Funding Application

**Competition**  
Regional FHWA

**Application Type**  
Corridors Serving Centers

**Status**  
submitted

**Submitted:**  
April 6th, 2020 4:30 PM

**Prepopulated with screening form?**  
No

### Project Information

1. **Project Title**  
   Canyon Road Freight Corridor Improvements, 52nd St E/62nd Ave E to 70th Ave E

2. **Regional Transportation Plan ID**  
   4475

3. **Sponsoring Agency**  
   Pierce County

4. **Cosponsors**  
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**  
   Yes

6. **If not, which agency will serve as your CA sponsor?**  
   N/A

### Contact Information

1. **Contact name**  
   Peter Lewis-Miller

2. **Contact phone**  
   253.798.6813

3. **Contact email**  
   peter.lewis-miller@piercecountywa.gov

### Project Description

1. **Project Scope**  
   This project will extend Canyon Rd. E. from the intersection of 52nd St. E./62nd Ave. E. to 70th Ave. E., with two through lanes in each direction and left-turn lanes where appropriate. The project will remove the existing functionally obsolete Milroy Bridge on 66th Ave. E. and construct a grade-separated span over the Puyallup River in a new alignment approximately 1,400 feet upstream. Non-motorized facilities will include paved curb, gutter, and sidewalk, separated paths beside the bridge approaches, and a shared-use path suspended beneath the new bridge over the Puyallup River. A second, smaller bridge will extend Canyon Rd. E. over Clarks Creek. The project will include several traffic signal improvements, illumination, and storm drainage facilities.

2. **Project Justification, Need, or Purpose**  
   The project will facilitate the regional movement of labor and freight by completing the final segment of a nearly three-decade series of capacity improvements along Canyon Rd. E. The Canyon Road Freight Corridor connects the Port of Tacoma Manufacturing Industrial Center...
Canyon Road Freight Corridor connects the Port of Tacoma Manufacturing Industrial Center (MIC) to the Frederickson MIC. The project meets with 70th Ave. E. in Fife, which offers multiple options for accessing the Port of Tacoma, such as the new SR 167 extension, or continuing on 70th Ave. E. to SR 99, or turning onto Valley Ave. E.

Without this missing link, freight traffic and commuters will continue to utilize existing routes through Tacoma (I-5 to SR 512) and Puyallup (SR 167 to SR 512) which are longer and more congested. Canyon Road's shorter route will reduce operating costs for corridor users, diminish particulate matter emissions (the project is within a PM 2.5 maintenance zone), and relieve pressure for the existing freight routes.

The project also provides a variety of transportation choices and improved mobility for all modes. It modernizes non-motorized access throughout the site, benefitting local populations of elderly and disabled citizens who have higher representation in the area (compared to state averages). Improved pedestrian and bicycle mobility will boost transit ridership on Pierce Transit Route 400, which has multiple stops within the project and serves Regional Growth Centers in Tacoma, Puyallup, and South Hill.

Project Location

1. **Project Location**
   52 Street East/70 Avenue East

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**
   62nd Ave. E.

4. **Crossroad/landmark nearest the end of the project**
   45th St. Ct. E.

5. **Map and project graphics**

Plan Consistency

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

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   Pierce County Comprehensive Plan, Transportation Element, Page 12-151, Map ID# MC50

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

Federal Functional Classification

1. **Functional class name**
   14 Urban Principal Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project completes a corridor that serves the Frederickson Manufacturing Industrial Center (MIC) and the Port of Tacoma MIC.

   The project also improves non-motorized access to transit stops within the project limits. The transit route affected connects three designated Regional Growth Centers (RGCs):
   1. Tacoma Downtown RGC
   2. Puyallup Downtown RGC
   3. Puyallup South Hill RGC.
1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies and/or specific project references in a subarea plan or in the comprehensive plan.

The Canyon Road Freight Corridor Improvement is a Premier priority project within Pierce County's Comprehensive Plan (Mid-County Community Plan, p. 12-151, Map ID# MC 50). It strategically expands capacity and increases efficiency of the multi-modal transportation system to move goods, services, and people (PC Comp. Plan Goals T-1.1, T-21). Once completed, the new road will open a direct connection linking the Port of Tacoma MIC to the Frederickson MIC (PC Comp. Plan Goal T-6). The project links to 70th Ave. E. in Fife, where it provides access to I-5, Fife Industrial Areas, and the SR-167 extension. Over the project’s 30-year lifecycle, vehicle travel-time reduction savings are estimated to exceed $890M ($150M at a 7% discount rate) (Skillings-Connolly 2018 BCA). These savings only represent the efficiencies gained within the immediate project area. Additional benefits will accrue to industries and commuters who conduct business between the Port of Tacoma and Frederickson, but are looking for better route options than Tacoma (I-5 to SR-512) and Puyallup (SR 167 to SR 512).

As a gateway to Frederickson MIC, the Canyon Road Freight Corridor is uniquely suitable for expanding business presence in the region. Studies indicate that more than 1,000 acres of vacant buildable lands are available in the Frederickson MIC, and another 550 acres are underutilized (Skillings-Connolly 2018 BCA, see attachment D1). The project will increase the economic viability and attractiveness of this land supply by completing a straight-shot connection between Frederickson and the Port of Tacoma, where projects like the SR-167 extension are creating a nexus for all the freight generators in the Tacoma/Pierce/King County areas.

The project also connects with three designated Regional Growth Centers (RGCs) via Pierce Transit's Route 400: Tacoma Downtown RGC, Puyallup Downtown RGC, and Puyallup South Hill RGC. The project improves non-motorized routes and access to the bus stops within the project limits, ensuring that the local labor force has maximum opportunity to reach these RGCs using transit (PC Comp. Plan Goal T-18).

2. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

The project will provide sidewalk and shared-use paths to accommodate pedestrians, bicyclists, and other non-motorized modes. New sidewalk along River Road and North Levee Road East will replace gravel shoulders and unmarked paths. This will create linkages between nearby schools, businesses, and trails. The Puyallup Riverwalk Trail currently ends 0.66 miles to the east, but once the project is complete the trail will incorporate the improvements, effectively extending the trail into the City of Fife and bringing it closer to an anticipated future connection with the City of Tacoma's trail system.

Pierce Transit Route 400 has stops within the project limits along 66th Ave. E. Route 400 connects the project to three designated Regional Growth Centers (RGCs): Tacoma Downtown RGC, Puyallup Downtown RGC, and Puyallup South Hill RGC. The route also has stops at Tacoma Dome Station and Puyallup Sounder Station where riders can transfer to commuter rail, link light rail, Sounder express busses, and Intercity Transit. The Canyon Road Freight Corridor Improvements will bolster these transit stops by providing safer, more efficient, more welcoming walking routes from Fife, Puyallup, and Chief Leschi Schools.

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

The project facilitates regional connectivity to the Canyon Road East Freight Corridor. This will affect a variety of user groups:

--Commuters will experience less congestion and shortened commute times between Frederickson, Port of Tacoma, and the Fife industrial areas. They will also gain better access to transit serving multiple Regional Growth Centers.

--Industry will benefit from an improved connection to the freight corridor, reducing travel time and operating costs.

--Local residents and recreational users of the Puyallup River will have a safer, more continuous non-motorized route through the project site, with a grade-separated river crossing and separated paths beside the new bridge approaches.

--Medically sensitive populations will benefit from reduced particulate matter emissions within a PM2.5 maintenance zone.

--The Puyallup Tribe's Chief Leschi schools will experience 14% to 40% faster local bus route access (2019 Local Travel Time Study, see attachment L).

--Emergency responders traversing the site will experience faster route access (7% to 25%, 2019 Local Travel Time Study, see attachment L).
4. Describe how the project will benefit minority and low-income populations as identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

The census tracts containing the project have an elderly population of 17-20%, which is higher than the state average of 15.4%. Similarly, disabled populations near the project are 13-18% versus 8.8% statewide (see attachment E). PSRC rates the Opportunity Index of these areas as "Very Low" or "Low", which represent a 1 or 2 on a 5-point scale. These resident populations will benefit from greater access to the health and safety benefits of non-motorized facilities, and the project will enhance mobility to connect them to emergency services, businesses, and employment along the corridor.

The Puyallup Reservation 1873 survey boundary encompasses our project limits. Native Americans are identified as a specific population that must be considered in the President's Order for Environmental Justice. The proposed improvements will benefit the members of the Puyallup Tribal nation as the Canyon Road East Freight Corridor provides direct link access to Tribal Services including the Chief Leschi Tribal School. Chief Leschi Tribal School has an enrollment of over 750 children and, according to the Tribe’s website, is “one of the largest Bureau of Indian Education (BIA) schools constructed in the nation.” Its students represent over 60 tribes from all over the United States. The 200,000 SF building provides lodging and education for pre-kindergarten through 12th grade students, as well as a variety of student and staff support services. The Canyon Road East Freight Corridor is an important link in the Tribal roadway network.

5. 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.

The project will help attract and retain jobs within the Frederickson and Port of Tacoma Manufacturing Industrial Centers by providing efficiency and a more direct route in the freight transportation network. Completion of this network is a top priority in Pierce County (PC Comp. Plan p. 6-9). A 2018 economic assessment estimated that 44% of Frederickson's developable areas are vacant, and a further 12% are underutilized (see attachment D1). This represents a huge potential for industrial/manufacturing expansion (up to 22,000 additional jobs, Skillings-Connolly 2018 Economic Assessment). With the appropriate infrastructure, businesses will have the mobility and the labor force to take advantage of this supply.

The Fife industrial areas will similarly benefit (see attachment D2), as will the commercial zoning all along the Canyon Road East Freight Corridor that connects these industrial areas with T1 and T2 freight routes. The Canyon Road East route between Frederickson and Port of Tacoma is 25%-32% shorter than I-5 or Puyallup/SR 167 routes, making it an attractive location to house and retain a skilled labor force.

Criteria: System Continuity/Long-Term Benefit and Sustainability

1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow.

Describe the problem and how this project will remedy it.

The project secures the efficient operation of the Canyon Road Freight Corridor by signalizing key intersections and providing grade separations on others. The proposed design will reduce modal conflicts between freight traffic, commuters, non-motorized traffic, and local access. This strategy particularly strengthens through-movements on all the freight corridors running through the project site: Canyon Road (assumed FGTS T1), River Road (FGTS T2), and North Levee Road (FGTS T3).

The new grade-separated bridge over the Puyallup River keeps the mainline out of conflict with River Road and surface street connections. It also accommodates non-motorized users with a suspended mixed-use path below the bridge. This maximizes the area available for motorists, pedestrians, bicycles, and mobility devices. Pedestrian crossings will be striped and signed, and Pierce County is evaluating the use of rectangular rapid flashing beacons to augment safety.

Altogether, the improvements enhance and protect the freight corridor while reducing conflicts with local traffic, a goal of Pierce County's Comprehensive Plan (p. 6-2) as well as Vision 2040 (MPP-T-14 through 16).

2. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

South of the Project: Between Frederickson and SR 512, Canyon Rd. E. is a T-1 freight route. North of SR 512 to Pioneer Way E., Canyon is a T-2 route.

North of the Project: 70th Ave. E. in Fife is a T-1 route that serves the Port of Tacoma.
Within the Project: Between Canyon Rd. E. and 70th Ave. E. there is a capacity gap consisting of single-lane collectors and minor arterials which are classified as a T-3 route. The Canyon Road Freight Corridor project fills this gap and completes the Canyon Road corridor from Frederickson all the way through to Fife.

This segment is particularly important to the Pierce County community. The Canyon Road Freight Corridor Improvement project is specifically referenced in multiple sections of the Pierce County Comprehensive Plan as a vital component for boosting regional mobility, employment, and future transit service (See PC Comp. Plan pages 6-9; 12-61,62,81,151; D-114; H-17,93,102).

3. Describe how the project fills in a missing link or removes barriers to/from a center.

The existing connection between northern Canyon Rd. E. and 70th Ave. E. is not suitable for freight or commuter traffic, especially not in the volumes that Canyon and 70th are designed to accommodate. The route winds through various two-lane collectors and minor arterials, requiring six turning movements through multiple acute-angle and/or unsignalized intersections, before finally reaching 70th Ave. E. Speeds vary from 25 to 40 MPH, passing through a school zone at one point. In the middle of the route, the functionally obsolete Milroy bridge presents an especially narrow 10-foot lane with no shoulders, requiring a trailer length restriction of 28 feet. Bridge clearance is below the 15’ 3” MUTCD signing threshold, with a posted height of 14’ 6”, leaving just 6” buffer for the maximum highway vehicle height of 14’.

Altogether, these features constitute a major barrier to freight traffic. A better route through the Puyallup river valley is necessary to fill this gap which separates a T-1/T-2 freight route (Canyon) and a T-1 route (70th). These two freight routes connect two of the most significant Manufacturing Industrial Centers in the region. Completing the Canyon Road Freight Corridor Improvements will provide a multi-lane through-route with adequate lane width, shoulders, constant speed, no turning movements, and no geometric restrictions.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact overall system performance.

Pierce County's economic assessments have found that most of the freight generators utilizing the Canyon Road East Freight Corridor are located in King County and the Port of Tacoma. For these businesses the available routes to Canyon include I-5/SR 512 through Tacoma and SR 512 through Puyallup. Both routes are longer than a direct connection through Canyon Rd. E. would be, and both experience significant congestion. The I-5 route passes through the SR 16 interchange, which consistently makes the ATRI Top 100 list for worst truck bottlenecks in the nation. In 2019 the SR 16 interchange was #67 on the list.

Completing the Canyon Road Freight Corridor Improvements will provide a reliable and direct third alternative. It will benefit all system users by drawing congestion away from the two main existing routes, and it will provide a shorter route for distributors looking to reduce travel time and vehicle miles traveled. Freight networks are most efficient and robust when redundancy is built into the system (PC Comp. Plan p. 6-9), and the Canyon Road Freight Corridor is ideal for ensuring that the regional freight system meets the needs of global gateways, regional producers, and distributors (Vision 2040, MPP-T-17).

5. Describe how this project addresses safety and security.

From 2015 to 2019 the project area experienced 167 crashes (see attachment B). 52 of these crashes resulted in injuries, with one fatality. About 40% of the crashes occurred at the intersections of River Rd. / 66th Ave. E. and N. Levee Rd. E. / 66th Ave. E., which provide access to the Milroy Bridge. As noted in question 1 above, the design will improve safety and reduce crashes by removing the old bridge, improving these intersections, and constructing a grade-separated bridge on a new alignment, greatly reducing cross-street conflicts with the main corridor.

The project will promote safe travel for pedestrians, as well. A suspended non-motorized path below the bridge, sidewalks, and separated paths will provide new and continuous routes for pedestrians to traverse the site. Illumination will be provided along the mainline to enhance visibility for all road users.

The grade-separated bridge also avoids conflicts with the Puyallup River levee system, mitigating hydrological impacts to the river and maintaining existing tribal and public access. It also ensures that the new bridge will be unaffected by flood hazards during major storm events.

Emergency vehicle response time within the project limits will improve. The Riverside Fire District is less than a mile from the project on River Road East, a 2019 study indicated that typical response time through the project site will be reduced by 7% to 25% (see attachment L).

6. Describe how the project provides opportunities for active transportation that can lead to public health benefits.
The project enhances safety and adds options for non-motorized movement across the Puyallup river. Gravel shoulders and unmarked paths along North Levee Rd. E. and River Rd. will be replaced with sidewalk and mixed-use paths. These improvements are an important step toward realizing the goals of Pierce County's Park, Recreation & Open Space Plan which classifies River Rd. and North Levee Rd. E. as proposed regional trail sites.

The CDC recommends a minimum 30 minutes of moderate activity five days per week, and the Tacoma Pierce County Health Department encourages regular activity which can prevent or manage heart disease, high blood pressure, type 2 diabetes, some cancers, osteoarthritis, depression, and anxiety (tpchd.org/healthy-people/physical-activity). The Canyon Road Freight Corridor Improvements provide the community with more opportunities for healthy activities. The project completes linkages to existing sidewalk along River Rd., extending the Puyallup Riverwalk Trail through the project limits. The improved access will provide unbroken pedestrian paths between Puyallup, Fife, the Puyallup River, and Chief Leschi Schools, inviting active transportation between these communities.

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 Improvement, Transit and Ferry Service, Bicycle and Pedestrian Facilities, Intelligent Transportation Systems

Air Quality and Climate Change: Roadway Improvement

1. **What is the length of the project?**
   0.8 Miles (Mainline, 62nd Ave E to 45th St Ct E); 2.7 miles (all improvements)

2. **What is the average daily traffic before and after the project?**
   In 2018 the ADT on 52nd St. E. (to be renamed Canyon Road East) was 5,300. Given the build scenario, through-movements along the new Canyon Rd. E. are projected to be between 27,000 and 38,000 ADT by 2040.

3. **What is the average speed before and after the project?**
   Speeds vary from 25 MPH to 40 MPH along the existing route between Canyon Rd. E./Pioneer Way E. and 70th Ave. E. After the project, speed limits along Canyon Rd. E. will be 35 to 40 MPH.

4. **What is the average daily transit ridership along the corridor?**
   N/A

5. **How many daily peak period transit trips serve the corridor?**
   N/A

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

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

8. **What is the percentage of freight truck traffic on the facility?**
   New network connection / Unknown

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   The project will significantly reduce VMT on both the local and the regional scale. Within the immediate area the new alignment from Canyon Rd. E./Pioneer Way E. to 70th Ave. E. is approximately 0.7 miles shorter than the existing route. If applied to projected volumes of 38,000 ADT this would represent up to 26,600 VMT/day saved.

   Of course, the existing route cannot accommodate the build scenario’s volume of traffic; however it is assumed that the rise in ADT represents regional demand for the north/south movement of labor and goods. For lack of a Canyon Road Freight Corridor connection vehicle trips between the Port of Tacoma and Frederickson vicinities will choose alternate routes such as I-5/SR 512 and SR 167/SR 512 through Puyallup. These routes are 4 to 6 miles longer than the proposed Canyon Rd. E. corridor (see attachment R), a 30-45% difference. The potential VMT saved along these routes is difficult to model and quantify; however, for the reasons above, it is safe to assume that 26,600 VMT/day is the minimum reduction that the region will experience.

10. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**
   Pierce Transit Route 400 average weekday ridership: 335 boardings

2. **What is the average transit trip length for the affected routes?**
   A one-way trip on Route 400 between Puyallup South Hill and the 10th & Commerce Transit Station in Tacoma is 40 minutes.

3. **What is the average transit trip length of the entire system?**
   Route 400 is approximately 13 miles with 35 stops.

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

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**
   The existing transit stops on 66th Ave. E. for Route 400 consist of gravel shoulders, very narrow paved shoulders, grass, or overgrown vegetation. Very little space is currently afforded for safe waiting and boarding. For lack of sidewalks or firm paths the stops are not as accessible as they could be for riders with mobility devices, and ridership is suppressed by limited walking paths within the project site.

The Canyon Road Freight Corridor Improvements will greatly improve access to these transit stops. Sidewalk, curb, and gutter, separated paths, and the pedestrian underpass will allow easy movement of non-motorized traffic from each end of the project limits. The new alignment of Canyon Rd. E. will also be a more direct route between the transit stops and the river crossing. The pedestrian route from the intersection of 52nd St. E. / 66th Ave. E. to the intersection of 70th Ave. E. / N Levee Rd. E. will be shortened by 50%, with fewer road crossings.

The Pierce County Comprehensive Plan anticipates the need for transit service along Canyon Rd. E., and the County’s various community plans set the goal of encouraging transit development along the corridor (PC Comp. Plan p. D-90, D-91, H-94, H-106). Completion of the Canyon Road Freight Corridor Improvements will create unbroken routes between the Port of Tacoma, Fife, and Frederickson, making the corridor very attractive for transit service. Pierce Transit’s “Aspirational Growth” scenario shows this very possibility (Pierce Transit Destination 2040 Long Range Plan, Scenario 4B, p. 44,45), a Canyon Rd. E. connection into Fife will make such a service feasible.

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

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

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   https://www.piercetransit.org/route-400-puyallup-downtown-tacoma/
   Pierce Transit base model and ridership data on https://www.remix.com/
   Pierce Transit Destination 2040 Long Range Plan

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. **Describe the facilities being added or improved**
   The project will add paved shoulders, curb, gutter, and sidewalk throughout the project limits. The new grade-separated bridge over the Puyallup will place motorized vehicles on the top deck, and non-motorized modes on a suspended multi-use path below. Sidewalks will transition into separated paths just before the bridge approaches, leading to pedestrian crossings over River Rd. and North Levee Rd. E. to access the multi-use path. Pierce County is evaluating rectangular rapid flashing beacons for the crossings.

2. **What is the length of the proposed facility?**
   0.8 Miles (Mainline, 62nd Ave E to 45th St Ct E); 2.7 miles (all improvements)

3. **Describe the connections to existing bicycle/pedestrian facilities and transit.**
   The Pierce County Bike Map (https://www.piercecountywa.org/2219/Bike-Map) identifies
multiple suitable paths for cyclists in and near the project. The Puyallup Riverwalk Trail, currently 0.66 miles southeast of the project, will now extend throughout the project limits. Each of the project’s roadways are also classified as "Other Roads: Suggested by Cycling Community." Bike trails in Fife adjoin the northern project limits, and the project helps fulfill Fife’s Park, Recreation, and Open Space plan by extending those paths southward. The expanded sidewalk network will allow pedestrian access to Levee Pond Park, as well.

Pierce Transit Route 400 serves the project area and multiple Regional Growth Centers in Puyallup and Tacoma. The route has stops on 66th Ave. E., however, the existing waiting areas lack sidewalk or adequate shoulder width, posing a challenge for anyone traveling to and from these transit connections. The project will construct non-motorized facilities throughout the project limits which will enable pedestrians, bicyclists, and mobility device users to access the bus route with confidence.

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

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

6. What is the average bicycle trip length? Please use regional default data.

7. What is the average pedestrian trip length? Please use regional default data.

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

Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency

1. What is the existing level of service?
C/D (Main through-route)

2. What are the existing number of lanes (in one direction)?
1 (Main through-route)

3. What is the existing average daily traffic?
6,060 (Weighted Average on main through-route)

4. What is the existing average speed?
Unknown. Speed limits 25-40.

5. What are the ITS improvements being provided?
N/A

6. How many intersections are being improved?
9 (3 improved, 3 new, 3 removed)

7. What is the length of the project?
0.8 Miles (Mainline, 62nd Ave. E. to 45th St. Ct. E.); 2.7 miles (all improvements)

8. What is the percentage of freight truck traffic in the project area?
12% on 52nd St. E. near 66th Ave. E. (2018 Pierce County traffic counts)

9. What is the expected improvement to level of service?
52nd St. E. / 66th Ave. E. operates at LOS C/D (AM/PM peaks). After substantial completion this is expected to improve to LOS B/C, and by 2040 LOS B/D.

North Levee Rd. E. / 70th Ave. E. operates at LOS C/D (AM/PM peaks). After substantial completion access to North Levee Rd. E. will be provided at the 45th St. Ct. E. intersection which will improve to LOS B/B and remain so through 2040.

River Rd. / 66th Ave. E. operates at LOS D/D (AM/PM peaks). After substantial completion this is expected to improve to LOS B/C and remain so through 2040.

10. What is the expected improvement to average speed?
Please use regional default data.

11. What is the expected improvement to average vehicle delay?
The project will drastically alter the traffic patterns, intersections, and expected volumes in the area, so direct before/after comparisons of vehicle delays are difficult to contextualize.
However, using a basic summation of average intersection delays, the No-Build through-route from Canyon Rd. E. to 70th Ave. E. has a vehicle delay of 79 second (through 4 intersections), whereas the Build scenario will be 34 seconds (through 2 intersections).

In general, the project's grade-separated crossing will greatly reduce intersection delays for through-movements on Canyon Rd. E., River Rd., and North Levee Rd. E.

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

   Canyon Road East Northerly Extension: Local Travel Time Analysis. DKS Associates, 2019.
   2018 Traffic Study for existing ADT and truck percentages.

**Criteria: Project Readiness and Financial Plan**

1. **What is the PSRC funding source being requested?**
   - STP

2. **Has this project received PSRC funds previously?**
   - Yes

3. **If yes, please provide the project's PSRC TIP ID**
   - PCO-70

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**Total Request:** $4,000,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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

**ROW**

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

**Construction**

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</thead>
<tbody>
<tr>
<td>Other Federal</td>
<td>Unsecured</td>
<td>$76,040,000.00</td>
</tr>
<tr>
<td>Other State</td>
<td>Unsecured</td>
<td>$50,000,000.00</td>
</tr>
<tr>
<td>FMSIB</td>
<td>Secured</td>
<td>$3,000,000.00</td>
</tr>
<tr>
<td>Local</td>
<td>Reasonably Expected</td>
<td>$20,000,000.00</td>
</tr>
</tbody>
</table>

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

1. **Estimated project completion date**
   2029 December

2. **Total project cost**
   $179,862,000.00

Funding Documentation

1. **Documents**
   T-2020TIPExcerpt.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   This request will fully fund the project through the Right of Way phase. The attached 2020 Transportation Improvement Plan (TIP) excerpt shows the revenues already committed to the project. The 6-year Pierce County TIP is a fiscally constrained document. The first year of the TIP is constrained to match that year's budget. The 5 year projected funding of the TIP is fiscally constrained to existing funding agreements and projected estimates of regular programmatic funding sources.

   -- Funds listed as "TIF" are local Traffic Impact Fees, they include funds already collected and funds estimated to be collected in future years.
   -- Funds listed as "REET" are local Real Estate Excise Taxes, and include funds already collected and funds estimated to be collected in future years from the existing real estate tax program.
   -- Funds listed as "CRP" are County Road Funds. These include the road levy portion of the property tax, gas tax, and other regular programmatic resources.

   Projections for these fund types are based on many years of funding collection experience and expert analysis from our Finance Department and our Planning and Lands Services Department (housing construction permitting department). Each fund type has an established reserve or minimum fund balance. Currently, our REET fund balance is approximately $13 million and has experienced an annual collection of $7 million per year. The TIF fund balance is approximately $11 million and has experienced an annual collection of $5 million per year.

Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No

2. **What is the actual or estimated start date for preliminary engineering/design?**
   2000

3. **Is preliminary engineering complete?**
   No

4. **What was the date of completion (month and year)?**
   N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**
   No

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

7. **When are preliminary plans expected to be complete?**
   2022

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Environmental Assessment (EA)

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).**
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?**
   2022 October

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   2022 September

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   This project will have full acquisitions, partial acquisitions, and various types of easements. There will be business relocations, residential relocations, and personal property relocations. Right-of-Way agreements with WSDOT and the City of Fife will also be necessary.

5. **What is the zoning in the project area?**
   The project area is within or adjacent to the following zoning classifications:
   - Moderate Density Single Family (Pierce County)
   - Industrial (Fife)
   - Community Commercial (Fife)
   - Single Family Residential (Fife)
   - Medium Density Residential (Fife)
   - Rural Separator (Pierce County)
   - Agricultural Resource Land (Pierce County)
   - Rural Farm (Pierce County)

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   We have scheduled 3 years to complete the ROW phase, which includes ample time for condemnation should it become necessary. Condemnation is an action that requires approval from the County Council, who has supported the use of condemnation authority on several Canyon corridor projects. Should voluntary negotiations not resolve all ROW needs we will request Council action on condemnation in order to meet project schedules.

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

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

9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   - 2022 Sept - ROW Plan & Funding Estimate Completed
   - 2022 Oct - ROW Start
   - 2025 June - ROW Certified

Project Readiness: Construction

1. **Are funds being requested for construction?**
   No

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

3. **Engineers estimate document**
   N/A

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

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

6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   N/A
When is the project scheduled to go to ad (month and year)?
N/A

Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

   **BENEFIT COST RATIO:**

   In 2018 Pierce County conducted an Economic Assessment (EA) and Benefit Cost Analysis (BCA) for the Canyon Road Freight Corridor Improvements north of Pioneer Way E. These assessments follow USDOT guidance prescribed for projects seeking funding from national discretionary grant programs. The exercise is useful both as a matter of good practice and for pursuing additional funding avenues in the near future.

   The BCA measured benefits due to congestion relief, travel time reductions, safety, emission reduction, and the offset of preservation overlays. Per USDOT guidance, the results were strictly limited to just the immediate project area. The result was an estimated net savings over a 30-year period of more than $900 million (6.0 benefit to cost ratio), or about $74 million if controlling for the time-value of capital (1.7 benefit to cost ratio at 7% discount/year).

   The benefits to the region undoubtedly will be much higher than this. Easier access to Canyon Rd. E. will encourage freight generators in Port of Tacoma, King County, and elsewhere to utilize the direct path to Frederickson that it provides. This will relieve congestion and lower maintenance costs on alternative routes such as I-5, SR 167, and SR 512. It will also take advantage of the substantial investments (both complete and underway) vested in 70th Ave. E. and the SR 167 extension project.

   **RESPONSES TO PSRC SCREENING FORM COMMENTS:**

   1. “Please clarify in the application any [project cost] change from previous applications.”

      This application’s total project cost is greater than the 2018 Regional Application due to a more developed design. Following the 2018 application Pierce County selected environmental and design consultants and completed a comprehensive alternatives analysis. The process updated cost estimates, evaluated the project’s various goals and constraints, and determined that a new grade-separated Puyallup River crossing was the preferred alternative. Despite revisions to earlier estimates, this option balances the greatest positive traffic impact with all known cost and feasibility concerns.

      Pierce County has anticipated the need for comprehensive federal, state, and local funding options. Comprehensive local funding strategies are under consideration by Pierce County’s Transportation Advisory Commission which is inquiring into new funding mechanisms for projects like the Canyon Road Freight Corridor Improvement. The County is pursuing all available methods to ensure the success of this project.

   2. Demonstrate that “all required [ROW] funds are reasonably expected.”

      The total ROW funding committed to the project in Pierce County’s 2020 Transportation Improvement Plan (TIP) is $10,551,000 for years 2020-2025. Any remaining funds necessary for a ROW match will be committed from the Traffic Impact Fees (TIF) program. A five-year history of this program suggests an annual collection of $5,000,000 which Pierce County may assign to the project. The County is also identifying funds already accumulated in the Traffic Impact Fee Program which will be allocated to the project as-needed (see CRP 5741, TIP page 27, on attachment T).

   2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

      N/A

2. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

   Each of Pierce County’s projects are compared in the context of a specific set of transportation system needs. As a project develops it is placed into an evaluation category: Bridge, Concurrency, New Alignment, Ferry, Non-Motorized, Miscellaneous, Preservation, Safety/Operations. Projects within each category are assessed against one another based on measures appropriate for each grouping. For example, the “Bridge” category incorporates Sufficiency Rating, the “Concurrency” category utilizes V/S ratio and peak flows, etcetera. Once rated within each category, the projects are then rated against one-another in a combined list. As of 2020, the Canyon Road Freight Corridor Improvements ranked 2nd in Pierce County’s “New Alignment/Corridor” category and 19th (out of ~120) overall.
The Canyon Road project has undergone a higher level of scrutiny due to its regional importance and size. Formal evaluations have included:

--Multiple traffic Analyses (2016, 2019)
--An Economic Assessment (2018)
--A Value Engineering Study and Risk Review (2019)
--Local Travel Time Analysis (2019)

In general, the project has been evaluated against 8 performance attributes to guide the design process:

--North-South Connectivity
--Local Access
--Non-Motorized Accessibility
--ROW Impacts
--Environmental Impact Avoidance / Minimization
--Maintenance of Traffic
--Construction Complexity
--Bridge Maintenance and Inspection

4. **Final documents**

Current Request: $4,000,000 for ROW
Canyon Road E Project Vicinity Map
52nd St. E / 62nd Ave. E to 70th Ave.
Development Capacity
Frederickson Industrial Area

Canyon Road
Economic Assessment
Potential Land Capacity Insets
- Parks & Open space
- County Line
- Study Area Employment Centers
- Lakes, Rivers & Water Features
- Rail Lines

Parcel by Land Supply Type
- Vacant (Less than $.001 Improvement Value per Square Foot of Parcel Land Area)
- Underutilized Tier A ($0.001 - $2.50 Improvement Value per Square Foot of Parcel Land Area)
- Underutilized Tier B ($2.50 - $5.00 Improvement Value per Square Foot of Parcel Land Area)
Development Capacity
Fife Industrial Area

Canyon Road
Economic Assessment
Potential Land Capacity Insets
- Parks & Open space
- County Line
- Study Area Employment Centers
- Lakes, Rivers & Water Features
- Rail Lines

Parcel by Land Supply Type
- Vacant (Less than $.001 Improvement Value per Square Foot of Parcel Land Area)
- Underutilized Tier A ($0.001 - $2.50 Improvement Value per Square Foot of Parcel Land Area)
- Underutilized Tier B ($2.50 - $5.00 Improvement Value per Square Foot of Parcel Land Area)
Canyon Road E Equity Map
52nd St. E / 62nd Ave. E to 70th Ave.

Legend
- Bus Stops
- Project Location
- Bus Routes
- Census Tract 530539400040000
- Census Tract 530539400100000

Roads
- State Highway
- Arterial
- Residential

Tract #530539400040000
- Project Area
- State Average

Tract #530539400100000
- Project Area
- State Average

Disabled
Senior

Opportunity Index: Very Low

18.0%
20.0%

8.8%
15.4%

Disabled
Senior

Opportunity Index: Low

13.0%
17.0%

8.8%
15.4%

Information from 2020 PSRC Project Selection Resource Map and US Census Bureau Quickfacts website.

Date: 3/19/2020
Author: kgertje
February 11, 2020

Puget Sound Regional Council (PSRC)
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: Canyon Road East Freight Corridor Improvement

Dear PSRC Board and Committee Members:

As President and CEO of the Economic Development Board for Tacoma-Pierce County, I strongly support Pierce County’s 2020 grant application seeking federal right-of-way funding for the Canyon Road Regional Connection project. Prudent transportation improvements like the Canyon Road River Crossing augment workforce mobility and freight movement, to the benefit of Puget Sound’s economy. This project will replace the Milroy Bridge and connect Canyon Rd. E. with 70th. Ave. E. in Fife. Funding this project will benefit the region in several ways:

- **A Faster, More Direct Route** – The improved arterial road on a new alignment will provide the most direct freight and commuter route between the Port of Tacoma/Fife industrial areas and the Frederickson Manufacturing Industrial Center.
- **Leverage Regional Connection Projects**—Washington State’s “Puget Sound Gateway” program, which extends SR-167 and connects I-5 to 70th Ave. E., will begin work this year. Pierce County’s Canyon Road extension complements this critical improvement with a tie-in at 70th Ave. E.
- **Safer Bridge** – Builds a new, more efficient bridge over the Puyallup River, including grade-separated bicycle and pedestrian connections, and removal of the existing Milroy Bridge.
- **Economic Advancement** – This new arterial freight route connects the Fredrickson Manufacturing Industrial Center to other key industrial and economic centers, improving business opportunities and bringing additional jobs to the region.
- **Environmental Stewardship** - $1.5 Million will be invested in environmental mitigation including re-establishing and rehabilitating wetlands, increasing flood storage, increasing cover of native plant species, improving salmon habitat, and enhancing stream channel conditions.
- **Cultural and Resource Preservation** – The project will ensure the County’s tribal heritage and farmland resources remain healthy and accessible.
Significant progress has already been accomplished toward improving the Canyon Road corridor. We must now focus on completing this vital transportation corridor to reap the benefits for all users in the region.

I ask you to join me in support of the proposed improvements to the Canyon Road corridor.

Sincerely,

Bruce Kendall
President & CEO
Canyon Road E - Existing Route Features
52nd St. E / 62nd Ave. E to 70th Ave.

Legend
- TRAFFIC SIGNAL
- Existing_Route

Speed Limits
- 25
- 35
- 40

Roads
- State Highway
- Arterial
- Residential
- Puyallup Riverwalk Trail

Milroy Bridge
28' Trailer Restriction
14' 6" Low Clearance Warning
10' Lanes
No shoulders

Chief Leschi Schools

Riverside Fire District

Southern Project Limits

Northern Project Limits

Levee Pond Park

Puyallup Riverwalk Trail Extension
Travel Times for Year 2040 Route A (Fire Access) Scenario

These travel time comparisons are for 2040 no-build and build scenarios between Route A in both directions, as shown in Figure 17. The travel time results for Route A (Fire Access) in 2040 are provided in Table 6, where on average, it takes from 3 to 5 minutes and 23 seconds to make the northbound direction and around 3 minutes to make the southbound direction. The at-grade alternative will provide approximately 12 seconds in travel time savings in the southbound direction and 1 minutes and 37 seconds in travel time savings in the northbound direction compared to the no-build alternatives. The grade separated alternative will provide approximately 16 seconds in travel time savings in the southbound direction and 1 minute and 21 seconds in travel time savings in the northbound direction compared to the no-build alternatives.

Figure 17. Travel times for 2040 Route A (Fire Access) Scenario

Table 6: 2040 Travel Time (mm:ss) for Route A (Fire Access)

<table>
<thead>
<tr>
<th>2040</th>
<th>Riverside Fire District to 66th Avenue East along River Road</th>
<th>River Road to 52nd Street East along 66th Avenue East</th>
<th>52nd Street East to Stewart Avenue East</th>
<th>Total Travel Time through Corridor</th>
<th>Difference from the No-Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>No-Build</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB (Travel Time +</td>
<td>02:02</td>
<td>00:44</td>
<td>01:06</td>
<td>03:52</td>
<td>N/A</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB (Travel Time +</td>
<td>03:42</td>
<td>00:35</td>
<td>01:06</td>
<td>05:23</td>
<td>N/A</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>At-Grade</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB (Travel Time +</td>
<td>01:01</td>
<td>01:33</td>
<td>01:06</td>
<td>03:40</td>
<td>-00:12</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB (Travel Time +</td>
<td>01:11</td>
<td>01:29</td>
<td>01:06</td>
<td>03:46</td>
<td>-01:37</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Grade Separated</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SB (Travel Time +</td>
<td>01:25</td>
<td>01:05</td>
<td>01:06</td>
<td>03:36</td>
<td>-00:16</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NB (Travel Time +</td>
<td>01:38</td>
<td>01:18</td>
<td>01:06</td>
<td>04:02</td>
<td>-01:21</td>
</tr>
<tr>
<td>Delay)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: Northbound is abbreviated as NB and southbound is abbreviated as SB. Travel time results in mm:ss format (minutes : seconds). A positive result is the delay and a negative result is the travel time savings.
Travel Times for Year 2040 Route B (School Access) Scenario
These travel time comparisons are for 2040 no-build and build scenarios for Route B in both directions, as shown in Figure 18. The travel time results for Route B (School Access) in 2040 are provided in Table 7, where on average, it takes from 4 minutes to 6 minutes and 38 seconds to drive along the corridor from Chief Leschi Schools to 15th Street Northwest. The at-grade alternative will provide 2 minutes and 27 seconds in travel time savings in the eastbound direction and 51 seconds in travel time savings in the westbound direction compared to the no-build alternatives. The grade separated alternative will provide approximately 2 minutes and 38 seconds in travel time savings in the eastbound direction and 47 seconds in travel time savings in the westbound direction when compared to the no-build alternative.

Figure 18. Travel times for 2040 Route B (School Access) Scenario
<table>
<thead>
<tr>
<th>2040</th>
<th>Chief Leschi School to 66th Avenue East along 52nd Street East</th>
<th>66th Avenue East to River Road along Canyon Road East</th>
<th>Canyon Road East to 15th Street Northwest along River Road</th>
<th>Total Travel Time through Corridor</th>
<th>Difference from the No-Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>No-Build</td>
<td>EB (Travel Time + Delay)</td>
<td>01:34</td>
<td>03:11</td>
<td>01:53</td>
<td>06:38</td>
</tr>
<tr>
<td></td>
<td>WB (Travel Time + Delay)</td>
<td>01:09</td>
<td>00:44</td>
<td>03:32</td>
<td>05:25</td>
</tr>
<tr>
<td>At-Grade</td>
<td>EB (Travel Time + Delay)</td>
<td>01:30</td>
<td>01:43</td>
<td>00:58</td>
<td>04:11</td>
</tr>
<tr>
<td></td>
<td>WB (Travel Time + Delay)</td>
<td>01:10</td>
<td>02:26</td>
<td>00:58</td>
<td>04:34</td>
</tr>
<tr>
<td>Grade Separated</td>
<td>EB (Travel Time + Delay)</td>
<td>01:37</td>
<td>00:30</td>
<td>01:53</td>
<td>04:00</td>
</tr>
<tr>
<td></td>
<td>WB (Travel Time + Delay)</td>
<td>01:47</td>
<td>00:58</td>
<td>01:53</td>
<td>04:38</td>
</tr>
</tbody>
</table>

Notes:
Eastbound is abbreviated as EB and westbound is abbreviated as WB.
Travel time results in mm:ss format (minutes : seconds). A positive result is the delay and a negative result is the travel time savings.
CONCLUSION
The purpose of the Canyon Road East Northerly Extension project is to improve connectivity between the Frederickson MIC and the Port of Tacoma MIC by extending Canyon Road East via a new bridge connection over Clarks Creek and the Puyallup River from 52nd Street East to 70th Avenue East. This could be achieved with either an at-grade or grade separated bridge alternative option.

This study evaluated the relative performance of both alternatives by comparing modeled travel times for two local access routes A and B for the opening year 2027 and a future year 2040, in comparison to a no-build baseline alternative for the same years. The analysis determined that building the proposed road extension either at grade or grade separated would improve travel time compared to the no-build baseline. Of the two alternatives evaluated, the at-grade bridge alternative would likely provide lower travel times for Route A and Route B in the opening year 2027. This savings is most notable for the route A to and from the Riverside Fire District in 2027. However, for the future year 2040, the travel time savings between the at-grade and grade separated alternatives are very similar (~24% in travel time savings compared to no-build) after the Puget Sound Gateway Program is completed and alleviates some study area traffic. Table 8 below shows travel times for both the at-grade and grade separated alternatives for Routes A and B for 2027 and 2040.

Table 8: Summary of Travel Time Results (mm:ss) – Comparison of the At-Grade and Grade Separated Alternatives

<table>
<thead>
<tr>
<th>Year 2027</th>
<th>Alternative</th>
<th>Route A</th>
<th>Route B</th>
<th>Total Travel Time For both Routes</th>
<th>Difference from No-Build</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Travel time</td>
<td>Travel time</td>
<td>Difference from No-Build</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Future No Build</td>
<td>08:29</td>
<td>11:01</td>
<td>N/A</td>
<td>19:30</td>
</tr>
<tr>
<td></td>
<td>At-Grade</td>
<td>06:35</td>
<td>09:51</td>
<td>-0:1:54</td>
<td>16:26</td>
</tr>
<tr>
<td></td>
<td>Grade Separated</td>
<td>09:06</td>
<td>09:47</td>
<td>+0:0:37</td>
<td>18:53</td>
</tr>
<tr>
<td>Year 2040</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Future No Build</td>
<td>09:15</td>
<td>12:03</td>
<td>N/A</td>
<td>21:18</td>
</tr>
<tr>
<td></td>
<td>At-Grade</td>
<td>07:26</td>
<td>08:45</td>
<td>-0:1:49</td>
<td>16:11</td>
</tr>
<tr>
<td></td>
<td>Grade Separated</td>
<td>07:38</td>
<td>08:38</td>
<td>-0:1:37</td>
<td>16:16</td>
</tr>
</tbody>
</table>

Travel time results in mm:ss format (minutes : seconds). A positive result is the delay and a negative result is the travel time savings.
All users of the data shall be advised that the map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.


Map 9: Trail Linkage Opportunities

Lincoln Park, Recreation & Open Space Plan

Existing County Trail
Proposed County Trail
Existing Trail Partnership
Proposed Other Trail
Proposed NMTP Linkage
Proposed Roadway Linkage
Existing Out of County Trail
Proposed Out of County Trail
Water Trail
County Trailhead
Other Trailhead
Water Trail Access
County or Regional Park
County Recreation Center
Employment
College or University
Middle, Jr. High or High School

Linear Park/Trail
County or Regional Park
Other Park
Other County
Pierce County
Municipality
Interstate
Highway/Major Arterial
Railroad
Water Feature
March 18, 2020

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

RE: Canyon Road East Freight Corridor Improvement, River Crossing

Dear PSRC Board and Committee Members:

The Port of Tacoma supports Pierce County’s 2020 grant application seeking federal right-of-way funding for the Canyon Road Regional Connection project. Prudent transportation improvements like the Canyon Road River Crossing augment workforce mobility and freight movement, to the benefit of Puget Sound’s economy. This project will replace the Milroy Bridge and connect Canyon Road East with 70th Avenue East in Fife. Funding this project will benefit the region in several ways:

- **A Faster, More Direct Route** – The improved arterial road on a new alignment will provide the most direct freight and commuter route between the Port of Tacoma/Fife industrial areas and the Frederickson Manufacturing Industrial Center.

- **Leverage Regional Connection Projects**—Washington State’s “Puget Sound Gateway” program, which extends State Route 167 and connects Interstate 5 to 70th Avenue East, will begin work this year. Pierce County’s Canyon Road extension complements this critical improvement with a tie-in at 70th Avenue East.

- **Safer Bridge** – Builds a new, more efficient bridge over the Puyallup River, including grade-separated bicycle and pedestrian connections, and removal of the existing Milroy Bridge.

- **Economic Advancement** – This new arterial freight route connects the Fredrickson Manufacturing Industrial Center to other key industrial and economic centers, improving business opportunities and bringing additional jobs to the region.

- **Environmental Stewardship** - $1.5 Million will be invested in environmental mitigation, including re-establishing and rehabilitating wetlands, increasing flood storage, increasing cover of native plant species, improving salmon habitat, and enhancing stream channel conditions.

- **Cultural and Resource Preservation** – The project will ensure the County’s tribal heritage and farmland resources remain healthy and accessible.

The County has already made significant progress toward improving the Canyon Road corridor and is now requesting assistance to fund the right-of-way phase of this vital river crossing. We recommend the Canyon Road Regional Connection Project and would appreciate your support as well.

Sincerely,

John McCarthy, President
Port of Tacoma Commission
Canyon Road East
Freight Corridor Improvements
52nd St. E / 62nd Ave. E to 70th Ave. E.

Typical Roadway Section
### 2020-2025 TRANSPORTATION IMPROVEMENT PROGRAM

#### ROAD PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>2020 ANNUAL PROGRAM</th>
<th>2021 Future Allocation</th>
<th>2022 Future Allocation</th>
<th>2023-2025 Future Allocation</th>
<th>2020-2025 TOTAL</th>
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<tr>
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<td>Project Phase</td>
<td>Revenue Sources in $1,000's</td>
<td>Project Phase</td>
<td>Revenue Sources in $1,000's</td>
<td>Project Phase</td>
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<td>100 CRF</td>
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<td>5,300</td>
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</table>

**Project Title:** CANYON RD E

**Limits:**
- 99 St Ct E to 900 ft N/O 84 St E

**Scope Description:**
- Widen and reconstruct roadway to provide additional lane(s).

**Other project information:**
- Priority Group: CAP Work Class: 2
- CRP: 5726
- Est. Total Cost: 18,200
- Map ID: 471
- Fully funded: Yes
- Map Page No.: 4
- Council District: 5

**Other project information:**
- Other project information:
- Priority Group: NAC Work Class: 1
- CRP: 5498
- Est. Total Cost: 115,000
- Map ID: 321
- Fully funded: No
- Map Page No.: 4
- Council District: 2
- Length (miles): 0.76 Elements: A, B, D, F, G, H, J, L, W

**Road Project:**

**Project Title:** CANYON RD E - N EXT / BR #19204-H / 52 ST E / 70 AV E

**Limits:**
- 52 St E / 62 Av E to Puget Sound River SR-167 to N
Levee Rd E / 70 Av E

**Scope Description:**
- Construct new roadway and reconstruct existing roadway as part of the Canyon Rd E Northerly Extension corridor improvements.

**Other project information:**
- Priority Group: NAC Work Class: 1
- CRP: 5498
- Est. Total Cost: 115,000
- Map ID: 321
- Fully funded: No
- Map Page No.: 4
- Council District: 2
- Length (miles): 0.76 Elements: A, B, D, F, G, H, J, L, W

**Road Project:**

**Project Title:** CANYON RD E - NORTHERLY EXT

**Limits:**
- 1,500 ft S/O Pioneer Wy E to 52 St E / 62 Av E

**Scope Description:**
- Construct new roadway and overcrossing at the BNSF tracks as part of the Canyon Rd E Northerly Extension corridor improvements.

**Other project information:**
- Priority Group: NAC Work Class: 1
- CRP: 5643
- Est. Total Cost: 75,000
- Map ID: 446
- Fully funded: No
- Map Page No.: 4
- Council District: 5
- Length (miles): 0.55 Elements: A, B, D, F, G, H, J, L, W

**An additional $450,000 in Traffic Impact Fees (TIF) will be used from the Traffic Impact Fee Program on TIP page 27 (attached).**
### 2020 ANNUAL PROGRAM

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<td><strong>Other</strong></td>
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</tbody>
</table>

### Revenue Sources in $1,000's

#### Project Title: TRAFFIC IMPACT FEE PROGRAM

- Various projects Countywide identified in the Traffic Impact Fee Program

#### Scope Description:
- Widen and reconstruct roadways to provide additional lane(s). Install traffic signals and provide turn lane(s).

#### Other project information:
- Priority Group: MPGM
- Work Class: 6
- CRP: 5741
- Est. Total Cost: TBD
- Map ID: Not on Map
- Fully funded: Yes
- Map Page No: N/A
- Council District:
- Length (miles): N/A
- Elements:

### Project Title: TRAFFIC SIGNAL SYSTEM INTERCONNECT

- Various locations

#### Scope Description:
- Provide two way communications between various signals

#### Other project information:
- Priority Group: TSIP
- Work Class: 6
- CRP: 5851
- Est. Total Cost: 5,000
- Map ID: Not on Map
- Fully funded: No
- Map Page No: N/A
- Council District:
- Length (miles): N/A
- Elements:

### Project Title: UNION AV - STEILACOOM FERRY IMPROVEMENTS

- Rainier St in Steilacoom to Steilacoom Ferry Dock

#### Scope Description:
- Partnership with the Town of Steilacoom to construct a roundabout and improve ferry landing loading lanes.

#### Other project information:
- Priority Group: CAP
- Work Class: 4
- CRP: 5810
- Est. Total Cost: 410
- Map ID: 617
- Fully funded: Yes
- Map Page No: 2
- Council District: 6
- Length (miles): N/A
- Elements:

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$450,000 will be used to supplement match monies on CRP 5498, see page 7 of TIP (attached).