

# PSRC's 2023 Transportation Alternatives Program Application

## Application Type

TAP Project Category - Pedestrian and Bicycle Project

## General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Sponsor</b>
138th St. S. (SR-7 to Park Ave. S.)	N/A	Pierce County
<b>Co-Sponsor</b>	<b>Certification Acceptance?</b>	<b>CA Sponsor</b>
	Yes	

## Project Contact Information

<b>Name</b>	<b>Phone</b>	<b>Email</b>
Peter Lewis-Miller	12537986813	peter.lewis-miller@piercecountywa.gov

## Project Description

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

This project will construct paved shoulders/bicycle lanes, curb, gutter, sidewalk, and ADA-compliant curb ramps. The work will include resurfacing the road with an HMA grind and inlay, illumination, reconstructing the flashing red beacon at 138th Street South/C Street South, and providing an enclosed storm drainage system.

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

The project creates new non-motorized connections in the Parkland area of Pierce County. The surrounding community is classified as "very low" on PSRC's opportunity index, which cites issues related to lack of transportation, economics, and access to education. The project's new sidewalks and bike lanes will mitigate this challenge by providing active transportation options to reach transit along SR-7 which links to designated local centers. These improvements also capitalize on the imminent introduction of Bus Rapid Transit (BRT) to the SR-7 corridor and have been identified by both Pierce County and Pierce Transit as important first/last mile connections to the new BRT.

## Project Location

<b>Location</b>	<b>County/Counties</b>
138th St. S. and SR-7	Pierce
<b>Beginning Landmark</b>	<b>Ending Landmark</b>
SR-7 (Pacific Ave.)	Park Ave. S.

## Map and Graphics

f-132-552-18619648\_GfCNxdkl\_138th\_St\_S\_Combined\_Attachments.pdf

## Plan Consistency

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

No

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

**If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

The project anticipates future growth along the SR-7 corridor and facilitates that growth by providing non-motorized connections that link residential and commercial areas to designated centers via rapid transit (Comp. Plan goal PSM LU-2.1; -2.2; and -2.3).

The local centers, called Towne Centers in Pierce County's Comprehensive Plan, are roughly 0.5 miles to the south of the project (Sprinker Towne Center) and 0.8 miles north of the project (Garfield Towne Center). These centers are pedestrian- and transit-oriented (Comp. Plan goal PSM LU-8; -8.2; and 9), requiring improvements like this project to ensure first/last mile connections for those pedestrians. In fact, while the project itself is not specifically listed, the 138th St. S./E. corridor as a whole is identified for streetscape improvements alongside other roads that provide gateways to the Towne Centers (see Plan p. I-58).

As a result of the Comprehensive Plan's guidance the project has been included in the 2022 SR7 Corridor Consolidated Capital Improvement Plan (SR7 CCIP) as a "Tier 1" unfunded need (see SR7 CCIP p.45, 60), it will also be featured in the pending Active Transportation Plan. See Section 2's "outreach" section below for further discussion about the CCIP.

## Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

## Support for Centers

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

VISION 2050

The 138th St. S. project will provide sidewalks and bike lanes connecting to Pierce Transit's soon-to-be completed Bus Rapid Transit project on SR-7, which will construct a roundabout and bus stops at the intersection. Because of this imminent transit growth, Pierce County's 138th St. S. project serves a designated "High-Capacity Transit Station Area" within a "High-Capacity Transit Community" in the Urban Growth Area. These areas, identified by Vision 2050, are intended to accommodate employment growth, population growth,

and reduce the number and length of vehicle trips (Vision 2050 p. 33) by enabling robust transit links between urban households and the centers where they work and shop. "Focusing growth in [high-capacity transit station areas] provides people with greater mobility options and increases access to jobs, schools, and services. Connecting people to jobs, services and transit shortens commutes, reduces pollution, and gives people more time to spend with their families" (Vision 2050 p. 7).

The 138th St. S. project advances the primary Regional Growth Strategy goal (Vision 2050, top of p. 23) and several Regional Growth Strategy Policies due to its transit connections and proximity (less than 1 mile) to two designated Regional Centers, Garfield Towne Center and Sprinker Town Center:

- Direct funding to centers and high capacity transit areas (MPP-RC-8).
- Encourage growth in designated countywide centers (MPP-RGS-11).
- Make high-density residential development more feasible by focusing infrastructure improvements around high-capacity transit stations (MPP-RGS-8), such as the one planned at the intersection of SR-7 / 138th St. S.

#### PIERCE COUNTY COMPREHENSIVE PLAN

One goal of Pierce County's Comprehensive Plan is to create Towne Center communities which are "pedestrian- and transit-oriented and function as a central gathering place where community can live, shop, work, and play" (Plan p. I-38). The 138th St. S. project supports this population and employment growth by expanding non-motorized transit access and mobility in the urban corridor serving the County's designated centers. If transit is not the commuter's preference, the project is also within a walkable or bikeable 0.5 miles of the Sprinker Towne Center and 0.8 miles of the Garfield Towne Center.

The project is an outworking of coordination efforts with Pierce Transit "to review bus service between and through...employment centers" (Action 7.10). Studies concerning implementation of the new Bus Rapid Transit (BRT) route on SR-7 have concluded that adding pedestrian facilities on 138th St. S. is a critical component for realizing the full benefits of BRT ("First/Last Mile Access Improvements", Pierce Transit 2018).

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

Pierce County's Towne Center development objectives are achieved by promoting "connectivity, walkability, bikeability and transit support" (Goal LU-11.3). This includes road design considerations for all users (Goal LU-11.5) and the promotion of transit expansion (Goal LU-11.6). The 138th St. S. project is responsive to these goals, providing active transportation and transit options where none currently exist, linking all road users directly to two designated regional centers.

#### **Category-Specific Criteria: Pedestrian and Bicycle Projects**

##### **Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

Garfield Towne Center and Sprinker Towne Center are connected by a 1.3-mile segment of SR-7 in the Parkland-Spanaway-Midland area. The corridor features sidewalks, bike lanes, transit bus stops, and future bus rapid transit service. Side streets along this corridor, however, are generally underdeveloped, posing a challenge to the transit system and its first/last mile connections. Such is the case at 138th St. S. where there are no sidewalks and no bike lanes leading to SR-7. The project will extend this existing network by providing sidewalk and bike lanes on 138th St. S. for the full length of the "Urban Corridor" and "Neighborhood Corridor" zoning between Park Ave. S. and SR-7.

The new facilities will also complement the Parkland Community Trail, which is beginning construction this year, and the plans for future bike lanes running the length of 138th St. S. between Spanaway Loop Rd S. and SR-7.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

The community is currently cut off from transit and non-motorized facilities on SR-7 unless they hazard using inconsistent paved/gravel shoulder on 138th St. S. This barrier prevents easy access to nearby grocery stores, schools, libraries, restaurants, recreation, and transit serving the SR-7 corridor. With a short 30-minute bus ride from 138th St. S. the community can reach multiple Pierce County Towne centers, public parks, golf courses, universities, and employment centers. For lack of this option, all these amenities are only accessible by automobile.

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

Pierce Transit currently operates bus service along SR-7 with their busiest service line, Route 1. A southbound bus stop is present at the intersection of SR-7 and 138th St. S., and a northbound stop is just 300 feet to the north. Route 1 connects to multiple Pierce County Towne Centers, two Regional Growth Centers (Downtown Tacoma and UP/Fircrest), and regional transit options with Sound Transit at Tacoma Dome Station.

In the near future Pierce Transit's "Stream" bus rapid transit expansion will also serve the intersection of SR-7 / 138th St. S. with a new roundabout, non-motorized shared use paths, and BRT stations. The BRT promises more frequent service and dedicated transit lanes along the SR-7 corridor.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

138th St. S. is midway between two regional centers: Garfield Towne Center and Sprinker Towne Center. As these grow, the network connecting them will become increasingly important to the residents in this vicinity who will benefit from having multiple active/transit options for reaching these community gathering spaces.

On the west side of SR-7, within approximately 0.25 miles of the project, there are 2,730 residents (2020 census) living on 430 residential parcels. This includes 10 multifamily complexes (condos and mobile home parks) and 20 duplexes. Expanded links to SR-7 provide a lifeline, especially for the moderate- and high-density residential occupants who rely on transit options to ensure affordable housing and robust employment opportunities. Commuters in general will benefit from being able to leave their cars at home and still reach the commercial centers and opportunities provided by SR-7's "Urban Corridor" zoning.

Low income, elderly, and disabled residents are also present in the project area, and some within these communities may lack vehicles or the ability to drive. For many, transit is a necessity that ensures equitable access to the community.

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

The arrival of Bus Rapid Transit service is imminent along the SR-7 corridor, and to make the most of this investment there must be a bridge between the community and BRT service. The 138th St. S. project is an outworking of coordination efforts with Pierce Transit to make this connection. Studies concerning implementation of the new BRT route concluded that adding pedestrian facilities on 138th St. S. is a critical



component for realizing the full benefits of BRT ("First/Last Mile Access Improvements", Pierce Transit 2018).

## Category-Specific Criteria: Equity

### Section 1

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

The following populations are concentrated near the project in greater proportions than the regional average (See "Equity Maps" attachment):

- People with Low Incomes (35% vs. 20.7% average)
- People of Color (42% vs. 35.9% average)
- People with Disabilities (20% vs. 11% average)
- Older Adults (65+) (16% vs. 13.4% average)

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

There are many disparities and transportation gaps affecting the project area (See "Equity Maps" attachment):

- The Opportunity Index published by PSRC shows "Low" opportunity in the project area.
- Pierce County's equity mapping tool shows a "Very Low" equity rating.
- The WA Department of Health rates the area a 9 out of 10 on their Environmental Health Disparities map. Major contributing factors include poverty, unemployment, poor air quality, and cardiovascular disease.
- The Parkland-Spanaway-Midland area has a general lack of safe walking and biking paths on the roads approaching SR-7. This limits access to regional transit opportunities, amenities, and services along the corridor.
- There is a broader lack of connectedness among and between local centers, leading to a dependence on automobiles.

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

Pierce County is prioritizing capital planning and construction along the SR-7 corridor to address these needs, and the 138th St. S. project is a result of that planning. The project directly affects transportation gaps by constructing sidewalk and bike lanes connecting to SR-7 where none currently exist. This will improve health by enabling active transportation options like walking or biking, it will also allow easier access to active amenities like parks and trails that are connected to or planned along SR-7.

The project also enhances the effectiveness of other improvements that are planned or underway. These include:

- The Pierce Transit BRT on SR-7 (Coming in 2028)
- The Parkland Community Trail (Construction in 2023)
- Sprinker Recreation Center Outdoor Upgrades (Construction in 2023-2024)

### Section 2

**Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

The whole of 138th St. S./E. is reflected in Pierce County's Comprehensive Plan as an area in need of streetscape improvements (See P. I-58). In response to this, the project in this grant application is being added to Pierce County's 6-year Transportation Improvement Plan (TIP). Public engagement for the development of both the TIP and the Comprehensive Plan includes community meetings, online open houses, emails, social media, web, print, Planning Commission hearings, County Council Committee meetings, and County Council hearings.

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

As a result of the Comprehensive Plan's guidance the project has been included in the 2022 SR7 Corridor Consolidated Capital Improvement Plan (SR7 CCIP) as a "Tier 1" unfunded need (see SR7 CCIP p.45, 60), it will also be featured in the pending Active Transportation Plan.

The SR7 CCIP is a collaboration between Pierce County Public Works, Pierce County Parks, and Pierce Transit which collected public needs and input from multiple existing planning documents, including:

- The Pierce County Capital Facilities Plan
- The Parks, Recreation, and Open Space Plan
- The ADA Transition Plan
- The Safe Routes to School Plan
- Community Plan Updates
- And may others

These planning documents each incorporated their own public engagement process as part of their adoption, and the resulting priorities have guided the 138th St. S. project to focus on providing bicycle and pedestrian improvements that enhance Bus Rapid Transit service leading to Pierce County centers (i.e. the two Towne Centers discussed in other areas of this application).

### Section 3

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

PSRC's displacement risk mapping shows a medium risk for the project area. By far the biggest risk factor is proximity to bus rapid transit.

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

In 2020 and 2021 Pierce County hosted an Affordable Housing Workgroup to recommend actions that might diversify the county's housing market, create and improve lower income housing, and ensure adequate supply. More than two dozen community members from stakeholder organizations like United Way and Habitat for Humanity participated. Many of their recommendations centered around supporting "missing middle" housing types (duplexes, townhouses, multiplexes, etc.) which symbiotically support walkable communities and transit. Pierce County's new Neighborhood Corridor (NCOR) and Urban Corridor (UCOR) zoning designations, where

the 138th St. S. project is making improvements, are conducive to this sort of development.

## Category-Specific Criteria: Safety and Security

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

From 2017 to 2021 WSDOT recorded 21 crashes within the project limits, almost all of which occurred at the 138th St. S. / C St. S. intersection. 8 of these crashes resulted in injuries, including 1 involving a bicyclist and 1 resulting in serious injury.

The project will delineate the intersection with new curb, gutter, and sidewalk, ADA ramps, crosswalks, and bike lanes. It will also provide more consistent illumination along 138th St. S. These improvements will enhance visibility, separation, and awareness between various road users.

### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

The demand for active transportation options in the project area is likely to increase due to projects like the arrival of Bus Rapid Transit on SR-7, the Parkland Community Trail, and the Sprinker Towne Center outdoor improvements. Given the recent occurrence of bicycle accidents and serious injuries within the project limits, and in consideration of the higher-than-average disabled population in the area, it will be important to invest in infrastructure that allows safe, convenient access to the expanding non-motorized amenities in Parkland-Spanaway. The 138th St. S. project does this, filling a non-motorized gap with new curb, gutter, sidewalk, and bike lanes.

### **Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

The Pierce County Council adopted Resolution No. R2022-118 in August 2022 related to Traffic Safety; Endorsing Vision Zero with the Goal of Achieving Zero Traffic Deaths and Serious Injuries on Pierce County Roadways by 2035; Directing the Planning and Public Works Department to Prepare a Vision Zero Action Plan; and Authorizing the Submittal of Grant Applications in Support of the Vision Zero Effort.

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

The 138th St. S. / C St. S. intersection is listed in the top 40 intersections of concern (#26) in the 2023 Pierce County Local Road Safety Plan, a technical document prepared as part of WSDOT's County Safety Program.

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

The existing roadway has poorly delineated travel lanes. The roadside consists of a mix of ditches, gravel/grassy shoulder, paved shoulder, and weathered asphalt curb. Drivers, cyclists, and pedestrians are forced to navigate these various transitional surfaces without any uniform separations between one another to access commercial approaches, residences, side streets, and SR-7. Once the project is complete there will be much more

consistency regulating road access and separating travel modes. With bike lanes, curb, gutter, sidewalk, and crosswalks throughout the project limits there will not only be a physical barrier between motorists and pedestrians, but clear visual signals to anticipate these various modes, causing drivers to exercise caution as they travel.

## PSRC Funding Request

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

## PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$624000
		\$
		\$

**Total PSRC Funding Request: \$624000**

## Total Estimated Project Cost and Schedule

### Planning Phase

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

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

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

### Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$624000
Local	Local	Secured	\$98000
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost: \$722000**

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

## Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$1000000
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost:** \$1000000

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

## Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$3320000
			\$
			\$
			\$
			\$

**Total Construction Phase Cost:** \$3320000

**Expected year of completion for this phase:** 2030

## Other Phase

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

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

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

## Project Summary

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$5042000	December, 2031

## Financial Documentation

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

The attached document is an excerpt from Pierce County's adopted 2023 Transportation Improvement Program (TIP). If this grant is awarded matching funds will be provided from the "Grant/Developer Matching Program". Funds from any of this program's phases can be used to match a grant award.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

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## Project Readiness

### Preliminary Engineering/Design

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

Yes

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

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**Is preliminary engineering/design complete?**

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

,

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

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

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

,

## Environmental Documentation

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

**Has NEPA documentation been approved?**

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

,

## Right of Way

**Will Right of Way be required for this project?**

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

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

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

What is the zoning in the project area?

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

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

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

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

## Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

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

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

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

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

## Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be

**relevant to the final project recommendation and decision-making process.**

**SCREENING FORM COMMENT RESPONSES**

**Eligibility:**

1. The project supports several designated Centers of Local Importance and a Regional Growth Center by providing last-mile non-motorized connections linking them to the community. The centers include the Garfield Towne Centre (5-minute bus ride to the north), the Sprinker Towne Centre (5-minute bus ride to the south), the Mountain Highway Towne Center (15-minute bus ride to the south), and the Tacoma Downtown Regional Growth Center (30-minute bus ride to the north).

2. Project Scope - Repaving and signal improvements included in this project are intended to support the installation of the bike and pedestrian infrastructure and are not preservation activities. Road resurfacing is included only to the extent that it will be needed to establish the grades necessary to install sidewalks and bike lanes. In Pierce County's experience, this is likely to require at least a grind and overlay up to the crown of the road. Similarly, the traffic signal rebuild is intended to enhance safety for all users at the intersection and accommodate the new sidewalks, bike lanes, crosswalks, and ADA ramps.

**Funding Request:**

The grant request has been lowered to \$624,000 and the local match has been increased to \$98,000 to meet minimum local match requirements.

**Financial Plan:**

Monies programmed in the "Grant Developer Matching Program" may be used from any of its phases (PE, ROW, or CON) to provide the match for this grant application, even though this grant only seeks PE funding.

**Project Readiness:**

ROW certification is anticipated in December 2028, and the end of PE/start of CON is scheduled for March 2029. Pierce County believes this schedule is reasonable and achievable.

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

The need for this project and its various elements has become evident due to several sweeping planning efforts which engaged community stakeholders for their development. These include:

**COMPREHENSIVE PLAN / COMMUNITY PLAN UPDATES**

The project is identified as a pedestrian- and bicyclist-oriented street in need of streetscape improvements in Pierce County's 2021 "Centers and Corridors" community plan update (Comp Plan Excerpts p. I-58). The update was developed between 2016 and 2019 by a citizen advisory committee with input from the general public and support from Pierce County and Pierce Transit staff. Multiple community meetings, presentations, and online open houses were held each year, and thousands of mailers reached out for public participation and comment.

**SUSTAINABILITY 2030**

Pierce County adopted a new Sustainability Plan in 2021. This plan and its initiatives were coordinated and co-developed with cities, jurisdictions, and tribal stakeholders throughout Pierce County. The actions proposed include:

- T-2: Identifying "strategies to increase first/last mile access" to transit.
- T-11: Encouraging the County to "significantly increase the amount of bicycle and pedestrian infrastructure with



a focus on creating accessibility in the urban area and connections to cities".

- T-13: Emphasizing multimodal safety for "compatibility with walking, biking and transit".

From 2022 to 2023 Pierce County attended dozens of public events and collected public comments to help update the plan. The public's top priorities for the transportation system included "More sidewalks, bike lanes, and trails" (39%) and "More bus routes and transit options" (28%).

Pierce County is prioritizing 138th St. S. and projects like it in response to the public engagement elicited by these planning efforts.

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


## End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at [njohnson@psrc.org](mailto:njohnson@psrc.org) to have it returned to you.

# 138th St. S. (SR-7 to Park Ave. S) Vicinity Map






### Legend

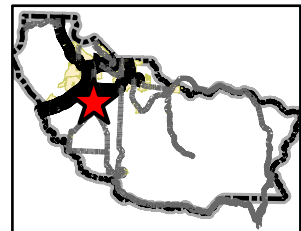
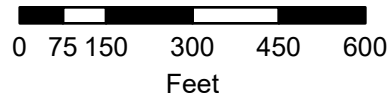
 Project Location

### Road Class

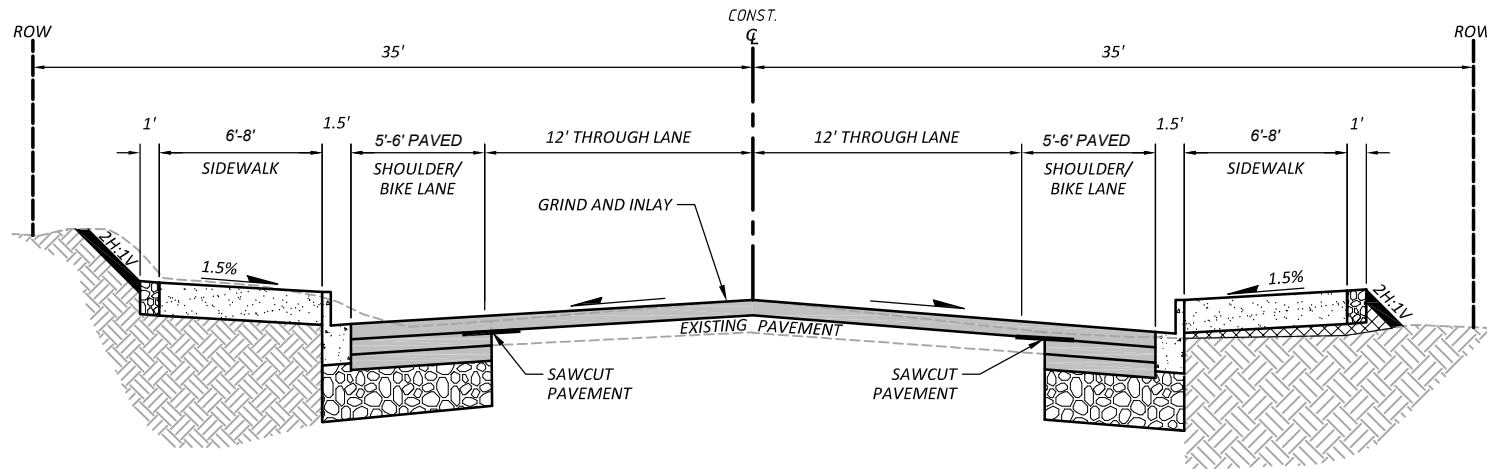
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-  Urban Principal Arterial; other
-  Urban Minor Arterial
-  Urban Local Access

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



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Date: 07/13/2023 Time: 09:02:34 AM Plotted by: SCUZZET



**ROADWAY SECTION**  
SR 7 TO PARK AVE S



**Pierce County**

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

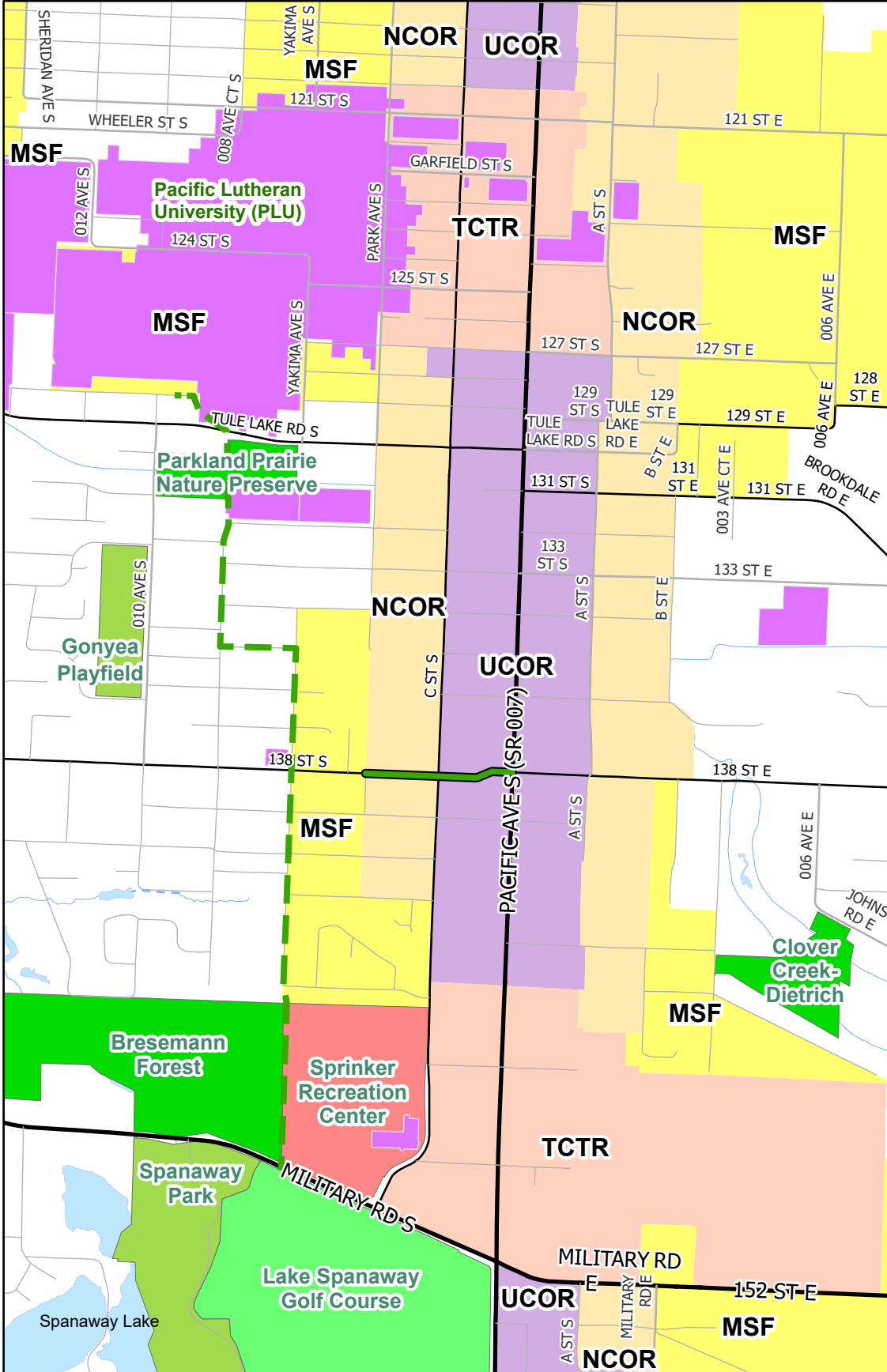
**138TH STREET SOUTH**  
**SR 7 TO PARK AVE S**

**TYPICAL ROADWAY SECTION**

**CRP 5972**

# 138th St. S. (SR-7 to Park Ave. S.)

## Zoning and Community Amenities



### Legend

**Type**

- Project
- Future Community Trail

**Schools**

- School Grounds

**Parks**

- Golf
- Park
- Rec Center
- Wildlife Habitat

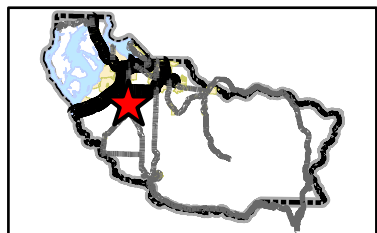
**Zoning**

- Towne Center (TCTR)
- Urban Corridor (UCOR)
- Neighborhood Corridor (NCOR)
- Moderate Single Family (MSF)

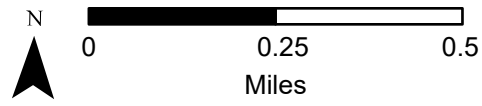
**Road Class**

- Urban Principal Arterial; other
- Urban Minor Arterial
- Urban Major Collector
- Urban Local Access

Pierce County



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





**PIERCE COUNTY PLANNING & PUBLIC WORKS  
TRANSPORTATION IMPROVEMENT SECTION**


**138TH STREET SOUTH  
PARK AVENUE SOUTH TO SR 7  
CRP 5972**

Prepared By: Suzie Cuzzetto  
Checked By: Lynn Ross, P.E.  
Date: 6/21/2023

**ENGINEER'S ESTIMATE**

ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
<b>PREPARATION</b>					
1	LUMP SUM	L.S.	MOBILIZATION	10%	170,300.00
2	1.0	ACRE	CLEARING AND GRUBBING	10,000.00	10,000.00
3	1	EACH	REMOVING DRAINAGE STRUCTURE	900.00	900.00
4	LUMP SUM	L.S.	REMOVAL OF STRUCTURE AND OBSTRUCTIONS	5,000.00	5,000.00
5	75	L.F.	REMOVING PLASTIC LINE	12.00	900.00
6	180	S.F.	REMOVING PLASTIC CROSSWALK MARKING	15.00	2,700.00
7	0.17	HUND	REMOVING RAISED PAVEMENT MARKER	550.00	93.50
8	390	L.F.	REMOVING EXISTING FENCE	10.00	3,900.00
<b>GRADING</b>					
9	7,700	C.Y.	ROADWAY EXCAVATION INCL. HAUL	25.00	192,500.00
10	100	C.Y.	EMBANKMENT COMPACTION	50.00	5,000.00
<b>STORM SEWER</b>					
11	15	EACH	CATCH BASIN TYPE 1	1,900.00	28,500.00
12	1	EACH	CATCH BASIN TYPE 2 48 IN. DIAM.	5,500.00	5,500.00
13	1	EACH	CATCH BASIN TYPE 2 54 IN. DIAM.	6,500.00	6,500.00
14	LUMP SUM	L.S.	STORM TREATMENT AND DETENTION SYSTEM	150,000.00	150,000.00
15	740	L.F.	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	70.00	51,800.00
<b>SURFACING</b>					
16	360	TON	CRUSHED SURFACING BASE COURSE	100.00	36,000.00
<b>HOT MIX ASPHALT</b>					
17	6,720	S.Y.	PLANING BITUMINOUS PAVEMENT	10.00	67,200.00
18	110	S.Y.	SELF ADHERING RUBBERIZED ASPHALT MEMBRANE	20.00	2,200.00
19	1,000	TON	HMA CL. 1/2 IN. PG 64-22	110.00	110,000.00
20	CALC 2,500	DOLLAR	COMPACTION PRICE ADJUSTMENT	1.00	2,500.00
21	CALC 30,000	DOLLAR	ASPHALT COST PRICE ADJUSTMENT	1.00	30,000.00
22	30	TON	HMA FOR APPROACH CL. 1/2 IN. PG 64-22	200.00	6,000.00
<b>EROSION CONTROL AND ROADSIDE PLANTING</b>					
23	10	DAY	ESC LEAD	200.00	2,000.00
24	24	EACH	INLET PROTECTION	90.00	2,160.00
25	2,000	L.F.	SILT FENCE	6.00	12,000.00
26	EST. 10,000	DOLLAR	EROSION/WATER POLLUTION CONTROL	1.00	10,000.00
27	5,000	S.Y.	STRAW MULCH	0.60	3,000.00
28	0.3	ACRE	SEEDING, FERTILIZING, AND MULCHING	10,000.00	3,000.00
29	0.3	ACRE	TOPSOIL TYPE C	20,000.00	6,000.00
<b>TRAFFIC</b>					
30	1,425	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER	30.00	42,750.00
31	273	L.F.	EXTRUDED CURB	25.00	6,825.00
32	1,198	L.F.	PAINT LINE	1.00	1,198.00
33	180	S.F.	PLASTIC CROSSWALK LINE	14.00	2,520.00
34	75	L.F.	PLASTIC STOP LINE	16.00	1,200.00
35	2	EACH	PLASTIC BICYCLE LANE ARROW	250.00	500.00
36	2	EACH	PLASTIC BICYCLE LANE SYMBOL	380.00	760.00
37	0.17	HUND	RAISED PAVEMENT MARKER TYPE 2	750.00	127.50
38	LUMP SUM	L.S.	PERMANENT SIGNING	6,800.00	6,800.00
39	1,198	L.F.	TEMPORARY PAVEMENT MARKING-SHORT DURATION	0.75	898.50
40	LUMP SUM	L.S.	ILLUMINATION AND INTERCONNECT SYSTEM	420,000.00	420,000.00
41	EST. 7,000	DOLLAR	ELECTRICAL SERVICE CONNECTION FEE	1.00	7,000.00
42	LUMP SUM	L.S.	TRAFFIC SIGNAL SPAN WIRE SYSTEM MODIFICATION	15,000.00	15,000.00
43	1	EACH	TYPE 1 INDUCTION LOOP VEHICLE DETECTOR	5,000.00	5,000.00
44	768	HR	PORTABLE CHANGEABLE MESSAGE SIGN	7.00	5,376.00

ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
45	LUMP SUM	L.S.	OTHER TEMPORARY TRAFFIC CONTROL DEVICES	10,000.00	10,000.00
46	1,440	HR	FLAGGERS	65.00	93,600.00
47	180	HR	OTHER TRAFFIC CONTROL LABOR	65.00	11,700.00
48	LUMP SUM	L.S.	TRAFFIC CONTROL SUPERVISOR	25,200.00	25,200.00
49	EST. 25,000	DOLLAR	WORK ZONE SAFETY CONTINGENCY	1.00	25,000.00
50	104	S.F.	CONSTRUCTION SIGNS CLASS A	30.00	3,120.00
51	2,156	L.F.	PAINTED WIDE LINE	1.15	2,479.40
52	240	L.F.	PAINTED BROKEN WIDE LINE	1.15	276.00
<b>OTHER ITEMS</b>					
51	LUMP SUM	L.S.	UTILITY COORDINATION	5,000.00	5,000.00
52	600	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	25.00	15,000.00
53	3,800	S.F.	SHORING OR EXTRA EXCAVATION CLASS B	5.00	19,000.00
54	400	C.Y.	PIPE ZONE BACKFILL	50.00	20,000.00
55	1	EACH	PLUGGING EXISTING PIPE	500.00	500.00
56	2	EACH	MONUMENT	1,200.00	2,400.00
57	1,600	S.Y.	CEMENT CONC. SIDEWALK	55.00	88,000.00
58	675	S.Y.	CEMENT CONC. APPROACH	60.00	40,500.00
59	8	EACH	CEMENT CONC. CURB RAMP TYPE PERPENDICULAR	2,300.00	18,400.00
60	3	EACH	CEMENT CONC. CURB RAMP TYPE PARALLEL	2,500.00	7,500.00
61	6	EACH	ADJUST EXISTING SANITARY SEWER STRUCTURE	1,400.00	8,400.00
62	1	EACH	ABANDON EXISTING MANHOLE	800.00	800.00
63	10	EACH	ADJUST CATCH BASIN	800.00	8,000.00
64	4	EACH	LOCKING SOLID METAL COVER AND FRAME FOR CATCH BASIN	1,000.00	4,000.00
65	2	EACH	ADJUST JUNCTION BOX	1,500.00	3,000.00
66	EST. 2,000	DOLLAR	ROADSIDE CLEANUP	1.00	2,000.00
67	LUMP SUM	L.S.	TRIMMING AND CLEANUP	5,000.00	5,000.00
68	EST. 5,000	DOLLAR	MINOR CHANGE	1.00	5,000.00
69	LUMP SUM	L.S.	SPCC PLAN	1,000.00	1,000.00
70	LUMP SUM	L.S.	FDC PLAN	1,000.00	1,000.00
71	4	EACH	MAILBOX SUPPORT TYPE 1-S	900.00	3,600.00
72	2	EACH	MAILBOX SUPPORT TYPE 2	1,100.00	2,200.00

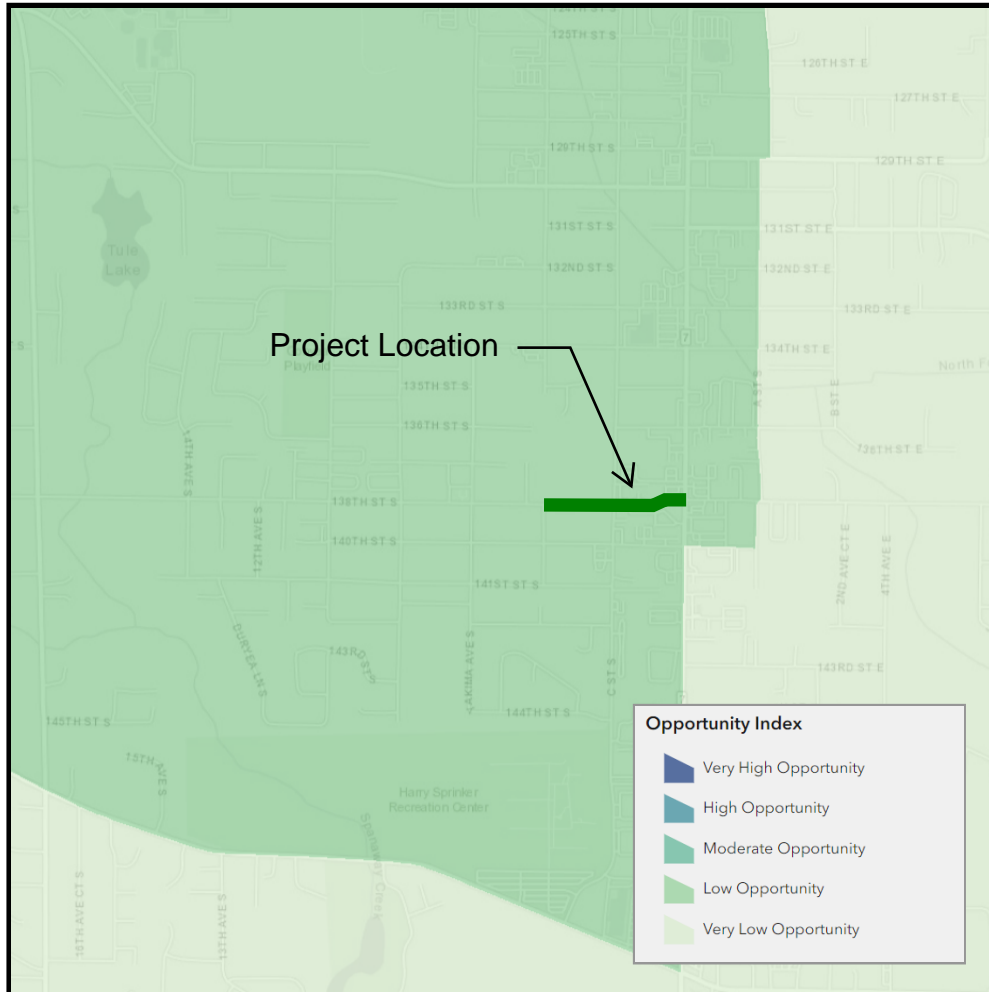
<p><b>DISCLAIMER - PRELIMINARY PLAN ONLY SUBJECT TO REVISION</b></p> <p>Pierce County makes no warranty, expressed or implied, concerning the content, accuracy, currency, or completeness of the data contained herein. Pierce County makes no warranty of fitness for any particular purpose, and no representation as to the quality of any data. No employee or agent of Pierce County is authorized to waive or modify this disclaimer.</p> <p>Date: 6/21/23 Initials: LMR</p>		<p><b>Bid Item Subtotal</b> <span style="float: right;"><b>\$1,873,283.90</b></span></p> <p>Miscellaneous (15% Bid Item Subtotal) <span style="float: right;"><b>\$280,992.59</b></span></p> <p><b>Contract Estimate</b> <span style="float: right;"><b>\$2,154,276.49</b></span></p> <p>Inflation (6 years @ 5% per year - until 2029) <span style="float: right;"><b>\$732,660.04</b></span></p> <p><b>TOTAL CONTRACT ESTIMATE</b> <span style="float: right;"><b>\$2,887,000</b></span></p>
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<b>PRELIMINARY ENGINEERING PHASE</b>	
Preliminary Engineering Phase @ 25%	\$721,750
Environmental Assessment	
<b>PRELIMINARY ENGINEERING PHASE TOTAL</b>	<b>\$721,750</b>
<b>RIGHT-OF-WAY PHASE</b>	
Right-Of-Way Acquisition Cost (From ROW Cost Estimate)	\$1,000,000
<b>RIGHT-OF-WAY PHASE TOTAL</b>	<b>\$1,000,000</b>
<b>CONSTRUCTION PHASE</b>	
Contract Total	<b>\$2,887,000</b>
Construction Engineering (15% Total Contract Estimate)	<b>\$433,000</b>
<b>CONSTRUCTION PHASE TOTAL</b>	<b>\$3,320,000</b>
<b>TOTAL PROJECT ESTIMATE (Rounded)</b>	<b>\$5,042,000</b>

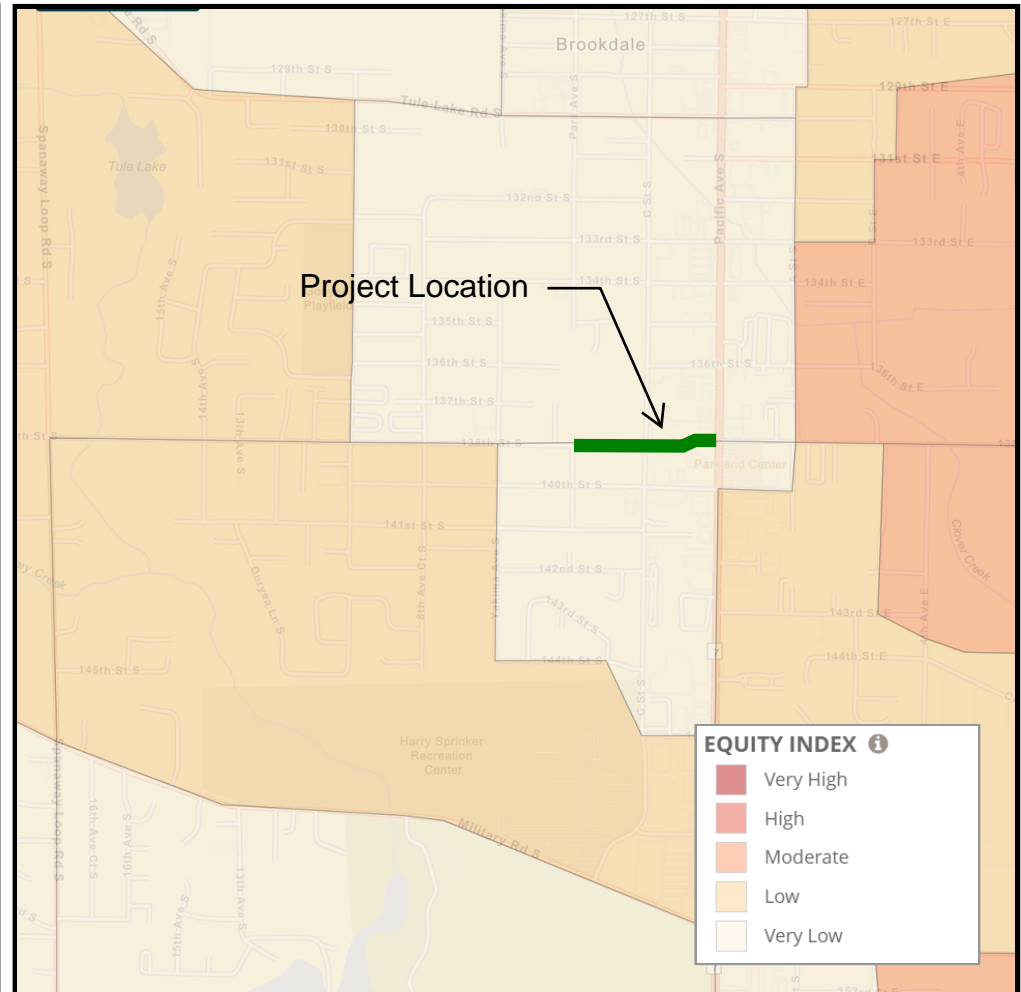
# Equity Maps

138th St. S. (SR-7 to Park Ave. S.)

Opportunity Index (PSRC Resource Map):  
Low



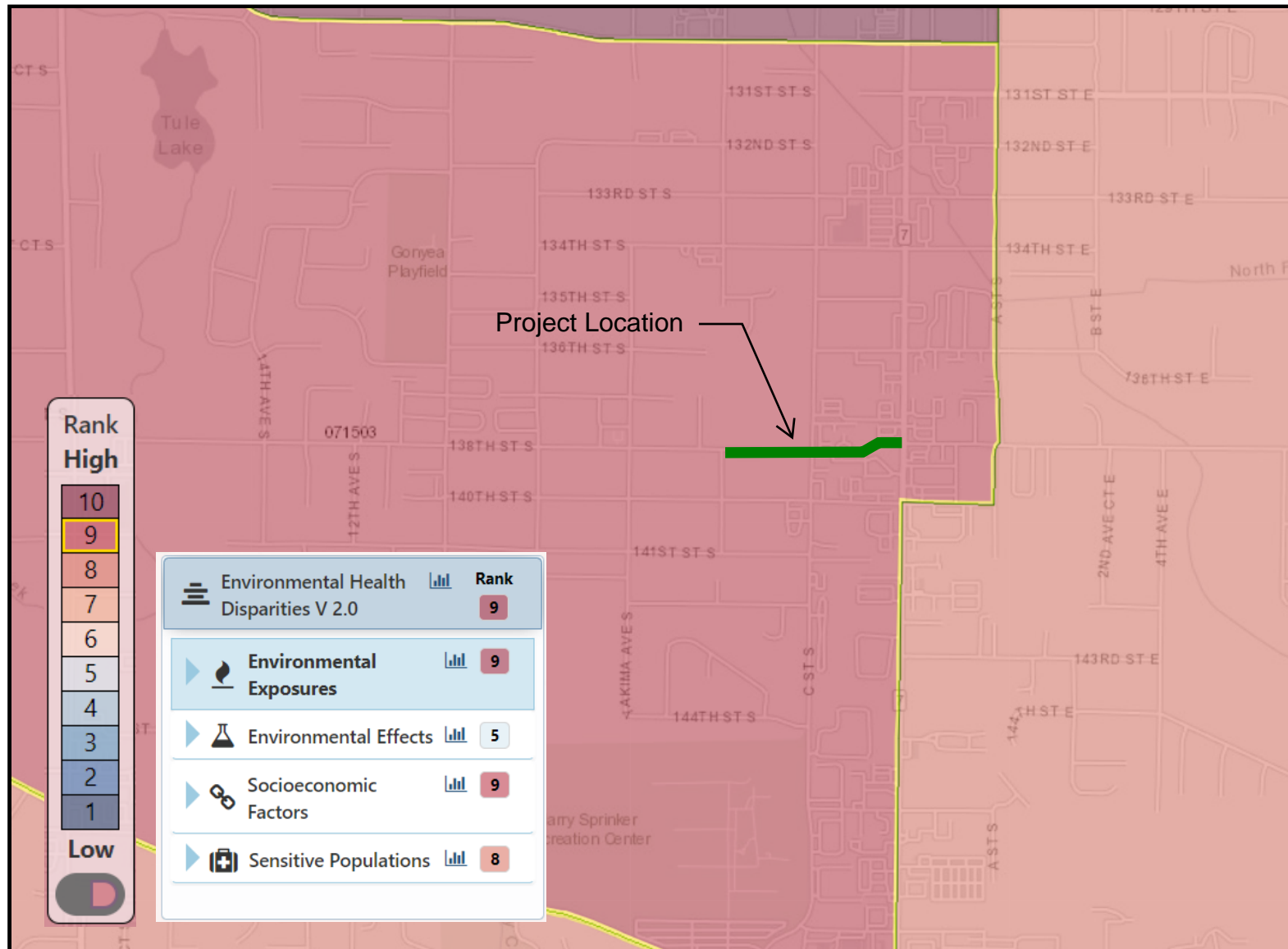
Equity Index (Pierce County Equity Toolkit):  
Very Low



# Equity Maps

138th St. S. (SR-7 to Park Ave. S.)

Environmental Health Disparities (WA Dept. of Health):  
High (9 out of 10)



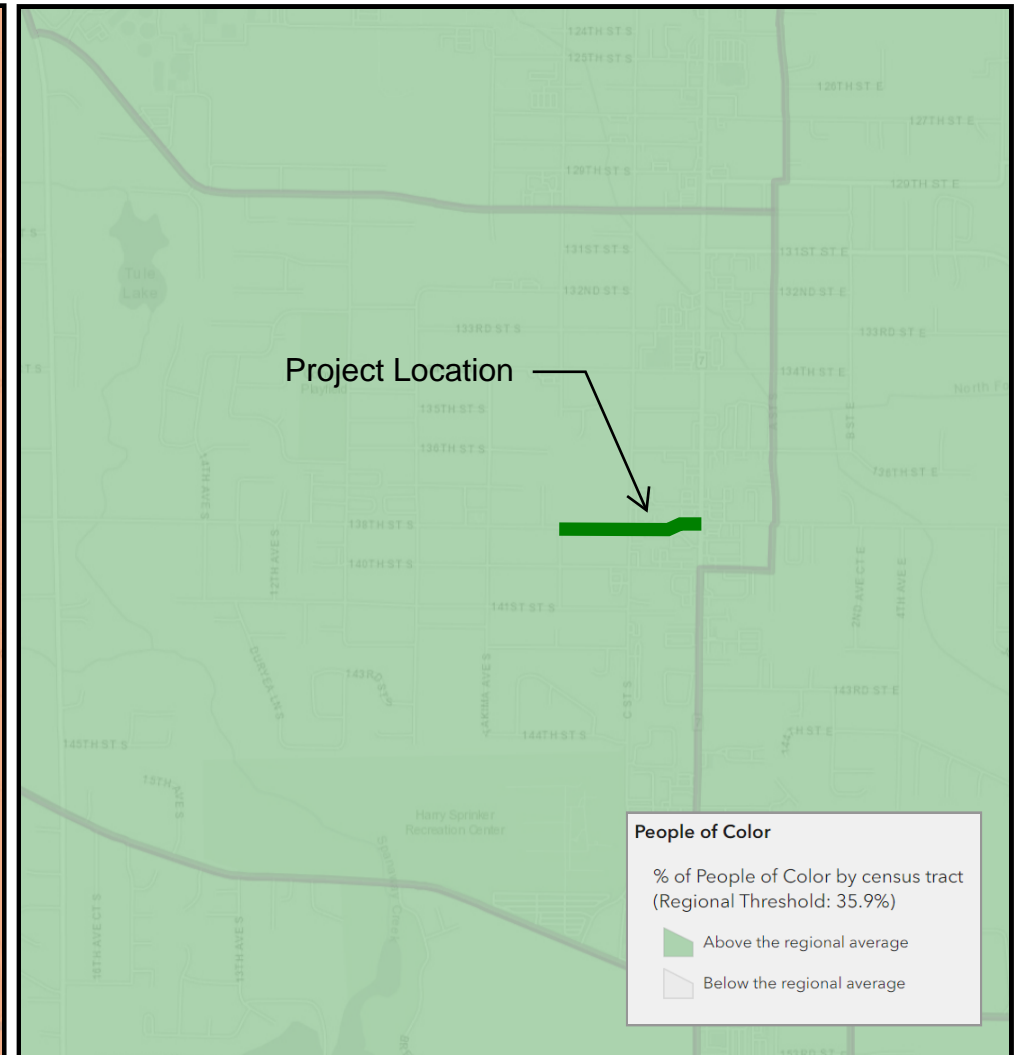
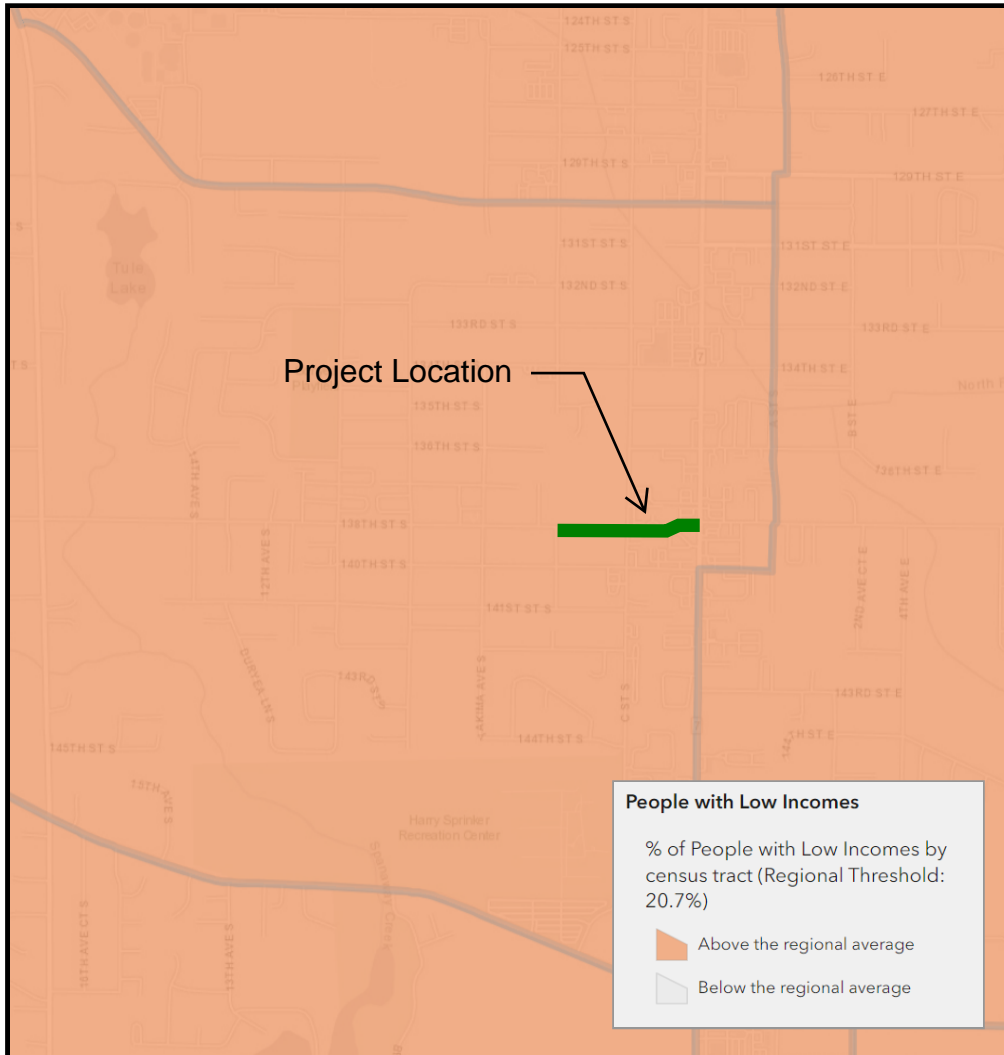


# Equity Maps

138th St. S. (SR-7 to Park Ave. S.)

Low Incomes (PSRC Resource Map):  
35% in project area vs. 20.7% regional average

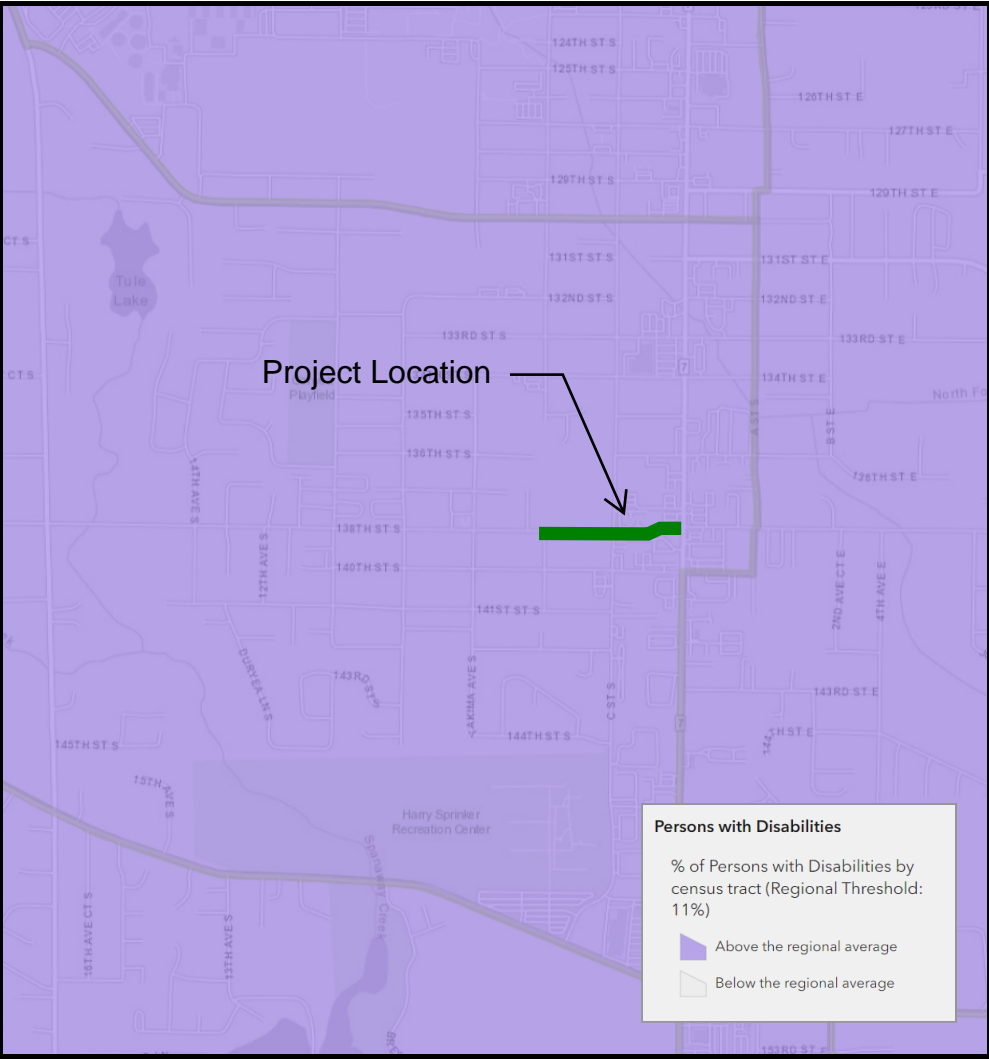
People of Color (PSRC Resource Map):  
42% in project area vs. 35.9% regional average



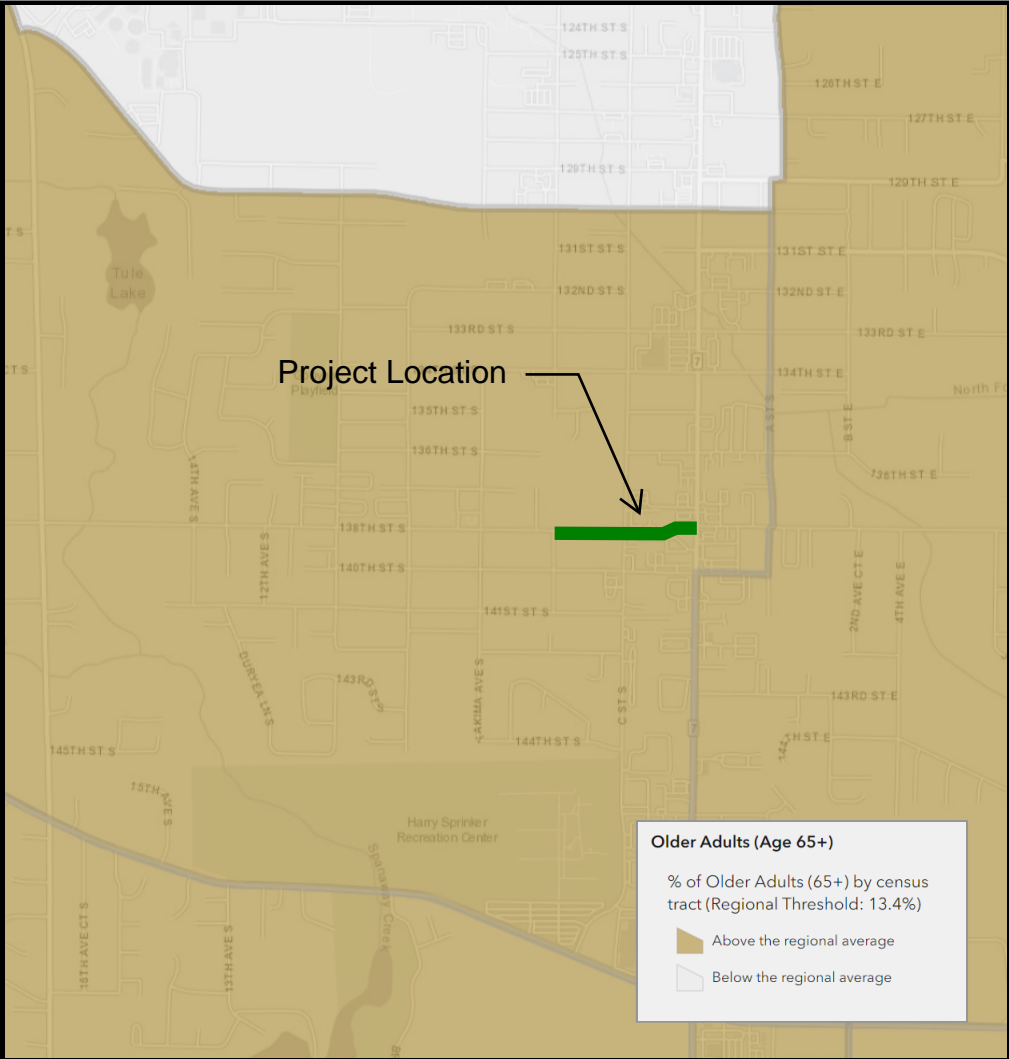
# Equity Maps

138th St. S. (SR-7 to Park Ave. S.)

Persons with Disabilities (PSRC Resource Map):  
20% in project area vs. 11% regional average



Older Adults 65+ (PSRC Resource Map):  
16% in project area vs. 13.4% regional average



## LAND USE POLICIES

### GOALS

- We envision communities where high-intensity and high-impact uses will be located along major transportation corridors where adequate infrastructure and services exist or can be readily and economically provided.
- We envision communities where impacts from high-intensity uses on nearby low-intensity uses or the natural environment can be mitigated or avoided through high-quality design and buffering.
- We envision communities where predominantly residential neighborhoods will be protected from the impacts of high-intensity commercial, industrial, and multifamily development.
- We envision communities where Towne Centers are developed, which are pedestrian- and transit-oriented and function as a central gathering place where the community can live, shop, work, and play.
- We envision three distinct communities of Parkland, Spanaway, and Midland that will grow while protecting their unique character, making each of these communities a place where residents want to live.
- The key to health, safety, a strong sense of community, and a high quality of life in the Parkland, Spanaway, and Midland communities is to preserve, maintain, and enhance existing residential neighborhoods and develop and maintain new residential neighborhoods, which provide a variety of well- and sensitively-designed and sited housing types, densities, and complementary land uses.
- The majority of the plan area should consist of medium-density residential neighborhoods with recreational, commercial, professional, and other services of low-, moderate-, and high-intensity in defined locations convenient to residents.

### GENERAL

**GOAL PSM LU-1** Uses should locate in those areas where sufficient infrastructure and services exist or can be readily and economically provided.

**GOAL PSM LU-2** High-intensity uses should locate in areas where impacts on adjacent lower intensity uses and natural systems would be minimal. The intensity of an allowed use should be proportional to the ability of the use to mitigate its impacts on its surroundings.

**PSM LU-2.1** Focus future growth within Towne Centers and Corridors along SR-7, 112th Street East, and 176th Street East.

**PSM LU-2.2** Reshape commercial areas along SR-7 by providing appropriate land use designations and design standards that support compact, high-density Towne Centers connected by transit-oriented Corridors.

**PSM LU-2.3** As development and redevelopment take place, focus on pedestrian- and transit-oriented design to ensure an interconnected, multimodal transportation system that supports urban development.

**GOAL PSM LU-3** Uses should be designed and located to allow for sufficient areas in the community for low-, moderate-, and high-intensity development.

**PSM LU-3.1** Allow the following densities to the applicable residential and mixed-use zones:

Land Use Designation	Zoning Classification	Minimum Dwelling Units per Net Acre	Maximum Dwelling Units per Net Acre
<b>Corridor (COR)</b>	Neighborhood Corridor (NCOR)	6	25
	Urban Corridor (UCOR)	12	60
<b>High Density Residential District (HRD)</b>	Moderate-High Density Residential (MHR)	8	25
<b>High Density Single-Family (HSF)</b>	HSF	6	18
<b>Moderate Density Single-Family (MSF)</b>	MSF	4	6
	Residential Resource (RR)	1	3
	Single Family (SF)	4	4
<b>Mixed Use District (MUD)</b>	Mixed Use District (MUD)	12	25
<b>Neighborhood Center (NC)</b>	NC	6	16
<b>Towne Center (TCTR)</b>	Towne Center (TCTR)	15	80

**GOAL PSM LU-4** Strive to make nonconforming uses more compatible with existing and future conforming uses and development.

**PSM LU-4.1** Restrict the expansion of nonconforming uses depending on the land use designation and the degree of consistency with the Comprehensive Plan and Communities Plan.

**PSM LU-4.2** Increase public involvement in review of any request to expand a nonconforming use to ensure the impacts of expansion can be fully mitigated.

**PSM LU-4.3** Provide incentives for redeveloping nonconforming uses to become more conforming.

COMMERCIAL

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

MIXED-USE

TOWNE CENTER

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

**PSM LU-8.1** A diversity of uses, including pedestrian-oriented commercial, civic, and mixed use residential uses, shall be encouraged to create a more active street level with greater pedestrian use and shopping activity.

**PSM LU-8.2** Promote, expand, and enhance the recreational, cultural, civic, or educational attractions and pedestrian- and transit-oriented commercial experience offered by the Towne Center to increase the draw of residents of nearby communities and visitors.

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

**PSM LU-9.1** Promote creation of restaurants, art galleries, theaters, and other uses as a key component to the Garfield Towne Center.

**PSM LU-9.2** Commercial operations that are oriented to evening and drop-in services shall be encouraged to locate in Towne Centers.

**PSM LU-9.3** The Mountain Highway Towne Center should serve as a hub for the surrounding urban area and the rural populations to the south by incorporating needed services not available in the rural area.

**PSM LU-9.4** Towne Centers should not be expanded beyond their current configuration unless they are built out to ensure they are developed in a compact and pedestrian- and transit-oriented manner.

**GOAL PSM LU-10** Pierce County shall work with owners of the Marymount property to encourage development of the property to accomplish the following objectives:

- Continued public display and appropriate maintenance or restoration of part or all of the Harold LeMay Car Collection;
- Selection of private development activities that achieve the goals of the Towne Center. Consider uses that provide for family wage jobs for community residents and/or provide high-density housing within the Towne Center;
- Incorporation of historic on-site structures or mature vegetation into future development, where feasible; and
- Use of portions of the property as a public or private sector gathering place for community residents and visitors.

**GOAL PSM LU-11** Develop parking programs for Towne Centers that recognize and support the historic character or planned pedestrian character, while providing sufficient parking for customers of all businesses.

**PSM LU-11.1** Pierce County shall work with the business community in partnerships to develop a coordinated and effective approach to providing adequate parking and circulation within the Towne Centers.

Parkland:

- N: Pacific Avenue at 99th Street South;
- N: Steele Street South at 96th Street South;
- N: Waller Road East at Brookdale Road East;
- E: 112th Street East at Golden Given Road East;
- W: 112th Street South at Steele Street South;
- S: Spanaway Loop Road South at Military Road; and
- S: Pacific Avenue at 152nd/Military Road.

Spanaway:

- N: Spanaway Loop Road South at 152nd/Military Road;
- N: Pacific Avenue at 152nd/Military Road;
- N: Waller Road (south side) at Brookdale Road East;
- E: 152nd Street East at 27th Avenue East;
- E: 176th Street East at the 2600 block;
- S: SR-507 at Pacific Avenue/Mountain Highway; and
- S: Mountain Highway at 22nd Avenue East.

**GOAL PSM D-2**

Streetscape improvement plans shall address the following topics: public and private landscaping, bicycle facilities, sidewalks, crosswalks, street furniture, signage, utility placement, funding sources, development priorities, etc.

**PSM D-2.1**

Streetscape improvement plans shall be developed for each Towne Center, and for the following pedestrian- and bicyclist-oriented streets:

- Park Avenue South;
- Yakima Avenue South/C Street South;
- A Street South;
- 121st Street South/East;
- Ainsworth Avenue South;
- Tule Lake Road South;
- Wheeler Street South;
- 138th Street South/East;
- 131st Street East/Brookdale Road East;
- Military Road South/East;
- Spanaway Loop Road South;
- 159th/160th Street East/Military Road East;
- 174th Street South;
- 168th Street East;

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

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

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

**LU-10.2.3** Canyon Road East;

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

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

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

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

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

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

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

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

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

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

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

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

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

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



- LU-11.4** Pursue the establishment of Multifamily Tax Exemptions (MFTE) within the Towne Centers and Urban Corridors.
  - LU-11.4.1** Encourage the Washington State legislature to allow MFTE for Counties with high-capacity transit areas to support transit-oriented development.
  - LU-11.4.2** Towne Centers and Urban Corridors along Bus Rapid Transit (BRT) lines are appropriate areas to promote high residential density and provide MFTE as an incentive.
- LU-11.5** Road designs must consider all users including pedestrians, bicyclists, and transit.
  - LU-11.5.1** Planning the design of the roads should focus on the particular need of that roadway to provide for the range of users.
- LU-11.6** Promote transit expansion and use.
  - LU-11.6.1** Provide transit amenities including bus stops, commuter parking, and transit-designated lanes.
  - LU-11.6.2** The County will coordinate with local transit providers to support high-interval transit service that provides access to services within the Towne Center and access to transit facilities that access regional centers of activity.

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**INFRASTRUCTURE FUNDING PRIORITY**

The PSRC Vision 2040 Multicounty Planning Policies and the Pierce County Countywide Planning Policies direct that transportation and economic development funds should be prioritized for Centers.

- GOAL LU-12** Infrastructure funding to support the growth and development of locally-designated Towne Centers and Corridors shall be a high priority.
  - LU-12.1** The Capital Facilities Plan shall include a separate funding category that identifies infrastructure improvements and funding allocations for infrastructure improvements for Towne Centers and Corridors.
  - LU-12.2** The County shall develop plans and policies for designated Towne Centers and Corridors that identify the objectives to be met by future improvements. These plans and policies shall include the identification of existing infrastructure gaps and strategic locations for capital improvement investments and shall include a six-year and twenty-year capital improvement financing strategy.
  - LU-12.3** The County shall establish criteria for prioritizing improvements in Towne Centers and Corridors. These criteria shall give high priority to improvements that support greater housing density and more efficient land use, or facilitate the ability to walk, bike, and access transit facilities in the Towne Centers/Corridors. When considering the location and timing of capital investments, improvements that close existing infrastructure gaps, or are located at a strategic site shall be considered first for funding.

Table 8. Unfunded Identified Needs: Active Transportation Capital Improvement Projects

Map ID	Project Name	Description	Cost Estimate (mil)	Source Document	BRT / Towne Center Supportive
AT-1	112 <sup>th</sup> St E from 'A' St S to 18 <sup>th</sup> Av E	Bike/Pedestrian Facilities: Add sidewalks, curb, and gutters	\$8.54 (2)	Active Transportation Plan (#31), Community Plan (#MC26), TIP (unfunded)	—
AT-2	112 <sup>th</sup> St S from Steele St S to 'C' St S	Mark Bike Lanes	\$0.01 (2)	Active Transportation Plan (#34)	—
AT-3	121 <sup>st</sup> St E / 120 <sup>th</sup> St E from SR-7 to Vickery Av E	Bike/Pedestrian Facilities	\$18.48 (2)	Active Transportation Plan (#35), Community Plan	BRT supportive
AT-4	121 <sup>st</sup> St E from 'A' St E to Golden Given Rd E	Add curb, gutter, and sidewalks	\$0.21 (1)	Community Plan (PSM Map ID 35)	—
AT-5	123 <sup>rd</sup> St E from 'A' St E to 6 <sup>th</sup> Av E	Path	\$0.02 (1)	Community Plan (PSM Map ID 37)	—
AT-6	131 <sup>st</sup> St E / Brookdale Rd E from SR-7 to Golden Given Rd E	Bike/Pedestrian Facilities	\$7.21 (2)	Active Transportation Plan (#40)	—
AT-7	132 <sup>nd</sup> St S from 8 <sup>th</sup> Av Ct S to 'C' St S	Bike/Pedestrian Facilities	\$2.66 (2)	Active Transportation Plan (#42), Community Plan	—
AT-8	133 <sup>rd</sup> St E from 'B' St E to 8 <sup>th</sup> Av E (Elmhurst Elementary)	School zone flashing beacons both directions	\$0.60 (3)	Safe Routes to School	—
AT-9	138 <sup>th</sup> St from SR-7 to Golden Given Rd E	Paved shoulders	\$0.24 (1)	Community Plan (PSM Map ID 39)	—
<b>AT-10</b>	<b>138<sup>th</sup> St S from Spanaway Loop Rd S to SR-7</b>	<b>Bike/Pedestrian Facilities</b>	<b>\$7.98 (2)</b>	<b>Active Transportation Plan (#45)</b>	<b>BRT supportive</b>
AT-11	138 <sup>th</sup> St S/E from SR-7 to Golden Given Rd E	Bike/Pedestrian Facilities	\$6.37 (2)	Active Transportation Plan (#46), Community Plan	BRT supportive
AT-12	152 <sup>nd</sup> St E / Military Rd E/S from SR-7 to Brookdale Rd E	Bike/Pedestrian Facilities	\$19.74 (2)	Active Transportation Plan (#50), Community Plan	BRT and Towne Center supportive
AT-13	159 <sup>th</sup> St E / 160 <sup>th</sup> St E from 'B' St E to 11 <sup>th</sup> Av E	Bike/Pedestrian Facilities	\$6.30 (2)	Active Transportation Plan (#52), Community Plan	—
AT-14	168 <sup>th</sup> St E from SR-7 to 'B' St E	Sidewalks and Bike Lanes	\$4.02 (4) (5)	Active Transportation Plan (#58), Community Plan, TIP (CRP #5936), STIP (PCO-184)	BRT supportive
AT-15	176 <sup>th</sup> St E from SR-7 to Canyon Rd E	Mark Bike Lanes	\$0.04 (2)	Active Transportation Plan (#59), Bike Lane Program	BRT supportive
AT-16	192 <sup>nd</sup> St E from 'B' St E to 22 <sup>nd</sup> Av E	Path or sidewalk	\$0.34 (1)	Community Plan (PSM Map ID 47)	—
AT-17	192 <sup>nd</sup> St E from 'B' St E to 38 <sup>th</sup> Av E	Bike/Pedestrian Facilities	\$16.45 (2)	Active Transportation Plan (#62)	—
AT-18	196 <sup>th</sup> St E / 6 <sup>th</sup> Av E from SR-7 to 192 <sup>nd</sup> St E	Path	\$0.02 (1)	Community Plan (PSM Map ID 48)	BRT supportive
AT-19	208 <sup>th</sup> St E from SR-7 to 66 <sup>th</sup> Av E	Bike/Pedestrian Facilities	\$23.66 (2)	Active Transportation Plan (#63)	—
AT-20	8 <sup>th</sup> Av E from 208 <sup>th</sup> St E to SR-7	Paved shoulders or trail	\$0.10 (1)	Community Plan (PSM Map ID 3)	BRT and Towne Center supportive
AT-21	99 <sup>th</sup> St from SR-7 to Portland Av	Paved shoulders	\$0.28 (1)	Community Plan (PSM Map ID 23)	—
AT-22	'A' St E from 112 <sup>th</sup> St E to 140 <sup>th</sup> St E	Bike/Pedestrian Facilities	\$12.32 (2)	Active Transportation Plan (#66)	—
AT-23	'A' St from 108 <sup>th</sup> St E to 96 <sup>th</sup> St E	Paved shoulders or widen lanes	\$0.14 (1)	Community Plan (PSM Map ID 51)	—
AT-24	'A' St from 138 <sup>th</sup> St S to 131 <sup>st</sup> St S	Paved shoulders	\$0.12 (1)	Community Plan (PSM Map ID 50)	—
AT-25	'A' St S from 122 <sup>nd</sup> St Ct E to 121 <sup>st</sup> St E (Early Learning Center)	Sidewalk on east side of road	\$0.27 (3)	Safe Routes to School	—
AT-26	'A' St S from 122 <sup>nd</sup> St Ct E to 123 <sup>rd</sup> St E (Early Learning Center)	School zone flashing beacons	\$0.06 (3)	Safe Routes to School	—
AT-27	'B' St E from 152 <sup>nd</sup> St E to 176 <sup>th</sup> St E	Bike/Pedestrian Facilities	\$10.57 (2)	Active Transportation Plan (#68)	—
AT-28	'B' St E from 176 <sup>th</sup> St E to SR-7	Bike/Pedestrian Facilities	\$8.96 (2)	Active Transportation Plan (#69)	BRT and Towne Center supportive
AT-29	Bresemann Blvd S / 160 <sup>th</sup> St S from Spanaway Park to SR-7	Bike/Pedestrian Facilities	\$2.66 (2)	Active Transportation Plan (#71)	BRT supportive
AT-30	'C' St S from 112 <sup>th</sup> St S to 120 <sup>th</sup> St S	Mark Bike Lanes: Add bike route	\$0.01 (2)	Active Transportation Plan (#75), Community Plan (#PSM57), Bike Lane Program	—
AT-31	'C' St S from 112 <sup>th</sup> St S to 120 <sup>th</sup> St S	Improve sidewalks	\$0.25 (4)	Community Plan (PSM Map ID 57)	—
AT-32	'C' St S from 120 <sup>th</sup> St S to Garfield St S	Bike/Pedestrian Facilities: Add bike route	\$1.05 (2)	Active Transportation Plan (#76), Community Plan (#PSM57), Bike Lane Program	Towne Center supportive
AT-33	'C' St S from Garfield St S to Military Rd S	Sidewalks and Bike Lanes: Add paved shoulders on one side	\$12.74 (2)	Active Transportation Plan (#77), Community Plan (#PSM59), TIP (CRP 5930 plus more, unfunded)	Towne Center supportive
AT-34	Challenger High 'B' St E from 182 <sup>nd</sup> St E to 176 <sup>th</sup> St E	Sidewalk on both sides of road	\$2.13 (3)	Safe Routes to School	—
AT-35	Clover Creek Trail from 'C' St / Tule Lake Rd to Waller Rd E	Trail	\$9.99 (1)	Community Plan (PSM Map ID 60)	—
AT-36	Military Rd S / 152 <sup>nd</sup> St from SR-7 to 'B' St	Sidewalks on one side that does not exist	\$0.07 (1)	Community Plan (PSM Map ID 70)	BRT and Towne Center supportive
AT-37	Military Rd S from Perimeter Rd to SR-7	Bike/Pedestrian Facilities	\$10.22 (2)	Active Transportation Plan (#91), Community Plan	BRT and Towne Center supportive
AT-38	Park Av S from 134 <sup>th</sup> St S to 125 <sup>th</sup> St S and 121 <sup>st</sup> St S to 116 <sup>th</sup> St S	Sidewalks and paved shoulders	\$0.46 (1)	Community Plan (PSM Map ID 71)	Towne Center supportive
AT-39	Park Ave S / 168 <sup>th</sup> St S from 160 <sup>th</sup> St S to SR-7	Bike/Pedestrian Facilities	\$5.18 (2)	Active Transportation Plan (#94)	BRT and Towne Center supportive
AT-40	Parkland Community Trail from 132 <sup>nd</sup> St S to 'C' St S	Bike/Pedestrian Facilities	\$4.84 (4)	Active Transportation Plan (#95)	—

**Tier 1: Centers and Corridors Capital Improvement Projects**

As listed in **Table 12** and shown in **Figure 30** and **Figure 31**, 47 projects amounting to \$381 million<sup>21, 22</sup> have been identified as unfunded needed projects that would provide linkages to and/or are supportive of BRT and its associated stations and/or Towne Centers. Out of these 47 Tier 1 projects, two are roadway projects, 19 are active transportation projects, seven are sanitary sewer, 10 are surface water, and nine are parks and recreation.

**Table 12. Tier 1: Centers and Corridors Development – List of Unfunded Identified Needs**

Map ID	Project	Project Estimate (mil)
<b>TRANSPORTATION</b>		
T-1	127 <sup>th</sup> St / 6 <sup>th</sup> Ave / 128 <sup>th</sup> St from SR-7 to Golden Given Rd (Reconstruction, turn lanes, drainage, paved shoulders, and sidewalks)	\$2.18
T-2	159 <sup>th</sup> St E from SR-7 to 'B' St E (Sidewalks, lighting, turn lane extensions, paved shoulders, connecting existing sidewalks)	\$1.16
<b>ACTIVE TRANSPORTATION</b>		
AT-3	121 <sup>st</sup> St E / 120 <sup>th</sup> St E from SR-7 to Vickery Av E (Bicycle/Pedestrian facilities)	\$18.48
<b>AT-10</b>	<b>138<sup>th</sup> St S from Spanaway Loop Rd S to SR-7 (Bicycle/Pedestrian facilities)</b>	<b>\$7.98</b>
AT-11	138 <sup>th</sup> St S/E from SR-7 to Golden Given Rd E (Bicycle/Pedestrian facilities)	\$6.37
AT-12	152 <sup>nd</sup> St E / Military Rd E/S from SR-7 to Brookdale Rd E (Bicycle/Pedestrian facilities)	\$19.74
AT-14	168 <sup>th</sup> St E from SR-7 to 'B' St E (Bicycle/Pedestrian facilities)	\$4.02
AT-15	176 <sup>th</sup> St E from SR-7 to Canyon Rd E (Bicycle facilities)	\$0.04
AT-18	196 <sup>th</sup> St E / 6 <sup>th</sup> Av E from SR-7 to 192 <sup>nd</sup> St E (Path)	\$0.02
AT-20	8 <sup>th</sup> Av E from 208 <sup>th</sup> St E to SR-7 (Paved shoulders or trail)	\$0.10
AT-28	'B' St E from 176 <sup>th</sup> St E to SR-7 (Bicycle/Pedestrian facilities)	\$8.96
AT-29	Bresemann Blvd S / 160 <sup>th</sup> St S from Spanaway Park to SR-7 (Bicycle/Pedestrian facilities)	\$2.66
AT-32	'C' St S from 120 <sup>th</sup> St S to Garfield St S (Bicycle/Pedestrian facilities)	\$1.05
AT-33	'C' St S from Garfield St S to Military Rd S (Bicycle/Pedestrian facilities)	\$12.74
AT-36	Military Rd S / 152 <sup>nd</sup> St from SR-7 to 'B' St (Pedestrian facilities)	\$0.07
AT-37	Military Rd S from Perimeter Rd to SR-7 (Bicycle/Pedestrian facilities)	\$10.22
AT-38	Park Av S from 134 <sup>th</sup> St S to 125 <sup>th</sup> St S and 121 <sup>st</sup> St S to 116 <sup>th</sup> St S (Sidewalks and paved shoulders)	\$0.46
AT-39	Park Av S / 168 <sup>th</sup> St S from 160 <sup>th</sup> St S to SR-7 (Bicycle/Pedestrian facilities)	\$5.18
AT-43	Tule Lake Rd S / 'B' St E / 129 <sup>th</sup> St E from SR-7 to 6 <sup>th</sup> Av E (Bicycle/Pedestrian facilities)	\$4.27
AT-44	Tule Lake Rd S from Spanaway Loop Rd to SR-7 (Bicycle/Pedestrian facilities)	\$9.10
AT-45	Wheeler St S / 8th Av Ct S / 121 <sup>st</sup> St S from Ainsworth Av S to 'C' St S (Sidewalks and bicycle facilities)	\$5.75
<b>SANITARY SEWER</b>		
S-1	5 <sup>th</sup> and 6 <sup>th</sup> Av Sewer Line Extension	\$4.75
S-2	8 <sup>th</sup> Av Sewer Line Extension	\$2.10
S-3	'A' St Sewer Line Extension	\$3.00
S-4	Fields Rd Sewer Line Extension	\$1.05
S-5	Pirnie Rd Pump Station and Sewer Extension	\$5.50
S-6	South Spanaway Airport Sewer Line Extension	\$6.10
S-7	Southeast Spanaway Lake Sewer Line Extension	\$54.50
<b>SURFACE WATER</b>		
ST-1	133 <sup>rd</sup> St E Wetpond and Retention	\$3.10
ST-2	138 <sup>th</sup> St E Wetpond and Retention	\$8.50
ST-3	143 <sup>rd</sup> St E Wetpond and Retention	\$16.60
ST-4	176 <sup>th</sup> St E Wetpond and Retention	\$8.30
ST-5	Clover Creek and Bridge Restoration	\$4.50
ST-6	Garfield Wetpond and Retention	\$11.00
ST-7	Marymont Wetpond and Retention	\$11.50
ST-8	Military Rd E Wetpond and Retention	\$12.50
ST-9	Paradise Bowl Wetpond and Retention	\$13.30
ST-10	Tule Lake Rd Wetpond and Retention	\$9.50
<b>PARKS AND RECREATION</b>		
PR-2	Lake Spanaway Golf Course at Spanaway Regional Park	\$3.00
PR-3	New County Park	\$10 to \$20
PR-4	Parkland Community Trail and connections to Spanaway	\$0.5 to \$4.0
PR-5	Spanaway Park Fantasy Lights Maintenance Building	\$1.00
PR-6	Spanaway Regional Park Maintenance Shop Improvements	\$0.90
PR-7	Spanaway Regional Park Improvements	\$15 to \$20
PR-8	Spanaway Regional Park Master Plan	\$0.25
PR-9	Sprinker Recreation Center Building and Programming Study & Building Improvements	\$15 to \$20
PR-10	Sprinker Recreation Center Outdoor Improvements Phase 2	\$10 to \$15

<sup>21</sup> The project values used to compile these estimates were gathered from a variety of sources and not adjusted for inflation. Most project values are planning-level figures estimated prior to increases in labor and material costs related to supply chain disruptions. As a result, the figures represented here should be considered advisory estimates only.

<sup>22</sup> The Parks and Recreation estimate uses the top cost estimate range.



## Transportation

### About

Transportation is the second largest contributor of greenhouse gas (GHG) emissions in Pierce County, responsible for approximately 31% of all GHG emissions.<sup>[4]</sup> On-road vehicles alone comprise 23% of emissions. Population in Pierce County has increased by over 90,000 people since 2015, with

51% moving into Pierce County's unincorporated Urban Growth Area. <sup>[6]</sup> Additionally, 75% of Pierce County residents drive alone to work and 46% of those commuters spend 30 minutes or more driving to work.<sup>[7]</sup>

Reducing GHG emissions in the transportation sector will reduce particulate matter pollution, improving air quality and human health. Communities living closest to busy roads will see the greatest improvement. Fewer trips and vehicles on the road will also reduce other sources of pollution like oil and tire rubber that affect the health of salmon and other key species in our environment.

### Community Voice:

#### What are we hearing from our community?

Improved public transit and countywide active transportation infrastructure were two of the major transportation themes community members identified in our engagement efforts. See actions T-2, T-5, T-6, T-11, and T-13.

#### In 2030, my sustainable community...

"[will have] sidewalks, bike lanes and crosswalks everywhere so that every area is accessible and safe (and enjoyable) without a car." -Franklin Pierce Youth First Coalition member

"will be planned around people, not cars." -Parkland Tree Giveaway participant

### TABLE LEGEND

Co-benefits	
Enhance Public Health	
Improve Water Quality	
Improve Air Quality	
Promote Equity	
Provide Jobs	
<b>Community Priority</b>	

Action Identifier	Actions	Co-Benefits	Lead Department
T-1 Clean Transit	Support Pierce Transit's efforts to implement a zero-emission fleet, expand bus rapid transit offerings, and promote on-demand first/last mile transportation services.		County Council, Executive, Planning & Public Works - Sustainable Resources
<b>T-2 Active Transportation Plan</b>	<b>Evaluate Pierce County's active transportation network in the urban unincorporated area and create an active transportation plan.</b>		Planning & Public Works - Office of the County Engineer (OCE)
T-3 Port Decarbonization	Support efforts to advance electrification at the Port of Tacoma and Northwest Seaport Alliance (NWSA), including the Shore Power Program, the South Harbor Electrification Roadmap (SHERM) project, and development of a regional clean truck collaborative.		Planning & Public Works - Sustainable Resources
T-4 ORCA Usage	By 2025 increase ORCA card usage by 10% from 2022 ridership.		Planning & Public Works - Sustainable Resources
T-5 Transit Education	Reach out to students about youth ORCA card, low carbon transportation options, and how to utilize them.		Planning & Public Works - Sustainable Resources
T-6 Transportation Planning	Implement land use and transportation strategies, including multi-modal transportation investments, that reduce vehicle miles traveled and advance equitable outcomes for underserved and historically disadvantaged communities.		Planning & Public Works - Long Range Planning
T-7 Parking	Update development regulations to reduce minimum parking requirements and require electric vehicle charging infrastructure.		Planning & Public Works - Long Range Planning
T-8 Telework	Encourage Pierce County's commute trip reduction (CTR) affected employers to reduce traffic flow in and out of King County through the promotion of telework whenever practical.		Planning & Public Works - Sustainable Resources
T-9 Airport Electrification	Support an electric aviation program that includes charging stations and looks at the viability of an electric plane.		Planning & Public Works - Airport & Ferry
T-10 Clean Aviation	Prepare to respond to FAA changes regarding low lead and low carbon fuel.		Planning & Public Works - Airport & Ferry
<b>T-11 Accessible Walking and Biking</b>	<b>Significantly increase amount of bicycle and pedestrian infrastructure with a focus on creating accessibility in the urban area and connections to cities and trails.</b>		Parks, Planning & Public Works - OCE
T-12 Public EV Charging	Develop a countywide public electric vehicle infrastructure plan that prioritizes underserved communities and seek funding and partnerships to install public charging equipment.		Parks, Facilities, Planning & Public Works - Sustainable Resources, OCE
<b>T-13 Multi-modal Safety</b>	<b>Evaluate County roads for safety and compatibility with walking, biking, and transit.</b>		Planning & Public Works - OCE
T-14 Commute Trip Reduction	By 2025, decrease the drive alone rate among Commute Trip Reduction (CTR) affected employers compared to 2022 numbers.		Planning & Public Works - Sustainable Resources



## Appendix 4: Gathering Community Voices

In an effort to accommodate many voices, the Sustainable Resources Division of Pierce County applied a mixed-methods approach to gathering feedback for the update of the Sustainability 2030 Plan. This appendix outlines the methods used, events attended, conversations held, and a summary of feedback received. Building community relations requires an ongoing commitment to slowing down, listening, and showing up to local events important to community members.

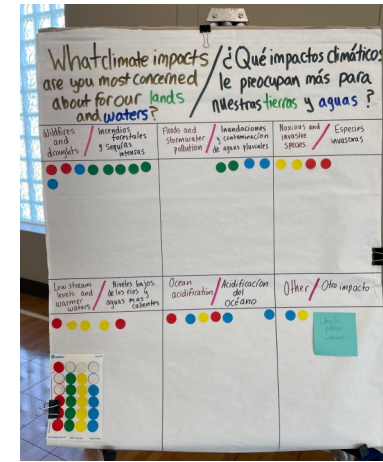
While we heard from many community members throughout the Sustainability 2030 Plan update process, the responses shared in this appendix reflect the views of those we reached and are not necessarily a statistically representative sample of all Pierce County residents.

### Attending Community Events

From the fall of 2022 to spring of 2023, the Sustainability team attended 24 community events to share information about the Sustainability 2030 Plan, share resources from the Sustainable Resources Division, and gather input from community members. Two main methods were used for gathering feedback during community events, Dot Boards and the Community Vision Tree Poster.

Below is a list of all community events attended to gather feedback on the Sustainability 2030 Plan:

- South Hill Community Park Tree Give-away
- Puyallup Tribe of Indians Earth Day Event
- Parkland National Night Out
- Canoe Landing Planting Event
- Latinx Sumner Brain Health Fair
- Thriftapalooza (2022)
- Community Resource Fair – Tacoma
- Green Blocks Parkland Tree Planting and Pickup
- Meridian Habitat Park Tree Giveaway
- Garden Fest
- Park(ing) Day
- Pierce County Trails Conference
- Pierce County Parks Trick or Tree
- Safe Streets Community Conference
- Pacific Islander Health Board of WA Healthcare Enrollment Event
- South Sound Sustainability Expo (2022)
- Lakewood Farmers Market
- Thriftapalooza (2023)
- Lakewood Family Resource Center grand opening
- Parkland Multifamily Community Cleanup
- Fir Fest
- Lakewood YMCA Youth Fair
- Lakewood Youth Climate Change Roundtable
- South Sound Sustainability Expo (2023)
- Community Resource Fair – Parkland
- Juntos en el Parque (Together at the Park)



Dot Board at the Latinx Sumner Brain Health event.

### Dot Board Feedback

When attending outreach events, Pierce County staff displayed dot boards to understand community priorities. Community members could indicate which response to the dot board question best reflected their interests or write in another response. This information helps staff understand how the external actions are connected to the interests of community members.

For example, when asked, “What climate impacts are you most concerned about for our lands and waters?”, the most dots reflected concerns around 1) fires and drought and 2) floods and stormwater pollution. These top two concerns received 58 and 45 votes respectively out of a total of 190 votes. When asked, “What dedicated space would you like to see as an amenity/service in your community?”, the most dots reflected the need for more housing options (54), community gardens and access to healthy food (41), more trees (38), and free indoor public spaces (37). While some of the community interests indicated through the dot board activity can directly inform Plan actions and implementation, others provide useful context for understanding community priorities and concerns that affect the everyday lives of Pierce County residents.

The following tables illustrate the results of each dot board used to collect community input. Some of these dot boards were used at more than one event. Top responses have been highlighted. The total number of votes do not necessarily reflect event attendance since some community members chose not to participate in the activity and others decided to vote for more than one response.

Table 1. Transportation Dot Board: **What is your top priority for transportation in your community?**

Response	Number of votes	Percent of total
More sidewalks, bike lanes, and trails	33	39%
More bus routes and transit options	24	28%
More EV and charging stations	16	19%
Micro-mobility (scooters, bikes)	12	14%
TOTAL	85	
Write-in comments	Better coordination, less wait time between major routes between sounder connected to busses	
	better designed public transit that serves more people commuting from suburb to suburb	

Note: This dot board was used at Park(ing) Day in Tacoma, WA.







# SR 7/PACIFIC AVE. BRT CORRIDOR SEPTEMBER 2021 DESIGN DEVELOPMENT

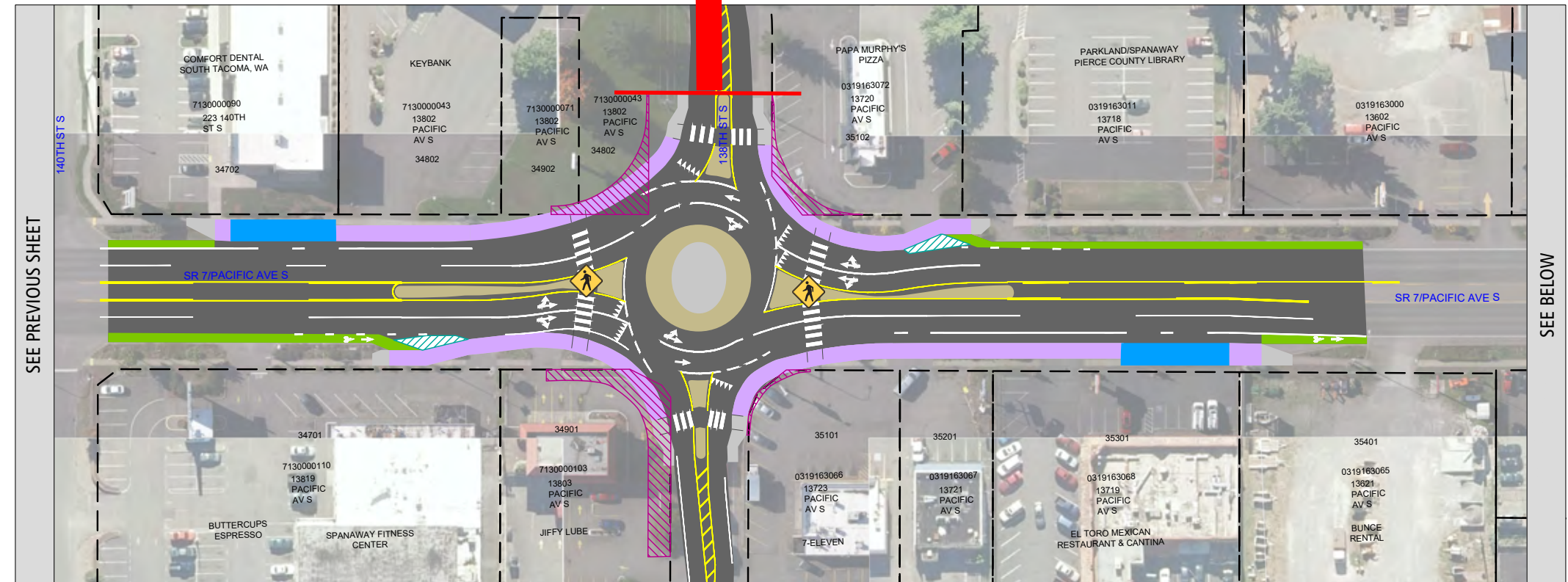
## LEGEND

- BRT Station
- Bus Lane
- Bike Lane
- Shared-use Path (pedestrian/bicycle)
- Property Acquisition
- Landscaping/Stormwater Facility
- Roadway Pavement
- Sidewalk
- Raised Traffic Island
- ADA Curb Ramp
- New/Modified Traffic Signal
- ⚠ Proposed Controlled Pedestrian Crossing
- ⚠ Existing Controlled Pedestrian Crossing
- Street Tree

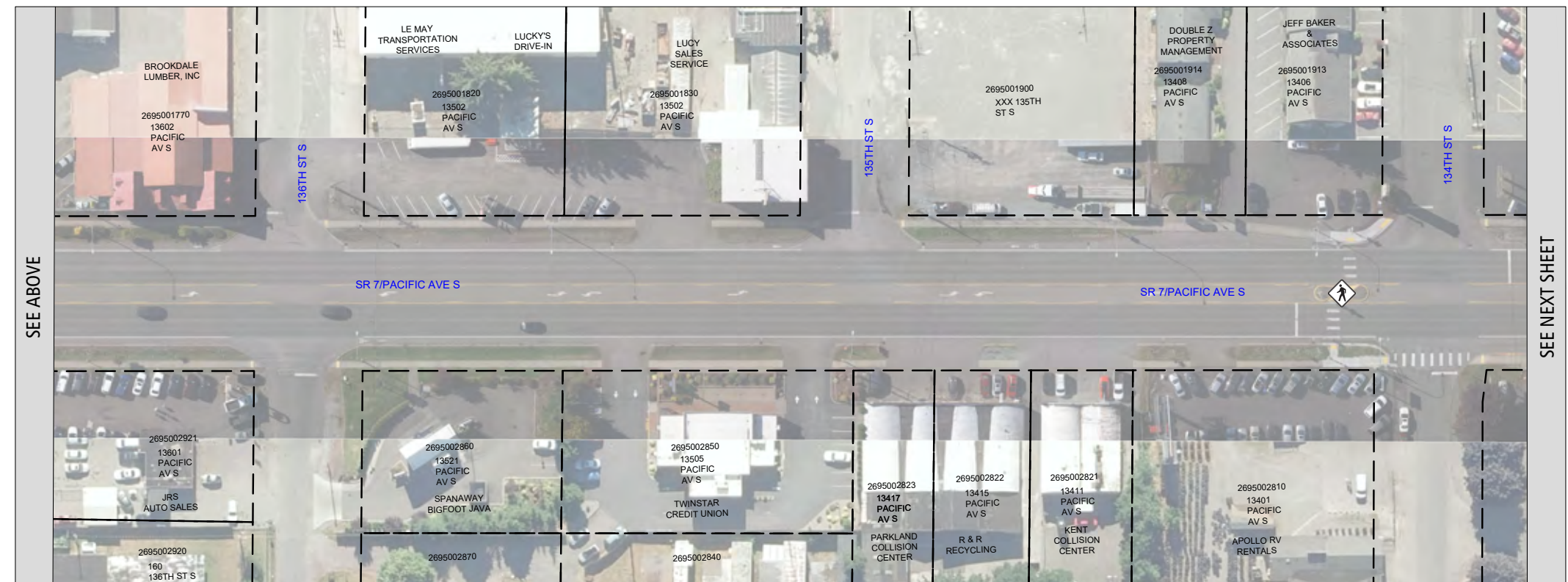
Note: Lane colors are for representation purposes only.



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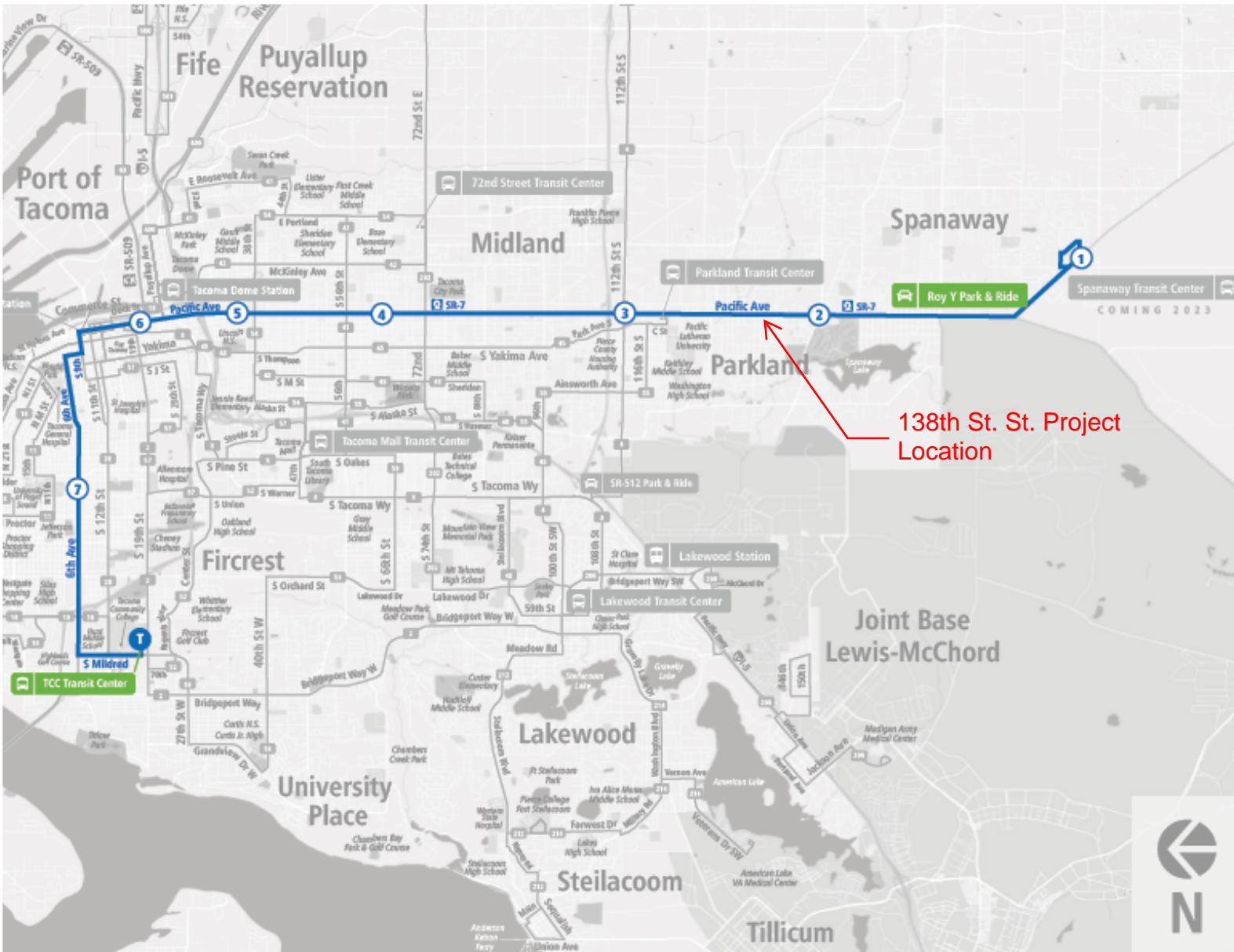
DRAFT – NOT FOR CONSTRUCTION



DRAFT – NOT FOR CONSTRUCTION



Route 1 6th Ave - Pacific Ave





138th St S  
Looking East from Park Ave S





C St S  
Looking North toward the C St S / 138th St S Intersection





138th St S  
Looking East toward the SR-7 / 138th St S Intersection





138th St S

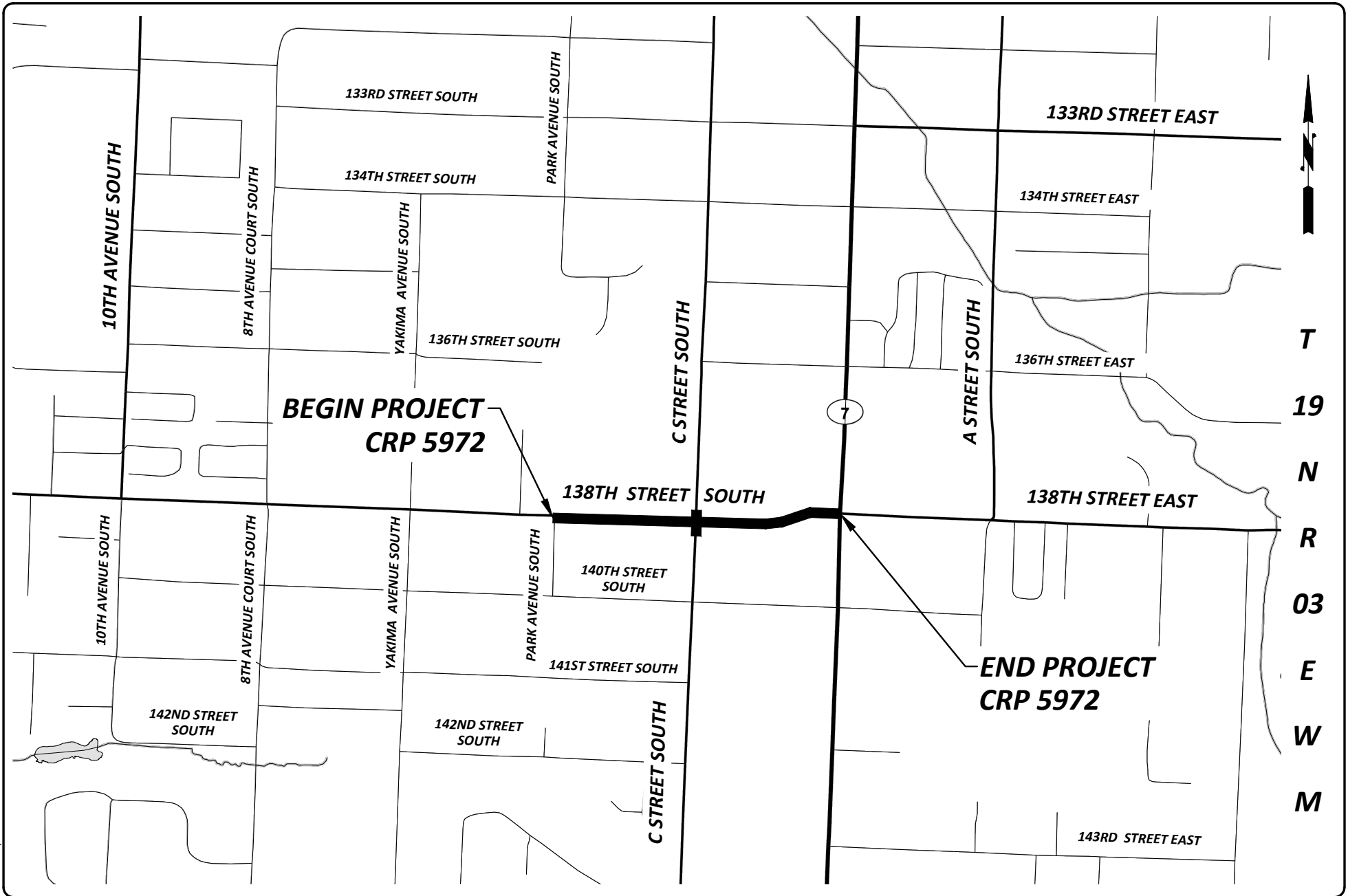
Looking West toward the C St S / 138th St S Intersection





# 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Project Title:	Project Phase	Prior Expend.	2023 ANNUAL PROGRAM					2024 Future Allocation				2025 Future Allocation				2026- 2028 Future Allocation				2023 - 2028 TOTAL					
			Revenue Sources in \$1,000's				2023 Total	Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				Revenue Sources in \$1,000's									
			Local	Federal	State	Other		Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other						
<b>GOLDEN GIVEN RD E / 99 ST E</b>  <u>Limits:</u> -Intersection  <u>Scope Description:</u> -Construct urban compact roundabout with the associated sidewalk, illumination, and storm drainage improvements.  <u>Other project information:</u> Priority Group: <b>TSIP</b> Work Class: <b>6</b> CRP: <b>5887</b> Est. Total Cost: <b>1,600</b> Map ID: <b>726</b> Fully funded: <b>Yes</b> Map Page No.: <b>4</b> Council District: <b>5</b> Length (miles): <b>0.25</b> Elements: <b>B,D,F,U</b>	PE	150		12	HSIP															12					
	FE			75	HSIP								53	HSIP							203				
	ROW			25	HSIP								40	HSIP							105				
	CON												33	CRF	300	HSIP			82	CRF	701	HSIP	1,116		
	<b>Total</b>	<b>150</b>		<b>112</b>									<b>33</b>	<b>393</b>					<b>82</b>	<b>701</b>		<b>1,436</b>			
							<b>115</b>				<b>426</b>				<b>783</b>										
<b>GRANT / DEVELOPER MATCHING PROGRAM</b>  <u>Limits:</u> -Various locations  <u>Scope Description:</u> -Match for unforeseen outside grants, and/or developer latecomer agreements.  <u>Other project information:</u> Priority Group: <b>MPGM</b> Work Class: <b>8</b> CRP: <b>5900</b> Est. Total Cost: <b>610</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements:	PE		25	CRF																78	CRF			153	
	FE																								
	ROW			25	CRF								25	CRF							78	CRF			153
	CON			50	CRF								50	CRF							155	CRF			305
	<b>Total</b>			<b>100</b>									<b>100</b>								<b>311</b>				<b>611</b>
							<b>100</b>				<b>100</b>				<b>311</b>										
<b>GUARDRAIL PROGRAM - 2022</b>  <u>Limits:</u> -Various locations  <u>Scope Description:</u> -Install new guardrail, and/or replace existing guardrail  <u>Other project information:</u> Priority Group: <b>TSIP</b> Work Class: <b>6</b> CRP: <b>5910</b> Est. Total Cost: <b>150</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements: <b>V</b>	PE																								
	FE	24																							
	ROW																								
	CON		110	4	CRF																				4
	<b>Total</b>	<b>134</b>		<b>4</b>																					<b>4</b>



**Pierce County**

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

**138TH STREET SOUTH  
PARK AVENUE SOUTH TO SR 7  
VICINITY MAP  
CRP 5972**





# 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

Project Title	Project Phase	Prior Expend.	2023 ANNUAL PROGRAM					2024 Future Allocation				2025 Future Allocation				2026- 2028 Future Allocation				2023 - 2028 TOTAL			
			Revenue Sources in \$1,000's				2023 Total	Revenue Sources in \$1,000's				Revenue Sources in \$1,000's				Revenue Sources in \$1,000's							
			Local	Federal	State	Other		Local	Federal	State	Other	Local	Federal	State	Other	Local	Federal	State	Other				
<b>Project Title:</b> <b>GOLDEN GIVEN RD E / 99 ST E</b>  <u>Limits:</u> -Intersection  <u>Scope Description:</u> -Construct urban compact roundabout with the associated sidewalk, illumination, and storm drainage improvements.  <u>Other project information:</u> Priority Group: <b>TSIP</b> Work Class: <b>6</b> CRP: <b>5887</b> Est. Total Cost: <b>1,600</b> Map ID: <b>726</b> Fully funded: <b>Yes</b> Map Page No.: <b>4</b> Council District: <b>5</b> Length (miles): <b>0.25</b> Elements: <b>B,D,F,U</b>	PE	150		12	HSIP															12			
	FE			75	HSIP								53	HSIP							203		
	ROW			25	HSIP								40	HSIP							105		
	CON												33	CRF	300	HSIP			82	CRF	701	HSIP	1,116
	<b>Total</b>	<b>150</b>		<b>112</b>									<b>33</b>	<b>393</b>				<b>82</b>	<b>701</b>			<b>1,436</b>	
							<b>115</b>					<b>426</b>					<b>783</b>						
<b>Project Title:</b> <b>GRANT / DEVELOPER MATCHING PROGRAM</b>  <u>Limits:</u> -Various locations  <u>Scope Description:</u> -Match for unforeseen outside grants, and/or developer latecomer agreements.  <u>Other project information:</u> Priority Group: <b>MPGM</b> Work Class: <b>8</b> CRP: <b>5900</b> Est. Total Cost: <b>610</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements:	PE		25	CRF																		153	
	FE																						
	ROW			25	CRF								25	CRF							78	CRF	153
	CON			50	CRF								50	CRF							155	CRF	305
	<b>Total</b>			<b>100</b>									<b>100</b>								<b>311</b>		<b>611</b>
							<b>100</b>					<b>100</b>					<b>311</b>						
<b>Project Title:</b> <b>GUARDRAIL PROGRAM - 2022</b>  <u>Limits:</u> -Various locations  <u>Scope Description:</u> -Install new guardrail, and/or replace existing guardrail  <u>Other project information:</u> Priority Group: <b>TSIP</b> Work Class: <b>6</b> CRP: <b>5910</b> Est. Total Cost: <b>150</b> Map ID: <b>Not on Map</b> Fully funded: <b>Yes</b> Map Page No.: <b>N/A</b> Council District: Length (miles): <b>N/A</b> Elements: <b>V</b>	PE																						
	FE	24																					
	ROW																						
	CON		110	4	CRF																		4
	<b>Total</b>	<b>134</b>		<b>4</b>																			<b>4</b>