



Puget Sound Regional Council

# Funding Application

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|--|---------------------------|
| <b>Competition</b>                       | Regional FHWA             |
| <b>Application Type</b>                  | Designated Growth Centers |
| <b>Status</b>                            | submitted                 |
| <b>Submitted:</b>                        | April 8th, 2024 4:06 PM   |
| <b>Prepopulated with screening form?</b> | No                        |

## Project Information

- Project Title**  
Puyallup Avenue Corridor Improvements with Pedestrian Access to Fife
- Regional Transportation Plan ID**  
5579
- Sponsoring Agency**  
Tacoma
- 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**  
Reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulbouts, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards. Bike lanes/active transportation facilities will also be added, with additional State funds, to provide Fife to Tacoma pedestrian access, adjust the ramp at the Portland/Puyallup intersection, and connect this project's amenities to WSDOT's regional trail improvements along SR 167.
- Project Justification, Need, or Purpose**  
Puyallup Avenue is a gateway to Tacoma and a significant transportation corridor in the City with direct access to the Tacoma Dome Station, one of the largest multimodal transportation hubs in the state of Washington serving Amtrak intercity rail, Sounder commuter rail, the Tacoma Link (T-Line) light rail, Greyhound intercity bus service, Sound Transit regional bus service, Pierce Transit local bus service, and access to the largest transit-related parking supply in the Puget Sound region with 2,283 stalls in two large garages. This corridor is the only direct arterial roadway connection between the Tacoma Downtown Regional Growth Center and the Port of Tacoma Manufacturing/ Industrial Center and is primary thoroughfare supporting the City's Dome Business District, which is poised for growth in both business, commercial, and residential capacities.

The current roadway configuration is not considered by the community as a safe corridor for

active transportation and is not seen as an inviting gateway to Tacoma's Downtown Regional Center. Moreover, land uses and demographics associated the corridor area are already pre-disposed to having lower to low opportunities and equity focus areas related to people of color, low income, people with disabilities, and people with limited English proficiency, which make this roadway improvement project able to impart benefits multiple times greater than what it will provide for transportation alone.

Puyallup Avenue is part of regional effort to construct the new Tacoma to Puyallup Regional Trail - a partnership of WSDOT, the Puyallup Tribe, and the Cities of Fife, Puyallup, and Tacoma. The City of Tacoma's portion of the proposed trail is located along this corridor and is an integral component of the design.

Accessible and inviting streetscapes, sidewalks, and intersection crossing provisions will support active transportation, safety and health. A complete street design is most appropriate to accommodate differing modal needs.

## Project Location

1. **Project Location**  
Puyallup Avenue
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**  
South C Street
4. **Crossroad/landmark nearest the end of the project**  
400 ft east of Fishing Wars Memorial Crossing/20th St E
5. **Map and project graphics**  
Vicinity\_Map\_and\_Loc\_Context.pdf, Transportation\_Context\_Map.pdf, PuyallupAve\_Bikeway\_Connection\_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.**  
Puyallup Avenue is presented as Capital Project 5.2, page 179, of Tacoma's South Downtown Subarea Plan, which is contained in Book 2 of the City's Comprehensive Plan. It is also located in the City's Transportation Master Plan, Project ID No. 67, Appendix B.
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).**  
Puyallup Avenue connects, and lies within, both the Tacoma Downtown Regional Growth Center (RGC) and the Port of Tacoma Manufacturing/Industrial Center (MIC).

## 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.**  
In accordance with both the Tacoma and PSRC Equity Indices, the project area rates Low to Very Low with respect to overall opportunity on metrics that measure equity, accessibility,

livability, and environmental health.

People of color make up a significant portion of the population in the project area. Over 50% of residents in the area are people of color, well above the regional average, with 19% Hispanic/Latinx, 13% Asian, 8% Black, 4% Native American, 1% Pacific Islander, 7% two or more races, and 2% some other race. People with limited English proficiency make up 33% of the project area's population per PSRC's Project Selection Resource Map, approximately triple the regional average, and 31% are foreign born. People with Disabilities represent 21% of the population per PSRC's Project Selection Resource Map, double the regional average. Older adults (over the age of 65) make up 7% of the area's population and youth aged 5–17 make up 1% of the area's population per PSRC's Project Selection Resource Map. However, a public charter high school (Summit Olympus) is located directly on the corridor, at the intersection of Puyallup Ave and East D Street with an enrollment of 179 high school students bringing many youth into the project area on a daily basis to attend classes. The total minority enrollment of Summit High School is 78%, and 59% of students are economically disadvantaged. Currently figures included in the City of Tacoma's equity index indicate that 9% of the population in the area does not have access to a household vehicle. People with low incomes make up 53% of the project area population, more than double the regional average, per PSRC's Project Selection Resource Map. Those unemployed and those earning less than the Federal Poverty Limit are 10% and 31%, respectively. The eastern end of the project houses Tacoma's first and largest managed homelessness site (Cavanaugh site). It is important to note that while the residents of the project area identify with many of PSRC's Equity Focus Areas (EFAs), public transit riders make up a significant portion of the regular visitors to the neighborhood and are also likely to belong to one of the EFAs at a higher rate than the regional average.

The City of Tacoma's Equity Index currently rates the area of the project as having Low accessibility, largely due to the lack of bike and pedestrian facilities. According to WSDOT's crash data, 21 serious crashes have occurred in last two years involving bicyclists or pedestrians. The project area has been identified as having a Very Low Environmental Health Index due to multiple factors, including the area's ozone concentration, PM<sub>2.5</sub> Particulates, diesel emissions, heavy traffic roadways, and urban heat island index.

PSRC's Opportunity Index locates the project area predominantly in a Very Low area for Opportunity with a small section on the eastern portion of the project located in an area categorized as Low Opportunity. (The Opportunity Index layer is a composite measure of five key elements of neighborhood opportunity at the census tract level: Education, Economic Health, Housing and Neighborhood Quality, Mobility and Transportation, and Health and Environment.) PSRC's mapping tool identifies the entire project area as having a Very Low Health Index.

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.**

PSRC's Project Selection Resource Map identifies two areas of intersectionality within the project area that are significantly above regional average rates. Those intersectional marginalized populations include 1) People of Color & People with Low Income, and 2) People with Low Income and People with Disabilities. Both groups fall within the highest threshold identified by the mapping tool. A prominent example of these intersectional marginalized groups is the homeless population living at the Cavanaugh Site at the eastern end of the project and those who use the services of the Tacoma Rescue Mission just 0.3 miles from the western end of the project. According to Pierce County's 2022 point in time survey, homeless individuals in Pierce County are 52% people of color and have significant rates of disability including 20% mental illness, 26% physical disability, 11% developmental disability (some report multiple disabilities).

Tacoma's equity data identifies additional areas of intersectionality. 31% of the project area's population earns less than the Federal Poverty Limit, while many residents and visitors in the area are without access to a personal vehicle. Those travelling within the area (including students) without cars are disproportionately affected by the area's current lack of accessibility and livability. The current street configuration lacks the facilities needed to support safe active transportation and access to transit for the diverse populations of residents and visitors in the project vicinity.

Although there are myriad transit routes that serve the area, the pedestrian and bicycle facilities needed for marginalized groups to access critical public transit are often inadequate or entirely absent. Sidewalks are narrow, inaccessible and/or missing in places. Curb ramps are often inaccessible and/or missing. Crossing distances are overly long, lack adequate safety features, and are excessively spaced apart. Only three of the existing 16 intersections have marked crosswalks and only two have APS, creating safety and accessibility challenges for disabled transit riders and those without access to a vehicle in getting to and from their pick-up/drop-off locations. There is a need for greater pedestrian accessibility to support increasing transit use and transit-oriented development planned for the area. Bicycle facilities along the corridor are currently non-existent, forcing potential bicyclists to compete with the corridor's freight, transit, and personal vehicle traffic. It is critical that the pedestrian environment along Puyallup Avenue be improved and that bicycle facilities be added in an effort to address the transportation choices often made by the equity focus area populations identified in Question 1 above. Developing this corridor in an equitable fashion to better serve vulnerable populations is in the best interest of the City and the region.

## Criteria: Development of Regional Growth Center

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

Tacoma is projected to absorb 21% of the region's population growth (137,000 people) between 2017 and 2050. Five new multi-story residential buildings along the corridor, averaging approximately 150 units each, have been built, permitted, and/or are currently in construction within the last five years. Development incentives and Code updates that have resulted from the City of Tacoma's South Downtown Subarea Plan, Affordable Housing Action Strategy, and Anti-Displacement Strategy are anticipated to result in even more development in the area. Enhanced accessibility, new active transportation features, and support of existing/future transit access and operations is expected to both entice new residents and businesses, as well as support existing users.

The project is entirely located within the City of Tacoma's Downtown Reduced Parking area where municipal code allows new development to be constructed with no mandatory minimum for general use parking (disability parking is still required). This allows development to be constructed within the regional growth center at a great savings as structured parking adds significant cost to development. With many developments including very limited parking, it is crucial to the growth and development of Downtown Tacoma that people can get around without the use of a personal automobile. Projects like Puyallup Avenue Corridor Improvements make it possible for people to have a safe, convenient, and inviting experience moving around by public transit and active transportation modes. This in turn supports the continued growth of Downtown, which can only work with a strong backbone of public transit and active transportation.

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

Zoning for this project area supports a high concentration of residential uses and allows for development of housing units with no minimum parking requirements. In addition to serving the largest existing transit hub in the South Sound, this corridor is also within adjacent to the planned Tacoma Dome Link Extension (TDLE) Tacoma Dome Station which will bring Sound Transit's Link Light Rail to the neighborhood in the early 2030s. This project, along with Link Light Rail and other existing transit services will connect areas of concentrated housing to significant employment opportunities, international airports, vital services, schools, universities, parks, and other nearby regional centers. Pierce Transit's planned bus rapid transit route will provide service on the corridor in the future, connecting the regional growth center to many Pierce County local centers to the south on Pacific Avenue (SR7).

The project will support the development/redevelopment of the downtown Tacoma Regional Growth Center, and more specifically, the South Downtown Subarea by prioritizing the location of affordable housing close to high-capacity transit areas, encouraging the expansion of the arts, urban recreation, and small businesses.

Applicable Policies and Recommendations in the South Downtown Subarea Plan include:

Recommendation AH-4: "Consider geographically prioritizing affordable housing loans to areas adjacent to high-capacity transit stations, including the Tacoma Dome Station and the LINK stations in South Downtown." Because this project is adjacent to multiple high capacity transit services, it's excellent active transportation facilities are crucial for the mobility of people of all ages and abilities who need access to those vital transit services. People with low incomes are and other interjectionally marginalized groups already make up a significant portion of the population in the neighborhood. It is City policy to continue to support affordable housing, including people without access to personal vehicles, near such transit resources. This project will create seamless connections between housing and services for equity focus area groups.

Policy 2.4: "Continue to encourage the expansion of South Downtown's concentration of creative arts and design, urban recreation, business incubators, and other small-scale businesses." The project will create an inviting streetscape with active transportation facilities and landscaping that encourage active transportation, urban recreation, the location of new businesses and the expansion of existing businesses and services.

Policy 1.3: "Coordinate with transit agencies to prioritize future high-frequency transit service allocation that will help catalyze redevelopment and the creation of complete communities." The project will construct business access and transit (BAT) lane to speed the movement of the many bus routes and services using the eastbound lanes to arrive at and depart from the Tacoma Dome Transit station.

Policy 3.2: "Build a legible system of public walkways, trail corridors, and active street linkages that connect South Downtown Neighborhoods, waterfronts and key destinations." The project will construct a segment of the Tacoma to Puyallup Trail which will knit together active transportation options in the area. The trail and sidewalks will connect to the myriad public transit options in the Tacoma Dome District. The trail will connect to the existing Thea Foss Esplanade Trail providing access to museum on the Foss Waterway.

Policy 3.3: "Leverage the open space and connectivity potential of the right-of-way through continued improvements to the pedestrian and cycling environment on streets." Landscaping will be added to the public right-of-way of Puyallup Ave to transform it from the existing "sea of asphalt" environment to a place that is inviting to residents and visitors to the area.

Policy CP-6.4: "Emphasize freight truck mobility on Heavy Haul Routes. Coordinate with the Port to develop strategies to minimize truck queues and other traffic elements that could interfere with mobility along these routes." The pavement of the roadway will be designed to withstand the traffic of trucks and transit vehicles that use the street. Puyallup Avenue is a part of Tacoma's designated freight priority network in the Transportation Master Plan that provides a connection from the western portion of the Port of Tacoma to I5 via Portland Ave and Pacific Avenue. The safety features provided by the project are crucial to limiting the impact of freight and heavy vehicles on the vitality of the neighborhood, which is growing fast and will continue to accommodate significant growth in the future. The facility design will accommodate heavy vehicles while providing the safety features and physical separation from heavy traffic that is necessary to make the street a safe and inviting environment for road

users of every travel mode and of all ages and abilities.

**3. 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.**

Transit opportunities in this area will support/retain current businesses, as well as help attract new business, by providing a wide range of transit access to the Tacoma Dome Station Transit Center, which connects to other Regional Growth Centers (Tacoma Mall, University Place, Puyallup, Federal Way, Seattle), Manufacturing Industrial Centers (Port of Tacoma, Center Street/So. Tacoma Way local centers), Pierce Countywide Centers (along Pacific Ave), and via established and planned bus routes, the Sounder system, and the future Tacoma Dome Link Extension (TDLE) to SeaTac and points north. This project will improve access to transit and transfers between routes and services by creating new safe active transportation connections. It will also improve transit performance by designating one lane of travel for business access and transit (BAT lane) instead of general-purpose traffic, which all existing lanes are devoted to currently.

This abundance of transit activity/choices will allow commuters to efficiently access the Transit Center along Puyallup Avenue and transfer to other modes of travel to destinations in these key Centers. This ease of travel will drive transit ridership supporting new jobs and businesses in these destination areas. The abundance of transit activity/choices at the Transit Center will also continue to encourage the development of housing in the Dome District, again supporting existing businesses and driving the creation of new businesses to support the growing district. The heavy existing transit use in the area coupled with the proposed transit improvements delivers thousands of daily visitors to the neighborhood who are potential customers or employees for area businesses. This project will both improve transit performance and create a safer more attractive environment in the neighborhood where riders will want to spend time and money.

Special attention has been given to turning movements at intersections to ensure that freight vehicles travelling this corridor are able to navigate the corridor effectively, as the corridor has been identified as a T-3 Heavy Haul Route per the WSDOT - Freight Data Truck Freight Economic Corridors map (from the South C Street intersection to the Portland Avenue intersection), and as a resiliency route by the Port of Tacoma. The pavement design for driving lanes will meet heavy haul standards to support truck traffic.

The trail component of the project completes an existing gap in the active transportation network, both on a local and regional level. The Tacoma to Puyallup (T2P) Regional Trail will connect downtown Tacoma to Fife and the Puyallup Tribe of Indians Reservation, offering people in those communities safe, active transportation access to our regional centers.

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

The Puyallup Ave Transit/Complete Street Improvement project has convened key stakeholders including transit providers, business and property owners, key institutions and the broader community to develop a plan that meets the goals for this corridor. Community outreach, documented as part of our Planning phase, resulted in a vision and plan that safely and comfortably balances access for all travel modes, including pedestrians (the elderly, high school students, those with disabilities, and homeless), bicyclists, transit operators, transit facility users, patrons of commercial businesses, freight operators, and current and expected residents, as this project will increase corridor safety via complete street elements, reduce idling and improve air quality, and help catalyze development in this transit oriented district.

Specific improvements that will affect these groups include improved accessibility and mobility through the installation of new and wide sidewalks, new curb ramps, bulbouts, the installation of accessible pedestrian signals (APS), new crosswalk striping, improved street lighting, dedicated bike facilities, a new traffic signal (at E. L St.) and the upgrading and interconnection of existing signals, emergency preemption technology, a dedicated transit lane, an improved driving surface, and improved vehicular and pedestrian accessibility to the Tacoma Dome Transit Station which will benefit regional rail (Amtrak, Sounder, and the future Tacoma Dome Link Extension (TDLE)), local streetcar/LINK light rail, and regional (Greyhound, Intercity, Sound Transit) and local (Pierce Transit) bus service. Special attention has been given to turning movements at intersections and to pavement design to ensure that freight vehicles are able to navigate the corridor effectively, and so that the road is built in a way that will sustain impacts of freight vehicles.

**5. Describe how project expands job access**

The ability to strengthen and diversify Tacoma's housing/employment centers is directly related to the city's land use policy and infrastructure investments. Through its economic development efforts, the City works to retain, grow and attract employers. Strengthening employment centers through sound land use policy will result in a stronger and more diverse economic base for the City. In addition, concentrating employment supports development of mixed-use districts where people can live, work, shop and play such as in the transit-oriented South Downtown Subarea of Tacoma's Downtown Growth Center. Creating a corridor that is heavily transit-supported (via Tacoma Link, Sounder, and a new eastbound transit lane), incorporating bicycle facility connections at a local and regional level, and substantially improving the pedestrian environment (via pedestrian scale lighting, wider sidewalks, bulbouts, ADA ramp improvements, signal upgrades, placemaking, landscaping, and wayfinding signage) will attract higher density housing and expand job access as people are able to live within an area of expanded transportation options.

The project will help sustain port/manufacturing businesses in the Port of Tacoma Manufacturing/Industrial Center and support long-time employment growth by providing key missing infrastructure, preservation of capital facilities, and support the efficient multimodal movement of goods to and from the Port area. This includes providing new heavy haul

designed roadway, upgrading and optimizing signals along the corridor to minimize idling and queuing, and improving the roadway geometry so large vehicles can make turns without slowing traffic and damaging infrastructure.

## Criteria: Mobility and Accessibility

- 1. Describe how the project improves access to major destinations within the center, such as by completing a physical gap or 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 project provides safe & convenient access to major destinations by completing physical gaps within the bicycle and sidewalk networks as well as improving transit access.

Transit movement will be enhanced along this transit priority roadway with an eastbound dedicated BAT lane. This will give new priority to the movement of transit within this important regional transit hub. Currently all lanes on Puyallup Ave are devoted to general purpose traffic. Route improvements will be consistent with Sound Transit's Tacoma Dome Link Extension and LINK Light Rail.

The trail component of the project completes an existing gap in the active transportation network, both on a local and regional level. The Tacoma to Puyallup (T2P) Regional Trail will connect Downtown Tacoma to Fife and the Puyallup Tribe of Indians Reservation, offering people in those communities safe, active transportation access to our regional centers. Local trail connections will be made to the Water Flume Line Trail (to South Tacoma), Thea Foss Esplanade Trail (downtown Tacoma), and the existing bicycle facilities on East L Street (East Tacoma).

Although the roadway and the connection exists now, it's underutilized and unappealing, thus limiting its true gateway/regional center connector potential. Accessible and inviting streetscapes, sidewalks, and intersection crossing provisions will support active transportation, safety and health. A complete street design is most appropriate to accommodate differing modal needs. As sidewalks and curb ramps are currently missing or inaccessible in places, constructing wide, accessible and buffered sidewalks and new curb ramps, along with pedestrian scale lighting, landscaping (with street furniture and other amenities), along with crosswalk striping and accessible pedestrian signals, will remove the existing barriers, encourage new pedestrian activity, and will provide a safe and inviting environment for pedestrians to access other destinations along and/or adjacent to the corridor within the RGC.

Signal improvements (upgraded and interconnected signals with emergency preemption) will allow for the more efficient movement/timing of traffic between centers and provide improved access to major destinations (Tacoma Dome, Transit Center, Downtown Tacoma, Port of Tacoma, etc.), as well as better emergency vehicle access/response times to and through the corridor/Centers. Signal timing will also be coordinated with bicycle signals/signage.

- 2. Describe how the project will improve mobility within the center and enhance opportunities for active transportation that can provide public health benefits. For example, through providing or improving: walkability; public transit access, speed and reliability; bicycle mobility; streetscapes; traffic calming; TDM; ITS and other efficiencies, etc.**

In 2020, the Tacoma City Council passed Resolution 40559, committing to joining the Vision Zero Action Network and abiding to a Vision Zero goal that eliminates traffic fatalities and serious injuries occurring on City of Tacoma roadways by 2035.

The Tacoma to Puyallup (T2P) Regional Trail will be a buffered bicycle facility that connects downtown Tacoma to Fife and the Puyallup Tribe of Indians Reservation, increasing safety within the corridor area, and providing safe active transportation options to neighboring communities that currently face disparities in transportation safety and access. This trail also connects to other local trails within Tacoma as well as current and future transit stations.

A dedicated transit lane prioritizes other travel modes with and refocuses the affected area away from single-occupant vehicles. Getting people out of their single occupancy vehicles into alternative transit and active transportation options will lead to improved respiratory/cardiovascular/ mental health public benefits for those traveling through the area. Reduced idling/emissions and an expanded tree canopy will improve air quality for residents and employees in the area.

Installation of wider sidewalks, filling current sidewalk gaps, updates and improvements to crossings, accessible pedestrian signals, and installation of new curb ramps to include bulbouts, improves pedestrian safety and ADA accessibility.

Complete Streets elements, including providing pedestrian scale illumination, retaining on-street parking, increasing the tree canopy, and incorporation of public art conditions the space as a destination rather than a portion of the corridor to speed through.

- 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).**

The current configuration of the corridor is an underutilized sea of asphalt nearly 70 feet wide

that is a holdover from when the street was associated with Pacific Highway 99, from Tacoma to Seattle. This configuration does not support the diverse populations within the project vicinity, including a need for greater pedestrian accessibility and the increasing transit and transit-oriented development planned for the area. Although there are multiple transit routes that currently serve the area, the corridor has missing sidewalk gaps, sidewalks that are too narrow, curb ramps that are often inaccessible or missing, overly long crossing distances, a lack of marked crosswalks, and a lack of pedestrian crossing signals, creating safety and accessibility challenges for transit riders in getting to and from the pick-up/drop-off locations.

There is a need for greater pedestrian accessibility to support increasing transit and transit-oriented development planned for the area. Bicycle facilities along the corridor are non-existent, forcing potential bicyclists to compete with the corridor's freight, transit, and personal vehicle traffic. A safer looking and feeling environment was identified as one of the top priorities in early community outreach, and has remained an essential consideration moving forward.

The current asphalt travel lanes on Puyallup Avenue are in poor condition and were not originally constructed to handle the weight of shipping containers and other heavy haul traffic. Replacing the existing asphalt with an appropriate pavement design, adding supportive turn lanes at intersections, and incorporating intelligent transportation system components, such as interconnected and optimized traffic signals and emergency vehicle preemption, will improve the overall function, capacity, and safety of the corridor.

The completed corridor's increased efficiency, reduced idling, added accessible active transportation choices, and support for transit/transit-oriented housing and employment, and incorporated landscaping/tree canopy is anticipated to contribute to the area's overall Environmental Health factors affecting residents, employees, students, and visitors within the project area.

#### 4. **Identify existing gaps**

The bicycle facilities included in this project will connect to the Water Flume Trail on the west side of the project, the Esplanade Trail near the Thea Foss Waterway, and will connect on a regional level to the Tacoma to Puyallup (T2P) trail in Fife. Additionally, the latter connection will re-utilize an artifact of Puyallup Avenue's former designation as Highway 99 by re-purposing the grade-separated loop ramp connecting northbound Portland Avenue to westbound Puyallup Avenue to facilitate two-way trail usage and avoid having to traverse the large and busy intersection of Puyallup and Portland Avenues. The loop ramp will continue to serve bus traffic in the typical direction (but no other motorized vehicles) in support of transit efficiencies but will do so in a space-separated configuration. A bikeway connections map has been uploaded as an attachment (in project location section) to show how this project closes existing gaps at the local and regional level.

## Criteria: Outreach and Displacement

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

Outreach for this project has been ongoing since 2016.

Between 2016-2017, there were:  
 Stakeholder Focus Groups (2)  
 In-Person Surveys (90 completed)  
 Online Survey & Mapping Tool (212 responses)  
 Stakeholder Design Charrette/Site Walk  
 Public Design Charrette  
 Public Open House  
 Technical Advisory Group Meetings  
 Project webpage – translated into over 100 different languages, and offers further accommodation for those with visual or hearing impairments.

Early outreach efforts are further outlined and described in the Puyallup Avenue Corridor Conceptual Design Community Input Tech Memo, attached to this application.

Between 2020-2021:  
 Publication of Conceptual Phase Evaluation  
 Bicycle & Pedestrian Technical Advisory Group (BPTAG) Support Letter  
 Transit-Oriented Development Advisory Group (TODAG) Support Letter  
 Transportation Commission Letter of Support  
 Updates to project webpage with translation and hearing/visual accommodations

In 2023:  
 Additional meetings were held with Stakeholders as the updated plans were confirmed  
 A project Update Flier was mailed to adjacent property owners and stakeholders  
 Further updates to project webpage with translation and hearing/visual accommodations

In 2024 an additional public open house is planned for Spring/Summer, as well as additional mailers.

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

At the project's initial open house in the early stages of planning three alternatives for the roadway were presented. Many of the open house attendees stated they liked elements of each alternative and could not decide on just one alternative. As a result of that feedback at the open house, it was suggested that attendees could either select a preferred alternative or identify the elements that were most important to them in each alternative, and the project team would develop a fourth/hybrid alternative (this was also conveyed to those reviewing the alternatives online after the open house).

The fourth/hybrid alternative was carried forward to the BPTAG (Bicycle and Pedestrian Technical Advisory Group), TODAG (Transit Oriented Design Advisory Group), and the

Transportation Commission, who then provided specific input for further refinements to the design. Themes affecting the design layout indicated:

- Pedestrian amenities should be a top priority
- Parking facilities should not come at the expense of sidewalk width. The potential for parking changes should be considered on side streets and parking management strategies needed to be explored
- Further coordination with transit agencies regarding use of the transit lane was needed, and
- Bike facilities should be a minimum of 5 feet in each direction with a (minimum) 3-foot buffer.

This feedback was integrated into the current design and reconfirmed with stakeholders in 2023. A safer looking and feeling environment was identified as one of the top priorities in early community outreach and has remained an essential consideration moving forward.

The Tacoma to Puyallup trail partners agreed to forgo their individual trail naming protocols to select a name approved by the Puyallup Tribe of Indians. In October 2023, the Puyallup Tribe of Indians Tribal Council approved and enthusiastically supported a new name for the trail in Lushootseed – the language spoken by tribes in the Puget Sound area. To create a healthy environment for Lushootseed language to grow, it must be visible in our communities. The Tacoma to Puyallup Trail will be officially renamed the spuyaləpabš Trail later this year. This is the Lushootseed name for the Puyallup People, translated as “people from the bend at the bottom of the river”, but has come to be a word associated with generous and welcoming behavior.

The Puyallup Tribe & trail partners are also working closely together on art and interpretive resources along the trail corridor to further honor and elevate the history, present, and future of the Puyallup Tribe.

### 3. Identify topology of location

PSRC’s Housing Opportunities by Place (HOP) tool identified the area inclusive of the project limits as a census tract area needing Improved Access & Housing Choices (one of the six possible categories/typologies). Since this area is considered to have lower access to opportunity and moderate displacement risk, improvement efforts supporting the area should be focused on increasing housing opportunity while preserving affordability and expanding housing access and opportunities for current and future residents.

The construction of the Puyallup Avenue Complete Streets project would be supporting the needs identified above by creating a more accessible and livable environment within an already bustling center for transportation choices. The construction of the project will be the catalyst for making better use of existing land uses/establishments, attracting re-development, new development (which is already occurring just due to transit proximity), and the infusion of housing (and supporting commercial services) attainable to many socioeconomic levels.

## 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:

This is a \*Road Diet\* project that takes advantage of current and future excess vehicle-lane capacity by repurposing a westbound travel lane to provide enhanced pedestrian and active transportation amenities and converting one eastbound travel lane to a dedicated transit (and business access) lane. The FHWA Proven Safety Countermeasures are identifiable below through the use of asterisks (\*)

Enhanced pedestrian and active transportation amenities included as part of this project are:

Protected \*Bicycle Lanes\* created by reallocating space in the right-of-way through the \*Road Diet\*. The separated cycle track uses vertical elements between the cycle track and motorized traffic lanes. A concrete barrier separates the 2-way cycle track for most of the length of the project. Where the concrete barrier could not be provided vertical separation is provided in the form of flexible delineators.

\*Crosswalk Visibility Enhancements\* in the form of high-visibility crosswalks, lighting, and signing and pavement markings are proposed along the entirety of the corridor. Additionally, curb bulbouts will increase visibility of pedestrians throughout the corridor at all intersections.

Signal improvements and signal timing will be improved throughout the corridor, including but not limited to including \*Leading Pedestrian Intervals (LPI)\*.

\*Medians and Pedestrian Refuge Islands\* are included in the design to separate motorized and non-motorized road users and to help improve the visibility of crossing pedestrians and make the crossing distances more manageable for those with mobility limitations.

A \*Rectangular Rapid Flashing Beacon (RRFB)\* is planned to be installed at the intersection of East C Street and Puyallup Avenue given the reduced number of travel lanes.

\*Walkways\* will be improved and widened (general minimums are 8-15 feet wide, with additional landscape/amenity areas of approximately 6 feet). Curb ramps will be replaced and designed to ADA requirements and for accommodating persons with limited mobility. At the Portland/Puyallup intersection, the shared use path improvements will provide pedestrians with a grade-separated alternative to avoid crossing two heavily travelled streets.

Other safety/security measures included as part of this project:

\*Median Barriers\* (concrete) are proposed as a way to reduce the number of cross-median crashes. These median areas are also being considered as areas for potential incorporation of urban design elements.



Signal improvements and signal timing will be improved throughout the corridor, including but not limited to including \*Backplates with Retroreflective Borders\* added to a traffic signal heads.

\*Corridor Access Management\* is incorporated into this project by the closure of existing driveways onto private property where alternative access is available as a way to enhance safety for all modes (through reduced conflict opportunities), facilitate walking and biking, and reduce trip delay and congestion, as well as allowing for additional on-street parking in front of businesses.

\*Dedicated Left- and Right-Turn Lanes at Intersections\* are proposed along the corridor as a way to provide physical separation between turning traffic that is slowing or stopped and adjacent through traffic at approaches to intersections.

Signal improvements and signal timing will be improved throughout the corridor, including but not limited to ensuring that \*Yellow Change Intervals\* are appropriately timed.

Lighting levels are being evaluated and new lighting will be installed throughout the corridor. \*Adequate lighting\* will be provided to ensure benefits in terms of personal security for pedestrians, wheelchair and other mobility device users, bicyclists, and transit users as they travel along and across roadways.

**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.**

The population within this project area includes a high percentage of people with low incomes and people with low access to opportunity. The eastern end of the project houses Tacoma's first and largest managed homelessness site (Cavanaugh site). The area is also disproportionately impacted by pollution. This project aims to increase transportation options, improve accessibility (overall and specific to transportation options), and improve safety by providing a buffered bicycle facility and pedestrian improvements, including bulbouts, Accessible ramps, signal improvements, wider sidewalks, and medians/pedestrian refuge islands. Landscaping to be provided as part of the streetscape amenities will help reduce the urban heat island effect and provide shade for pedestrians during warmer months.

The trail component of the project completes an existing gap in the active transportation network, both on a local and regional level. The Tacoma to Puyallup (T2P) Regional Trail will connect downtown Tacoma to Fife and the Puyallup Tribe of Indians Reservation, offering people in those communities safe, active transportation access to our regional centers.

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

In 2020, the Tacoma City Council passed Resolution 40559, committing to joining the Vision Zero Action Network and abiding to a Vision Zero goal that eliminates traffic fatalities and serious injuries in the City of Tacoma by 2035. Additionally, the City Council adopted Resolution 37916 in 2009 pertaining to the City's Complete Streets guidelines and expectations. Complete Streets is nationally known term referring to streets and sidewalks that are designed, operated, and maintained to enable safe and convenient access and travel for all users.

**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?**

The City of Tacoma commits to adhering to forthcoming guidance and continuing work towards planning and implementation actions under the Safe System Approach.

## 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.**

Roadway / Intersection / ITS, Bicycle and Pedestrian Facilities

## Air Quality and Climate Change: Roadway / Intersection / ITS

**1. What is the length of the project?**

1.8 miles

**2. What is the average daily traffic before the project?**

As part of a traffic analysis conducted in June 2023, 24-hour tube counts collected on Puyallup Ave were used to determine a sample of daily traffic volume and the types of vehicles that travel on Puyallup Ave during a typical weekday. The two-way daily traffic volume was approximately 13,100 vehicles and the classifications were:

Eastbound: 0.5% Motorcycles, 65.6% cars, 19.8% 2-axle 4-tire vehicles, 1.2% buses, 10.5% 2-axle 6-tire vehicles, and 2.4% 3+ axle vehicles

Westbound: 0.5% Motorcycles, 63.1% cars, 20.5% 2-axle 4-tire vehicles, 1% buses, 13.5% 2-axle 6-tire vehicles, and 1.5% 3+ axle vehicles

A total of 8 intersections were analyzed for AM and PM peak hour intersection operation results. No intersection or lane group exceeds LOS D in any peak period.

Only two queues in the existing scenario exceed storage lengths: the northeast-bound left at F St & Puyallup Ave and the westbound left at E Portland Ave & Puyallup Ave.

**3. What is the average daily traffic after the project?**

The project is designed to reduce reliance on single-occupant vehicles, but will also encourage more and better utilization of the area benefiting from the project/improvements. This counter-balancing of factors results in a conservative estimation of traffic volumes increasing at an average annual rate of 0.5%.

With that growth rate, the analysis of the future build 2050 scenario shows overall intersection delays remain at or better than LOS D along the corridor.

Queues for the future build conditions exceed storage lengths for several movements, but further investigation using SimTraffic microsimulation queuing analysis shows that the queues that extend to upstream intersections are rare and therefore are not expected to cause disruption.

**4. What is the average speed before the project?**

The current speed limit for the project area is set at 30 miles per hour. Data from 2016 (available at [https://www.cityoftacoma.org/government/city\\_departments/public\\_works/engineering/traffic\\_engineering/traffic\\_counts](https://www.cityoftacoma.org/government/city_departments/public_works/engineering/traffic_engineering/traffic_counts)) along the corridor shows an average speed of 27.4 miles per hour.

**5. What is the average speed after the project?**

The speed limit for the project area is intended to remain set at 30 miles per hour. The road diet is intended to help enforce that limitation. The balancing of repurposed existing lanes in both directions will serve to slow traffic by nature of one travel lane in the westbound direction and eastbound direction, although buses will likely be able to mostly travel at the speed limit in the eastbound direction due to the BAT lane. As such, overall average travel speeds would likely decrease—which is an intended outcome for a Complete Streets project.

**6. What is the level of service before the project?**

Under the existing 2023 conditions, no intersection or lane group exceeds LOS D in any peak period.

**7. What is the level of service after the project?**

For the future build 2050 scenario, overall intersection delay remains at or better than LOS D along the corridor.

**8. What are the existing number of lanes (total, both directions)?**

Two lanes each direction (4 total) with a turning lane in the middle.

**9. How many lanes are being added (total, both directions)?**

0

**10. How many intersections are along the length of the project?**

16

**11. How many intersections are being improved?**

16

**12. What is the percentage of freight truck traffic on the facility?**

Based on 2023 analysis:

Eastbound: 19.8% 2-axle 4-tire vehicles, 10.5% 2-axle 6-tire vehicles, and 2.4% 3+ axle vehicles

Westbound: 20.5% 2-axle 4-tire vehicles, 13.5% 2-axle 6-tire vehicles, and 1.5% 3+ axle vehicles

**13. Will the project result in shorter trips and reduced VMT? If so, please explain.**

Yes. This is a complete street project designed to accommodate all modes of travel, including pedestrian, bicycle, and transit, it is anticipated that reliance on single-occupant vehicles will be reduced as additional transit options become available. The ITS improvements will allow the right-of-way to better coordinate traffic flow which will limit idling, reduce collisions (through signal timing, flashing yellow arrows, modifications to permitted phasing, upgrading of signal lenses, etc.), and with mode shifts, significantly reduce VMT, all of which contribute to maximizing the efficiency of the corridor for all modes of travel.

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

Discussions with staff from Pierce and Sound Transit; Puyallup Avenue Corridor Conceptual Design - Alternatives Evaluation Report, Nelson-Nygaard 2018; Puyallup Ave. Multimodal Corridor Study, City of Tacoma, 2017; City of Tacoma VMT Calculation; Tacoma Puyallup Avenue Transit/Complete Street Improvements Traffic Analysis, DKS 2023

**15. What is the average daily transit ridership along the corridor?**

3,400

**16. How many daily peak period transit trips service the corridor?**

283

**17. What is the expected increase in transit speed due to the BAT/HOV lanes?**

The project's dedicated transit lane is anticipated to increase transit speed, although the quantitative figure for that increase is currently unknown. The project is supported by both Pierce Transit and Sound Transit as indicated in the attached letters of support, and the City is committed to continued coordination with our transit partners as the design progresses.

**18. What is the expected increase in transit ridership due to the BAT/HOV lanes?**

Transit Population-based trips with the constructed project improvements are expected to increase by 2,930, and by 4,744 for Employee-based trips once the project is constructed.

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

Discussions with staff from Pierce and Sound Transit; Puyallup Avenue Corridor Conceptual Design - Alternatives Evaluation Report, Nelson-Nygaard 2018; Puyallup Ave. Multimodal Corridor Study, City of Tacoma, 2017; City of Tacoma VMT Calculation; Tacoma Puyallup Avenue Transit/Complete Street Improvements Traffic Analysis, DKS 2023

**20. What are the ITS improvements being provided?**

Eight traffic signals (seven existing, one proposed) will be upgraded/constructed with the latest firmware and communications equipment to allow for peer-to-peer networking even outside of time-of-day coordination, while also allowing for emergency vehicle pre-emption. The signals will be interconnected with fiber optic communication across the corridor, linking back to the City's traffic management system. This new system will provide better corridor control with respect to overall signal timing and traffic flow, improved coordination with the LINK light rail system (that crosses the corridor at Pacific Avenue), enhanced transit lane flow, improved access by both transit and general occupancy vehicles to the Tacoma Dome Station, and improved freight movement, particularly at the E. D Street and Portland Avenue signals which provide access to industry in the Tacoma Tideflats, the City of Fife, and access SR 509 and I-5. The new signal proposed at E. L St. will be included in the corridor's planned ITS improvements and will improve access to/from Tacoma's Eastside via the L Street Bridge.

**21. What is the expected improvement to average vehicle delay?**

This project is a complete street project designed to accommodate all modes of travel, including the incorporation of dedicated pedestrian, bicycle and HOV/transit facilities. As a result of these improvements, it is expected the Build scenario will experience minimal reductions in vehicle delay over the No-Build scenario. Specifically, for the future build 2050 scenario, overall intersection delay remains at or better than LOS D along the corridor.

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

Tacoma Puyallup Avenue Transit/Complete Street Improvements Traffic Analysis, DKS 2023

## Air Quality and Climate Change: Bicycle and Pedestrian Facilities

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

This project involves reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulbouts, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared business access/transit lane, as well as minor improvements to related side streets, and other street amenities. Specifically bicycle facilities include:

A two-way cycle track, separated from the roadway by a concrete barrier, is proposed on the north side of Puyallup Avenue for approximately 1.2 miles

The loop ramp that currently supports movements from northbound Portland Avenue to westbound Puyallup Avenue will be reutilized to connect the bike facilities between Puyallup Avenue and the Fishing Wars Memorial Crossing/Bridge. The connection will include a raised shared use path that allows pedestrians and bicyclists to avoid the busy intersection and connect back to the corridor on the south side of the intersection. The loop ramp will continue to be used by buses laterally separated from the trail users, and complementary projects on Portland Avenue will establish a northbound left-turn lane and movement at the Portland Avenue/Puyallup Avenue intersection.

The two-way cycle track along Fishing Wars Memorial Crossing/Bridge will have vertical separation in the form of flexible delineators as part of making its connection into Fife along the south side of the corridor (approximately 0.6 miles)

On the west side of the project area, protected bike lanes are proposed on the north and south sides of the right-of-way to facilitate turning transitions onto South C Street (which connects to the existing Water Flume Line Trail a block to the south). Vertical separation in this area is provided in the form of flexible delineators.

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

1.8 miles

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

Connections to existing bicycle/pedestrian facilities:

Sharrows are proposed for one block of South C Street to connect the bicycle facilities to the Water Flume Line Trail and into South Tacoma.

Minor improvements are proposed on East D Street to connect the bicycle facilities to the Thea Foss Esplanade trail and into Downtown Tacoma.

At East L Street, the new signal will be coordinated with bicycle facilities to facilitate access to Tacoma's East Side, via the existing bicycle lanes on East L Street.

On the east side of the site, Fife will continue the inter-jurisdictional trail to downtown Fife and the Puyallup Tribe of Indians Reservation.

Connections to existing transit facilities:

Through existing signalized intersections/crossings and other intersection improvements as part of the project, the constructed bicycle/trail facilities will have direct access to the Tacoma Dome Station, one of the largest multimodal hubs in the state of Washington serving three transit agencies, three different transit modes, and access to the largest transit-related parking supply in the Puget Sound region.

The trail's repurposed use of the loop ramp will position it for continuing east along Fishing Wars Memorial Crossing/Bridge, but would also provide a direct access "spur" to one of the proposed locations (i.e., exclusively on the east side of Portland Avenue at the East 25th Street area) of the Tacoma Dome Link Extension (TDLE) Station. Even if the final TDLE station is selected to span Portland Avenue in the area of East 25th Street, the trail will be proximate to the station's east side access point(s).

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

From our public outreach and discussions with our Bike, Pedestrian Technical Advisory Group and our Transportation Commission, there is a great desire to improve bicycle access to the transit center, as well as to provide safer access across the entire corridor, including to the future TDLE stations planned nearby at both the east end and in the area of the existing Tacoma Dome Station. Due to lack of supporting infrastructure, there is limited bicycle use on the corridor today as users are forced to share lanes with freight and other vehicles or ride on the existing sidewalks. The actual number of current users is not known (although peak period intersection counts only noted about a dozen corridor-long) nor is the eventual shift from single occupancy vehicles (estimate provided below, however).

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

Bicycle and pedestrian usage is expected to significantly increase once dedicated bicycle facilities are created and the pedestrian environment is completed/enhanced in a consistent accessible manner across the corridor. This increase will be due to riders accessing the transit center for both local and regional rail (Amtrak, LINK, Sounder and the Tacoma Dome Link Extension (TDLE)), as well as local and regional bus service. Additionally, with additional transit-oriented development (with limited or no parking), expanding businesses, foot and bicycle traffic in this area is only expected to grow. Previous traffic forecast completed for Puyallup Avenue identifies a 3% mode split increase in pedestrian and bicycle activity, with a 6% reduction in single occupancy vehicle use.

**6. What is the average bicycle trip length?**

1.8 miles

**7. What is the average pedestrian trip length?**

1.8 miles

**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.)**

Traffic counts and a transportation forecasting and operational analysis was completed as part of Puyallup Avenue Corridor Conceptual Design - Alternatives Evaluation Report, Nelson-Nygaard 2018. Bicycle and Pedestrian Trip Length were taken from the attached VMT calculation which references the Comparison of Household Surveys for 1985-1988, 1999, and 2006 in the Puget Sound Region.

## Total Estimated Project Cost and Schedule

**1. Estimated project completion date**

December 2029

**2. Total project cost**

\$33,533,865.00

## Funding Documentation

**1. Documents**

Combined\_Financials\_-\_External\_Funding.pdf, Local\_Funding.pdf

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

Design Phase:  
\$2,162,500 in STBG (PSRC) funding for the Design Phase is secured per the attached award letters.  
\$337,500 in local funds for the design phase are secured per the attached page from the adopted City of Tacoma TIP  
Right-of-Phase:  
\$1,000,000 in Move Ahead Washington funds for the Right-of-Way phase are secured per the

attached award letters.

Construction Phase:

\$13,900,000 in Move Ahead Washington funds are secured for the construction phase per the

attached award letter.

\$8,000,000 in Move Ahead Washington funds are secured for the construction phase per the attached award letter.

\$2,668,865 in local funds for the design phase are secured per the attached page from the adopted City of Tacoma TIP

\$5,465,000 unsecured STBG funds for the construction phase (This Request)

| Phase        | Year | Alternate Year | Amount         |
|--------------|------|----------------|----------------|
| construction | 2027 |                | \$5,465,000.00 |

Total Request: \$5,465,000.00

## Project Readiness: PE

### PE

| Funding Source | Secured/Unsecured | Amount         |
|----------------|-------------------|----------------|
| STBG(PSRC)     | Secured           | \$2,162,500.00 |
| Local          | Secured           | \$337,500.00   |
|                |                   | <hr/>          |
|                |                   | \$2,500,000.00 |

**Expected year of completion for this phase:** 2025

### ROW

| Funding Source | Secured/Unsecured | Amount         |
|----------------|-------------------|----------------|
| MAW            | Secured           | \$1,000,000.00 |
|                |                   | <hr/>          |
|                |                   | \$1,000,000.00 |

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

### Construction

| Funding Source | Secured/Unsecured | Amount          |
|----------------|-------------------|-----------------|
| Local          | Secured           | \$2,668,865.00  |
| STBG(PSRC)     | Unsecured         | \$5,465,000.00  |
| MAW            | Secured           | \$13,900,000.00 |
| MAW            | Secured           | \$8,000,000.00  |
|                |                   | <hr/>           |
|                |                   | \$30,033,865.00 |

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

### 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?**  
June 1, 2021
- 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.**  
Currently at 30% Design  
60% Design Anticipated to occur in June 2024

90% Design Anticipated to occur in October 2024

100% Design Anticipated to occur in July 2025

**7. When are preliminary plans expected to be complete?**

July 2025

## Project Readiness: NEPA

**1. Documents**

Combined\_Financials\_-\_External\_Funding.pdf, Local\_Funding.pdf

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

Design Phase:

\$2,162,500 in STBG (PSRC) funding for the Design Phase is secured per the attached award letters.

\$337,500 in local funds for the design phase are secured per the attached page from the adopted

City of Tacoma TIP

Right-of-Phase:

\$1,000,000 in Move Ahead Washington funds for the Right-of-Way phase are secured per the attached award letters.

Construction Phase:

\$13,900,000 in Move Ahead Washington funds are secured for the construction phase per the attached award letter.

\$8,000,000 in Move Ahead Washington funds are secured for the construction phase per the attached award letter.

\$2,668,865 in local funds for the design phase are secured per the attached page from the adopted City of Tacoma TIP

\$5,465,000 unsecured STBG funds for the construction phase (This Request)

## 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?**

July 2025

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

May 2027

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

ROW plan not yet complete and full scope of ROW needs are unknown, however it is anticipated that at a minimum there will be some temporary construction easements needed.

**5. What is the zoning in the project area?**

A mix of Warehouse Residential (WR), Downtown Mixed-Use (DMU), and M-1 Light Industrial. The project area is also located within the RPA (Reduced Parking Area). Zoning for this area within the RPA supports a high concentration of residential uses with minimal parking requirements.

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

Our general goal is to complete the improvements within the existing 100-foot right-of-way, and our schedule currently allows for approximately 2 years of the RW phase. We anticipate being able to complete the RW phase within 1 year; the additional time will allow for us to address any unforeseen significant RW issues that may occur.

**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.**

December 2025 - True Cost Estimate

May 2027 - 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?**

Categorical Exclusion (CE)

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).**

May 2025

## 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?**

July 2025

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

May 2027

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

ROW plan not yet complete and full scope of ROW needs are unknown, however it is anticipated that at a minimum there will be some temporary construction easements needed.

5. **What is the zoning in the project area?**

A mix of Warehouse Residential (WR), Downtown Mixed-Use (DMU), and M-1 Light Industrial. The project area is also located within the RPA (Reduced Parking Area). Zoning for this area within the RPA supports a high concentration of residential uses with minimal parking requirements.

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

Our general goal is to complete the improvements within the existing 100-foot right-of-way, and our schedule currently allows for approximately 2 years of the RW phase. We anticipate being able to complete the RW phase within 1 year; the additional time will allow for us to address any unforeseen significant RW issues that may occur.

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.**

December 2025 - True Cost Estimate  
May 2027 - ROW Certification

## Project Readiness: Construction

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

Yes

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

Yes

3. **Engineers estimate document**

30\_Percent\_Cost\_Estimate.pdf

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

NEPA approval and NPDES anticipated to be approved by July 2025.

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

No

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

July 2025

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

August 2027



# Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104 • 1035 ||| psrc.org ||| 206 • 464 • 7090

June 3, 2021

The Honorable Victoria Woodards  
City of Tacoma  
747 Market St., 12th Floor  
Tacoma, WA 98402

Dear Mayor Woodards,

Congratulations! I'm pleased to let you know that the City of Tacoma is receiving \$5,249,352 in PSRC funding for the following projects:

| PROJECT  | AWARD AMOUNT | FUNDING DEADLINE                         |
|--|--------------|--|
| I Street Overlay   | \$15,315     | increase to 2021 award due July 15, 2021 |
| Portland Avenue Freight and Access Improvements            | \$6,537      | increase to 2021 award due July 15, 2021 |
| Puyallup Ave Transit/Complete Street Improvements          | \$62,500     | increase to 2021 award due July 15, 2021 |
| Prairie Line Trail Phase II                                | \$4,400,000  | June 1, 2023                             |
| South Sound Freight Priority Modeling and Capital Planning | \$765,000    | June 1, 2022                             |

Funding was approved by the Puget Sound Regional Council's Executive Board in April and May. Supplemental Federal Highway Administration funds became available this year to award to projects on PSRC's adopted contingency lists from the last major project competition. Additionally, PSRC is directing funds to "ready to go" projects from the contingency lists to meet our "use it or lose it" regional project delivery target for 2021.

Securing federal transportation funding for communities in the region is one of the key roles of the PSRC. Our project selection process is merit-based and helps identify the highest priority projects that will improve local and regional mobility and help achieve our long-range Regional Transportation Plan.

As the region continues to work on maintaining and improving our transportation infrastructure, we are grateful for partners like you working to enhance mobility, support a resilient economy, and sustain a healthy environment and quality of life for people in the region.

Thank you for your leadership and for the excellent work by your staff during a difficult year. I look forward to continuing to partner with you on efforts to help the region thrive now and into the future.

Sincerely,

Josh Brown  
Executive Director  
Puget Sound Regional Council

cc: Kurtis Kingsolver, Director of Public Works





# Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

October 31, 2018

The Honorable Victoria Woodards  
City of Tacoma  
747 Market Street, 12t Floor  
Tacoma, WA 98402

Dear Mayor Woodards:

*Victoria*  
Congratulations! I'm pleased to let you know that the City of Tacoma is receiving \$3,645,430 in PSRC funding for the following project(s):

| PROJECT   | AWARD AMOUNT | FUNDING SOURCE | FUNDING DEADLINE |
|---|--------------|----------------|------------------|
| I Street Overlay                                  | \$98,000     | FHWA           | June 1, 2021     |
| I Street Overlay                                  | \$652,000    | FHWA           | June 1, 2022     |
| Portland Avenue Freight and Access Improvements   | \$370,430    | FHWA           | June 1, 2021     |
| Cultural Shift to Active Transportation           | \$274,550    | FHWA           | June 1, 2021     |
| Cultural Shift to Active Transportation           | \$150,450    | FHWA           | June 1, 2022     |
| Puyallup Ave Transit/Complete Street Improvements | \$2,100,000  | FHWA           | June 1, 2021     |

The PSRC Executive Board voted in October to award federal funds to priority projects that will improve local and regional mobility. Final approval by the Governor and federal funding agencies is expected in early 2019.

PSRC's merit-based project selection process is rigorous and helps identify the highest priority projects that will improve local and regional mobility and help achieve our long-range Regional Transportation Plan. The projects are part of a \$6.4 billion Transportation Improvement Program for 2019-2022 that includes state highway improvements, light rail and bus rapid transit service, bicycle and pedestrian facilities, and investments in city and county roads.

As the region continues to grow at fast pace, we are grateful for partners like you working to improve mobility, support a growing economy, and sustain a healthy environment and quality of life for people in the region. Thank you for your leadership and for the excellent work by your staff. I look forward to continuing to partner with you on efforts to help the region thrive now and into the future.

Sincerely,

*Josh Brown*

Josh Brown  
Executive Director, Puget Sound Regional Council

*Excellent projects!*

CC: Peter Huffman, Planning & Development Services Director  
Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer

May 19, 2023

Mr. Josh Diekmann, PE  
Interim Public Works Director  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, Washington 98402-3701

**RE: Puyallup Ave Transit/Complete Street Improvements  
Move Ahead Washington – Tier Pedestrian & Bicycle  
2023-25 Transportation Budget  
State Funding**

Dear Mr. Diekmann:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding in the 2023-25 Transportation Budget through the Move Ahead Washington (MAWA) – Tier Pedestrian & Bicycle program. The state funding is limited as shown below:

|  |                    |
|--|--------------------|
| <b>Puyallup Ave Transit/Complete Street Improvements</b> | <b>\$9,000,000</b> |
| <i>2023-25 Available Funding:</i>                        | <i>\$3,000,000</i> |
| <i>2025-27 Available Funding:</i>                        | <i>\$6,000,000</i> |

**Scope:** The 1.2-mile section South C Street to Portland Avenue includes reconstruction of the roadway with complete street elements including bike lanes, sidewalks/curb ramps, bulb outs, crosswalks, signals, lighting, landscaping, bus stops, improved connections to regional transit services and active transportation facilities.

The MAWA legislation intends to provide funding in future biennia for this project. However, until the remaining appropriations are provided by future legislatures, we can only reimburse your agency for the approved work completed on the project, up to the 2023-25 available funding amount. Since, WSDOT is unable to pay more than the biennial amount, it is critical that the city plan its work and schedule so that the funds match the work. As a reminder, the amount of MAWA funds available in each biennium is contained within the enacting legislation.

In order to meet state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information, including: (<http://www.wsdot.wa.gov/localprograms/>)

Mr. Josh Diekman, PE  
City of Tacoma  
May 19, 2023

- ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
- ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Tacoma** and your password is **Tacom113**. The password is case sensitive.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, John Ho, at (564) 669-1018 or [John.Ho@wsdot.wa.gov](mailto:John.Ho@wsdot.wa.gov).

Sincerely,



Jay Drye, PE  
Director  
Local Programs

JD:st

cc: Kelly McGourty, Transportation Director, PSRC  
John Ho, Olympic Region Local Programs Engineer

May 19, 2023

Mr. Josh Diekmann, PE  
Interim Public Works Director  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, Washington 98402-3701

**RE: Fife to Tacoma Pedestrian Access  
Move Ahead Washington – Tier Pedestrian & Bicycle  
2023-25 Transportation Budget  
State Funding**

Dear Mr. Diekmann:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding in the 2023-25 Transportation Budget through the Move Ahead Washington (MAWA) – Tier Pedestrian & Bicycle program. The state funding is limited as shown below:

**Fife to Tacoma Pedestrian Access** **\$13,900,000**

***2023-25 Available Funding: \$1,250,000***

***2025-27 Available Funding: \$5,000,000***

***2027-29 Available Funding: \$7,650,000***

**Scope:** Constructs a regional nonmotorized path easterly from Downtown Tacoma via Puyallup Avenue to SR 167 new alignment in Fife and continuing adjacent or near SR 167 to Puyallup Riverwalk Trail near Meridian Avenue E.

The MAWA legislation intends to provide funding in future biennia for this project. However, until the remaining appropriations are provided by future legislatures, we can only reimburse your agency for the approved work completed on the project, up to the 2023-25 available funding amount. Since, WSDOT is unable to pay more than the biennial amount, it is critical that the city plan its work and schedule so that the funds match the work. As a reminder, the amount of MAWA funds available in each biennium is contained within the enacting legislation.

In order to meet state requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information, including: (<http://www.wsdot.wa.gov/localprograms/>)

Mr. Josh Diekman, PE  
City of Tacoma  
May 19, 2023

- ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
- ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Tacoma** and your password is **Tacom113**. The password is case sensitive.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, John Ho, at (564) 669-1018 or [John.Ho@wsdot.wa.gov](mailto:John.Ho@wsdot.wa.gov).

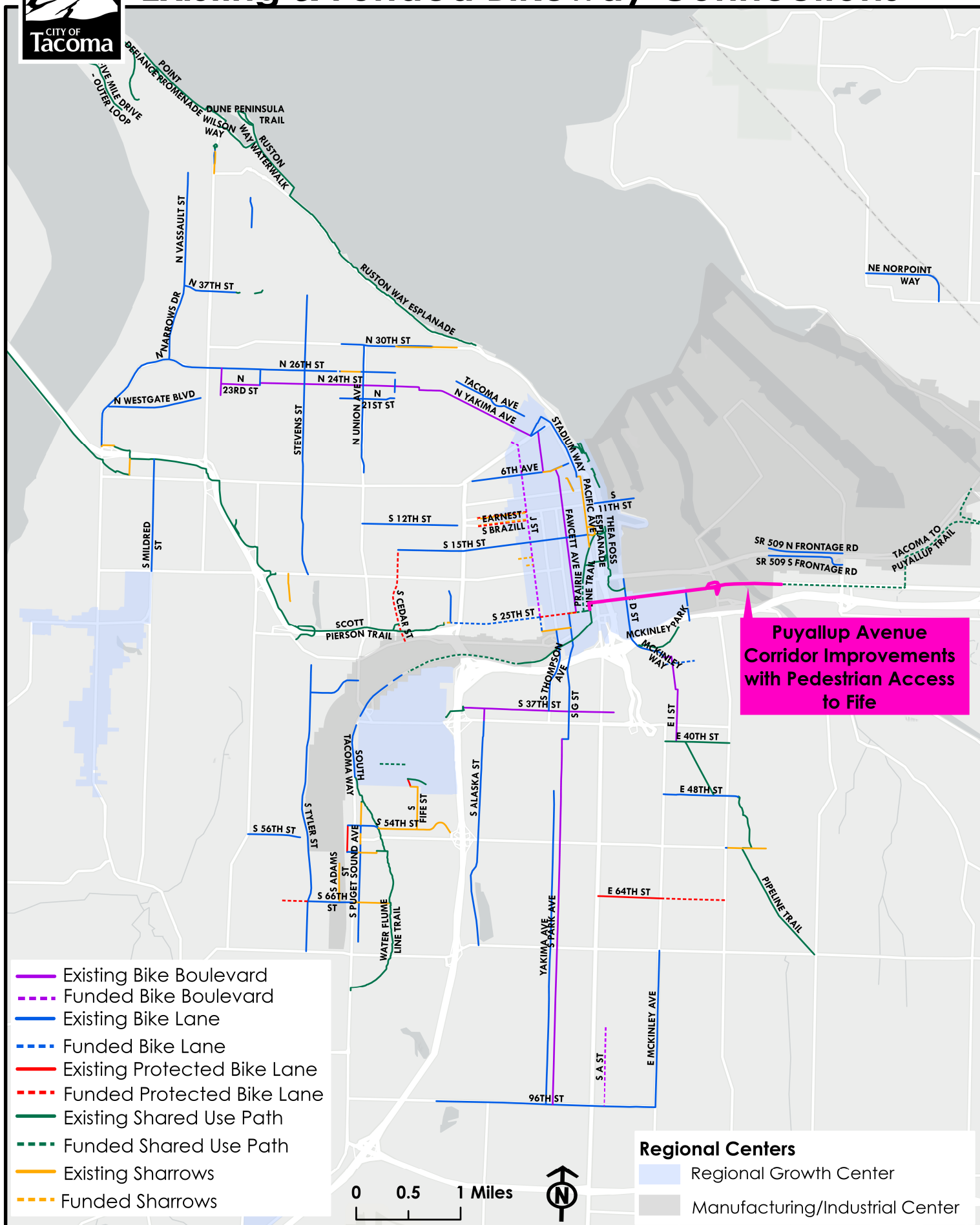
Sincerely,



Jay Drye, PE  
Director  
Local Programs

JD:st

cc: Kelly McGourty, Transportation Director, PSRC  
John Ho, Olympic Region Local Programs Engineer, MS 47440





**Puyallup Ave - Cost Estimate**

| Item | Spec | Description   | Unit          | Total | Unit Cost | Total Cost |
|------|------|---|---------------|-------|-----------|------------|
| R-   | 1-05 | Roadway Surveying                                       | Lump Sum      | 1     | 450000    | 450000     |
| R-   | 1-05 | Project Redline Drawings                                | Lump Sum      | 1     | 5000      | 5000       |
| R-   | 1-07 | SPCC Plan   | Lump Sum      | 1     | 1000      | 1000       |
| R-   | 1-09 | Mobilization  | Lump Sum      | 1     | 2000000   | 2000000    |
| R-   | 1-10 | Pedestrian Traffic Control                              | Lump Sum      | 1     | 550000    | 550000     |
| R-   | 1-10 | Project Temporary Traffic Control                       | Lump Sum      | 1     | 1750000   | 1750000    |
| R-   | 2-01 | Clearing and Grubbing                                   | Lump Sum      | 1     | 200000    | 200000     |
| R-   | 2-01 | Certified Arborist                                      | Lump Sum      | 1     | 15000     | 15000      |
| R-   | 2-01 | Certified Arborist Assessment Report Compliance         | Force Account | 1     | 50000     | 50000      |
| R-   | 2-02 | Removal of Structures and Obstructions                  | Lump Sum      | 1     | 300000    | 300000     |
|      | 2-02 | Existing Irrigation Systems                             | Force Account | 1     | 15000     | 15000      |
| R-   | 2-03 | Roadway Excavation of Contaminated Material, Incl. Haul | Cu. Yd.       | 2511  | 85        | 213393     |
| R-   | 2-03 | Roadway Excavation, Incl. Haul                          | Cu. Yd.       | 7532  | 45        | 338918     |
| R-   | 2-03 | Gravel Borrow Incl. Haul                                | Ton           | 2561  | 35        | 89635      |
| R-   | 2-09 | Shoring or Extra Excavation Class B                     | Sq. Ft.       | 31402 | 2         | 62804      |
| R-   | 2-09 | Structure Excavation Class B                            | Cu. Yd.       | 4080  | 40        | 163200     |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class CA              | Sq. Yd.       | 9125  | 45        | 410625     |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class H               | Sq. Yd.       | 105   | 40        | 4200       |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class A2              | Sq. Yd.       | 175   | 10        | 1750       |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class A4              | Sq. Yd.       | 3420  | 10        | 34200      |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class A8              | Sq. Yd.       | 26560 | 15        | 398400     |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class C6              | Sq. Yd.       | 12320 | 20        | 246400     |
| R-   | 2-14 | Remove Existing Pavement, Type I, Class C12             | Sq. Yd.       | 4000  | 35        | 140000     |
| R-   | 2-15 | Remove Curb   | Lin. Ft.      | 13727 | 10        | 137270     |
| R-   | 2-16 | Remove Catch Basin                                      | Each          | 58    | 600       | 34800      |
| R-   | 2-16 | Remove Manhole  | Each          | 9     | 700       | 6300       |
| R-   | 2-16 | Remove Sewer Cleanout                                   | Each          | 3     | 500       | 1500       |
| R-   | 2-17 | Site Health and Safety Plan                             | Lump Sum      | 1     | 1000      | 1000       |
| R-   | 2-17 | Site Health and Safety Officer                          | Lump Sum      | 1     | 5000      | 5000       |
| R-   | 2-17 | Subgrade Maintenance and Protection Plan                | Lump Sum      | 1     | 1000      | 1000       |
| R-   | 4-04 | Crushed Surfacing Top Course                            | Ton           | 5487  | 50        | 274355     |

|    |      |   |          |       |        |         |
|----|------|---|----------|-------|--------|---------|
| R- | 4-04 | Crushed Surfacing Base Course                             | Ton      | 5932  | 45     | 266938  |
| R- | 5-04 | Planing Bituminous Pavement                               | Sq. Yd.  | 21380 | 5      | 106900  |
| R- | 5-04 | HMA CL 1/2" PG 58H-22 for Temporary Pavement Patch        | Ton      | 184   | 100    | 18400   |
| R- | 5-04 | HMA for Approach CL 1/2" PG 58H-22                        | Sq. Yd.  | 795   | 75     | 59625   |
| R- | 5-04 | HMA CL 1/2" PG 58H-22                                     | Ton      | 7332  | 115    | 843137  |
| R- | 5-05 | Cement Concrete Pavement 8" Section                       | Sq. Yd.  | 15    | 125    | 1875    |
| R- | 5-05 | Cement Concrete Pavement 10" Section                      | Sq. Yd.  | 18065 | 120    | 2167800 |
| R- | 5-05 | Decorative Stamped Concrete                               | Sq. Yd.  | 460   | 125    | 57500   |
| R- | 7-05 | Catch Basin Type 1  | Each     | 66    | 1250   | 82500   |
| R- | 7-05 | Catch Basin Type 2  | Each     | 15    | 4000   | 60000   |
| R- | 7-05 | Adjust Existing Catch Basin                               | Each     | 12    | 500    | 6000    |
| R- | 7-05 | Adjust Existing Manhole                                   | Each     | 73    | 500    | 36500   |
|    | 7-05 | Adjust Existing Gas Valve Chamber to Grade                | Each     | 29    | 500    | 14500   |
| R- | 7-05 | Adjust Existing Water Valve Chamber to Grade              | Each     | 56    | 500    | 28000   |
| R- | 7-05 | Adjust Sewer Cleanout                                     | Each     | 11    | 500    | 5500    |
|    | 7-05 | Adjust Existing Utility Manhole                           | Each     | 33    | 1000   | 33000   |
| R- | 7-05 | Manhole 48 In. Diam. Type 1                               | Each     | 13    | 5000   | 65000   |
| R- | 7-05 | Connect New Sewer Pipe Existing Structure                 | Each     | 6     | 1000   | 6000    |
| R- | 7-05 | Reconnect Existing Sewer Pipe to New Structure            | Each     | 67    | 1000   | 67000   |
| R- | 7-08 | CDF for Pipe Abandonment                                  | Cu. Yd.  | 11    | 250    | 2750    |
| R- | 7-08 | Plugging Existing Pipe                                    | Each     | 18    | 250    | 4500    |
| R- | 7-17 | Removal and Replacement of Unsuitable Material Incl. Haul | Cu. Yd.  | 3056  | 60     | 183360  |
| R- | 7-17 | Sewer Cleanout  | Each     | 2     | 800    | 1600    |
| R- | 7-17 | PVC Storm Sewer Pipe 12 In. Diam.                         | Lin. Ft. | 2870  | 100    | 287000  |
| R- | 7-17 | Ductile Iron Storm Sewer Pipe 12 In. Diam.                | Lin. Ft. | 1085  | 115    | 124775  |
| R- | 7-21 | Commercial Storm Drain                                    | Lin. Ft. | 41    | 1500   | 61500   |
| R- | 8-01 | Erosion/Water Pollution Control                           | Lump Sum | 1     | 250000 | 250000  |
| R- | 8-01 | Stormwater Pollution Prevention Plan (SWPPP)              | Lump Sum | 1     | 1000   | 1000    |
| R- | 8-01 | NPDES Construction Stormwater General Permit              | Lump Sum | 1     | 1000   | 1000    |
| R- | 8-02 | Site Restoration  | Lump Sum | 1     | 200000 | 200000  |
| R- | 8-02 | Plant Selection   | Each     | 496   | 550    | 272800  |
|    | 8-02 | Soil Amendment  | Sq. Yd.  | 8170  | 35     | 285950  |
| R- | 8-02 | Shrub Selection   | Each     | 1140  | 15     | 17100   |



|    |      |  |          |       |         |         |
|----|------|--|----------|-------|---------|---------|
| R- | 8-04 | Cement Conc. Traffic Curb and Gutter         | Lin. Ft. | 18320 | 30      | 549600  |
| R- | 8-04 | Pedestrian Curb                              | Lin. Ft. | 335   | 20      | 6700    |
| R- | 8-04 | Cement Conc. Traffic Curb                    | Lin. Ft. | 9580  | 20      | 191600  |
| R- | 8-06 | Cement Conc. Driveway Entrance               | Sq. Yd.  | 3934  | 90      | 354060  |
| R- | 8-12 | Chain Link Fence                             | Lin. Ft. | 1100  | 50      | 55000   |
| R- | 8-12 | Remove Existing Fence                        | Lin. Ft. | 1150  | 20      | 23000   |
| R- | 8-13 | Poured Monument                              | Each     | 19    | 1000    | 19000   |
| R- | 8-14 | Cement Conc. Sidewalk                        | Sq. Yd.  | 14865 | 75      | 1114875 |
| R- | 8-14 | Cement Conc. Curb Ramp                       | Each     | 148   | 2250    | 333000  |
| R- | 8-20 | Signal, Illumination, ITS Improvements       | Lump Sum | 1     | 6592000 | 6592000 |
| R- | 8-21 | Permanent Signing                            | Lump Sum | 1     | 300000  | 300000  |
| R- | 8-22 | Plastic Line                                 | Lin. Ft. | 43550 | 3       | 130650  |
| R- | 8-22 | Plastic Stop Line                            | Lin. Ft. | 880   | 6       | 5280    |
| R- | 8-22 | Plastic Traffic Letter                       | Lin. Ft. | 100   | 100     | 10000   |
| R- | 8-22 | Plastic Traffic Arrow                        | Lin. Ft. | 80    | 175     | 14000   |
| R- | 8-22 | Plastic Crosswalk                            | Lin. Ft. | 6000  | 10      | 60000   |
| R- | 8-22 | Plastic Sharrow Marking                      | Each     | 4     | 500     | 2000    |
| R- | 8-22 | Plastic Bicycle Lane Marking                 | Each     | 70    | 500     | 35000   |
| R- | 8-22 | Plastic Chevron                              | Each     | 50    | 100     | 5000    |
| R- | 8-22 | Green Durable Product                        | Sq. Ft.  | 7450  | 15      | 111750  |
| R- | 8-22 | Plastic Bicycle Crosswalk Marking            | Lin. Ft. | 1500  | 20      | 30000   |
| R- | 8-22 | Salvage and Relocate Trash Can               | Each     | 4     | 500     | 2000    |
| R- | 8-22 | Low Profile Plastic Curbing with Delineators | Lin. Ft. | 4050  | 55      | 222750  |
| R- | 8-22 | Irrigation System                            | Lump Sum | 1     | 200000  | 200000  |
| R- | 8-22 | RRFB   | Each     | 1     | 70000   | 70000   |
| R- | 8-40 | Wetland Mitigation                           | Each     | 1     | 10000   | 10000   |
| R- | 8-41 | Raised Crossing                              | Each     | 1     | 25000   | 25000   |

|                          |  |  |                                |                 |
|--------------------------|--|--|--------------------------------|-----------------|
| Bid Items per Unit Price |  |  | SUB TOTAL                      | \$23,992,523.47 |
|                          |  |  | Contingency (10%)              | \$2,399,252.35  |
|                          |  |  | Construction Engineering (15%) | \$3,598,878.52  |
|                          |  |  | Total                          | \$29,990,654.33 |

# Tacoma Six-Year Transportation Program Amended Year 2024 and 2025-2030

## Active Transportation

**Project Title:** Puyallup Ave Corridor Improvements with pedestrian access to Fife

**Project Number:** PWK-G0020

**Project Description:** Reconstruction of a roadway with complete street elements including sidewalks/curb ramps, bulbouts, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared HOV/transit lane, as well as minor improvements to side streets to reorient/increase functionality of parking spaces, and other street amenities. The pavement design for driving lanes will meet heavy haul standards.

**Project Manager:** Charla Kinlow

**Project Location:** Portland Ave to 450 feet east of Eels Street/20th Street East intersection

**Project Status:** 30% design

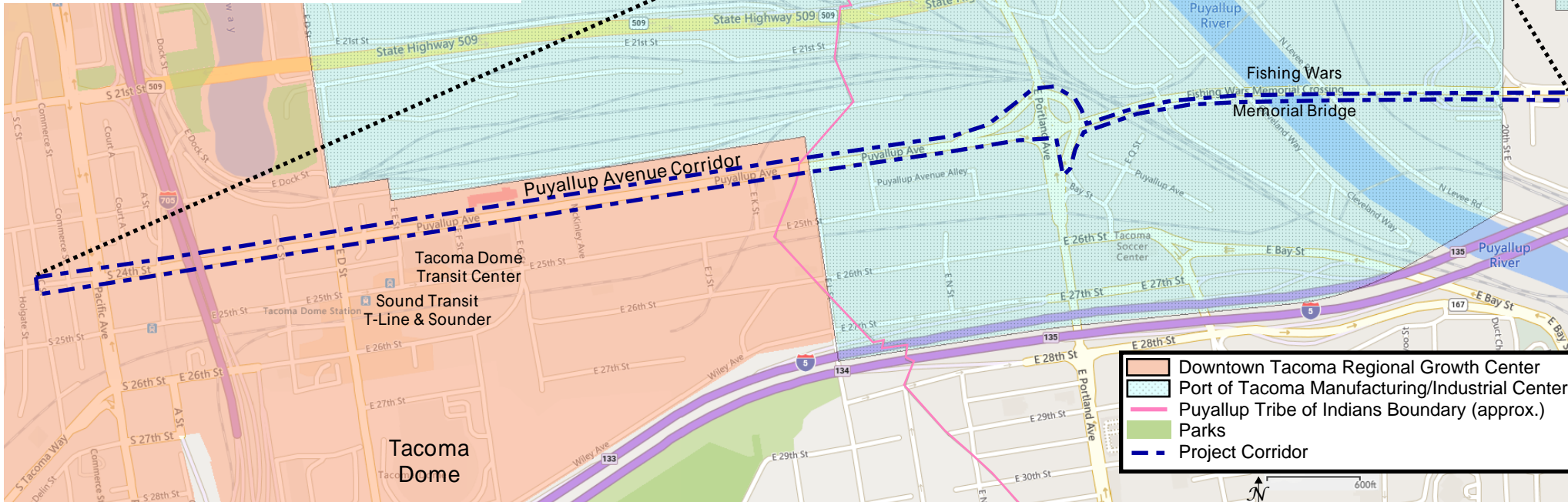
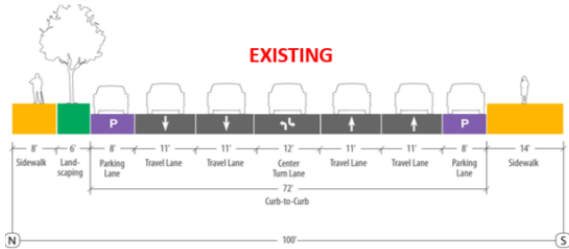
| Project Funding Plan                           |                         |          |                  |                   |
|--|-------------------------|----------|------------------|-------------------|
| Funding Source                                 | Previously Appropriated | New      | Unconfirmed      | Total             |
| City - Contribution from Other Fund            | 17,642                  | -        | -                | 17,642            |
| Fund Reserve - 1085 - Voted Streets Initiative | 3,011,365               | -        | -                | 3,011,365         |
| Grant - Federal                                | 2,162,500               | -        | -                | 2,162,500         |
| Grant - State                                  | 22,900,000              | -        | 5,460,000        | 28,360,000        |
| <b>Grand Total</b>                             | <b>28,091,507</b>       | <b>-</b> | <b>5,460,000</b> | <b>33,551,507</b> |

| Six-Year Spending Plan  |                  |                |                |                   |                   |
|-------------------------|------------------|----------------|----------------|-------------------|-------------------|
| Funding Type            | Prior Spending   | 2025           | 2026           | 2027-2030         | Total             |
| New                     | -                | -              | -              | -                 | -                 |
| Previously Appropriated | 2,422,000        | 115,000        | 100,000        | 25,454,507        | 28,091,507        |
| Unconfirmed             | -                | -              | -              | 5,460,000         | 5,460,000         |
| <b>Grand Total</b>      | <b>2,422,000</b> | <b>115,000</b> | <b>100,000</b> | <b>30,914,507</b> | <b>33,551,507</b> |

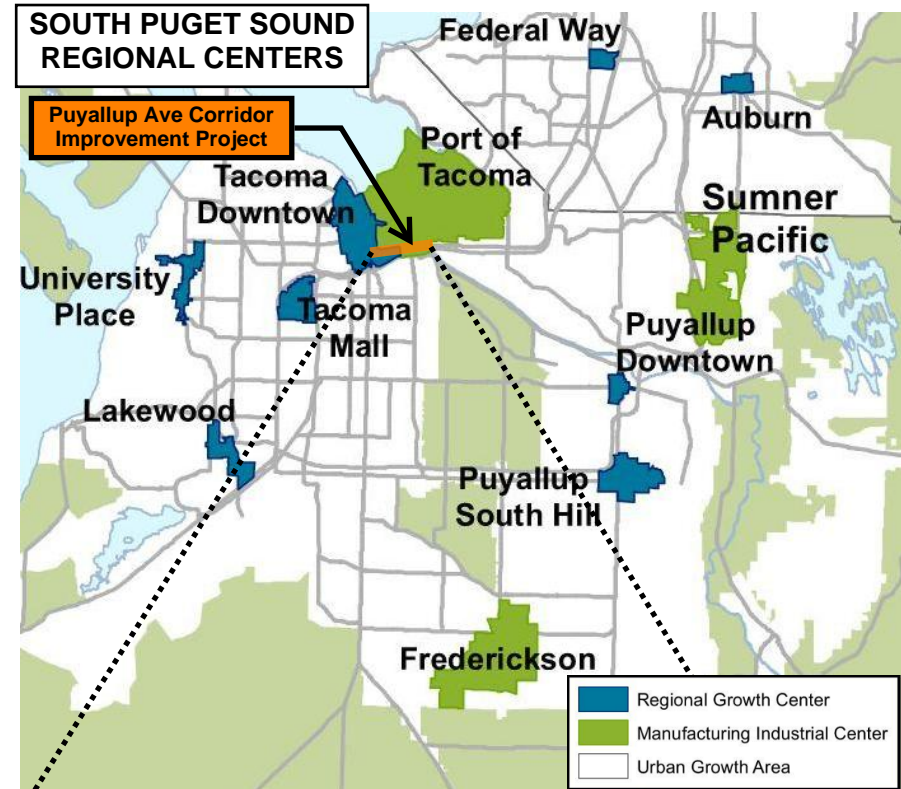
# Puyallup Avenue Corridor Complete Street Improvements

## Vicinity Map & Location Context

Looking West Along Puyallup Avenue from Portland Avenue

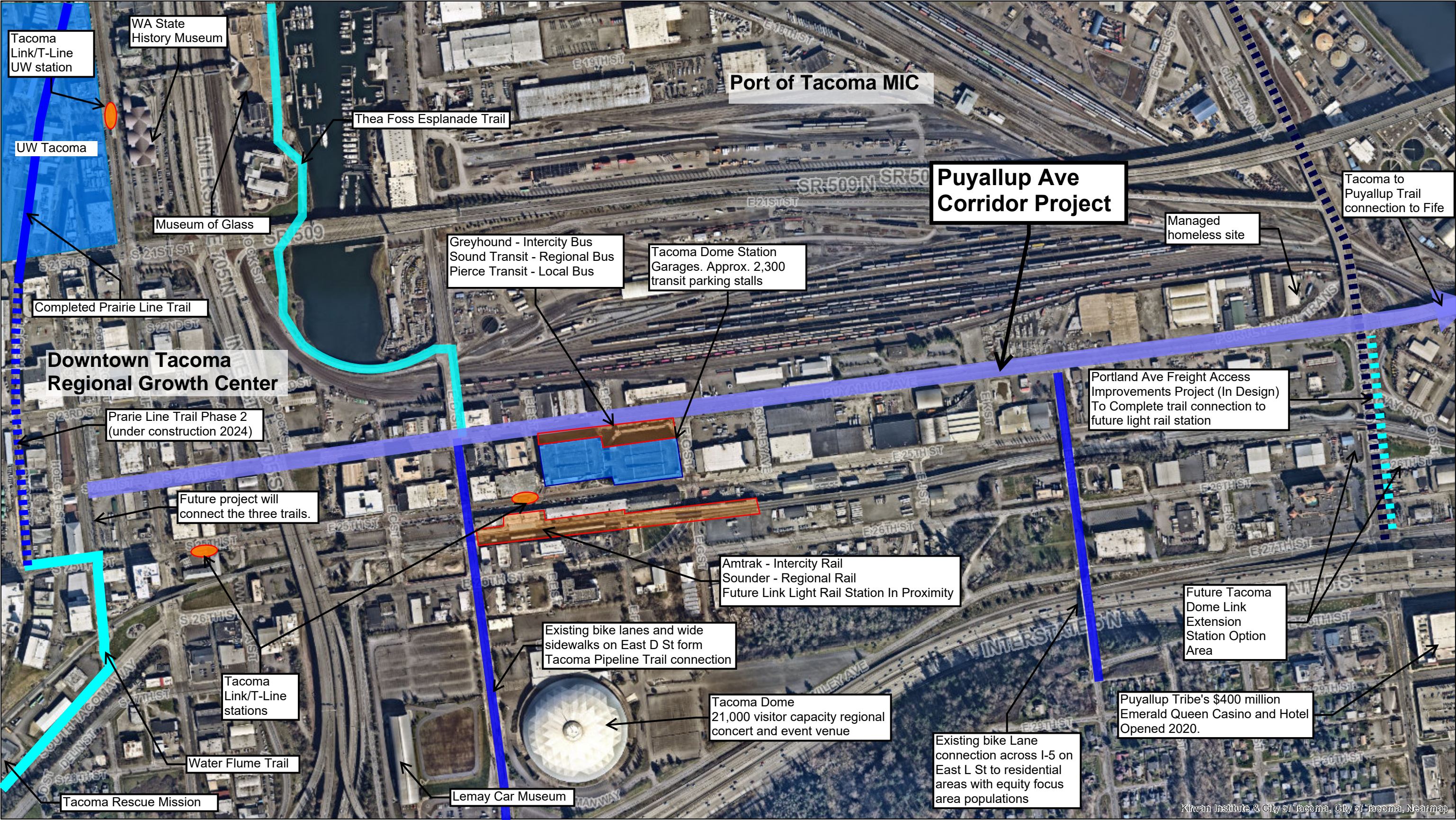


### SOUTH PUGET SOUND REGIONAL CENTERS





# Project Area Transportation Context







City of Tacoma

Bicycle Pedestrian Technical Advisory Group

April 3, 2024

Puget Sound Regional Council  
c/o Charla Kinlow  
747 Market Street, Rm. 520  
Tacoma, WA 98402

**Re: Puyallup Ave Corridor Improvements with Pedestrian Access to Fife**

Dear Puget Sound Regional Council,

We, the City of Tacoma's Bicycle and Pedestrian Technical Advisory Group, are pleased to offer our continued support of the **Puyallup Ave Corridor Improvements with Pedestrian Access to Fife Project**.

Currently, accessing the Tacoma Dome Station is unsafe and impractical, if not impossible, for many community members who cannot or do not drive or who would prefer the option to connect to regional transit via active transportation or local bus service.

We believe it is possible to transform Puyallup Avenue into a corridor that makes it not only easier, but preferable for people of all ages and abilities to access the Dome District and our regional transit center without a personal vehicle.

As part of the Tacoma to Puyallup Regional Trail – this corridor fills a critical missing link in our local and regional active transportation network. This Tacoma to Puyallup Trail will create safe active transportation connections between the cities of Tacoma, Fife, and Puyallup and across the Puyallup Tribe Reservation – increasing access to transit, jobs, housing, and community destinations!

To have this corridor prioritize safety and accessibility for people walking, bicycling, rolling, and taking transit would be a step in the right direction for the City who is trying to meet goals outlined in their Comprehensive Plan, Climate Action Plan, and Vision Zero Action Plan as well as Puget Sound Regional Council's Vision 2050 plan.

Sincerely,

Jennifer Halverson Kuehn  
Chair, City of Tacoma Bicycle Pedestrian Technical Advisory Group

March 29, 2024

Ramiro A. Chavez, P.E. PgMP - Public Works Director/City Engineer  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, WA 98402

Subject: Letter of Support – City of Tacoma: Puyallup Ave Corridor Improvements with Pedestrian Access to Fife

Dear Mr. Chavez:

I am writing to offer Pierce Transit's support of the City of Tacoma's grant application for Regional FHWA funding from the Puget Sound Regional Council for the Puyallup Ave Corridor Improvements with Pedestrian Access to Fife Project.

Puyallup Avenue is a significant transportation corridor in and gateway to the city, with direct access to the Tacoma Dome Station, one of the largest multimodal hubs in the state of Washington. The Tacoma Dome Station is served by Pierce Transit local, SHUTTLE Paratransit, and on-demand Runner transit service, Sound Transit's buses, T Line light rail, Sounder Service and future Tacoma Dome Link Extension regional light rail service, and regional Amtrak service.

Despite serving such a major transit hub, the current street configuration of Puyallup Avenue does not support all modes of travel. Developing this corridor to prioritize multimodal safety, enhance ADA accessibility, and add safe and connected bicycle facilities will significantly improve access to transit – particularly for community members who cannot or do not drive. The Business Access Transit (BAT) lane which is part of this project will support better transit speeds and reliability, making transit a more attractive choice and prioritizing the needs of existing and future transit riders.

These improvements are in the best interests of the city and the Central Puget Sound region. Pierce Transit looks forward to continued coordination with the City of Tacoma's Planning & Public Works team as the project moves forward.

Sincerely,



Mike Griffus  
Chief Executive Officer, Pierce Transit

cc: Charla Kinlow – City of Tacoma Public Works/Engineering Division



April 5, 2024

Ramiro A. Chavez, P.E. PgMP  
Public Works Director/City Engineer  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, WA 98402

**Subject: Port of Tacoma support for the City of Tacoma:  
Puyallup Ave Corridor Improvements with Pedestrian Access to Fife**

Dear Mr. Chavez:

The Port of Tacoma is pleased to offer our support for the City of Tacoma's **Puyallup Ave Corridor Improvements with Pedestrian Access to Fife Project** PSRC grant application, as part of the regional competition.

Puyallup Avenue is a significant transportation corridor in the City and is classified as a T-3 street and a resiliency route for the Port of Tacoma. The completed project would include infrastructure elements key to freight mobility by improving the corridor's efficiency.

The current asphalt travel lanes on Puyallup Avenue are in poor condition and were not originally constructed to handle the weight of shipping containers and other heavy haul traffic. Replacing the existing asphalt with an appropriate pavement design, adding supportive turn lanes at intersections, and incorporating intelligent transportation system components, such as interconnected and optimized traffic signals and emergency vehicle preemption, will improve the overall function, capacity, and safety of the corridor.

Developing this corridor is in the best interest of the City of Tacoma, the region, and the Port of Tacoma. As a connector of centers and the hub of transit activities, the rehabilitation and preservation of Puyallup Avenue will reap economic, social and environmental benefits for years to come.

Please don't hesitate to reach out if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Eric D. Johnson".

Eric D. Johnson, Executive Director  
Port of Tacoma

cc: Port of Tacoma Commissioners



# Puyallup Tribe of Indians



March 23, 2022

Mayor Victoria Woodards  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, WA 98402

Dear Mayor Woodards:

The Puyallup Tribe of Indians is pleased to offer our support of the Puyallup Avenue Transit/ Complete Street Improvement Project from S. C Street to Portland Avenue.


Puyallup Avenue is a significant transportation corridor in the City, with direct access to the Tacoma Dome Station, one of the largest multimodal hubs in the state of Washington serving three transit agencies, three different transit modes, and the largest transit-related parking supply in the South Sound. The current street configuration, however, does not support all modes of travel. Developing this corridor to more completely serve pedestrians, bicyclists, transit and transit users, freight, vehicular traffic, large events at the Tacoma Dome, and other stakeholder needs, is in the best interest of the City, the Puyallup Tribe Reservation, and the region.

As the only principal arterial street between the City's Downtown Regional Growth Center and the Port of Tacoma's Manufacturing Industrial Center, and with access to SR 509, SR 7, I-5 and the Port of Tacoma via both E. D Street and Portland Avenue, improving this corridor will provide benefits on many levels. The completed project would include infrastructure elements to streamline traffic/freight movement, reduce idling, provide accessible active transportation choices, catalyze and support transit/transit-oriented housing and employment, and will improve the corridor's efficiency thereby strengthening the connection between these two critical centers of regional importance.

In addition to experiencing over 500 bus trips a day, Puyallup Avenue is designated a Primary Freight Corridor by the City of Tacoma and is nationally classified as a T-3 street carrying between 300,000 and 4,000,000 tons of freight annually. The current asphalt travel lanes on Puyallup Avenue are in poor condition and were not originally constructed to handle the weight of shipping containers and other heavy haul traffic. Replacing the existing asphalt with an appropriate pavement design, adding supportive turn lanes at intersections, and incorporating intelligent transportation system components such as interconnected and optimized traffic signals and emergency vehicle pre-emption, will improve the overall function, capacity, and safety of the corridor.

As a connector of centers and the hub of transit activities, the rehabilitation and preservation of Puyallup Avenue will reap economic, social and environmental benefits for years to come.

Sincerely,

  
Chairman Bill Sterud,  
Puyallup Tribe of Indians





April 1, 2024

Ramiro A. Chavez, P.E. PgMP - Public Works Director/City Engineer  
City of Tacoma  
747 Market Street, Room 408  
Tacoma, WA 98402

**Subject: Sound Transit support for the City of Tacoma: Puyallup Ave Corridor Improvements with Pedestrian Access to Fife**

Dear Mr. Chavez:

Sound Transit is pleased to offer our support for the City of Tacoma's **Puyallup Ave Corridor Improvements with Pedestrian Access to Fife Project** PSRC grant application, as part of the regional competition. Sound Transit has been engaged in the planning process for this project and appreciates the value provided the planned active transportation and transit improvements along this corridor, increasing equitable access to transit.

Puyallup Avenue is a critical transportation corridor in the City, with direct access to the Tacoma Dome Station, one of the largest multi modal hubs in the state of Washington. The Tacoma Dome Station is currently served by Sounder Commuter Rail, Tacoma Link light rail, local and regional bus service, and Amtrak. Planning is underway for Sound Transit's Tacoma Dome Link Extension.

Sound Transit wants to ensure that transit riders can easily access our bus and rail service without a car, and the Puyallup Ave Corridor Improvements with Pedestrian Access to Fife Project provides connections to make that possible. The project's new pedestrian crossings, with ADA-accessible sidewalks and curb ramps, protected bike facilities with regional connectivity, and dedicate business access transit (BAT) lane will significantly improve the safety, equity, and accessibility of this corridor.

As part of our Tacoma Dome Link Extension Project planning process, Sound Transit is working closely with the City of Tacoma and project partners to identify projects that improve safe active transportation access to transit. Puyallup Avenue has been identified as a critical corridor for active transportation access to both the Tacoma Dome Station and the planned Portland Ave station.

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April 1, 2024

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Sound Transit strongly supports the City of Tacoma's application for funding to construct this project and looks forward to our continued collaboration along this corridor.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Henry', written over a horizontal line.

John S. Henry  
Chief Financial Officer



City of Tacoma  
Transportation Commission

March 28, 2024

Puget Sound Regional Council  
1201 3<sup>rd</sup> Avenue, Suite 500  
Seattle, WA 98101

Subject: Puyallup Avenue Corridor Project Letter of Support

Dear Puget Sound Regional Council,

The Transportation Commission (Commission) is excited about the opportunity to improve the Puyallup Avenue corridor. We respectfully ask that you support funding for the Puyallup Ave Corridor Improvements with Pedestrian Access to Fife project. The Commission has received several presentations on the Puyallup Avenue Corridor and has actively participated in discussions with the community and stakeholders.

The Puyallup Avenue corridor is a gateway to our downtown core and hub for thousands of individuals utilizing the Tacoma Dome, Amtrak, Greyhound, and Sounder Stations. Prioritizing bicycle, pedestrian, and transit access and safety is key to the City's commitment to equity and anti-racism, supporting active transportation and ADA accessibility, and addressing climate change.

When completed, this project will serve existing transit riders as well as Sound Transit's planned Tacoma Link Extension stations at the Tacoma Dome and on Portland Avenue, bringing reliable access to the Port of Tacoma, Puyallup Tribe of Indians, downtown, and Eastside of Tacoma.

This project directly supports goals and policies set forth in the Transportation Master Plan and will further the ongoing effort to build a balanced transportation network that provides mobility options, accessibility, equity, and economic vitality for all. Thank you for your consideration. We look forward to a better Tacoma.

Sincerely,

Bruce Morris  
Transportation Commission Co-Chair

Matt Stevens  
Transportation Commission Co-Chair