improvement Plan" which prioritizes our 112th St. E. project.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

The project's census tracts have two HOP place types, "Improve Access and Housing Choices" (Tract 53053071602) and "Promote Investment and Opportunity" (Tract 53053071305). Pierce County is using the following tools in response:

ENCOURAGE MIDDLE DENSITY HOUSING

This is a tool for both of the identified HOP place types. Zoning along the 112th St. S./E. corridor is a mix of Urban Corridor (UCOR), Employment Corridor (ECOR), Neighborhood Center (NC), Moderate Density Single Family (MSF), and Mixed Use District (MUD). The corridor is effectively a bridge between lower-density forms in the unincorporated areas and higher-density forms in the cities and centers. The zoning provides opportunity for infill of "missing middle" housing, an important tool for "improving access and housing choices". This is especially true of NC, MUD, and MSF zones which promote a variety of medium-density development, and are all within or adjacent to the project.

MIXED-USE DEVELOPMENT

The project straddles an area of Urban Corridor and Employment Corridor zoning, and it is adjacent to a small Mixed-Use Development zone. Closure of this sidewalk gap will encourage the type of mixed-use projects within those zones that can help keep residential structures in close proximity to services, retail, offices, and transit.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures](#), and specifically address the following:**

ADDRESSING SAFETY AND SECURITY

Safety concerns are the primary driver for Pierce County's prioritization of this project. In the past 5 years there have been 71 WSDOT accident reports within the project limits which report 1 pedestrian fatality, 3 other pedestrian injuries, 1 driver fatality, 1 bicyclist injury, and an additional 11 miscellaneous injury crashes (see "Crash Map" attachment).

According to the accident reports, 3 of the 4 pedestrian injuries, including the fatality, occurred due to "failure to use crosswalk", however, there are no pedestrian or bicycle facilities at the crash locations which pedestrians could have used to reach a cross walk. 3 of the 4 pedestrian injuries also occurred during hours of darkness, and at locations where the lack of walking paths might make a driver less wary of the potential for pedestrians. The 112th St. E. project will remedy this situation. Sidewalk and bike lanes on both sides of the roadway will provide access to crossing infrastructure, and the additional facilities and illumination will enhance the awareness of drivers to anticipate the presence of non-motorized road users.

FHWA SAFETY COUNTERMEASURES

The project incorporates several of FHWA's proven safety measures:

- Bicycle Lanes: Signed and marked bike lanes will be installed for the full length of the project on both sides of the road.
- Walkways: The southern sidewalk will feature a 10-foot-wide path with a 2-foot buffer to enhance pedestrian comfort (see attached Road Section).
- Safety Edge: The use of this countermeasure will be limited since the project is installing curb and gutter along 112th St. E., however, where crossroads meet 112th and paving extends beyond the planned sidewalk it is part of Pierce County's standard drawings to include a safety edge matching FHWA's standard.
- Lighting: The existing road is only illuminated between A St. S. and Golden Given Rd. E. The project will adjust or reinstall the existing luminaires as necessary, and install continuous lighting for the remaining segment between Golden Given Rd. E. and 18th Ave. E.
- Local Road Safety Plan: Pierce County produced a Local Road Safety Plan in 2021 to enhance the safety of the traveling public by identifying needs and proposing appropriate countermeasures.

2. Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.

From 2018 to 2022 WSDOT accident reports recorded 2 fatal crashes, 15 injury crashes, and 54 other crashes within the project limits (See "Crash Map" attachment). 1 of the fatal crashes and 3 of the injury crashes involved pedestrians. For comparison, in the same time period there was only 1 other fatal crash along the entire 112th St. S./E. corridor. The main difference for pedestrians is that the rest of the corridor has full non-motorized facilities, whereas the project area does not. Enhancements to pedestrian infrastructure and safety are certainly warranted in this area where historically disadvantaged populations live. The improvements will benefit the various EFAs by eliminating roadside hazards in walking paths, providing dedicated facilities for each mode of transportation, illuminating the roadway, and ensuring unrestricted access to transit stops and other amenities within the project limits. The dedicated facilities will also raise driver awareness of the potential for pedestrian road users.

3. Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?

In 2022 the Pierce County Council adopted resolution R2022-118 to endorse Vision Zero with the goal of avoiding all traffic deaths and serious injuries on public roadways by 2035. The resolution directed the Public Works department to develop an action plan and seek grant opportunities to support the effort. This is in keeping with Goal T-4 in Pierce County's Comprehensive Plan to "Place a high priority on roadway safety" and "complement Washington State's zero death and disabling injury target through safety improvements and education" (T-4.1, Comp. Plan p. 12-7).

In 2022 Pierce County applied for and received a \$400,000 grant to develop a safety action plan from USDOT's Safe Streets and Roads for All grant program. PSRC was also awarded grant funds from this program and Pierce County is coordinating with PSRC as a subrecipient to administer the funds. The County advertised RFQs in 2023 and entered into a contract with a qualified consultant in early 2024 to develop the plan. The work will include data collection, crash analysis, and creation of a dashboard; policy analysis; public outreach via websites, surveys, social media, and open houses; development of goals, focus areas, strategies, and actions; prioritization of these elements; and preparation of a Vision Zero Action Plan for publication.

4. (not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?

As described above, the County is actively working to develop a Vision Zero Action Plan, funded by the Safe Streets and Roads for All Program and in coordination with PSRC. That Plan will be completed in early 2025. The County is fully committed to coordinating and implementing the most effective safety strategies in alignment with the Final Vision Zero

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the project's scope of work, and provide the requested information in the pages to follow.**

Transit and Ferry Service, Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**

AFFECTED STOPS (Within 0.25 Miles of Project Limits): Average weekday boardings in 2023 were 242.

All of ROUTE 1 (Along SR-7): Average weekday boardings in 2023 were 3,061.

All of ROUTE 4 (Along 112th St. S./E.): Average weekday boardings in 2023 were 903.

The stops affected by the project represent ~6% of the total ridership for these two routes.

2. **What is the average transit trip length for the affected routes?**

AFFECTED STOPS (Within 0.25 Miles of Project Limits): Average trip length in 2023 was 4.8 miles.

All of ROUTE 1 (Along SR-7): Average trip length in 2023 was 4.8 miles.

All of ROUTE 4 (Along 112th St. S./E.): Average trip length in 2023 was 5.0 miles.

3. **What is the average transit trip length of the entire system?**

SYSTEM-WIDE (All Pierce Transit): Average trip length in 2023 was 4.3 miles.

4. **If the project includes a park and ride, how many new stalls are being provided?**

N/A

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**

N/A

6. **What is the expected increase in transit ridership from the project?**

Unknown.

7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**

N/A

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**

Pierce Transit provided the figures directly.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**

The project will add curb, gutter, sidewalk, bike lanes, and two-way left-turn lanes from A St. S. to 18th Ave. E. The new sidewalk on the south will feature a 10-foot width and an artificially-vegetated two-foot buffer (see attached Road Section).

Pierce County is studying the viability of adding a Pedestrian Hybrid Beacon (an FHWA safety countermeasure) as a mid-block crossing between D St. E. and 7th Ave. E. These evaluations must be completed to confirm that a crossing would be likely to reduce accidents. Pierce County will consult with PSRC and WSDOT to add this scope if it's determined that a mid-block crossing would be beneficial.

2. **What is the length of the proposed facility?**

1.22 Miles

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**

The project directly affects nine bus stops on Pierce Transit Route 4 within the project limits. It will also benefit three additional Route 4 stops, three Route 1 stops, and two planned "Stream" High-Capacity Transit bus stops, all within 0.25 miles of the project limits.

The proposed sidewalk will extend and close the gap in the sidewalk network along 112th St. S./E., which, with the exception of the project area, is complete for the full corridor between Steele St. S. and South Hill RGC.

Bike lanes are present on SR-7 from 112th St. to the "Roy Y" junction (SR-507) five miles to the south. The proposed bike lanes will extend this network onto 112th St. E.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.

Counts of pedestrian and bicycle usage along the corridor are not available, however, Pierce County conducted a traffic study in 2016 and studied pedestrian crossings between D St. E. and 7th Ave. E. in 2017. These studies show a pattern of pedestrian accidents beginning in 2014 which continues in the more recent crash data presented earlier in this application.

As for Transit, there have not been projections of how ridership might increase due to the project, but Pierce Transit data from the affected stops show a year over year rise in weekday ridership of 15% (212 in 2022, 242 in 2023). This argues for increasing demand for transit, which this project will facilitate as the area continues to grow.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles

Unknown, please use regional default data.

6. What is the average bicycle trip length?

Unknown, please use regional default data.

7. What is the average pedestrian trip length?

Unknown, please use regional default data.

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)

Pierce County's 2016 traffic report and 2017 pedestrian study were prepared by the County's Traffic Engineering section.

Transit ridership figures were provided directly by Pierce Transit.

Total Estimated Project Cost and Schedule

1. Estimated project completion date

Dec 2033

2. Total project cost

\$36,785,000.00

Funding Documentation

1. Documents

Pierce_County_Historical_REET_Receipts.pdf, Pierce_County_Historical_TIF_Receipts.pdf, 112th_St_E_-_TIP_Excerpt.pdf

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

Match funding will be provided by local Real Estate Excise Taxes (REET) and Traffic Impact Fees (TIF). These funds are reasonably expected based on annual receipts. Over the past five years (2019-2023) REET has averaged \$10.06M and TIF has averaged \$9.43M. Attached is a draft TIP adjustment showing how these local funds would be allocated to the project. (note that the amounts are more than required for the regional competition because this document is also supporting an application to the countywide forum at a higher match level).

Attached are historical receipts for Pierce County's TIF and REET programs. As soon as the county is notified of a grant award we will program the necessary match funds into the draft 2025-2030 Transportation Improvement Program (TIP). Those funds will be reviewed as part of the standard TIP adoption process, concluding with Council adoption in November 2024.

Phase	Year	Alternate Year	Amount
ROW	2028		\$5,465,000.00

Total Request: \$5,465,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
CRRSAA(UL)	Secured	\$2,500,000.00
Local	Secured	\$1,893,000.00
		<hr/>
		\$4,393,000.00

Expected year of completion for this phase: 2031

ROW

Funding Source	Secured/Unsecured	Amount
STBG(PSRC)	Unsecured	\$5,465,000.00
Local	Reasonably Expected	\$4,366,000.00
		<hr/>
		\$9,831,000.00

Expected year of completion for this phase: 2031

Construction

Funding Source	Secured/Unsecured	Amount
Local	Unsecured	\$22,561,000.00
		<hr/>
		\$22,561,000.00

Expected year of completion for this phase: 2033

Summary

- Are you requesting funds for ONLY a planning study or preliminary engineering?**
No
- What is the actual or estimated start date for preliminary engineering/design?**
2014
- Is preliminary engineering complete?**
No
- What was the date of completion (month and year)?**
N/A
- Have preliminary plans been submitted to WSDOT for approval?**
No
- 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.**
N/A
- When are preliminary plans expected to be complete?**
Feb 2031

Project Readiness: NEPA

1. Documents

Pierce County Historical REET Receipts.pdf, Pierce County Historical TIF Receipts.pdf, 112th_St_E_-_TIP_Excerpt.pdf

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

Match funding will be provided by local Real Estate Excise Taxes (REET) and Traffic Impact Fees (TIF). These funds are reasonably expected based on annual receipts. Over the past five years (2019-2023) REET has averaged \$10.06M and TIF has averaged \$9.43M. Attached is a draft TIP adjustment showing how these local funds would be allocated to the project. (note that the amounts are more than required for the regional competition because this document is also supporting an application to the countywide forum at a higher match level).

Attached are historical receipts for Pierce County's TIF and REET programs. As soon as the county is notified of a grant award we will program the necessary match funds into the draft 2025-2030 Transportation Improvement Program (TIP). Those funds will be reviewed as part of the standard TIP adoption process, concluding with Council adoption in November 2024.

Project Readiness: Right of Way

1. Will Right of Way be required for this project?

Yes

2. What is the actual or estimated start date for right of way?

2028 Apr

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

2028 Mar

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

The project will require property acquisitions, slope and temporary easements, and relocations. Planning-level estimates for the road section include 132,000 square feet in acquisitions from approximately 62 parcels. An additional 135,000 square feet will likely be required for adjacent slope easements and wetland mitigation. These estimates will be refined as the design and NEPA processes determine the project's full impact.

5. What is the zoning in the project area?

Three zoning designations are immediately adjacent to the proposed road facility:

- ~60% of the project length is "Urban Corridor" (UCor).
- ~25% of the project length is "Employment Corridor" (ECor).
- ~15% of the project length is "Neighborhood Corridor" (NC).

Notable zoning within walking distance of the project includes:

- Mixed Used District (MUD), immediately north of the project on Golden Given Rd. E.
- Community Employment (CE), 0.25 miles north of the project on Golden Given Rd. E.

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

Pierce County has scheduled 3 years to complete the ROW phase, which includes ample time for condemnation should it become necessary. Condemnation is an action that requires approval from the County Council, who has supported the use of condemnation authority on similar corridor projects. Should voluntary negotiations not resolve all ROW needs we will request Council action on condemnation in order to meet project schedules.

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

Yes

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

N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

2028 Mar - NEPA Complete
 2028 Mar - ROW Plan & ROW True Cost Estimate completion
 2028 Mar - Relocation Plan complete
 2028 Apr - ROW Start
 2028-2030 - ROW Acquisitions
 2031 Jan - ROW Certification

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
 Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
 No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
 2028 Mar

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
 Yes
2. **What is the actual or estimated start date for right of way?**
 2028 Apr
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
 2028 Mar
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
 The project will require property acquisitions, slope and temporary easements, and relocations. Planning-level estimates for the road section include 132,000 square feet in acquisitions from approximately 62 parcels. An additional 135,000 square feet will likely be required for adjacent slope easements and wetland mitigation. These estimates will be refined as the design and NEPA processes determine the project's full impact.
5. **What is the zoning in the project area?**
 Three zoning designations are immediately adjacent to the proposed road facility:
 ~60% of the project length is "Urban Corridor" (UCor).
 ~25% of the project length is "Employment Corridor" (ECor).
 ~15% of the project length is "Neighborhood Corridor" (NC).

 Notable zoning within walking distance of the project includes:
 - Mixed Used District (MUD), immediately north of the project on Golden Given Rd. E.
 - Community Employment (CE), 0.25 miles north of the project on Golden Given Rd. E.
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
 Pierce County has scheduled 3 years to complete the ROW phase, which includes ample time for condemnation should it become necessary. Condemnation is an action that requires approval from the County Council, who has supported the use of condemnation authority on similar corridor projects. Should voluntary negotiations not resolve all ROW needs we will request Council action on condemnation in order to meet project schedules.
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
 Yes
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
 N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**

2028 Mar - NEPA Complete
2028 Mar - ROW Plan & ROW True Cost Estimate completion
2028 Mar - Relocation Plan complete
2028 Apr - ROW Start
2028-2030 - ROW Acquisitions
2031 Jan - ROW Certification

Project Readiness: Construction

1. **Are funds being requested for construction?**

No

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

N/A

3. **Engineers estimate document**

N/A

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

N/A

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

N/A

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

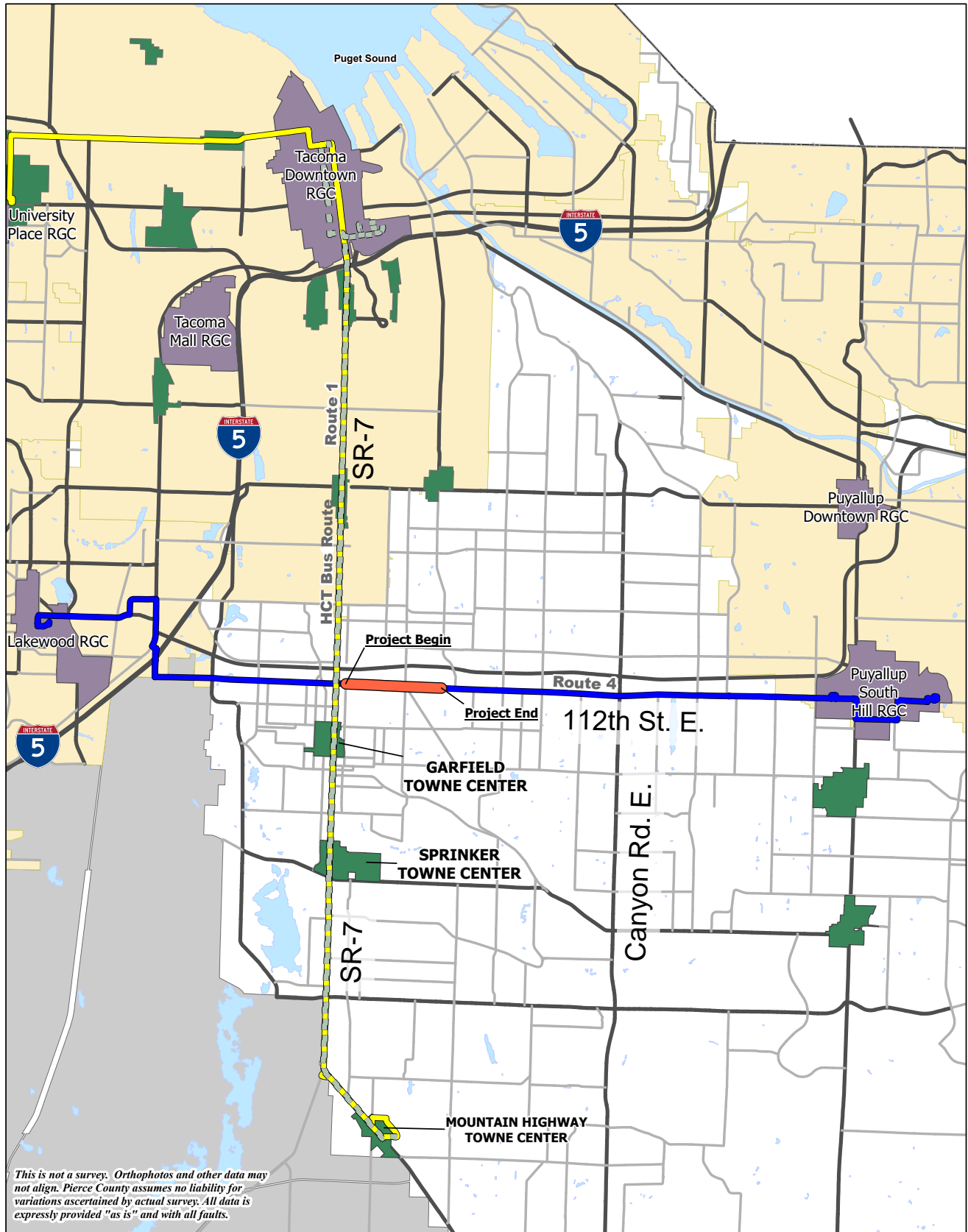
N/A

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

N/A

112th St. E. – Centers Relationship Map

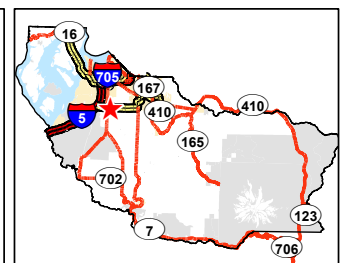
A St. S. to 18th Ave. E.



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

Legend

- Project Location
- Regional Growth Centers
- County Centers
- Towne Center
- Water
- Military
- Urban Interstate
- Urban Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Route 1
- Route 4
- High-Capacity Transit Bus (HCT Route)



Project Cost Estimate

112th St. E. (A St. S. to 18th Ave. E.)

Federal Aid No. CRRSAA-3084(010)

Preliminary Engineering

(Fed Funded in 2022)

Cost	Amount
Design Engineering (From existing federal prospectus)	\$ 4,393,000

Right of Way

(Seeking Funds this Competition)

Cost	Amount
Acquisition Costs (Pierce County Planning-Level Estimate)	\$ 7,679,000
Agency Staff (Pierce County Planning-Level Estimate)	\$ 341,000
Condemnation Contingency (20% of high-risk properties)	\$ 1,083,000
Inflation (4 Years @ 2%, Round)	\$ 728,000
Total ROW	\$ 9,831,000

Construction

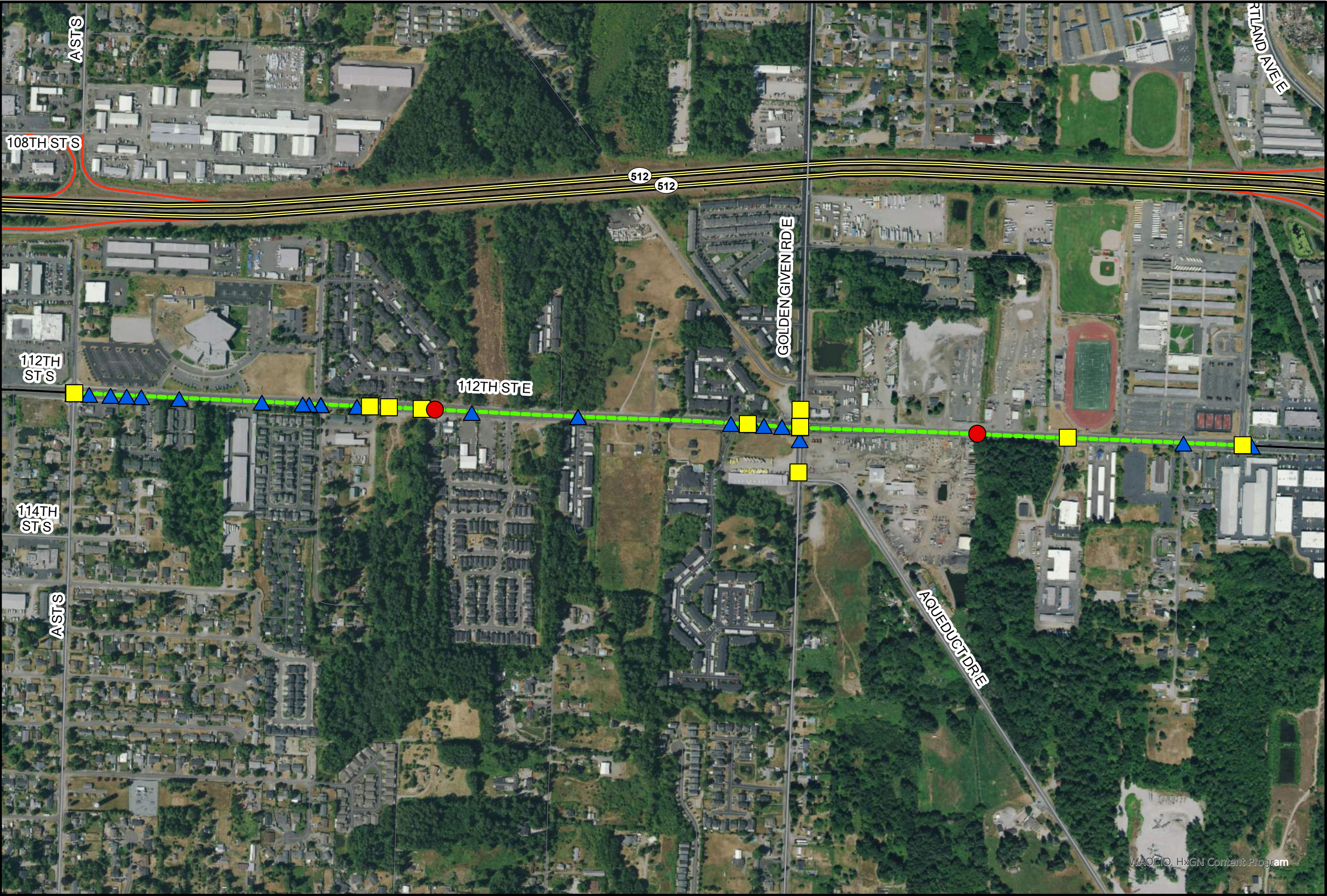
(Not Yet Funded)

Cost	Amount
Contract Subtotal (Pierce County Planning-Level Engineer's Est)	\$ 11,926,000
Bid Contingency (25%, Round)	\$ 2,982,000
Inflation (7 Years @ 4%, Round)	\$ 4,710,000
Contract Total	\$ 19,618,000
Construction Engineering (15% of Contract Total, Round)	\$ 2,943,000
Total Construction	\$ 22,561,000

Project Total **\$ 36,785,000**

112th Street East - Crash Map

A Street South to 18th Avenue East



Legend

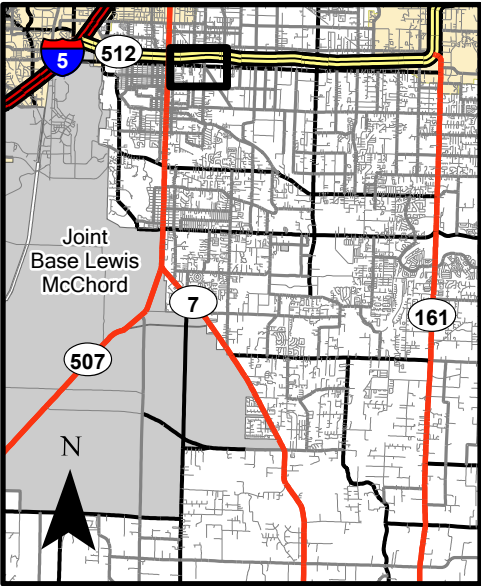
Road Class

- Highway Ramp
- Limited Access State Highway
- Major Road
- Arterial
- Residential
- Project Location

Crash Type

- Fatal (2)
- Injury (15)
- Property Damage (54)

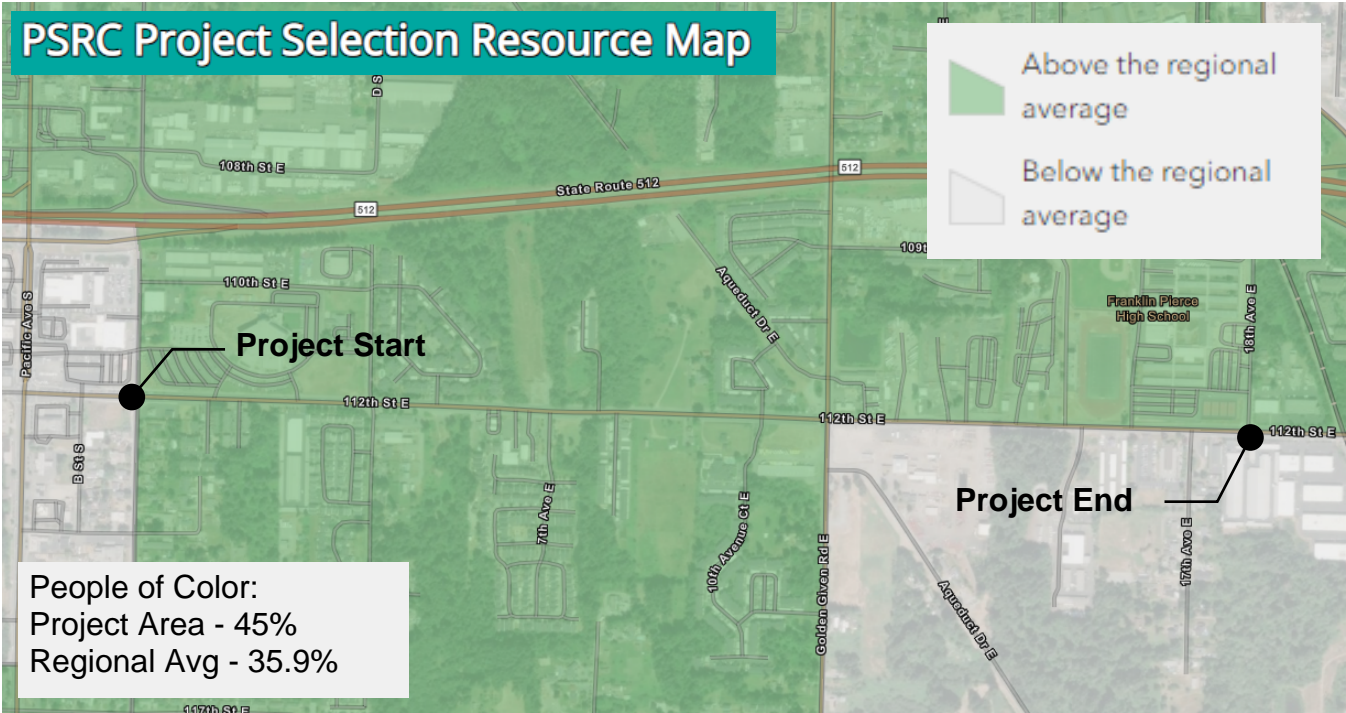
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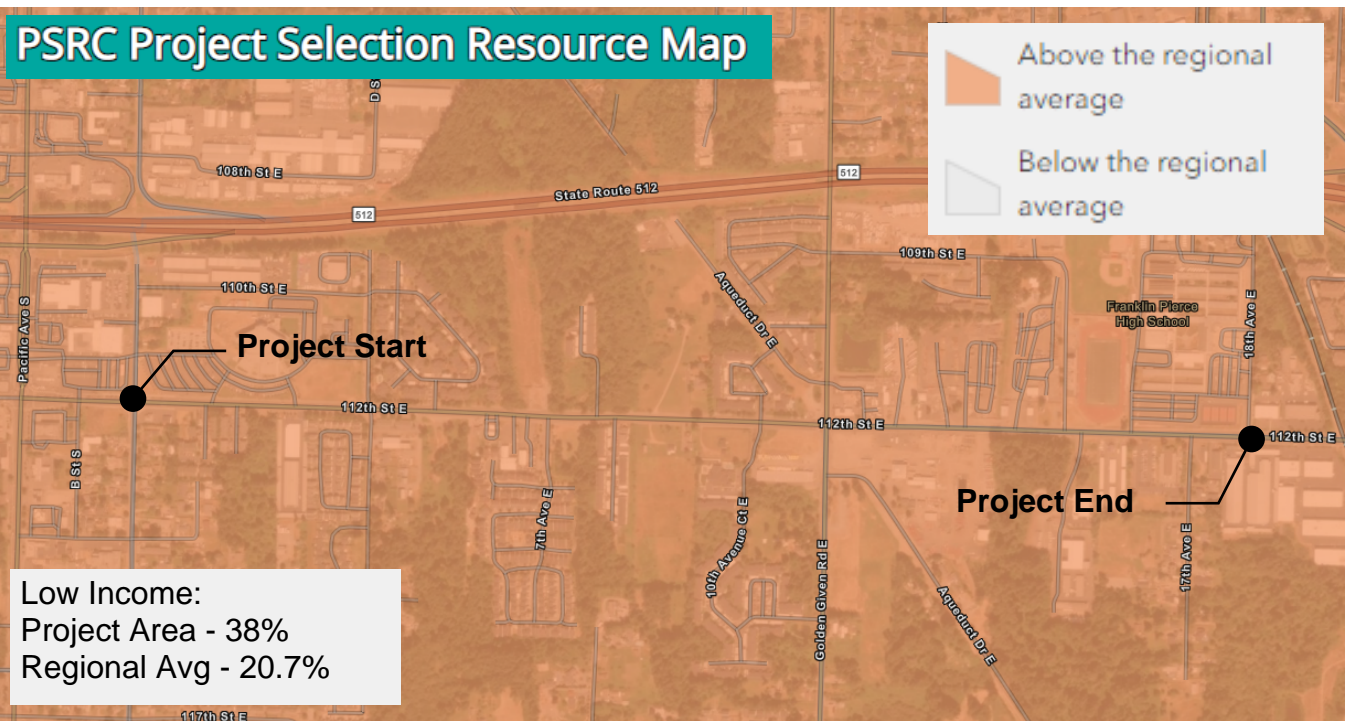
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EQUITY MAPS
112th St. E. (A St. S. to 18th Ave. E.)

People of Color



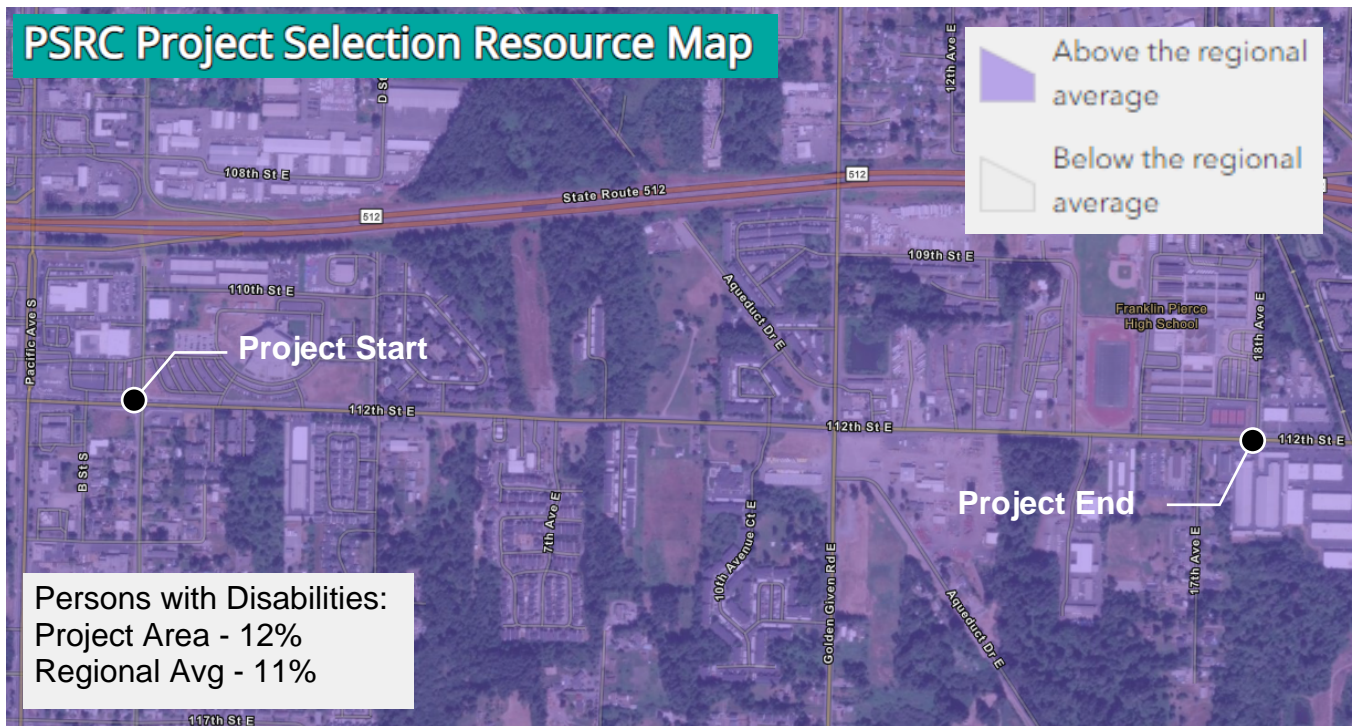
People with Low Incomes



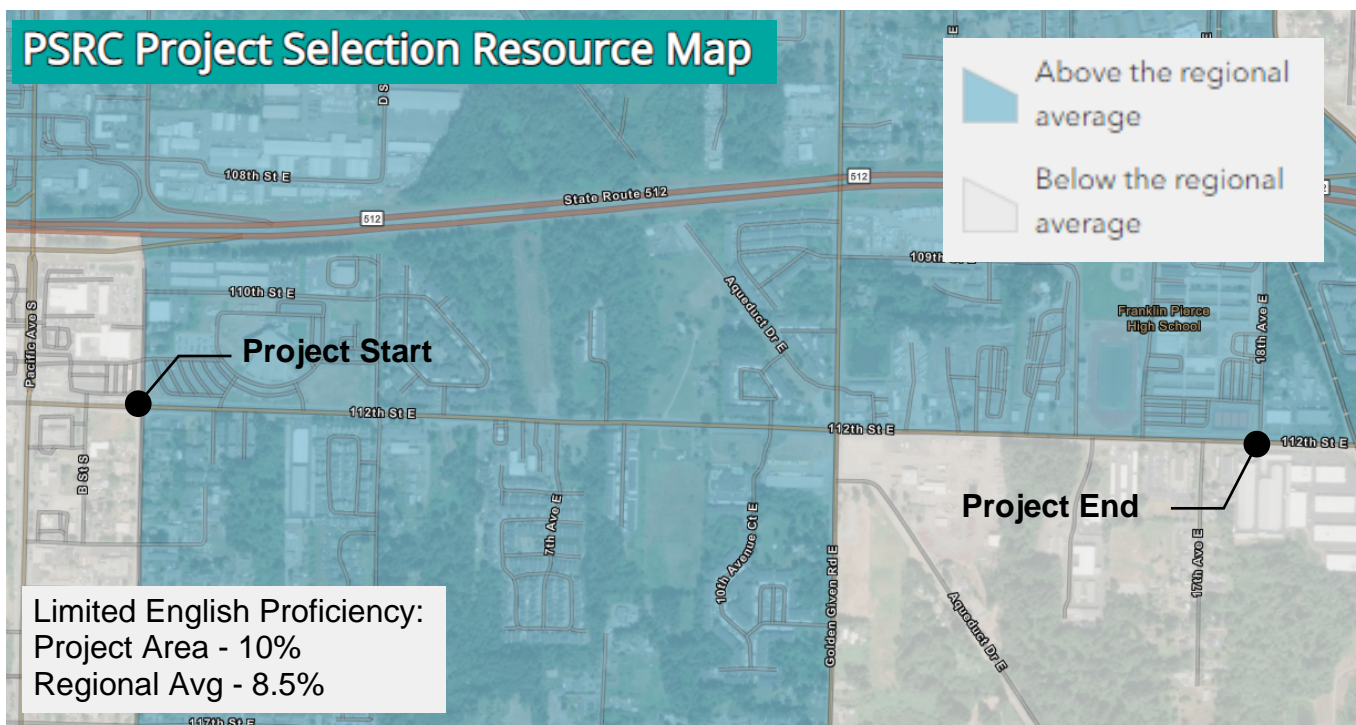
EQUITY MAPS

112th St. E. (A St. S. to 18th Ave. E.)

Persons with Disabilities



Limited English Proficiency



112th St. E. (A St. S. to 18th Ave. E.)

PSRC Project Selection Resource Map

- Above the regional average
- Below the regional average

Youth:
Project Area - 17%
Regional Avg - 15.4%

Project Start

Project End

State Route 512

Pacific Ave S

B St S

108th St E

110th St E

112th St E

7th Ave E

10th Avenue Ct E

Golden Glen Rd E

Aqueduct Dr E

Franklin Pierce High School

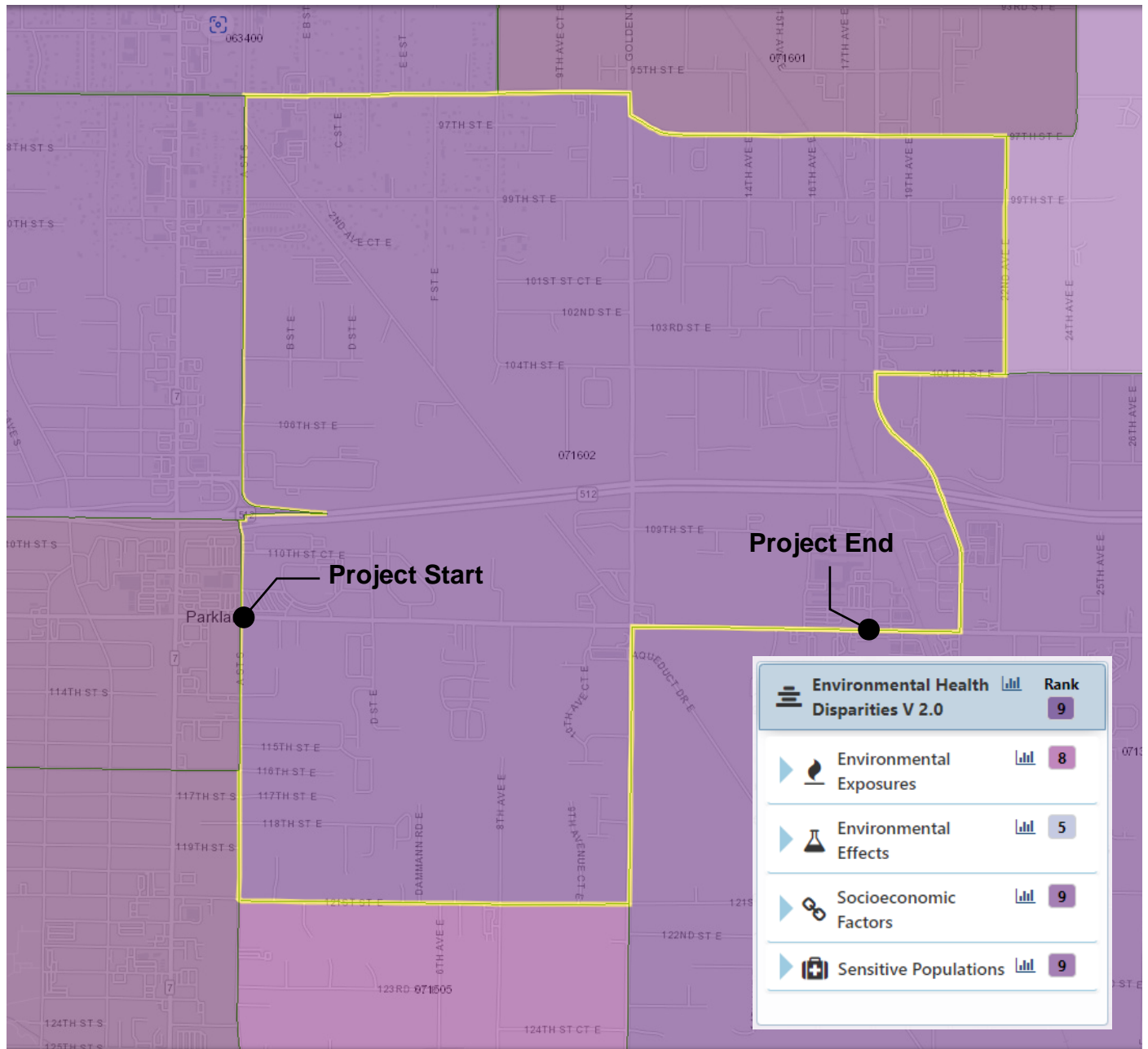
16th Ave E

112th St E

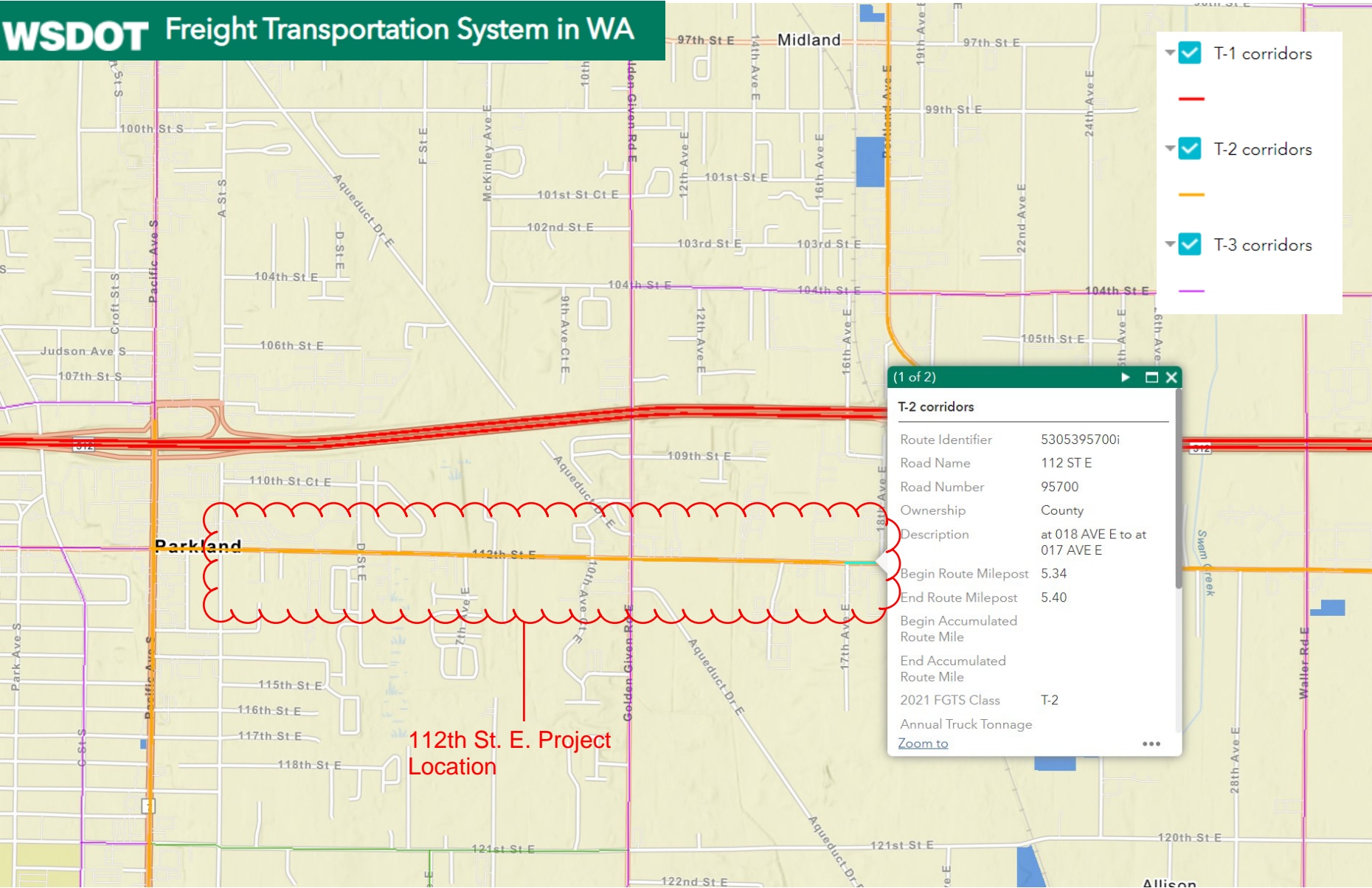
EQUITY MAPS

112th St. E. (A St. S. to 18th Ave. E.)

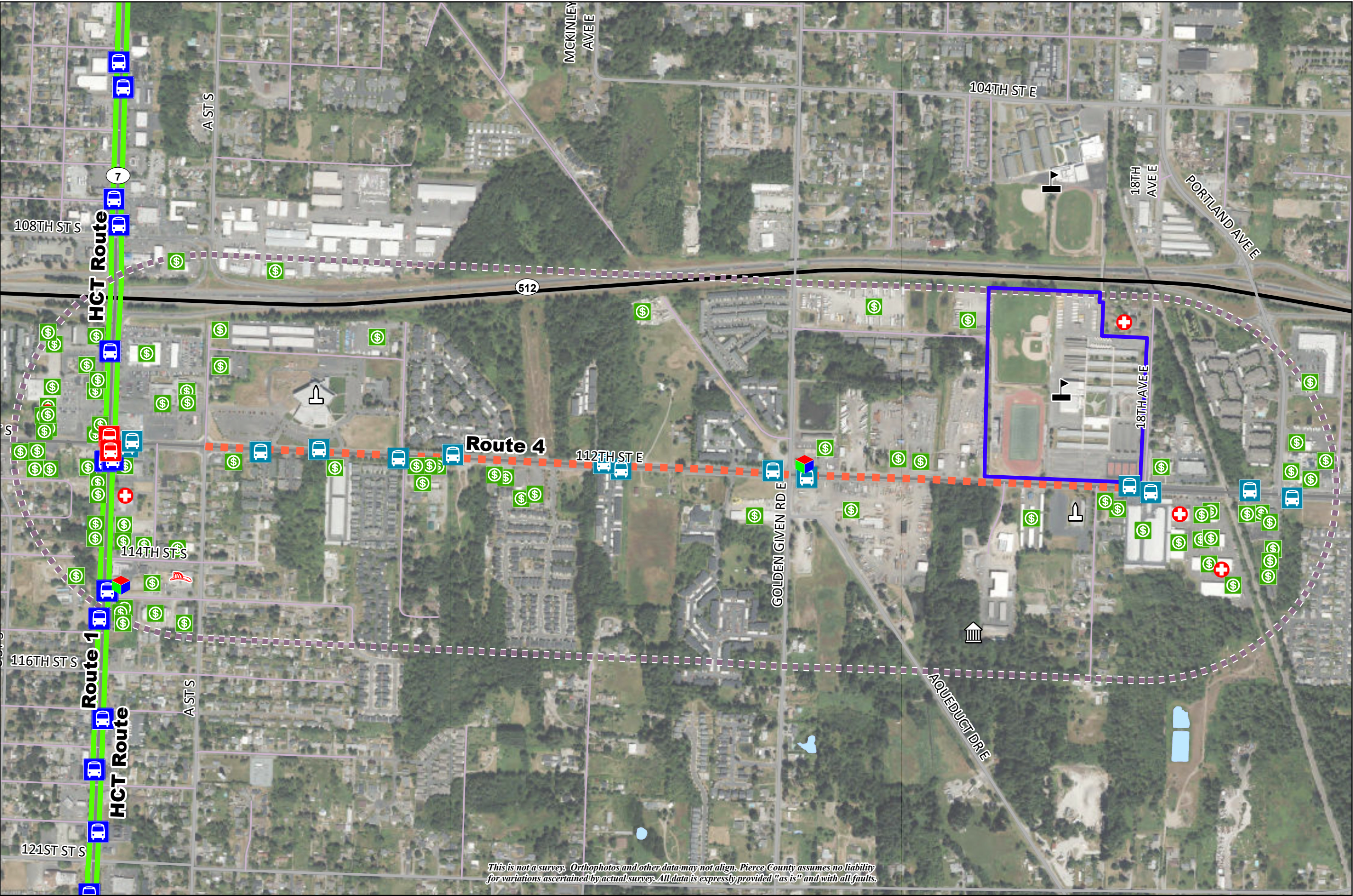
WA DOH Environmental Health Disparities



Source:
<https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map>



112th St. E. – Non-motorized Access
A St. S. to 18th Ave. E.



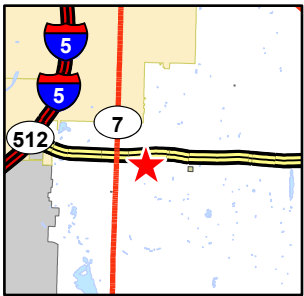
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Legend

- Project Location
- 1/4-Mile Buffer
- High School
- School
- Civic
- Cultural Facility
- Medical
- Commercial Access
- Child Care Centers
- Fire Stations
- HCT Stop
- Route 1 Stop
- Route 4 Stop
- High-Capacity Transit (HCT) Bus
- Route 1
- Route 4
- Urban Principal Arterial
- Urban Principal Arterial (other)
- Urban Minor Arterial
- Urban Major Collector
- Urban Local Access

N

0 175 350 700
Feet



112th St. E. Photos
Gravel Walking Path
Franklin Pierce High School - Looking West



112th St. E. Photos
Gravel Route 4 Bus Stop
Near Golden Given Intersection - Looking East



112th St. E. Photos
Roadside Water Obstruction
Near 6th St. E. - Looking West



112th St. E. Photos
Narrow/Hazardous Gravel Roadside
Near 10th Ave. Ct. E. - Looking East



112th St. E. Photos
Isolated Sidewalk, Narrow/Hazardous Gravel Roadside
Near 10th Ave. Ct. E. - Looking West



Table 12-KK: Parkland-Spanaway-Midland Communities Plan Project Recommendations

Map ID #	Project Location	Proposed Facility	Estimated Cost	Priority
3.	8th Ave E – 208th St E to SR-7	Paved shoulders or trail.	\$104,000	Low
5.	13th Ave Ct E/188th St E – 192nd St E to 14th Ave E	Add sidewalk on west/north side.	\$97,000	Medium
6.	15th Ave E – 176th St E to 168th St E	Add curb, gutter, and sidewalks.	\$53,000	Medium
7.	18th Ave E – 93rd St E to 85th St E	Develop Path.	\$28,000	High
9.	22nd Ave E – 176th St E to 152nd St E	Add curb, gutter, and sidewalks.	\$395,000	Medium
10.	22nd Ave E – SR-7 to 176th St E	Add curb, gutter, and sidewalks.	\$755,000	High
14.	72nd St E – Portland Ave E to 25th Ave E (in City of Tacoma)	Improve road, add paved shoulders or wide curb lanes and sidewalks	\$1,300,000	Tacoma
16.	85th St E/84th St E – McKinley Ave E to 20th Ave E	Paved shoulders.	\$109,000	Premier
21.	96th St E/97th St E – McKinley to Portland Ave E	Path.	\$2,736,000	Low
23.	99th St – SR-7 to Portland Ave E	Paved shoulders.	\$277,000	Low
24.	104th St E – McKinley Ave E to 22nd Ave E	Improve alignment, add turn pockets, channelize, paved shoulders.	\$2,993,000	High
29	112th St -- C St S to 17th Ave E	Widen road, construct sidewalks, wide curb lanes, traffic signals, drainage, channelization and turn lanes.	\$2,586,000	High
31.	116th St S/Steele St S – Spanaway Loop Rd S to Sales Rd S	Add curb, gutter, and sidewalks.	\$895,000	Premier
34.	121st St E – SR-7 to A St E	Sidewalks on south side only.	\$101,000	High
35.	121st St E -- A St E to Golden Given Rd E	Add curb, gutter, and sidewalks.	\$205,000	Medium
36.	121st St S/8th Ave Ct S/ Wheeler St S – Ainsworth Ave to SR-7	Sidewalks.	\$549,000	Premier
37.	123rd St E -- A St E to 6th Ave E	Path.	\$21,000	Low
38.	127th St/6th Ave/128th St – SR-7 to Golden Given Rd	Reconstruct to design standards; add turn lanes, improve drainage, pave shoulders, and add sidewalks.	\$2,184,000	Low
39.	138th St – SR-7 to Golden Given Rd E	Paved shoulders.	\$243,000	Medium

Pierce County Comprehensive Plan Excerpts

- Location and intensity of residential, commercial, and industrial uses.

The survey was conducted between December 2001 and February 2002. At the time the survey was conducted, it was estimated that the plan area contained 12,989 households. The survey was mailed to every third household totaling 4,329 households located within and adjacent to the community plan area boundaries.

The survey contained 75 questions broken down into different categories:

- Quality of Life;
- Natural Environment;
- Economic Element;
- Community Character;
- Transportation;
- Public Facilities;
- Public Services;
- Land Use; and
- Household Characteristics.

At the end of the survey, respondents were given the opportunity to add their own comments regarding the community or the survey. The results helped staff and the CPB assess community views regarding a variety of issues and were used as an aid in the development of the community plan.

A total of 664 surveys were completed and returned. This equates to a return rate of 6.5 percent. Statistically, a sufficient number of surveys were returned to obtain an accurate representation of household opinion within approximately +/- 5 percent.

The survey results showed that the areas of greatest concern related to quality of life were traffic, development patterns, local job opportunities, and availability of recreational areas. The areas of least concern were the quality/availability of emergency services and quality of schools.

2020 COMMUNITY PLAN UPDATE (Public Outreach Commentary)

Pierce County Council Ordinance No. 2015-40 directed the Planning and Public Works department (PPW) to develop a schedule for the update of community plans. PPW determined that the four community plans within the County's central Urban Growth Area (Frederickson, Mid-County, Parkland-Spanaway-Midland, and South Hill) should be updated simultaneously, because of commonalities between the areas.

In 2016, PPW began working with the Mid-County Land Use Advisory Commission (LUAC) to review the community plan and identify areas in need of update. In spring 2017, PPW conducted a significant public outreach process with the goal of gathering feedback from the community about their vision. This outreach included:

- A newsletter with information about the update to all properties within the plan area.
- A project website, including an online open house and survey.

Pierce County Comprehensive Plan Excerpts

- Press release, media outreach, and interviews by local and regional media.
- Community open houses and property owner meetings.

This outreach resulted in more than 600 responses to surveys and more than 900 people requesting to receive future plan updates (these numbers reflect public response for all four community plan areas). The most common survey responses from Mid-County residents included:

- High value of rural atmosphere and natural environment.
- Concerns about increased development pressure, increasing traffic, increasing crime, and loss of natural areas.
- Desire to see more jobs in the community, especially concentrated along Canyon Road East; most respondents currently commute to work outside of the plan area.
- Desire to see safe bicycle and pedestrian facilities and transit on Canyon Road East.

Based on public feedback, PPW and the LUAC proposed revisions to policies, zoning, and transportation improvement priorities. The draft plan and regulations were released and reviewed by the LUAC in 2018. The public process to adopt the draft plan began in spring 2019 and included a public open house, a series of LUAC and Planning Commission hearings, and hearings before the County Council Community Development Committee and Full Council.

PURPOSE OF THE COMMUNITY PLAN

The Mid-County Community Plan gives the residents, businesses, property owners, and the County a clear, more detailed sense of how the community should develop in the future and what standards could be utilized to emphasize and retain the desired character of the community. The desired outcomes of the Mid-County Community Plan include:

- Replace the Summit/Waller Community Plan;
- Develop a long-range vision for the Mid-County communities;
- Evaluate the vision for the Mid-County communities in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall Countywide plan and the community plan; and
- Identify actions necessary to implement the policies of the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as roads, sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; economic programs, etc.

LAND USE POLICIES

GOALS

The communities of Summit-Waller, North Clover Creek Collins, and Summit View strive to emphasize and preserve the rural area within the community. The intensity of new land uses should be consistent with the existing urban or rural character, surrounding activities, development patterns, and environmental constraints. Future high-density residential, commercial, and industrial development will be focused within urban areas on the 112th Street East and Canyon Road East corridors.

RURAL

- GOAL MC LU-1** Preserve the natural, forested, and pastoral character of rural lands outside the Urban Growth Area.
 - MC LU-1.1** Ensure that development which does occur in rural areas is planned in an environmentally conscientious manner as to be compatible with the desired character through the control of intensity and density of land uses and protection of open space.
 - MC LU-1.2** The preservation of agricultural lands is a priority.
 - MC LU-1.3** Careful planning shall assure urban levels of service do not occur in the rural area.

RURAL RESIDENTIAL

- GOAL MC LU-2** The Rural Separator designation is intended to protect and preserve the rural-residential character of the area; protect rural lands from continued urban-suburban sprawl; protect groundwater and surface water quality, and provide opportunities for recreational activities.
 - MC LU-2.1** The Rural Separator designation shall provide a rural buffer between the urban areas of Tacoma and Puyallup.
 - MC LU-2.2** The continuation of agricultural practices should be encouraged and shall be promoted when such practices are conducted in an environmentally responsible manner.
 - MC LU-2.3** Land uses shall be limited primarily to low density residential, agricultural, forestry, and recreational uses.
 - MC LU-2.4** Provisions should be made to allow for limited civic and public safety uses when appropriately designed so as to be compatible with their surroundings.
 - MC LU-2.5** Limited provisions may be made for light commercial and industrial uses within the Rural Separator area when directly associated with existing agricultural, forestry, or natural resource related uses.

Mid-County Community Plan Excerpt

- GOAL MC LU-19** A Mixed Use District designation should be established in the 104th St E and Canyon Road E area to create a transition between surrounding residential, civic and, commercial uses.
- MC LU-19.1** The Mixed Use District designation should allow for a mix of commercial retail, service, office, compatible light industrial and residential uses. Residential uses may include single-family and multi-family development with densities between 12 and 25 units per acre.
- GOAL MC LU-20** Manufacturing operations may be located within commercial areas as long as such sites are compatible with the use intensity of the surrounding area.

CENTERS & CORRIDORS

The Mid-County Community Plan urban area is included in the County’s Centers and Corridors area. Portions of 112th Street East and Canyon Road East make up two of the major Corridors within the Centers and Corridors area. These Corridors connect to the Parkland-Spanaway-Midland Communities Plan area (SR-7/Pacific Avenue, 112th Street East, and 176th Street East), South Hill Community Plan area (SR-161/Meridian East and 112th Street East), and Frederickson Community Plan area (Canyon Road East).

CANYON ROAD EAST CORRIDOR

- GOAL MC LU-21** Designate Canyon Road East as a Corridor.
- MC LU-21.1** Zone the portion of Canyon Road East from SR-512 to approximately 118th Street East as Urban Corridor (UCOR).
- GOAL MC LU-22** Designate 112th Street East within the plan area as Corridor, except for the areas designated Rural Separator (R Sep) and Moderate-Density Single Family (MSF).
- MC LU-22.1** Zone the portion of 112th Street East in the area of Canyon Road East as an Urban Corridor (UCOR).
- MC LU-22.2** Zone areas of existing single-family, multifamily, and civic uses in the Corridor as a Neighborhood Corridor (NCOR).
- MC LU-22.3** Zone the areas along 112th Street East from approximately 50th Avenue East to 63rd Avenue East and Canyon Road East from SR-512 to 118th Street East as Urban Corridor (UCOR).
- MC LU-22.4** The UCOR should not be expanded to the area north of SR-512.
- GOAL MC LU-23** UCOR is zoned in areas appropriate for regional commercial and high-density residential uses.
- MC LU-23.1** The UCOR allows opportunities for large, auto-oriented businesses.
- MC LU-23.2** The type of commercial uses in the UCOR should serve a regional market (i.e., a market greater than Mid-County residents and businesses).

Urban Design Policies + Strategies

Policies

- **Policy:** Promote redevelopment of the Central Business District (CBD) as a mixed-use urban center that anchors the Downtown and bolsters Lakewood's sense of identity as a City.
- **Policy:** Develop Downtown as not only the “heart” of the city, but a regional urban center where commerce, culture, and government flourish.
- **Policy:** Promote the CBD as the primary center for retail, office, public services, cultural activities, urban residential, and civic facilities of Lakewood.
- **Policy:** Promote office development, open space, high density residential development and/or mixed-use development in the Towne Center.
- **Policy:** Promote the CBD as a daytime and nighttime center for social, entertainment, cultural, business and government activity.
- **Policy:** Adopt new urban design approaches to raise the aesthetic standards of the Downtown.
- **Policy:** Continue to foster transformation of the former mall to provide better public visibility; create additional public rights-of-way; and potentially develop entertainment, housing, visitor serving, and open space uses.

Strategies

- **Strategy:** Update the City's Future Land Use Map and Zoning Map to designate the entire Study Area as “Downtown.”
- **Strategy:** Adopt a hybrid form-based code that combines design elements with traditional zoning to regulate Downtown development. Use Overlay Districts, Street Types, Building Frontage Standards, and a simplified list of allowed land uses in the Study Area.
- **Strategy:** Adopt standards to address the transition and minimize impacts from more intense development Downtown to lower-density residential neighborhoods.
- **Strategy:** Encourage integrated mixed-use urban development, including housing, in the Downtown.
- **Strategy:** Train staff on maintenance and implementation of the hybrid form-based development code.
- **Strategy:** Remove underlying deed restrictions and/or covenants that prohibit office, high density residential, and/or mixed-use development or open space.
- **Strategy:** Conduct a parking study in the Downtown to understand the existing demand for parking and identify opportunities for redevelopment of existing surface parking lots to support the implementation of this Plan.
- **Strategy:** Update the City's parking requirements to “right size” the requirements based on the results of the parking study and to encourage shared parking and flexibility in meeting parking requirements. The updated parking requirements should consider parking maximums.
- **Strategy:** Monitor the impact of the Downtown Code in implementing this Plan at least biennially and amend the Plan and its associated regulations as needed to improve outcomes.

Transportation

Context

Downtown Lakewood is a predominantly auto-oriented environment. The local street network is made up of two-way streets with varying travel speeds. Auto congestion is minimal outside of several key intersections along routes leading to I-5. Bridgeport Way SW, 108th Street SW, and 100th Street SW are key access routes to Interstate 5 (I-5), so much of the traffic along the Study Area arterials is destined for I-5 rather than the Downtown itself. The arterials do not follow a typical grid pattern, and blocks vary in size considerably with smaller blocks in the Colonial District and East Commercial District and larger blocks in the Town Center District.

Pedestrian and bicycle connections in the Downtown could be improved within and between districts to make non-motorized travel a more attractive and comfortable option. Sidewalks are provided on most arterials within Downtown Lakewood, although there are some gaps, particularly along Gravelly Lake Drive SW at the north end of the Study Area. Most sidewalks are relatively narrow and do not have buffers, so pedestrians are walking alongside vehicle traffic, which can be uncomfortable for pedestrians on high speed and/or high-volume streets. Recently completed improvements, such as along Main Street SW, include more pedestrian friendly amenities such as buffered sidewalks and mid-block crossings.

While the arterial network has consistent sidewalk coverage, the adjacent residential areas generally lack sidewalks. The density of arterial connections is also a challenge for pedestrians who may have to complete out of direction travel to reach their destination. The Lakewood Towne Center at the heart of the Study Area includes wide swaths of surface parking lots. Some segments of the interior roadway network include sidewalks, but the segments are currently fragmented and would benefit from a more connected pedestrian network.

Lakewood's Transit Center acts as a hub for many Pierce Transit bus routes; this resource could be enhanced with better pedestrian and bicycle connections into the surrounding areas. Likewise, improved facilities between Downtown and Lakewood Station could help connect the Study Area with a valuable regional transit amenity.

Proposed Improvements

The City's six-year transportation improvement program (TIP) includes a "road diet" project ((i.e., removing travel lanes from a roadway and utilizing the space for other uses and travel modes"⁴) on Gravelly Lake Drive SW between Bridgeport Way and Steilacoom Drive which will reduce the road from four lanes to three lanes and proposes other various intersection pedestrian, and bicycle improvements. This Plan includes all of the City's six-year projects for the area, considers a revision to another section of Gravelly Lake Drive SW between 100th and 112th Streets SW, and proposes new public streets and connected non-motorized features.

⁴ Source: Federal Highway Administration

SOUTH HILL NEIGHBORHOOD PLAN



A. INTRODUCTION

The City's adopted Comprehensive Plan identifies two centers that, over time, are anticipated to play a more significant role in the future of the Puget Sound Region: South Hill and Downtown Puyallup. In recent years, the City has focused on taking advantage of opportunities to solidify the community's attributes and contribute to its desirability as a place to live, work, visit, and do business.

South Hill was designated as a Regional Growth Center (RGC) by the Puget Sound Regional Council (PSRC), as one of two areas in Puyallup that serves as a major activity and employment center. The intent of the center designation is to identify where future growth in the region will be focused. **These centers are envisioned as higher-density focal points within communities, attracting people and businesses to a multimodal and accessible transportation system, diverse economic opportunities, a variety of well-designed housing choices, and proximity to shopping, recreation and other amenities.**

All RGCs are expected to include a sub-area or neighborhood plan for their designated centers within the adopted comprehensive plan. PSRC has established criteria for RGCs, as well as a checklist to guide the development of plans for these areas. This checklist is used by the PSRC to evaluate adopted RGC plans for conformity with the Growth Management Act, including consistency with the regional transportation strategy, Transportation 2040. This neighborhood plan is being developed to meet PSRC's specific goals for the RGC, while adhering to community priorities outlined in the Comprehensive Plan.

The South Hill Neighborhood Plan has been in development since 2006. This work included extensive public outreach in the late 2000's, adoption of a vision statement and framework land use policies in 2009, collaboration between the City and the Tacoma-Pierce County Health Department on a Health Impact Assessment (HIA) in 2010, and technical studies focused on transportation and sewer analysis in 2011. These efforts have each contributed to the goals and policies included in this final plan document.

I. Purpose of this Element

Both PSRC's VISION 2040 and Pierce County's Countywide Planning Policies serve to provide direction for the purpose and intent of this center plan through a variety of policies. As with other elements of the Comprehensive Plan, this center plan must be consistent with state, regional, and county-wide planning goals.

As noted above, the Puget Sound Regional Council has established RGC criteria and a checklist to guide the development of plans for these areas. There are a number of components, including land use, housing, transportation (all modes), public facilities, and parks and open space that are required to be addressed in a RGC plan. Land use and urban-form are of particular importance for the South Hill Center because significant changes to the existing land use pattern must occur in order to achieve both the established vision and meet the activity density targets for a RGC. **Reshaping the current auto-oriented urban form to a more pedestrian-oriented form is a major focus of the South Hill Plan.** Establishing a "human scale urban form" is among the established criteria for RGCs, and the PSRC's Center Plan Checklist requires plans for RGCs to address the following urban form-related elements:

- Mix of complementary land uses
- Compact size and shape
- Fine grain block size/access network

The South Hill Plan responds to established RGC criteria and items in the Center Plan Checklist. RGC criteria establish a minimum activity level target of 45 activity units (jobs and/or housing units) per gross acre. The PSRC and the City acknowledge that achieving this number of jobs and housing units, and the desired urban form that is defined within these established criteria, is expected to occur over a number of decades, and likely beyond the 20-year planning horizon.

SOUTH HILL NEIGHBORHOOD PLAN



II. Urban Form and Design

Urban form of the South Hill Center is envisioned to change significantly over the long-term, from an auto-oriented to pedestrian-oriented form. Increased densities, an emphasis on mixed-uses, and standards that require buildings to have a stronger relationship to the street, deemphasize the visual dominance of parking areas, and **integrate transit- and pedestrian-oriented design elements** are all part of the approach **to transform the urban form within the South Hill Center**. In addition to implementing three mixed-use zones in this area, enhanced design standards, more appropriate for mixed-use centers, will be established to facilitate the change in the urban form of the Center.

III. Community Services and Public Space

In 2010, a Health Impact Assessment (HIA) was completed for South Hill through a partnership between the Tacoma-Pierce County Health Department and the City of Puyallup. As stated in the HIA, these documents are used to evaluate the positive and negative impacts policies have on public health, inform public policy decisions, and promote public policy decision that provide the greatest public health benefits. The HIA assesses five specific health elements: physical activity, crime and safety, injury, access to healthy food, and social connections and community identity. These assessments, and recommended implementation actions, contribute to policy development, which will help to positively alter the health outcomes of the South Hill Neighborhood.

IV. Public Services and Open Space

Utilities and LIFT Award

In 2008, the City was awarded a Local Infrastructure Financing Tool (LIFT) grant. This award will give the City greater capacity to invest in critical infrastructure to maintain and attract new population and jobs. LIFT funding will provide up to \$1 million per year until 2039 for capital improvements within the LIFT revenue development area, which includes the South Hill Regional Growth Center. Funds may be used in a variety of ways that will improve livability in the South Hill Neighborhood, specifically, by supporting the addition of high capacity transit on the Meridian corridor that will facilitate movement between the South Hill business and residential centers and downtown Puyallup, and completing specific transportation projects within the South Hill RGC to facilitate movement to and within the neighborhood. In addition, the LIFT program identified several stormwater improvement projects in the Willows Pond/Bradley Lake Park drainage basin that will improve water quality flowing into the Puyallup River and Puget Sound. These improvements will also serve to create and enhance recreational amenities in this area by establishing a system of water features that will complement future South Hill land uses and trail system. The trail system may be installed in conjunction with high capacity telecommunications system improvements as well.

Growth management administrative regulations encourage local jurisdictions to define in their comprehensive plans other types of public facilities for which concurrency is required. These may include parks and recreational facilities, sanitary sewer systems, storm water facilities, and schools. Sewer capacity is of particular issue in this area, and the Draft Sanitary Sewer System Comprehensive Plan identifies the possible need for additional sewer treatment capacity to serve the planned level of growth under the South Hill Plan.

Green Infrastructure, Parks, Open Space and Trails

Green infrastructure refers to those features and facilities that provide ecological and utility function (treatment and/or infiltration of stormwater, habitat, etc.); amenity function (trails, parks, and open space); and a transportation function (trails, and other non-motorized improvements). The South Hill Center has a significant amount of wetland areas, as well as Bradley Lake Park, and an existing, underutilized stormwater facility (Willows Pond). It is envisioned that all these features will be integrated into a green infrastructure system that both enhances and inserts the natural environment back into the neighborhood while also providing amenity and increasing the livability of the South Hill Center. In addition to specific policies contained within this Neighborhood Plan, existing city-wide policies in the Environment Element related to critical areas still apply to this center. Finally, although trails are considered as part of the green infrastructure system, they are also discussed and referenced under the Transportation section of this Plan as well as the Parks, Recreation, and Open Space Element.

SOUTH HILL NEIGHBORHOOD PLAN



destinations within the neighborhood, including Pierce College, transit facilities, parks and open spaces, and shopping opportunities.

- SH-17.4 Encourage new development to be designed to accommodate both visual and physical connections to the system of trails and open spaces that are planned for the South Hill Center.
- SH-17.5 Encourage new development and redevelopment occurring within the vicinity of or adjacent to Bradley Park to provide trail connections to the Park.
- SH-17.6 Provide safe and clearly marked walking connections between South Hill and adjacent schools and neighborhoods outside of the Center.
- SH-17.7 Provide improved connections and wayfinding specifically between the South Hill Center and Rogers High School, the Wildwood neighborhood, Bradley Lake Park trails, Pierce College trails and paths and roadways on the Benaroya site.

Critical Areas

SH-18 The ecological function of critical areas has been protected and improved as redevelopment occurs.

- SH-18.1 Adopt development standards that encourage new development to treat wetlands as amenities while encouraging enhancement of ecological functions and values.

Transportation

Transportation Policy Framework

SH-19 Streets safely and conveniently accommodate all modes of travel, resulting in an improved street grid and a balanced transportation system with investments that contribute to the sense of place and sustainability of South Hill.

- SH-19.1 Support the South Hill Plan with a multi-modal transportation system that provides improved connections and mobility with the subarea and to other parts of the City and region.
- SH-19.2 Plan for and provide complete streets and integrate existing and future transportation improvements into the larger context of the green infrastructure system.
- SH-19.3 Improve Meridian as the key multi-modal corridor that includes vehicular, transit and non-motorized transit modes and a street design that contributes to the community character and sense of place in South Hill.
- SH-19.4 Improve 39th Ave. SE as the key east west-west corridor with non-motorized, transit and vehicular improvements designed to improve access through the center and provide a critical link to Meridian.
- SH-19.5 Design and develop street improvements, including facilities that support Bus Rapid Transit, other transit facilities, bike and pedestrian facilities and dedicated trails and vehicular capacity improvements to serve travel demand generated by the proposed land use in addition to regional travel demand.
- SH-19.6 Develop, improve and where possible extend alternative north-south connections through the South Hill Subarea, including the 5th Street SE, 3rd Street SE, and a connection west of Meridian.
- SH-19.7 Develop, improve and where possible extend alternative east-west connections through the South Hill Subarea, including 43rd Ave. SE, 39th Ave. SE, and 35th Ave. SE.
- SH-19.8 Improve access to and through areas designated as MU1, focused on the South Hill Mall site. Future significant development on this site should include a plan to improve circulation through the mall site and improvements that are proportionate to the extent of new development proposed.

SOUTH HILL NEIGHBORHOOD PLAN



- SH-19.9 Develop local streets to establish a new grid system with smaller block sizes, particularly in areas within ¼ mile of 39th Ave. SE and Meridian. Maximum block face length should be 350 feet.
- SH-19.10 Work with the Washington State Department of Transportation to improve Meridian and balance local and regional transportation needs.
- SH-19.11 Off of principal arterials, consider the inclusion of on-street parking where it contributes to the pedestrian environment and neighborhood character.
- SH-19.12 Encourage site access to be off of streets other than S. Meridian.
- SH-19.13 Consider establishing maximum parking requirements, shared parking requirements, priority carpool parking areas and using other tools to manage the parking supply and encourage the use of transportation alternatives to single occupancy vehicles.
- SH-19.14 Consider modifying the required Level of Service standards for transportation concurrency in the South Hill Center, including changes to the current volume/capacity threshold and the development of a multi-modal concurrency standard that are more consistent with the land use and community vision for the South Hill Plan. Develop measures to fully integrate the analysis of all modes into future transportation modeling.

SH-20 A comprehensive non-motorized circulation plan safely enhances pedestrian and bicycle access throughout the Regional Growth Center.

- SH-20.1 Include bicycle and pedestrian facilities in the design of arterials and local streets and improve connectivity with the development of a comprehensive sidewalk and trail system, including mid-block crossings, through block connections and amenities such as lighting, seating and signage.
- SH-20.2 Develop a non-motorized trail system that incorporates a north-south spine focused on natural areas and east-west connections that provides access through and to major employment areas to core retail and future housing concentrations in South Hill.
- SH-20.3 Identify existing informal trails and through land acquisition partnerships with private property owners and institutions, or other means, explore integrating them into formal transportation plans and provide wayfinding, surfacing, and other improvements where possible.
- SH-20.4 Establish sidewalks that are a minimum 8 feet clear with an additional 5 to 6 feet buffer for planting and other amenities (e.g. transit stops, lighting).

SH-21 A robust transit network connects users within and to the Regional Growth Center and reduces single occupancy vehicle demand.

- SH-21.1 Establish some form of mass transit (possibly Bus Rapid Transit (BRT)) as the key transit priority for the City and for South Hill, work with Pierce Transit on this improvement and pursue all available funding and implementation tools necessary to achieve this objective.
- SH-21.2 Work with Pierce Transit to ensure that feeder transit service is provided along 39th Ave. SW to link schools, employment, and housing to BRT.
- SH-21.3 Implement a transportation demand management program and support the development of a Transportation Management Association to reduce single-occupancy vehicle demand in South Hill and increase the share of trips that use alternative modes.

Tacoma South Downtown Subarea Plan Excerpt

Tacoma South Downtown

Covering approximately 600 acres, Tacoma's South Downtown Subarea consists of roughly the southern half of downtown. The majority of its northern boundary is defined by South 15th Street. The Subarea extends across five distinct districts, including the Dome District, Brewery District, and University of Washington Tacoma/Museum District, and the southern portions of the Hillside Neighborhood and the Thea Foss Waterway. The Subarea also includes the properties on the west edge of the Foss between South 15th and South 4th Streets. A multi-modal transit hub located in the southeastern portion of the Subarea provides some of the most comprehensive transit service in the State, including light rail, commuter rail service, and local and express bus service.

The 1990 establishment and subsequent rapid growth of a new University of Washington campus is bringing a powerful new vitality and center of gravity to South Downtown. The Thea Foss Waterway provides a multitude of opportunities for equitable access to waterfront open space and supports water-oriented businesses and recreation. The Subarea has a rich and diverse built environment, including approximately 100 historic properties, but is also characterized by a relatively high concentration of underutilized land and buildings.

In combination, the above characteristics create an unmatched opportunity for South Downtown to absorb growth and transform into a sustainable, transit-oriented community. But in order to truly succeed, any such transformation of South Downtown must also be equitable. Current residents, businesses, and other community members should benefit as their communities change and grow, and not be displaced to areas that offer fewer opportunities. The planning process and resultant policies and actions must be grounded in the principles of environmental justice to help ensure that all people have equal access to a safe, clean, and healthy environment in which to live, learn, and work. Redevelopment in South Downtown should create the following: housing choices that are safe and affordable to socially and economically diverse

populations; opportunities for community businesses and institutions to thrive; opportunities to make healthy choices easily; and employment opportunities for local people that pay a living wage.

In addition, as a maritime city, Tacoma requires an urban waterfront that will act as a water gateway to the community as well as a focus for civic activity. The South Downtown Subarea Plan should reinforce already-established planning policies that promote the restoration and improvement of the Foss Waterway. Planning and public investment should promote a combination of public open space, water access, and opportunities for healthy, water-oriented business and recreation.

To achieve the overarching goals described above, the planning efforts should focus on promoting the following key elements:

- *Walkability:* A safe, comfortable, and engaging pedestrian experience is perhaps the most essential ingredient of a vibrant, mixed-use center.
- *Transportation Choices:* Providing convenient, practical alternatives to personal vehicles enhances social equity and health while reducing environmental impacts—greenhouse gas emissions in particular.
- *Mixed-use:* Neighborhood vibrancy is enabled by a balanced mix of complementary uses, including housing, retail, office, entertainment, and light industrial uses.
- *Affordable Housing:* Ensuring equitable access to all the benefits provided by a transit-rich, walkable neighborhood requires the availability of sufficient, quality affordable housing.
- *Flourishing Commerce:* Job creation relies on conditions that attract and retain a wide range of businesses, including retail, professional services, green technology, software, and creative arts.
- *Open Space:* A diverse network of high-quality open spaces and equitably accessible active recreation opportunities, which are essential for preserving livability and health as density increases.

Figure 4: Potential Transit Access Projects Along the Corridor

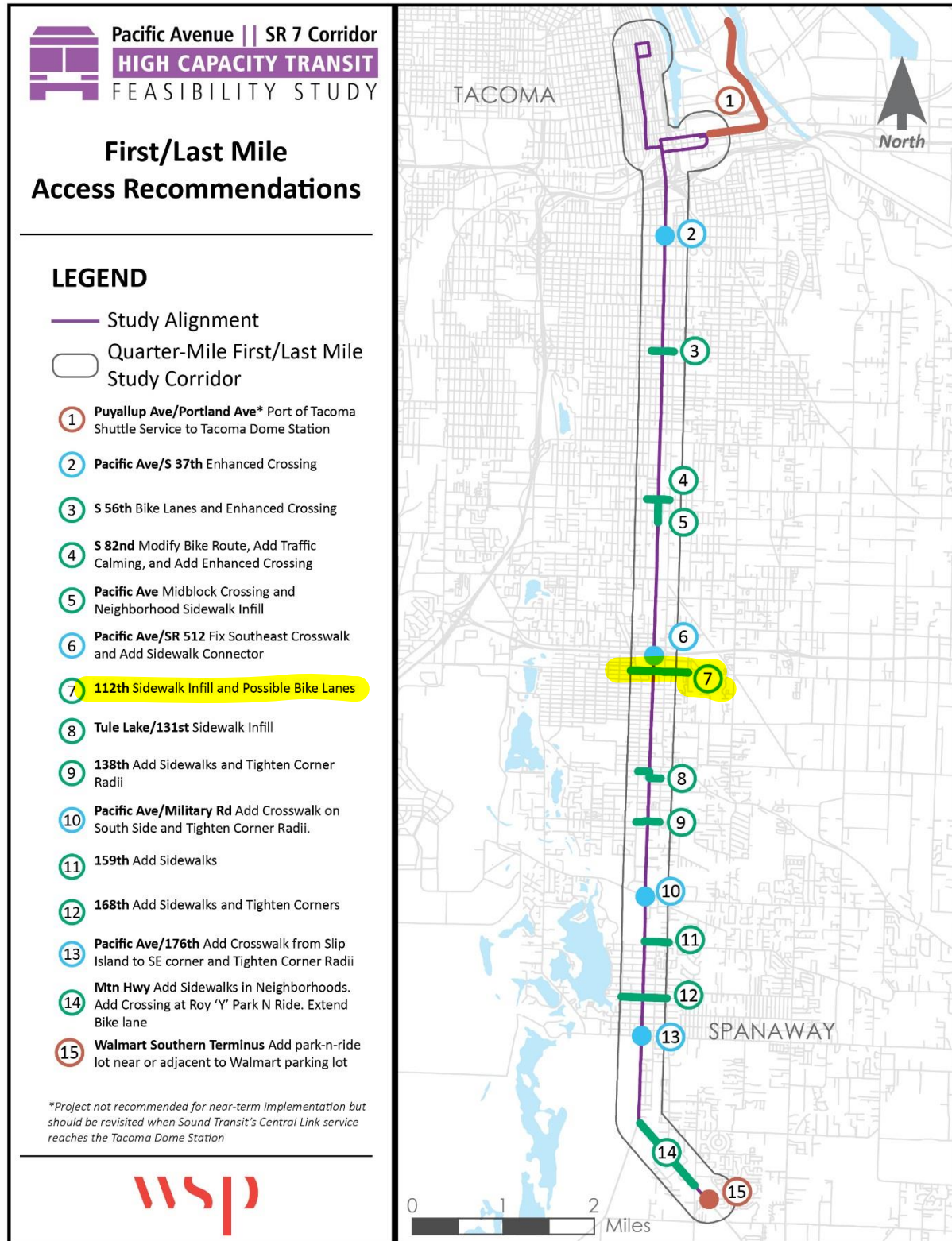


Table 5-7. Pedestrian Access Improvement Summary Assessment – State Route 512

Access Mode	Problem	Potential Solution	Implementation Challenge	Cost Estimate
Pedestrian	Area around interchange lacks sidewalk, narrow sidewalks on interchange, large curb radii at SB-WB and NB-EB ramp approaches	Tighten corner radii, shorten crosswalks, add sidewalks	Acquiring ROW might be difficult due to auto center nearby.	\$\$\$\$

5.6 112TH STREET S – D STREET TO PARK AVENUE S

112th Street S is an arterial that intersects Pacific Avenue just south of the SR 512 overcrossing. The area features commercial land uses nearby, including a grocery store in the northwest corner and a large church to the east. However, 112th Street S has many sidewalk gaps. Filling the gaps between C Street S and 7th Avenue E (a three-quarter mile stretch) would create a continuous sidewalk providing better walk access connections to the proposed BRT service. Additionally, 112th Street S could be a potential bike corridor if Pierce County determines a need to connect the Pacific Avenue S striped bike lane with the City of Tacoma's bicycle network at S 96th Street by way of Park Avenue S. The assessment summary for these improvements is documented in Table 5-8.

Table 5-8. Pedestrian and Bicycle Access Improvement Summary Assessment –112th Street

Access Mode	Problem	Potential Solution	Implementation Challenge	Cost Estimate
Bicycle and pedestrian	High number of bike/pedestrian crashes at intersection. No sidewalks along 112 th with high speeds. Lack of sidewalk network overall.	Build out sidewalks 7 th Avenue E to A Street. Complete sidewalk gap from Pacific Avenue to C Street S. Possibly add buffered bicycle lanes.	Acquiring ROW might be difficult due to auto center nearby.	\$\$\$\$

5.7 TULE LAKE ROAD/131ST STREET S – A STREET TO C STREET

Pacific Avenue at Tule Lake Road S is proposed to have an BRT station; however, the current nearest cross streets (Tule Lake Road and 131st Street S) do not have sidewalks to facilitate pedestrian movement from nearby neighborhoods to Pacific Avenue and the proposed station. Moreover, both Tule Lake Road S and 131st Street S are higher speed roads making the trip potentially unsafe for pedestrians. It is recommended that sidewalks be constructed along 131st Street east of Pacific Avenue to A Street, and to the west of Pacific Avenue along Tule Lake Road to C Street S to allow for residents to walk from their neighborhood streets with lower speeds (though still no sidewalks) to their primary intersecting arterials that would bring them to the proposed BRT station (see Figure 11). The assessment summary for these improvements is documented in Table 5-9.

Figure 10: Pacific Avenue at 112 Street S



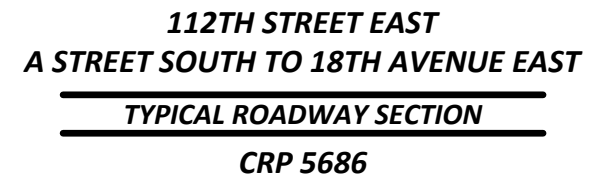
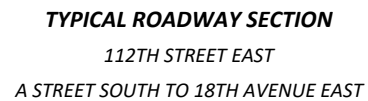
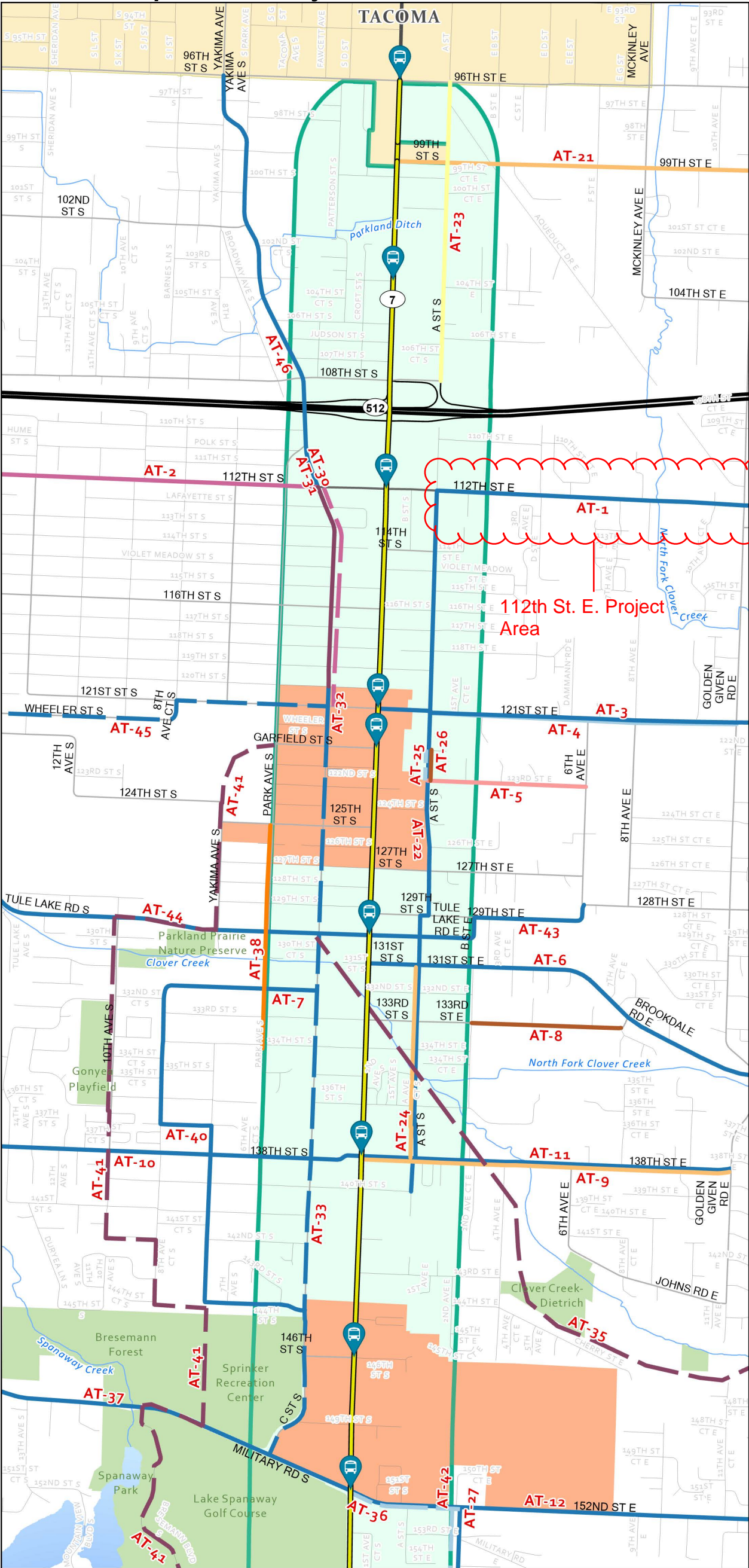


Figure 23. Unfunded Identified Needs: Active Transportation Capital Improvement Projects – North

Needs Assessment
Active Transportation Projects



Map 1 of 2 (North)



BRT Stops

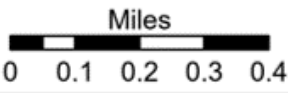
BRT Line

Active Transportation Needs Projects

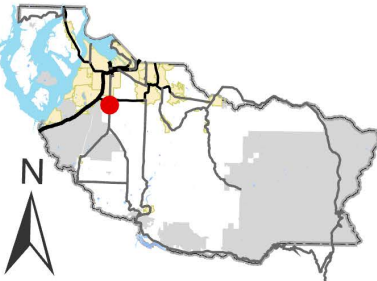
- Add curb, gutter, and sidewalks
- Bike/Pedestrian Facilities
- Mark Bike Lanes
- Mark Bike Lanes: Add bike route
- Path
- Paved shoulders
- Paved shoulders and sidewalks
- Paved shoulders or wide lanes
- School zone flashing beacon
- Sidewalks
- Sidewalks and Bike Lanes
- Sidewalks and ramps
- Trail

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

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



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



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 million²³ 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)
TRANSPORTATION		
T-3	'C' St S / 116 th St S (Intersection improvements)	\$1.50
T-4	'C' St S / 138 th 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 nd St E (Intersection improvements)	\$1.00
ACTIVE TRANSPORTATION		
AT-1	112 th St E from 'A' St S to 18 th Av E (Bicycle/Pedestrian facilities)	\$8.54
AT-2	112 th St S from Steele St S to 'C' St S (Bicycle facilities)	\$0.01
AT-4	121 st St E from 'A' St E to Golden Given Rd E (Curb, gutter, and sidewalks)	\$0.21
AT-5	123 rd St E from 'A' St E to 6 th Av E (Path)	\$0.02
AT-6	131 st St E / Brookdale Rd E from SR-7 to Golden Given Rd E (Bicycle/Pedestrian facilities)	\$7.21
AT-7	132 nd St S from 8 th Av Ct S to 'C' St S (Bicycle/Pedestrian facilities)	\$2.66
AT-8	133 rd St E from 'B' St E to 8 th Av E (Elmhurst Elementary)	\$0.60
AT-13	159 th St E / 160 St E from 'B' St E to 11 th Av E (Bicycle/Pedestrian facilities)	\$6.30
AT-16	192 nd St E from 'B' St E to 22 nd Av E (School zone flashing beacons)	\$0.34
AT-17	192 nd St E from 'B' St E to 38 th Av E (Pedestrian facilities)	\$16.45
AT-19	208 th St E from SR-7 to 66 th Av E (Bicycle/Pedestrian facilities)	\$23.66
AT-22	'A' St E from 112 th St E to 140 th St E (Bicycle/Pedestrian facilities)	\$12.32
AT-23	'A' St from 108 th St E to 96 th St E (Paved shoulders or widen lanes)	\$0.14
AT-25	'A' St S from 122 nd St Ct E to 121 st St E (Early Learning Center) (Pedestrian facilities)	\$0.27
AT-26	'A' St S from 122 nd St Ct E to 123 rd St E (Early Learning Center) (School zone flashing beacons)	\$0.06
AT-27	'B' St E from 152 nd St E to 176 th St E (Bicycle/Pedestrian facilities)	\$10.57
AT-30	'C' St S from 112 th St S to 120 th St S (Bicycle facilities)	\$0.01
AT-31	'C' St S from 112 th St S to 120 th St S (Sidewalk improvements)	\$0.25
AT-34	Challenger High 'B' St E from 182 nd St E to 176 th 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 nd 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 th St E to 152 nd St E (Pedestrian facilities)	\$1.48
AT-46	Yakima Av S / Park Av S / 'C' St S 96 th St S to 112 th St S (Bicycle/Pedestrian facilities)	\$7.56
PARKS AND RECREATION		
PR-1	Bresemann Forest Improvements	\$0.40

²³ 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.



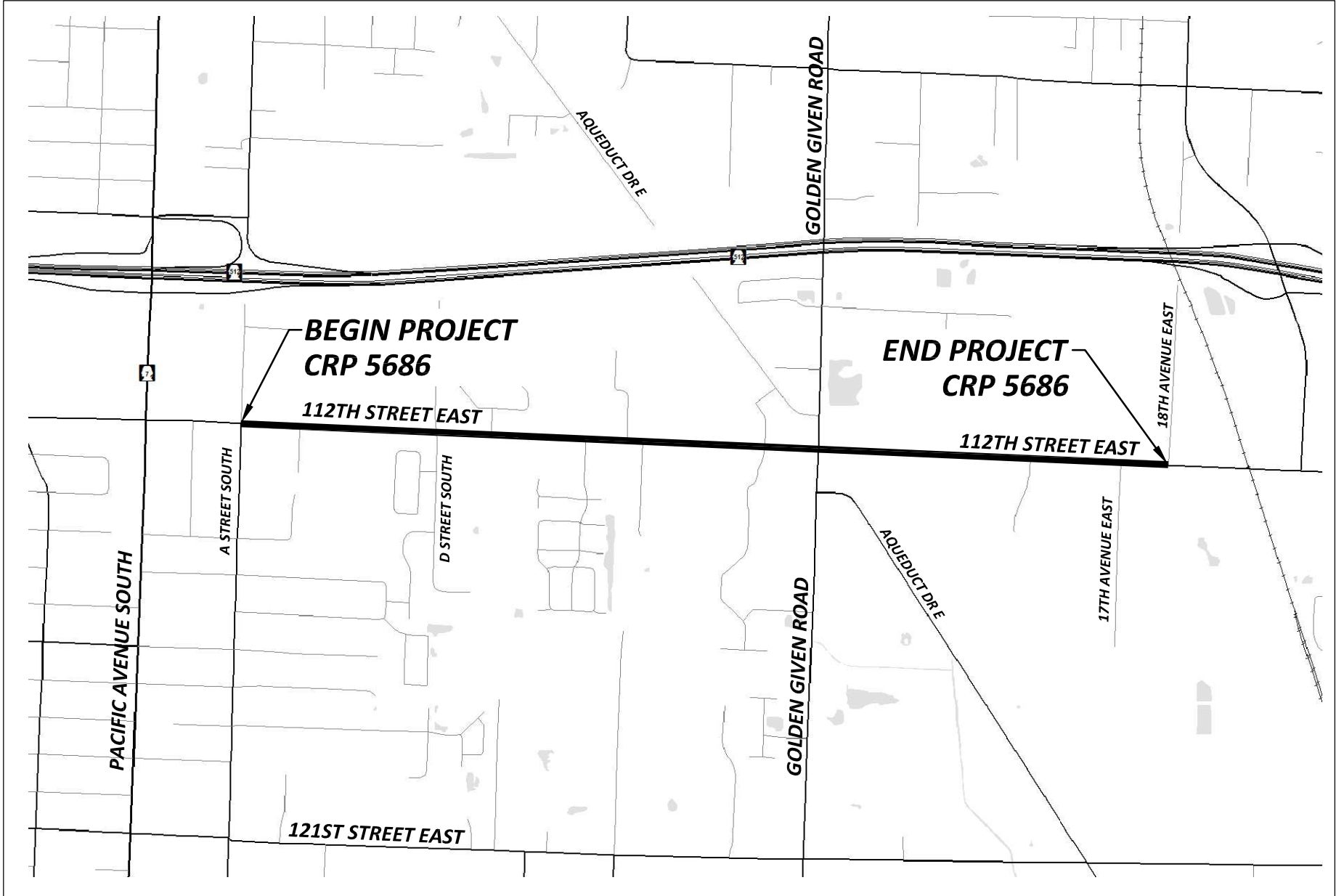
2024-2029 TRANSPORTATION IMPROVEMENT PROGRAM

ROAD PROJECTS

<div>Pierce County</div> <div>Planning & Public Works</div>	Project Phase	Prior Expend.	2024 ANNUAL PROGRAM					2024 Total	2025 Future Allocation				2026 Future Allocation				2027- 2029 Future Allocation				2024 - 2029 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	Local	Federal	State	Other		
<div>Project Title:</div> <div>94 AV E / 152 ST E</div>	PE	422																			
<div>Limits:</div> <div>-Intersection</div>	FE	3	1	TIF				1	1	TIF									2		
<div>Scope Description:</div> <div>-Install traffic signal and provide turn lane(s).</div>	ROW	11																			
<div>Other project information:</div> <div>Priority Group: TSIP Work Class: 6</div> <div>CRP: 5510 Est. Total Cost: TBD</div> <div>Map ID: 339 Fully funded: No</div> <div>Map Page No.: 5 Council District: 2</div> <div>Length (miles): 0.20 Elements: A,B,D,H,I,W</div>	CON																				
	Total	436	1					1	1										2		
<div>Project Title:</div> <div>111 AV E / 122 ST E</div>	PE	221	80	CRF				80	100	CRF									180		
<div>Limits:</div> <div>-Intersection</div>	FE	5																			
<div>Scope Description:</div> <div>-Install traffic signal and provide turn lane(s).</div>	ROW																				
<div>Other project information:</div> <div>Priority Group: TSIP Work Class: 6</div> <div>CRP: 5744 Est. Total Cost: TBD</div> <div>Map ID: 481 Fully funded: No</div> <div>Map Page No.: 4 Council District: 2</div> <div>Length (miles): 0.25 Elements: A,B,D,F,G,H,I</div>	CON																				
	Total	226	80					80	100										180		
<div>Project Title:</div> <div>112 ST E</div>	PE	555	14	REET	86	STPU		100	300	REET	625	STPU							2,150		
<div>Limits:</div> <div>-'A' St S to 18 Av E</div>	FE															1,000	REET	1,250	STPU	2,250	
<div>Scope Description:</div> <div>-Widen to provide turn lane(s), install pedestrian facilities, illumination and provide connectivity within centers and to the future BRT.</div>	ROW															2,000	TIF	2,366	REET	9,831	
<div>Other project information:</div> <div>Priority Group: ER-U Work Class: 2</div> <div>CRP: 5686 Est. Total Cost: 34,400</div> <div>Map ID: 313 Fully funded: No</div> <div>Map Page No.: 4 Council District: 5</div> <div>Length (miles): 1.22 Elements: A,B,D,F,G,H,J,W</div>	CON																				
	Total	555	14	86				100	300	625			500	625			1,000	1,250		4,400	

TIF and REET Match funding is reasonably expected based on historical receipts.

Requested Funds



Pierce County

Planning & Public Works
 Office of the County Engineer
 Tacoma Mall Office Building
 4301 South Pine Street, Suite 628
 Tacoma, Washington 98409
 An APWA Accredited Agency

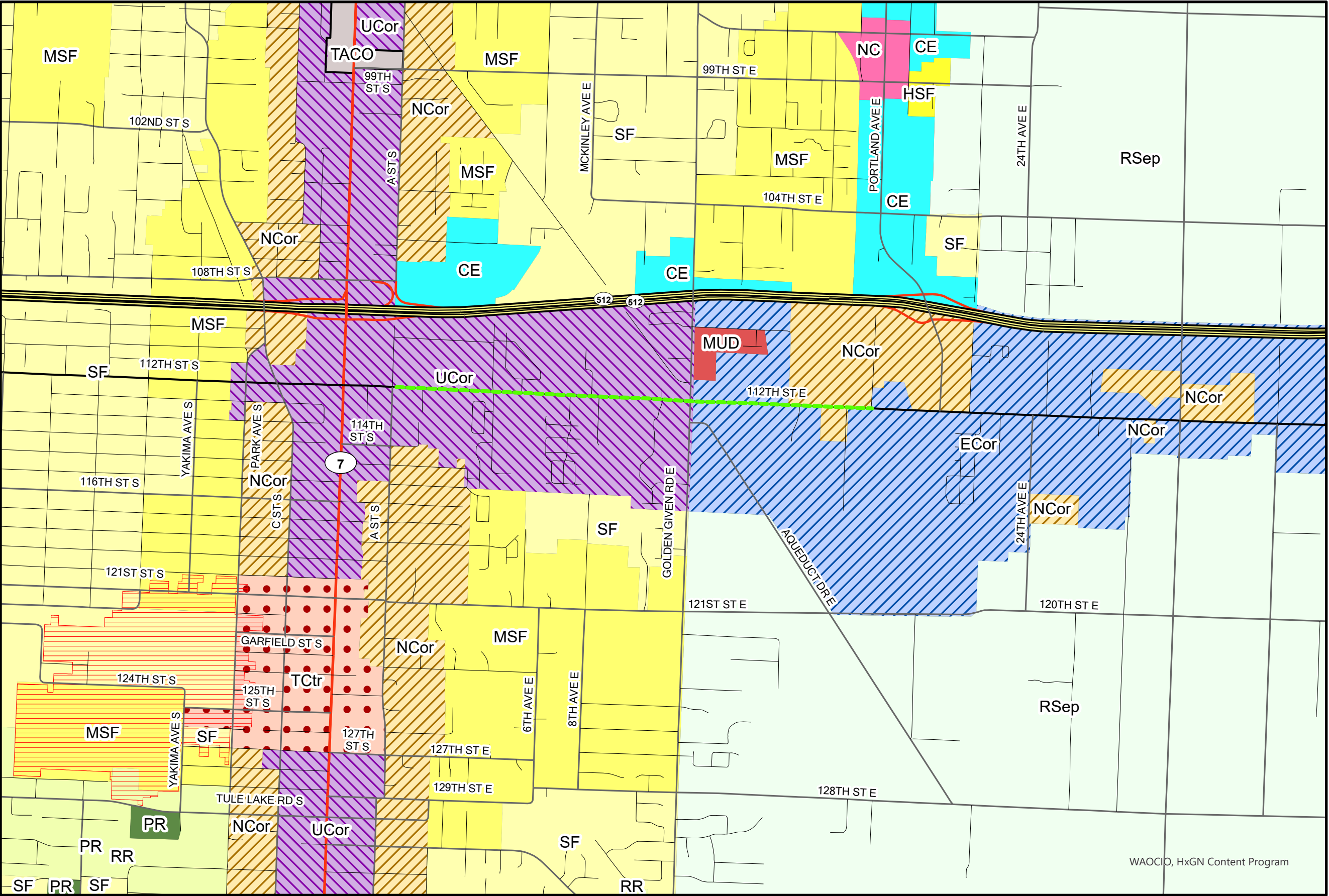
**112TH STREET EAST
 A STREET SOUTH TO 18TH AVENUE EAST**

VICINITY MAP

CRP 5686

112th Street East - Zoning Map

A Street South to 18th Avenue East



Legend

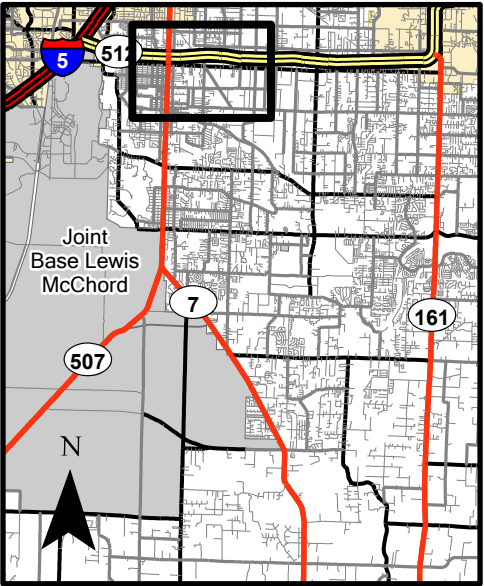
Road Class

- State Highway
- Principle Arterial
- Secondary Arterial
- Collector
- Local Access
- Project Location

Zoning

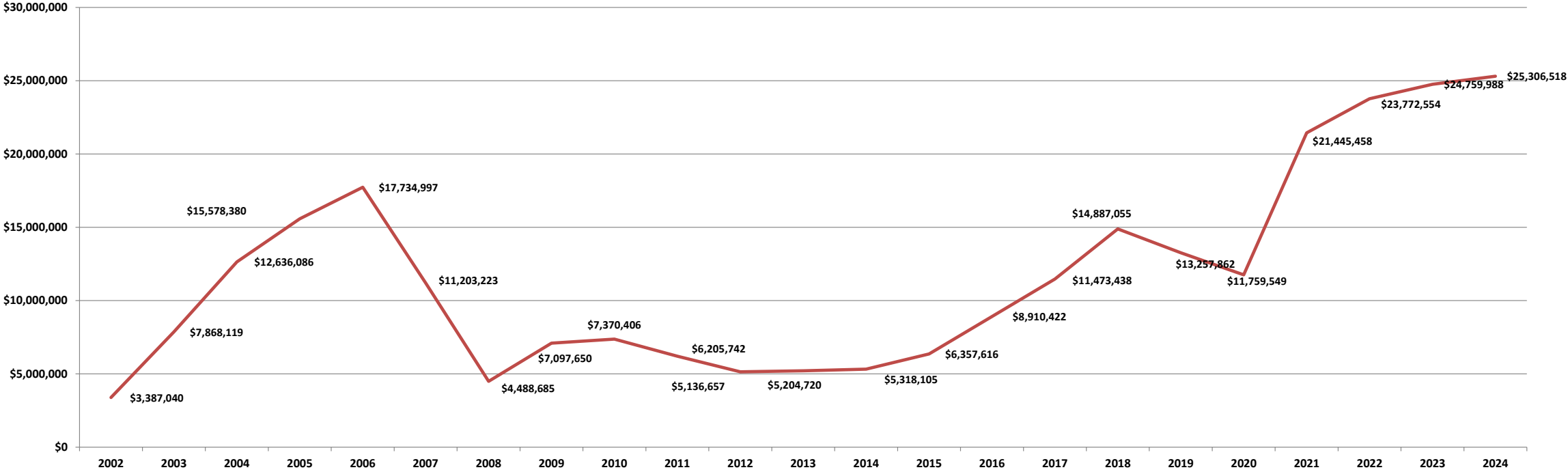
- Urban Corridor (UCOR)
- Employment Corridor (ECor)
- Neighborhood Corridor (NCor)
- Employment Center (EC)
- Mixed Use Districts (MUD)
- Residential/Office-Civic (ROC)
- High Density Single-Family (HSF)
- Community Employment (CE)
- Towne Center (TCTR)

0 0.13 0.25 0.5 Mi



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

2nd REET ROADS FUND BALANCE BY YEAR (2002 - JANUARY 2024)



FUND BALANCE (Cash on Hand) BY MONTH AND YEAR

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
January	\$ 282,253	\$ 3,930,522	\$ 8,255,757	\$ 12,638,551	\$ 16,162,181	\$ 18,201,156	\$ 11,546,366	\$ 4,655,923	\$ 7,356,848	\$ 7,558,105	\$ 6,405,096	\$ 5,400,459	\$ 5,537,339	\$ 5,700,946	\$ 6,845,294	\$ 9,433,450	\$ 12,167,898	\$ 15,513,289	\$ 13,884,087	\$ 12,706,636	\$ 22,758,601	\$ 24,420,423	\$ 25,306,518
February	\$ 564,506	\$ 4,166,600	\$ 8,508,056	\$ 13,073,655	\$ 16,612,206	\$ 18,556,310	\$ 11,823,218	\$ 4,788,099	\$ 7,060,607	\$ 7,021,308	\$ 5,761,678	\$ 4,878,479	\$ 4,990,787	\$ 5,199,540	\$ 6,278,264	\$ 9,012,271	\$ 11,876,722	\$ 15,947,216	\$ 14,318,006	\$ 13,347,979	\$ 23,621,811	\$ 24,924,841	
March	\$ 846,759	\$ 4,409,100	\$ 8,789,530	\$ 13,466,818	\$ 17,108,136	\$ 18,911,993	\$ 11,992,798	\$ 5,058,893	\$ 7,172,734	\$ 7,131,937	\$ 5,872,903	\$ 5,043,850	\$ 5,190,542	\$ 5,492,841	\$ 6,537,011	\$ 9,388,310	\$ 12,512,497	\$ 15,675,387	\$ 14,756,627	\$ 13,934,279	\$ 24,298,229	\$ 25,003,877	
April	\$ 1,129,012	\$ 4,720,948	\$ 9,197,567	\$ 14,019,544	\$ 17,757,222	\$ 19,423,354	\$ 12,314,010	\$ 5,191,339	\$ 7,356,752	\$ 7,403,495	\$ 6,025,177	\$ 5,237,420	\$ 5,441,902	\$ 5,880,882	\$ 6,966,249	\$ 9,856,909	\$ 13,116,085	\$ 16,198,117	\$ 14,874,388	\$ 14,874,388	\$ 25,423,647	\$ 25,801,141	
May	\$ 1,411,265	\$ 5,115,922	\$ 9,693,559	\$ 14,514,626	\$ 18,445,144	\$ 19,973,820	\$ 12,649,838	\$ 5,351,366	\$ 7,562,502	\$ 7,592,715	\$ 6,212,092	\$ 5,581,155	\$ 5,678,782	\$ 6,245,588	\$ 7,430,161	\$ 10,331,079	\$ 13,764,191	\$ 16,831,373	\$ 15,858,064	\$ 15,858,064	\$ 26,650,942	\$ 26,457,437	
June	\$ 1,693,518	\$ 5,476,938	\$ 10,123,875	\$ 15,169,059	\$ 19,108,109	\$ 20,553,954	\$ 12,928,273	\$ 5,534,106	\$ 7,741,275	\$ 7,780,877	\$ 6,404,885	\$ 5,871,230	\$ 6,000,149	\$ 6,653,532	\$ 7,935,292	\$ 11,007,195	\$ 14,532,204	\$ 17,500,743	\$ 16,575,222	\$ 16,575,222	\$ 20,832,576	\$ 27,214,960	
July	\$ 1,975,771	\$ 5,878,725	\$ 10,639,245	\$ 15,863,683	\$ 19,815,331	\$ 21,069,210	\$ 13,265,956	\$ 5,813,073	\$ 7,992,459	\$ 7,977,336	\$ 6,588,317	\$ 6,197,347	\$ 6,308,471	\$ 7,180,808	\$ 8,528,365	\$ 11,770,714	\$ 15,292,992	\$ 18,305,861	\$ 14,704,475	\$ 14,704,475	\$ 22,070,632	\$ 27,943,526	
August	\$ 2,258,024	\$ 6,307,800	\$ 11,152,090	\$ 16,513,161	\$ 20,407,240	\$ 21,555,081	\$ 8,566,969	\$ 6,069,222	\$ 6,625,179	\$ 5,484,990	\$ 4,138,415	\$ 3,876,560	\$ 3,900,240	\$ 7,653,324	\$ 6,194,270	\$ 12,413,590	\$ 13,046,078	\$ 13,496,438	\$ 11,759,549	\$ 14,610,122	\$ 20,432,399	\$ 28,800,972	
September	\$ 2,540,277	\$ 6,717,999	\$ 11,696,449	\$ 17,225,528	\$ 21,260,171	\$ 16,204,058	\$ 8,799,943	\$ 6,507,660	\$ 6,868,000	\$ 5,719,153	\$ 4,431,070	\$ 4,188,222	\$ 4,246,154	\$ 8,063,839	\$ 6,795,344	\$ 13,118,490	\$ 12,883,380	\$ 14,265,085	\$ 10,378,473	\$ 10,378,473	\$ 21,414,088	\$ 26,760,062	
October	\$ 2,822,530	\$ 7,140,683	\$ 12,124,084	\$ 17,846,048	\$ 21,787,931	\$ 16,536,089	\$ 4,980,654	\$ 6,502,916	\$ 7,041,739	\$ 5,894,936	\$ 4,647,922	\$ 4,466,080	\$ 4,659,298	\$ 8,510,602	\$ 7,703,966	\$ 13,846,416	\$ 13,534,083	\$ 15,000,242	\$ 12,095,959	\$ 12,095,959	\$ 22,316,830	\$ 27,594,518	
November	\$ 3,104,783	\$ 7,542,516	\$ 12,582,539	\$ 18,584,673	\$ 22,324,878	\$ 16,882,544	\$ 5,224,246	\$ 6,838,584	\$ 7,205,756	\$ 6,059,136	\$ 4,882,071	\$ 4,782,117	\$ 5,029,562	\$ 9,166,636	\$ 8,214,064	\$ 11,614,846	\$ 14,265,620	\$ 12,646,535	\$ 13,284,335	\$ 13,284,335	\$ 23,068,730	\$ 24,254,112	
December	\$ 3,387,040	\$ 7,868,119	\$ 12,636,086	\$ 15,578,380	\$ 17,734,997	\$ 11,203,223	\$ 4,488,685	\$ 7,097,650	\$ 7,370,406	\$ 6,205,742	\$ 5,136,657	\$ 5,204,720	\$ 5,318,105	\$ 6,357,616	\$ 8,910,422	\$ 11,473,438	\$ 14,887,055	\$ 13,257,862	\$ 11,759,549	\$ 21,445,458	\$ 23,772,554	\$ 24,759,988	

Traffic Impact Fee Fund - 151

				Actual Receipts 2007 - January 2024 <i>(updated 01/21/24)</i>														
REVENUES																		
FUND 151 (TIF)	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Yearly Receipts =	\$ 6,047,688	\$ 3,509,313	\$ 2,518,267	\$ 3,898,022	\$ 2,949,977	\$ 3,989,507	\$ 3,929,799	\$ 3,203,417	\$ 3,500,972	\$ 4,553,759	\$ 4,961,426	\$ 5,287,867	\$ 7,429,835	\$ 7,673,479	\$ 6,887,364	\$ 14,753,721	\$ 10,409,350	\$ 7,854,712
Beginning Balance =	\$ -	\$ 6,014,381	\$ 7,302,776	\$ 4,099,076	\$ 4,461,025	\$ 6,222,986	\$ 8,733,066	\$ 8,482,127	\$ 7,567,991	\$ 8,672,093	\$ 10,159,022	\$ 14,749,856	\$ 10,307,309	\$ 9,770,855	\$ 10,928,013	\$ 14,974,350	\$ 25,800,665	\$ 31,513,001
TOTAL CASH BALANCE =	\$ 6,047,688	\$ 9,523,694	\$ 9,821,043	\$ 7,997,098	\$ 7,411,002	\$ 10,212,493	\$ 12,662,864	\$ 11,685,544	\$ 11,068,963	\$ 13,225,852	\$ 15,120,448	\$ 20,037,723	\$ 17,737,144	\$ 17,444,334	\$ 17,815,377	\$ 29,728,072	\$ 36,210,015	\$ 39,367,713
% Receipts from previous Year		58%	72%	155%	76%	135%	99%	82%	109%	130%	109%	107%	141%	103%	90%	214%	151%	53%