



Puyallup Ave Corridor Improvements with Pedestrian Access to Fife

City of Tacoma | Public Works Department

PROJECT LOCATION & SUMMARY



Extension of T2P Trail to Fife

South C Street to Portland Avenue

- Reconstruction of roadway to withstand heavy-haul traffic
- Complete Street Elements (sidewalks, curb ramps, crosswalks, landscaping, signage, art, placemaking)
- Eastbound Business Access Transit (BAT) from Pacific Ave to Portland Ave
- Signals (new fiber backbone, signals, APS, lighting)
- Bicycle Trail Facilities (protected cycle track, protected bike lanes)



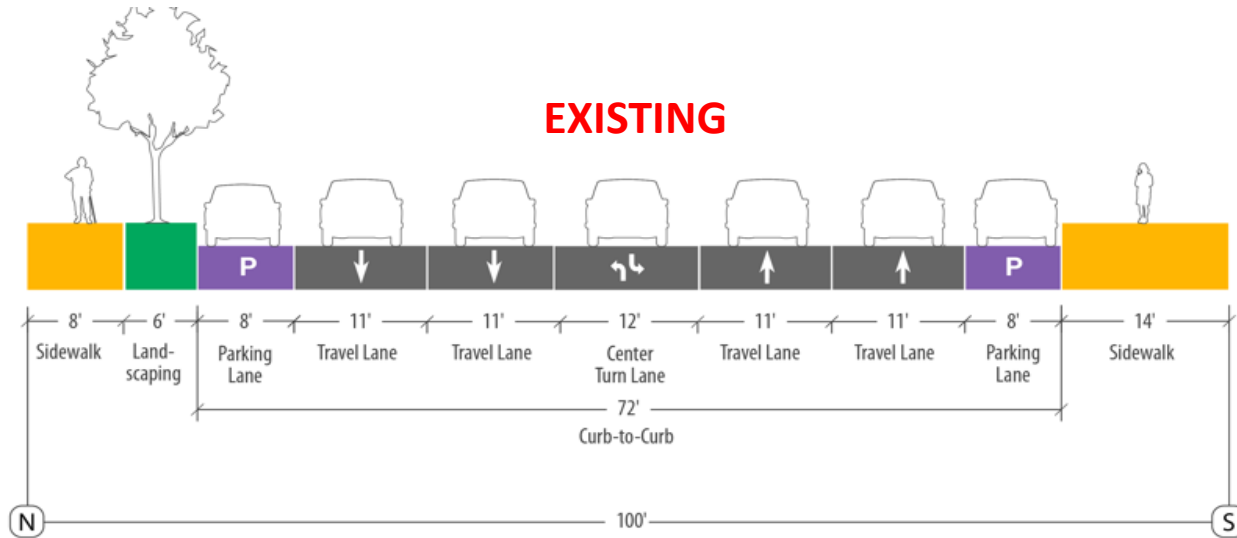
Bike facilities (2-way cycle track) anticipated to be located on the south (eastbound) side of the bridge.

●●● EXISTING CONDITION



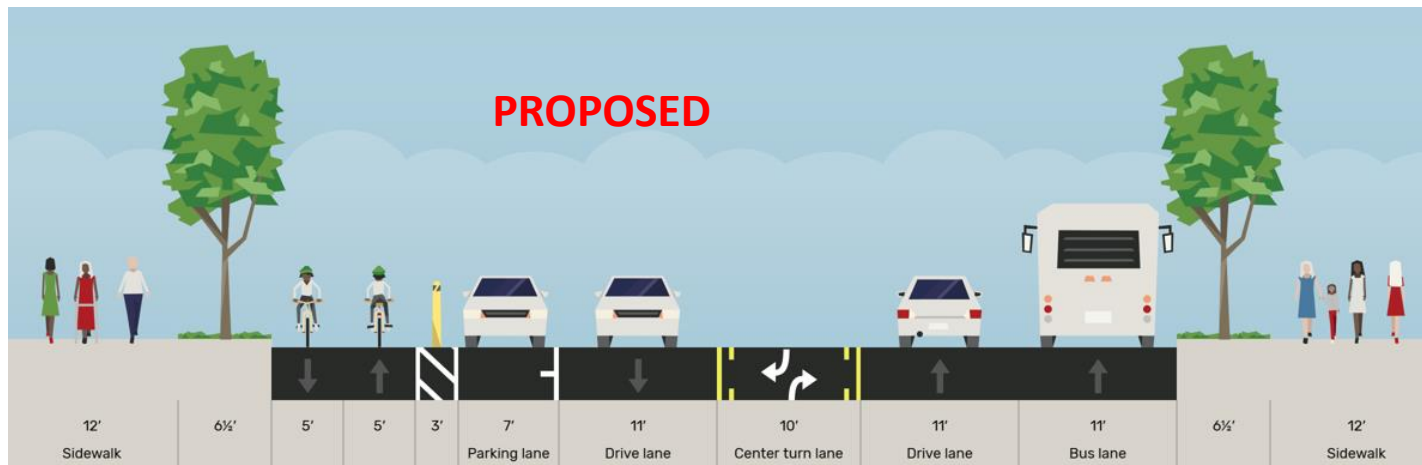
Project Area Strengths	Opportunities
Historic buildings and eclectic feel	Not seen as an inviting gateway to Tacoma
Direct access to Tacoma Dome Station, Greyhound, Amtrak, and existing T-Line route	Lacking landscaping and street amenities necessary for inviting environment
Close proximity to planned Sound Transit extension	Lacking accessible crossings and sidewalks
Access to shopping, restaurant, and entertainment	Not considered as a safe corridor for active transportation

CROSS-SECTIONS – BEFORE/AFTER



EXISTING Segment – Generally from Pacific Ave to East G Street

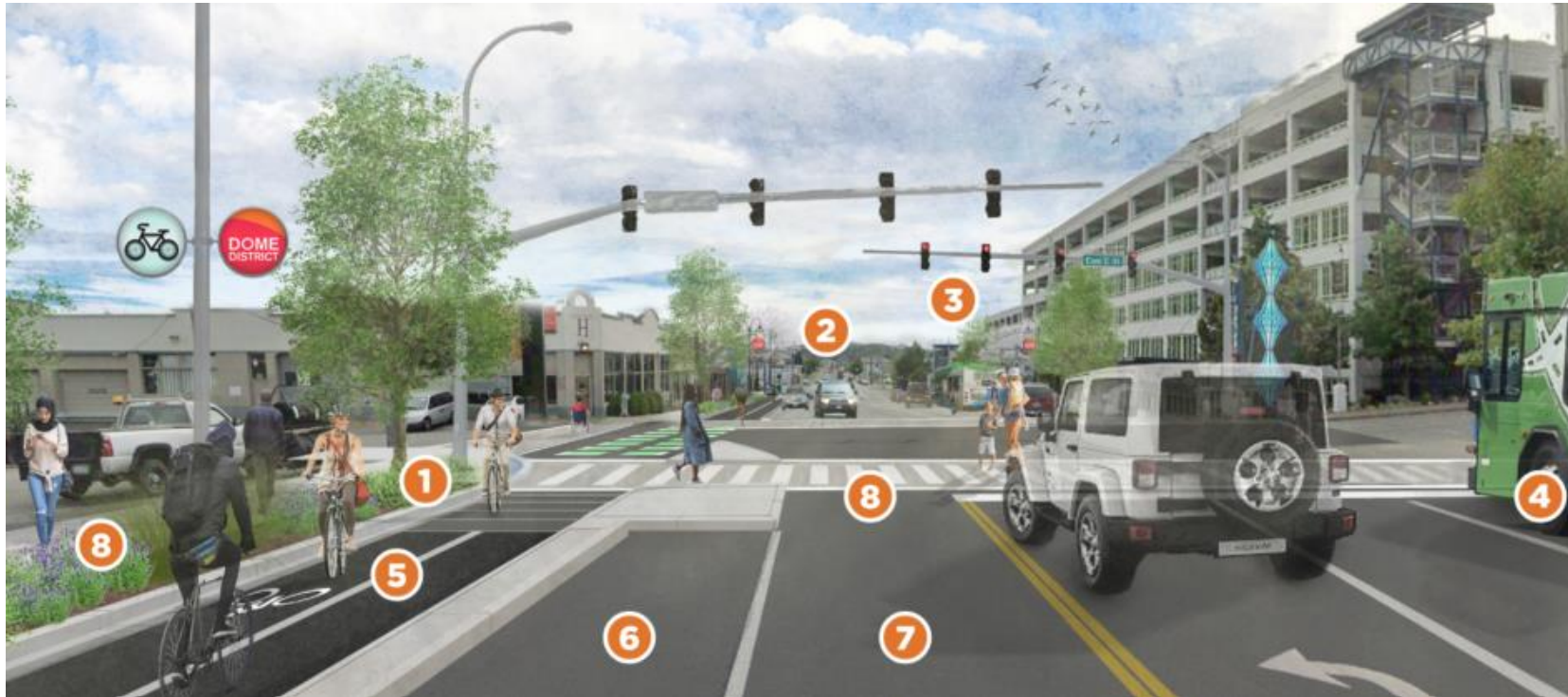
- Dangerous for bicycles
- Lack of crosswalks
- Prioritizes single-occupancy vehicles



PROPOSED “TOD Segment” – Generally from Pacific Ave to East G Street

- Dedicated protected bike facilities
- Dedicated transit lane
- Sidewalk and other pedestrian improvements
- Increased tree canopy and public art
- Retained parking where possible

●●● DESIGN RENDERING

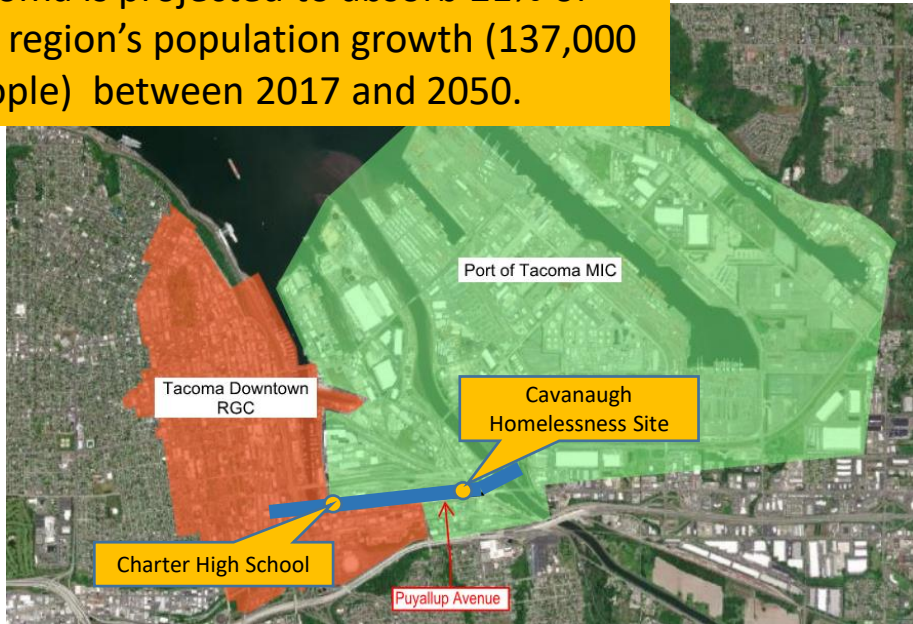


1. Curb ramp and sidewalk enhancements
2. New signal at L Street intersection
3. Signal modification and fiber optic backbone installation
4. Eastbound Business Access and Transit (BAT) lane
5. Two-way cycle track connecting to regional and local trail facilities
6. Retention of on-street parking where possible
7. Reduction of a westbound travel lane
8. Additional and improved pedestrian crossings

Puyallup & East E Street Intersection Looking East

MARGINALIZED POPULATIONS

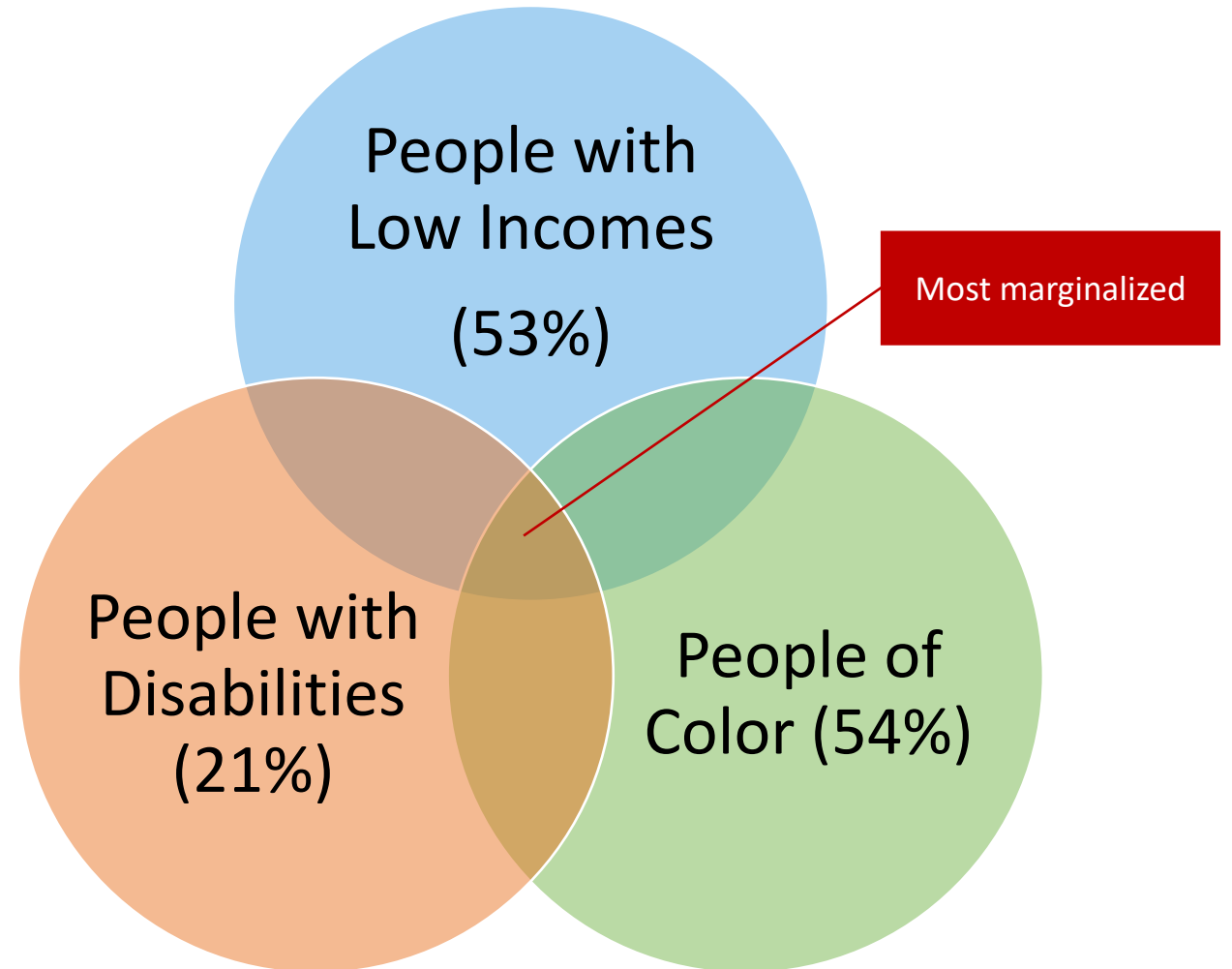
Tacoma is projected to absorb 21% of the region's population growth (137,000 people) between 2017 and 2050.



A public charter high school (Summit Olympus) is located directly on the corridor.

- Total minority enrollment of Summit High School is 78%
- 59% of students are economically disadvantaged.

The eastern end of the project houses Tacoma's first and largest managed homelessness site (Cavanaugh site).



●●● SUPPORT FOR ANTICIPATED GROWTH



The project area is identified needing Improved Access & Housing Choices by PSRC.

Zoning

- Supports a high-density housing
- Reduced Parking Area (no minimum parking)

Current and Planned Transit

- Tacoma Dome Station
- Greyhound
- Amtrak
- Sound Transit T-Line route
- Tacoma Dome Link Extension (TDLE)
- Bus Rapid Transit (BRT) Route

Improved transportation access along the corridor will:

- **Encourage development of housing attainable to many socioeconomic levels**
- Attract re-development
- Support existing businesses
- Drive the creation of new businesses and jobs.

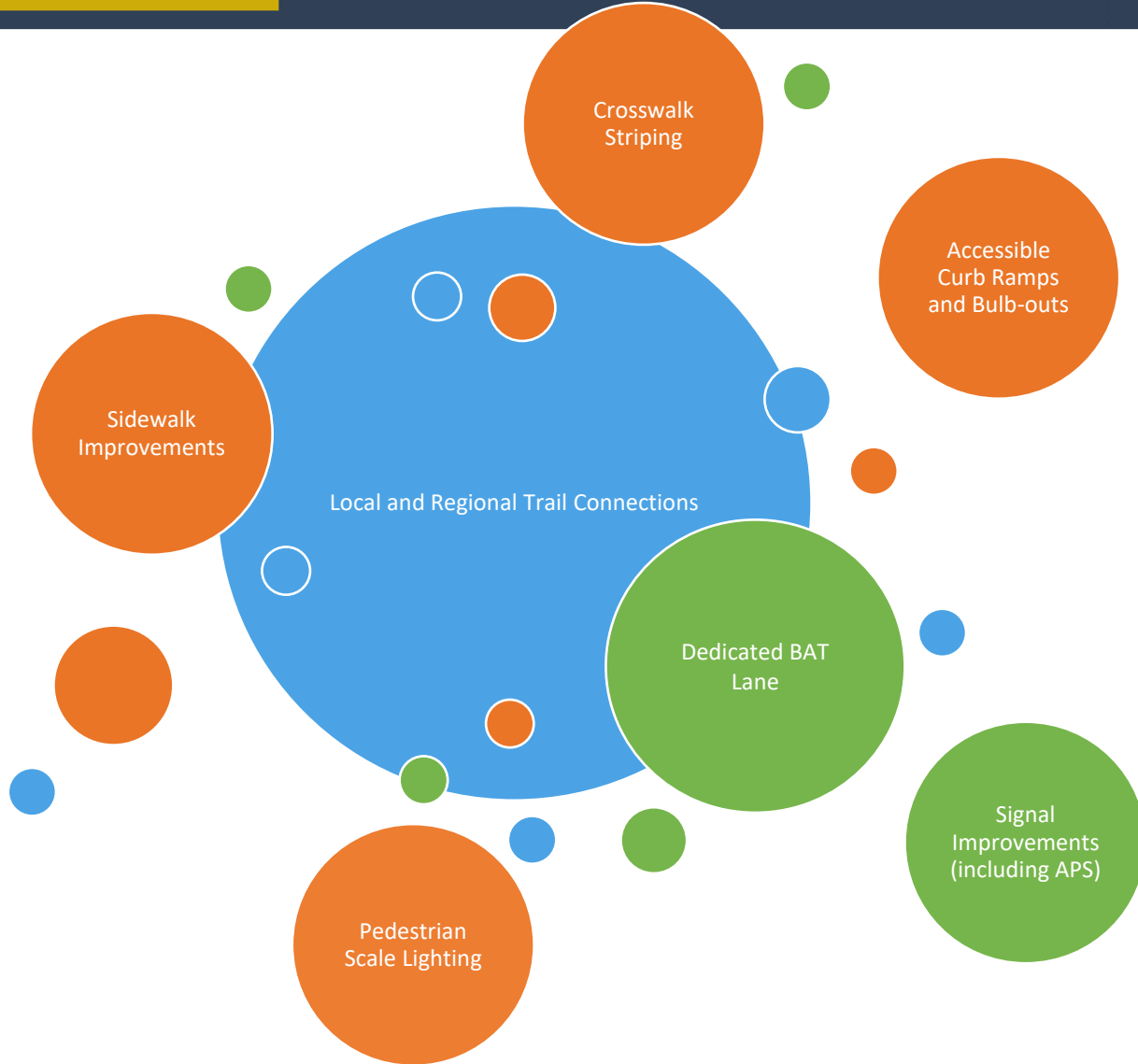
Proposed BAT lane will improve transit performance.

Active transportation improvements will improve access to transit and transfers between routes and services.





●●● MOBILITY AND ACCESSIBILITY



Increases transit access
Supports existing and planned transit

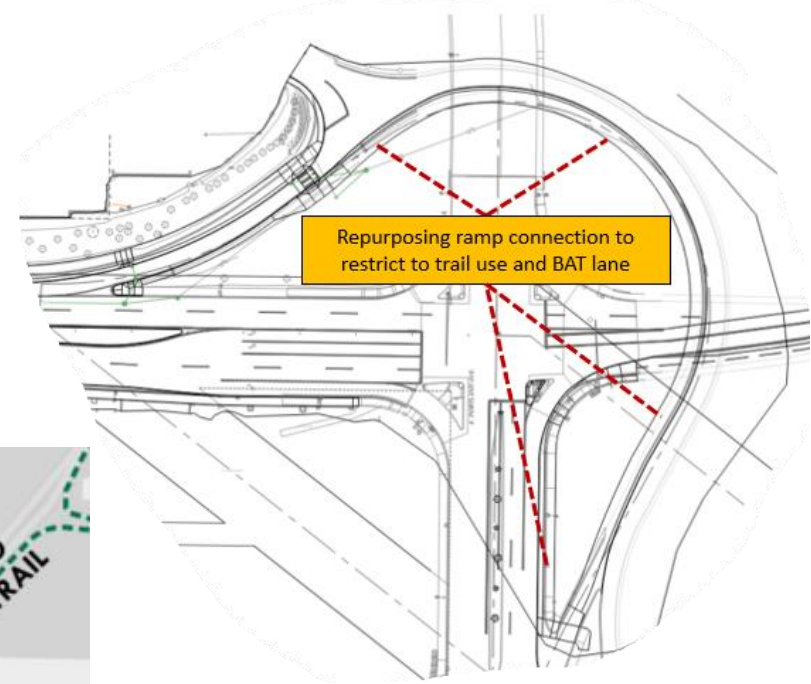
Fills critical gaps in trail network

Provides safe and inviting environment
Encourages new pedestrian activity

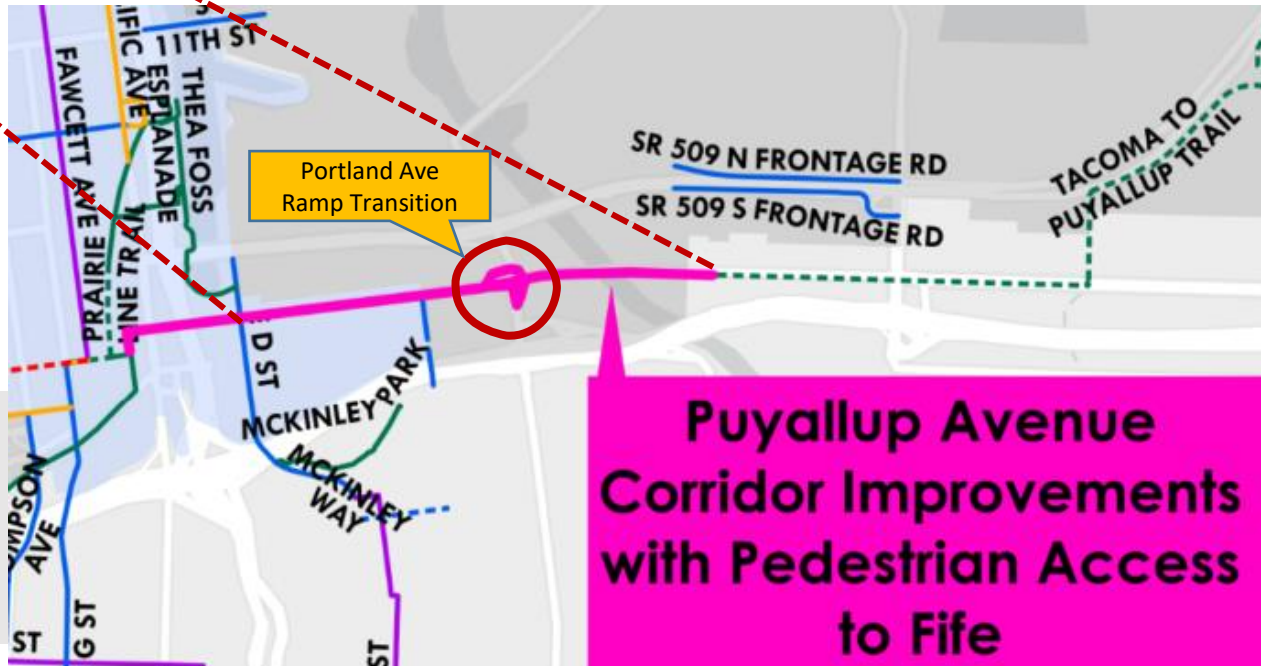
●●● TRAIL CONNECTIONS & TRANSITION



Regional Trail Connection
T2P/Spuyaləpabš



Portland Ave Ramp Transition
Grade-separated shared use
trail and BAT lane



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Local Trail Connections
Water Flume Line Trail,
Thea Foss Esplanade,
and beyond

OUTREACH



Bike facilities should be a minimum of 5 feet in each direction with a (minimum) 3-foot buffer.
– BPTAG, Jan 2021

Pedestrian-oriented amenities should be a top priority. – TODAG, Feb 2021

Parking facilities should not come at the expense of sidewalk width. Parking should be accommodated on side streets. – Transportation Commission, March 2021

Feedback from earlier stages of the project has been integrated into the current design and was reconfirmed with stakeholders in 2023. As a result, the City has 6 current letters of support from the Port of Tacoma, community advisory groups, Transportation Commission, Pierce Transit, Sound Transit, and the Puyallup Tribe of Indians.

The Tacoma to Puyallup trail partners agreed to forgo their individual trail naming protocols to select a name in the Lushootseed language approved by the Puyallup Tribe of Indians. The trail will officially be renamed later this year. The Puyallup Tribe will also have significant input on art and interpretive resources along the trail corridor.

2016

- Community Planning Workshop at LaQuinta Inn & Site Walk
- Community Surveys
- Pop-Up Kiosks

2017

- Open House at Summit Olympus School
- Community Input Study Published

2018–2022

- Coordination with Transportation Commission and Community Advisory Groups (TODAG¹ & BPTAG²)
- Full Funding for Design Secured

2023

- Incorporation of Tacoma to Puyallup Trail Elements
- Continued detailed work and coordination

Project Update Flier Mailed October 2023

Scheduled Open House – May 2024

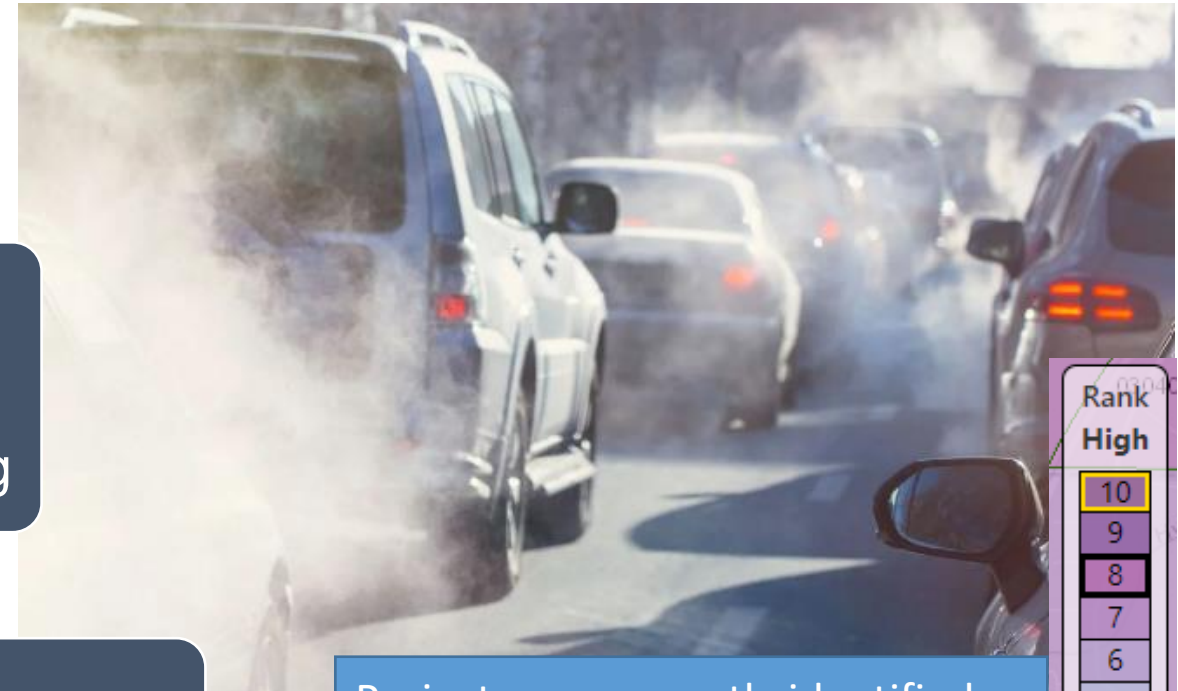
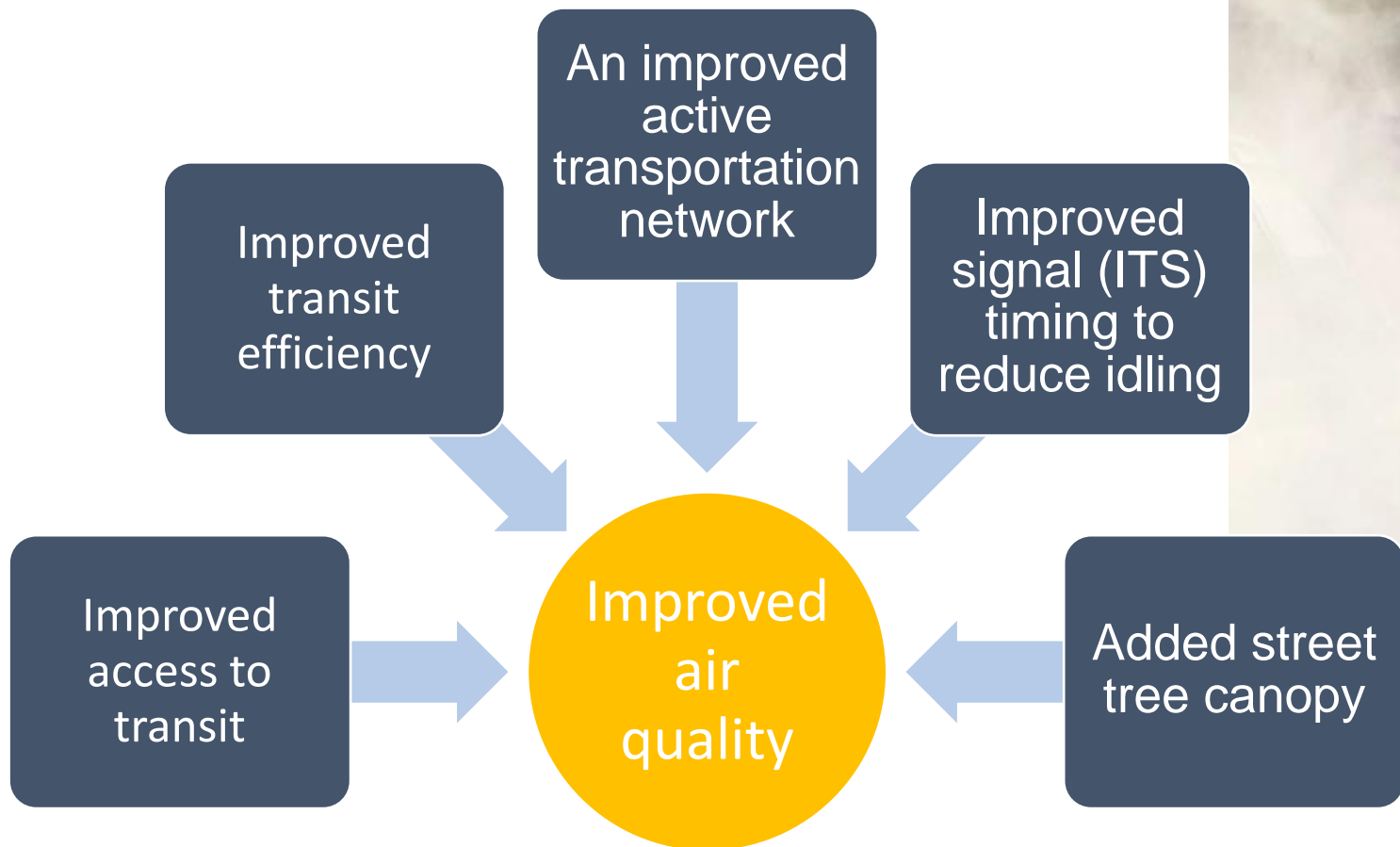
●●● SAFETY AND SECURITY



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.

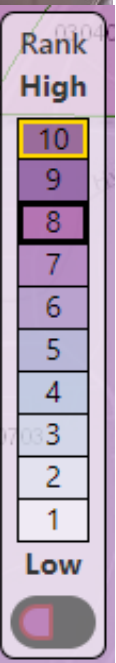


●●● AIR QUALITY



Project area currently identified as highest risk category (10) for Environmental Health Disparities on the Washington Environmental Health Disparities Map

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



...COST



Over \$28,000,000 Secured Funding

\$29,990,655 30% Construction Cost Estimate





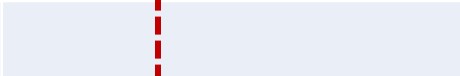
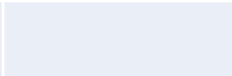



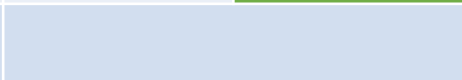
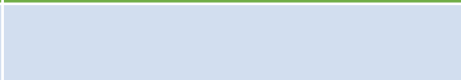
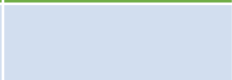

\$33,500,000 Estimated Total Cost (All Phases)

- ✓ **PE & ROW - \$3,500,000 Funded**
- ✓ **Construction - \$24,568,865 Funded**
- ☐ **Construction - \$5,465,000 Needed**
\$5,465,000 - 2025 FHWA STP (current request)

Sound Transit Access Funds (TDLE ST2 Access Funds, ST3 Non-Motorized Access Funds) identified as potential additional funding source, if needed.

●●● SCHEDULE



	2024	2025	2026	2027
Complete Design				
ROW				
Construction				 

April 2024, 30% Design Complete

Schedule Notes

- Design Complete in 2025
- 2 Years Allocated to ROW Phase
- Construction Starts in 2027



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ANY QUESTIONS?