

# 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>
Puyallup River Trail Crossings	N/A	Sumner
<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>
Andrew Leach	253-299-5711	andrewl@sumnerwa.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 funding request will complete a planning study for two potential pedestrian bridge crossings over the Puyallup River. The study will look at the feasibility of the crossings and identify the best locations for the bridges. These crossings were identified in the City of Sumner's Parks and Trail Plan as well as the 6-year Transportation Improvement Plan. The study will identify the design costs, right of way needs & costs, and planning level construction estimates.

**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 Sumner Parks and Trail Plan envisioned a regional trail system on the White and Puyallup Rivers connecting to regional trails to the north and south of the Sumner Community. These trails will also traverse through Sumner providing local service connections. The plan identified two potential crossings over the Puyallup River that would connect the Sumner Link Trail system to the Foothills Trail and the Riverwalk Trail. These two crossings remove a trail connection barrier of the Puyallup River and provides better connectivity to the Regional Trail system that is already in place. These crossing will also provide for future connections to the Sumner trail system that will improve nonmotorized access to local businesses, City services, Sound Transit Station, schools, and jobs in the Sumner Manufacturing and Industry Center.

## Project Location

<b>Location</b>	<b>County/Counties</b>
Puyallup River	Pierce
<b>Beginning Landmark</b>	<b>Ending Landmark</b>

E Main Ave Bridge	HWY 162 Bridge
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**Map and Graphics**

f-132-552-18667901\_QLzQaViU\_Vicinity\_Map.pdf

**Plan Consistency**

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

Yes

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

Sumner's Six-Year Transportation Improvement Program & Comprehensive Plan, Trail Program Section (T4 & T5), pg 2

The 6-year Transportation Improvement Program is referenced by the comprehensive plan under "Agency Coordination pg 86

Sumner's Parks & Trail Plan, Section 8.1 System Plan-Trail Corridors, pg 8-42, Exhibit 8-1 on pg 8-43

**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.**

**Federal Functional Classification**

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

**Support for Centers**

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

This project supports the Sumner Town Center activities by providing a safe route for customers to shop in current stores as well as in the planned development without having to walk along SR 162 or drive their vehicles into town. The Town Center Code states "it includes street standards that will fulfill the goals and policies for a walkable community and creates places for the public to gather." The transportation section states "Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers" as well as "Use traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety" both showing that less parking is wanted and that non-motorized use is preferred. The only non-motorized options are to use the shoulder of the overcrowded SR 162 to cross SR 410 or use the E Main Ave Bridge to cross over the Puyallup River. These options are much longer and could be considered dangerous. By eliminating this barrier in service, these crossings will help residents access the major destinations in the center. The project provides greater access to the center by connecting this community to the rest of Sumner's sidewalk network that includes the Sounder Station, City Hall, downtown shops and future developments all the while reducing the need for their vehicles.

This project will benefit the existing and planned housing/employment densities in the Sumner Town Center. Establishing safe, designated non-motorized corridors will encourage individuals to walk/run/ride bikes instead of taking cars. Less traffic promotes the small-town atmosphere that Sumner visitors and resident cherish. This project will create an opportunity for housing, jobs, daily needs, and other activities to be within easy walking distance of each other.

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

This project benefits the Sumner-Pacific Manufacturing Industrial Center and Sumner Town Center, a Countywide Center. This project will directly benefit and support the development/redevelopment plans and activities of the Sumner Town Center. The project will also benefit the Sumner-Pacific Manufacturing Industrial Center by giving the residents of Sumner and Puyallup a safe connection to walk or bicycle to work. By providing this connection, employees may find greater job satisfaction in knowing they don't have to rely on a vehicle or use a undesirable route and freeway crossing.

## 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.**

The planning study will look at potential crossings over the Puyallup River that would connect the Sumner Link Trail system to the Foothills Trail and the Riverwalk Trail. These crossings remove a trail connection barrier of the Puyallup River and provides better connectivity to the Regional Trail system that is already in place. These crossing will also provide for future connections to the Sumner trail system that will improve nonmotorized access to local businesses, City services, Sound Transit Station, schools, and jobs in the Sumner Manufacturing and Industry Center.

**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.**

This project will address a community need of eliminating the trail connection barrier of the Puyallup River. Adding this crossing will reduce travel distances for nonmotorized users to get to their destination sin Sumner and Puyallup.

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

This project does not include direct connections, but will improve indirect connections to both the Puyallup Sound Transit Station and the Sumner Sound Transit Station.

**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.**

This project will benefit a variety of user groups. Commuters coming to and from the Sumner and Puyallup will have better access to the Sumner Town Center, the Sumner/Pacific Regional Manufacturing & Industrial Center, and the Sound Transit Station. Residents will have a safer non-motorized route to facilities such as schools, parks, commercial, retail, and tourist areas. Commercial users will benefit from the better access by having more pedestrians coming to their stores. The non-motorized bridge will encourage less vehicular trips to schools and shops which improve traffic for outside commuters and commercial deliveries. The non-motorized bridge will also encourage recreational exercise that is accessible in all seasons, eliminating the need for classes,

specialized equipment or long-distance driving to more remote hiking/biking options.

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

If this project is not funded, there will be a loss of opportunity for future development of trails and sidewalk system connections that will enhance the walkability of the City of Sumner.

## 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.**

This project will help seniors, people with disabilities and low-income populations more easily access jobs, the post office, the hardware store, and the library, which offers programs and amenities specifically tailored to low-income and Spanish speaking populations. There are active senior housing, single-family homes, a low-income senior mobile home park, multi-family apartments and newer single-family homes nearby.

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

The planning study will look at potential crossings over the Puyallup River that would connect the Sumner Link Trail system to the Foothills Trail and the Riverwalk Trail. These crossings remove a trail connection barrier of the Puyallup River and provides better connectivity to the Regional Trail system that is already in place. These crossing will also provide for future connections to the Sumner trail system that will improve nonmotorized access to local businesses, City services, Sound Transit Station, schools, and jobs in the Sumner Manufacturing and Industry Center.

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

This project helps to reduces the a barrier of the Puyallup River and adds connectivity to usage groups.

### 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.**

Outreach for this project was included as part of the City of Sumner's periodic update to the Transportation Improvement Plan. The City has also been performing public outreach on it's trail system since 1995 when Sumner developed its first Sumner/Pacific Trail master Plan. Sumner's latest update to the plan, now called Parks and Trails Master Plan, was in 2018. That update's community engagement included pop-up events in parks, online surveys, stakeholder interviews, community workshops, youth outreach, legislative meetings, signage in parks and along trails, social media outreach, media outreach, and outreach at community events.

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

This outreach has influenced the City to begin a planning study on the feasibility of this crossings.

### Section 3

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

The study area is within a low displacement risk area.

**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.**

N/A

### Category-Specific Criteria: Safety and Security

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

This project will look at multiple separated non-motorized crossings over the Puyallup River. As this application is for a planning study all aspects of safety and security measures have not been looked at yet. Safety and security measures could include safety railings and fencing, lighting improvements, or wayfinding signage.

**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.**

This project will benefit a variety of user groups. Commuters will have better access to the Sumner Town Center, the Sumner/Pacific Regional Manufacturing & Industrial Center, and the Sound Transit Station. Residents will have a safer non-motorized route to facilities such as schools, parks, commercial, retail, and tourist areas. Commercial users will benefit from the better access by having more pedestrians coming to their stores. The non-motorized crossings will encourage less vehicular trips to schools and shops which improve traffic for outside commuters and commercial deliveries. The non-motorized crossings will also encourage recreational exercise that is accessible in all seasons, eliminating the need for classes, specialized equipment or long-distance driving to more remote hiking/biking options.

**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 City of Sumner's safety policies influenced this project by adding more non-motorized connections to Sumner neighborhoods, schools, and businesses. This project potentially reduces the number of vehicles on the roadway and provides a safer route for nonmotorized users to access Sumner.

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

This project is a nonmotorized pedestrian bridge and trail. There are no motorized vehicle aspects to this project.

### PSRC Funding Request

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

**PSRC Funding Request (cont.)**

Phase	Year	Amount
Planning Project (study)	2026	\$500000
		\$
		\$

**Total PSRC Funding Request: \$500000**

**Total Estimated Project Cost and Schedule**

**Planning Phase**

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$500000
Local	Local	Reasonably Expected	\$78035
			\$
			\$
			\$

**Total Planning Phase Cost: \$578035**

**Expected year of completion for this phase: 2026**

**Preliminary Engineering/Design Phase**

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

**Total Preliminary Engineering/Design Phase Cost: \$0**

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

**Right of Way Phase**

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

**Total Right of Way Phase Cost: \$0**

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

### Construction Phase

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

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

**Expected year of completion for this phase: 2031**

### 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>
\$578035	December, 2026

### Financial Documentation

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

Local match for the planning phase of the project is reasonably expected as project is identified in the City's 6-year TIP under the Trail Program as items T4 and T5. This items include planning and capital element costs.

For any local funds required for the project the City will use a combination of parks impact fees, transportation impact fees, parks capital funds, and/or REET funding. The City will also be completing its 2025-2026 biennial budget. This budget will be approved and finalized by City Council in December 2024. Please see attached parks and traffic impact fees balance sheet showing historic funding levels for those accounts.

**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.**

## 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)?**

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**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.

N/A

Describe the public review process for the project and actions taken to involve stakeholders in the

**project's development.**

The identified crossing underwent review through a public hearing during the approval of the 6-year TIP resolution approval process.

The crossings also went through public review during the public input periods for the City's Parks & Trail Plan, Comprehensive Plan, and the Transportation Plan.

**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.

# Account Trial Balance



2020 Period 1 to 13  
All Accounts

Accounts	Description	Organization	Beginning Bal	Debits	Credits	Net Change	Ending Balance
<b>605 Development Impact Fees</b>			<b>0.00</b>	<b>373,829.83</b>	<b>250,000.00</b>	<b>123,829.83</b>	<b>123,829.83</b>
<a href="#">605 111100</a>	Equity in Pooled Cash	605	3,599.15	123,829.83	0.00	123,829.83	127,428.98
<a href="#">605 111121</a>	Cash - Fire Mitigation Fees	605	120,939.93	0.00	0.00	0.00	120,939.93
<a href="#">605 111122</a>	Cash - Recreation Mitig Fees	605	1,584,083.64	0.00	0.00	0.00	1,584,083.64
<a href="#">605 111123</a>	Cash - Traffic Impact Fees	605	5,390,636.83	0.00	0.00	0.00	5,390,636.83
<a href="#">605 111124</a>	Cash - Street Impct Fees (CTI)	605	70,966.32	0.00	0.00	0.00	70,966.32
<a href="#">605 151223</a>	Investments - Traffic Impact F	605	430,124.63	0.00	0.00	0.00	430,124.63
<a href="#">605 282100</a>	Restricted Fund Balance/Retain	605	-70,966.32	0.00	0.00	0.00	-70,966.32
<a href="#">605 282103</a>	Restricted Fund Balance/Fire M	605	-120,939.93	0.00	0.00	0.00	-120,939.93
<a href="#">605 282104</a>	Restricted Fund Balance/Recrea	605	-1,584,083.64	0.00	0.00	0.00	-1,584,083.64
<a href="#">605 282105</a>	Restricted Fund Balance/Traffi	605	-4,138,062.46	0.00	0.00	0.00	-4,138,062.46
<a href="#">605 286100</a>	Committed FB - Stewart Road	605	-1,682,699.00	0.00	0.00	0.00	-1,682,699.00
<a href="#">605 288100</a>	Unreserved Fund Balance/Retain	605	-3,599.15	0.00	0.00	0.00	-3,599.15
<a href="#">605 291100</a>	Estimated Revenue Control	605	0.00	1,000.00	0.00	1,000.00	1,000.00
<a href="#">605 291200</a>	Estimated Approp/Expenditure C	605	0.00	0.00	250,000.00	-250,000.00	-250,000.00
<a href="#">605 291700</a>	Estimated Beg Fund Balance Con	605	-30,000.00	0.00	0.00	0.00	-30,000.00
<a href="#">605 291800</a>	Estimated Ending Fund Balance	605	30,000.00	249,000.00	0.00	249,000.00	279,000.00
<b>Total</b>			<b>0.00</b>	<b>373,829.83</b>	<b>250,000.00</b>	<b>123,829.83</b>	<b>123,829.83</b>
<b>Grand Total</b>			<b>0.00</b>	<b>373,829.83</b>	<b>250,000.00</b>	<b>123,829.83</b>	<b>123,829.83</b>

**RESOLUTION NO. 1657  
CITY OF SUMNER, WASHINGTON**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON,  
ADOPTING THE SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM.**

**WHEREAS**, the governing body of each municipal corporation of the State of Washington is required to adopt a Six-Year Transportation Improvement Program; and

**WHEREAS**, the City officials caused to be prepared a certain plan as a Six-Year Transportation Improvement Program; and

**WHEREAS**, it is now the opinion of the City Council that said plan should be adopted.

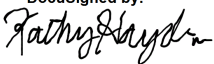
**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SUMNER, WASHINGTON**

**Section 1.** That the plan designated as the Six-Year Transportation Improvement Program 2024-2029, a copy of which is attached hereto and made a part hereof, is hereby adopted.

**Section 2. Corrections by City Clerk or Code Reviser.** Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this resolution, including but not limited to the correction of clerical errors; or references to other local, state, or federal laws, codes, rules, or regulations.

**Section 3. Effective Date.** This resolution shall take effect and be in full force immediately upon passage by the City Council.

**APPROVED AND ADOPTED** this 1<sup>st</sup> day of May, 2023.

DocuSigned by:  
  
3420AB72F52E4FB  
Mayor Kathy Hayden

**ATTEST:**

**APPROVED AS TO FORM:**

DocuSigned by:  
  
9BA22DE678404B1  
City Clerk Michelle Converse

DocuSigned by:  
  
20517410A8DD49A  
City Attorney Andrea Marquez

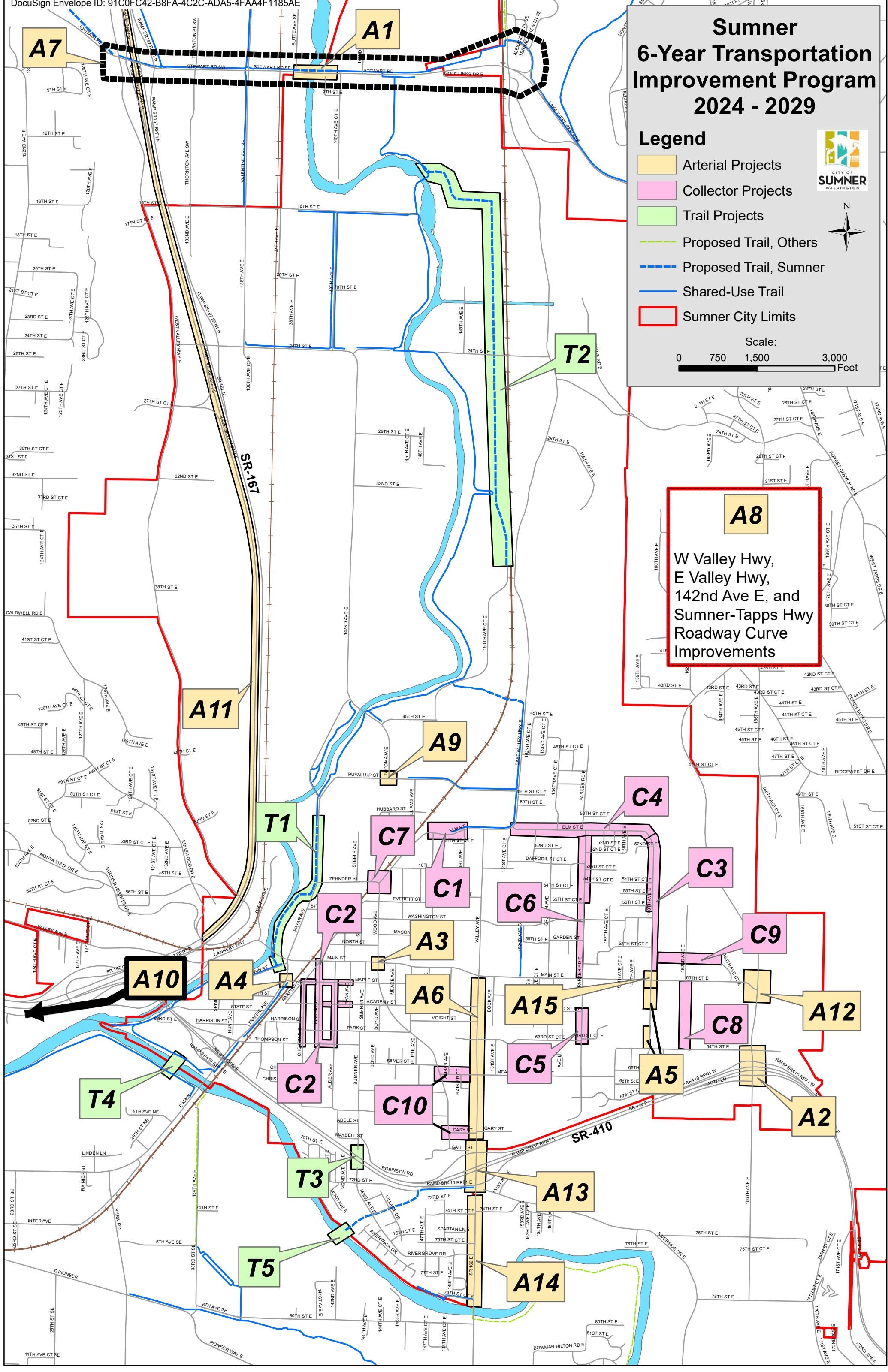
# Sumner 6-Year Transportation Improvement Program 2024 - 2029



## Legend

- Arterial Projects
- Collector Projects
- Trail Projects
- Proposed Trail, Others
- Proposed Trail, Sumner
- Shared-Use Trail
- Sumner City Limits

Scale:  
0 750 1,500 3,000 Feet



**A8**  
W Valley Hwy,  
E Valley Hwy,  
142nd Ave E, and  
Sumner-Tapps Hwy  
Roadway Curve  
Improvements

# Six Year Transportation Improvement Program 2024-2029

## City of Sumner

Prepared by:



Mike Dahlem, P.E.  
Public Works Director

Projects Listed in Priority Order  
*Italics identify unfundend milestones*

### ARTERIAL STREET PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
A1	Stewart Rd (8th St.) White River Bridge	Stewart Road at White River	Replace existing 2-lane bridge with new bridge with two unequal length spans. New structure will accommodate 4 vehicle lanes, a sidewalk, and a trail crossing.	\$35,000,000	Yes	Complete	Completing in 2023	Completing in 2023	2024-2027	Project funded by Federal STP Grant, FMSIB Grant, Pierce County, Port of Tacoma, TIB, Congressional Allocation, NHFP and City of Auburn.
A2	166th Ave E Widening	SR 410 WB Ramp Terminals to just north of 64th St. E.	Widen 166th Ave E to 4-5 lanes through the identified corridor and improve lane configuration and dual roundabouts at the two existing intersections.	\$18,000,000	Partial	Complete	2025	2026	2027	Design is City funded, received a Port of Tacoma Grant and a federal STP grant
A3	Main St. and Wood Ave. Intersection Improvements	Main St. and Wood Ave. intersection	Construct pedestrian improvements and upgrade signal to current standards	\$3,580,000	Yes	Complete	Complete	Complete	2023-2024	Funding Secured. Project schedule for construction Summer 2023.
A4	Maple Street Pedestrian Signal and Citywide Signal Backplates	Traffic Avenue and Maple Street Ped Signal, Backplates Various Locations Citywide	Replace existing pedestrian-activated rectangular rapid flashing beacons with signal (expected to be a High Intensity Activated Crosswalk (HAWK) signal), add retroreflective backplates to upgrade signal heads citywide.	\$431,000	Yes	Complete	Complete	Complete	2023-2024	Over 90% funded by a Highway Safety Improvement Program grant.
A5	160th Ave. E	Main St. to 64th St. E	Improve and widen streets to minor arterial standards with bike paths and sidewalks.	\$500,000	No	Complete	2024	2025	2027	Installing sidewalk on west side of 160th. Project is unfunded. Sidewalks on east side of 160th were completed in 2022.
A6	Valley Avenue	From SR 410 to Main Street	Overlay existing roadway surface, complete required ADA upgrades	\$1,500,000	Partial	Complete	2025	N/A	2026	Received STP grant funding for the section between SR 410 and Meade McCumber.
A7	Stewart Road Corridor ITS Improvements	Stewart Road from SR 167 toward Lakeland Hills	Connect traffic signals and the railroad crossing to coordinate signal timing to increase vehicular traffic flow and reduce peak-hour delay.	\$3,500,000	Partial	Complete	2025	2026	2027	Received STP grant funding for design in 2025.
A8	Systemic Horizontal Curve and Roadway Departure Safety Improvements	East Valley Highway, West Valley Highway, 142nd Ave. E, and Sumner-Tapps Highway	Install curve waring signs, speed feedback signs, rumble strips, profiled striping, reflective markers, guardrail, street lighting and shouldering to improve safety conditions on north-south roadways that have a history of vehicle departures	\$903,000	Yes	Completing in 2023	2024	2024	2026	Received HSIP funding to complete the project, reimbursing 100% of project costs
A9	Puyallup St and Tacoma Ave Intersection Improvements	Intersection of Puyallup Street and Tacoma Avenue	Upgrade intersection to a signal and provide sidewalks/ADA improvements.	\$1,500,000	No	Complete	2023-2025	2026	2027	Seeking grant funding for design phase of the project.
A10	SR 167 / I-5 Connection Project	Puyallup to Fife	WSDOT Gateway Program Project - The SR 167 Completion project will build the remaining four miles of SR 167 between Meridian and I-5, completing a long-planned connection to I-5. The project also includes a two mile connection from I-5 to the Port of Tacoma.	*\$1,000,000,000	Yes	Complete	2017-2025	2017-2025	2019-2030	WSDOT-led regional project. Sumner has committed \$500,000 as a local agency contribution to the project
A11	SR 167	From SR 410 Interchange to 15th St SW (Auburn)	Add southbound HOT lane	*Unknown	No	Complete	2023-2025	N/A	2025-2027	This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A12	Sumner Tapps Highway/60th St E Intersection Improvements	Sumner Tapps Highway and 60th St E Intersection	Rebuild existing intersection to improve roadway geometrics and add a traffic signal to increase allowable movements	\$3,400,000	No	2026	2027	2028	2029	Potential for partial funding through TIF.
A13	SR 410 / SR 162 Interchange Improvements	Interchange ramps as SR 410	Construct a one-lane roundabout configuration at each of the interchange ramps.	*\$6,650,000	Yes	Complete	2026	2028	2030	WSDOT-led project that will improve traffic flow at the existing interchange. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A14	Hwy. 162 Improvements	From southern city limits to SR410 EB On/Off Ramps	Construct one additional southbound lane on SR 162.	*\$7,400,000	No	Complete	2026	2028	2030	This is a WSDOT-led project on a state highway. Sumner has not taken an active role in WSDOT's project and has not committed any funds to the project to date.
A15	Main Street and 160th Intersection Improvements	Main St. and 160th Ave E Intersection	Evaluate intersection for an upgrade to a signal and provide sidewalks/ADA improvements	\$2,000,000	No	2026	2027	2028	2029	This is a future project that will be evaluated in the coming years.

\* Denotes that project is largely funded by WSDOT, and City has either committed a small percentage contribution or no contribution to date.

# Six Year Transportation Improvement Program 2024-2029

City of Sumner

Prepared by:



Mike Dahlem, P.E.  
Public Works Director

Projects Listed in Priority Order  
*Italics identify unfundend milestones*

### COLLECTOR STREET PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
C1	Elm Street Sidewalk Improvements	Bonney Ave. to Wright Ave.	Extend the sidewalk on the north side of Elm Street to connect to Bonney Ave and Seibenthaler Park	\$550,000	Yes	Complete	Completing in 2023	Completing in 2023	2024	Project funded by TIB grant.
C2	Alder & Kincaid Utility Improvements Phase 2	Cherry Ave, Maple St. & Academy St.	Replacement of aging utilities in support of the Town Center Plan redevelopment	\$3,000,000	Yes	Complete	Completing in 2023	N/A	2024-2025	Budget includes roadway restoration.
C3	160th Ave. E	Elm St. to Main St.	Improve 160th Ave. E. to Collector St. standards with curb, gutter and sidewalks on each side. Portions may be completed as parts of development prior to this time.	\$2,700,000	partial by developers	Complete	2025	2026	2027	Project partially completed by developers.
C4	Elm St. E	E. Valley Highway to 160th Ave. E.	Improve Elm St. to Collector St. standards with curb, gutter and sidewalks on each side. Work will include storm drainage facilities and utility replacement	\$2,400,000	partial by developers	Complete	2025	2026	2027	Project partially completed by developers.
C5	Parker Rd. E	62nd St. to 63rd St.	Construct curb, gutter and sidewalk on east side of the street	\$250,000	Partial	Complete	2025	2026	2027	Funding will likely come from a combination of developer-built improvements, Street and Storm funds.
C6	Parker Rd. E	From Main St. to Elm St.	Reconstruct Parker Road to Collector St. standards with curbs, gutters, sidewalks, and drainage utilities. Portions have been completed by developer projects and sidewalk grants.	\$1,300,000	Partial	Complete	2025	2026	2027	Funding will likely come from a combination of developer-built improvements, Street and Storm funds.
C7	Zehnder St.	From Pease Ave. to Wood Ave.	Railroad Crossing Improvements to at-grade BNSF rail crossing	\$1,000,000	No	2025	2025	2026	2027	Identified Road-Rail conflict point where upgrades could be beneficial.
C8	162nd Ave. E Segment Extension	64th St. E to 60th St. E	Construct new 2-lane roadway section with sidewalks	\$3,000,000	No	2026	2027	2028	2029	Element of East Sumner Neighborhood Plan, likely completed by development or LID.
C9	164th Ave. Ct. E Segment Extension	160th Ave. E to Existing 164th Ave. Ct. E	Construct new 2-lane roadway section with sidewalks	\$2,000,000	No	2026	2027	2028	2029	Element of East Sumner Neighborhood Plan, likely completed by development or LID.
C10	Meade McCumber & Gary Street Sidewalk Improvements	Wood Ave. to Valley Ave.	Complete the sidewalk gaps at these two locations	\$650,000	No	Complete	2026	2027	2028	This is a future project that will be evaluated in the coming years.

### TRAIL PROGRAM

ID	PROJECT	LOCATION	DESCRIPTION	TOTAL COSTS	FUNDED?	YEAR				REMARKS
						PLANNING	DESIGN	ROW/PERMIT	CONSTRUCTION	
T1	Fryar Ave. Trail	West Main St. to Puyallup St.	Complete trail connection through town.	\$7,200,000	Partial	Complete	Completing in 2023	2024	2025	Design and ROW partially funded by federal grant. No construction funding identified.
T2	White River Restoration Trail	#9 Ditch to area north of 16th St.	Construct 8000 LF trail in conjunction with restoration project.	\$3,000,000	Partial	Complete	Completing in 2023	N/A	2026	Partially funded by restoration project.
T3	Rivergrove Pedestrian Bridge	Trail overpass connecting the vicinity of Alder Ave. to 143rd Ave. E	Construct trail bridge to provide a new trail connection between Sumner Town Center and the Rivergrove neighborhood over SR 410.	\$11,200,000	Partial	Complete	2025	N/A	2026	Design funding provided by ST3 grant. No construction funding identified.
T4	Puyallup River Crossing	Sumner WWTP to Puyallup trail	Provides improved connection with the Puyallup and Foothills trail system	\$4,000,000	No	2027	2028	2029	2030	Potential joint project with Puyallup. Eligible for federal CMAQ funding.
T5	Puyallup River Trail Bridge	Trail overpass connecting 144th Ave. E to 143rd Ave. E	Construct a trail bridge and trail connections to provide a connection to the Foothills Trail per the Sumner Parks and Trails Plan.	\$6,000,000	No	2027	2028	2029	2030	Identified in Draft Parks and Trails Plan. No funding source secured.

**Six Year Transportation Improvement Program 2024-2029**  
**City of Sumner**

Prepared by:



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 Public Works Director

Projects Listed in Priority Order  
*Italics identify unfundend milestones*

**ANNUAL STREET MAINTENANCE PROGRAMS**

ID	PROJECT	DESCRIPTION	ANNUAL COSTS	FUNDED?	REMARKS
R1	Street Overlay Program	Overlay and rebuild existing streets throughout the City.	\$150,000	Yes	Street Operating General Fund Budget
R2	Roadway Paint Line Application	Repaint lane lines throughout the City.	\$40,000	Yes	Street Operating General Fund Budget
R3	Pavement Repairs	Repair spot surface and subgrade failures through dig-outs throughout the City.	\$66,150	Yes	Street Operating General Fund Budget
R4	Roadway Plastic Marking Application	Replace crosswalk, stop bar, and arrow markings throughout the City.	\$56,100	Yes	Street Operating General Fund Budget
R5	Chip Seal Application	Apply a chip seal treatment to asphalt roads throughout the City.	\$136,500	Yes	Street Operating General Fund Budget
R6	Crack Seal Application	Maintain roads with crack seal throughout the City.	\$78,750	Yes	Street Operating General Fund Budget
R7	Neighborhood Traffic Control Program	Modify residential streets to enhance pedestrian safety, slow speeding vehicles, and minimize cut-through traffic on collector and local roadways.	\$28,000	Yes	Street Operating General Fund Budget
R8	ADA Transition Plan	Address the projects identified in the ADA Transition Plan	\$40,000	Yes	Sidewalks Construction Capital Fund Budget
R9	Sidewalk Maintenance Program	Replace/rebuild existing failing sidewalks due to damage caused by street trees.	\$250,000	Yes	Sidewalks Construction Capital Fund Budget. Formerly the Volunteer Sidewalk Program.
R10	Safe Routes to School	Fill in gaps in sidewalks and replace ramps that do not meet current code. Continue educational components and install speed feed back signs.	N/A	No	City will fund local match as needed. Continue to apply for SRTS Grants.

**TRANSPORTATION PROJECTS COMPLETING IN 2023**

PROJECT	LOCATION	DESCRIPTION	COSTS	REMARKS
Stewart Rd (8th St.) Railroad Crossing	Valentine Ave to Butte Ave (in the City of Pacific)	Widen Stewart Rd from 2 lanes to 4/5 lanes, widen the Union Pacific Railroad Crossing, Install a new signal at Butte Avenue	\$6,000,000	Project was run by City of Pacific. City of Sumner contributed \$700,000 of TIF funds to the project.
Alder & Kincaid Utility Improvements Phase 1	Park St. to Main St.	Replacement of aging utilities in support of the Town Center Plan redevelopment	\$6,000,000	Project includes Heritage park woonerf construction.
Academy Street: Bicycle Lanes	Narrow St. to Wood Ave	Improve and reconfigure exising Academy Street to accommodate dedicated bicycle lanes.	\$875,000	Design funding provided by ST3 grant.



**Certificate Of Completion**

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Source Envelope:	
Document Pages: 5	Signatures: 3
Certificate Pages: 5	Initials: 0
AutoNav: Enabled	Envelope Originator:
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	Sumner, WA 98390
	MichelleC@sumnerwa.gov
	IP Address: 50.216.105.106

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**Signer Events**

Signer Events	Signature	Timestamp
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<p>Kathy Hayden khayden@sumnerwa.gov Mayor City of Sumner Security Level: Email, Account Authentication (None)</p>	<p>DocuSigned by: <i>Kathy Hayden</i> 3420AB72F52C4FD...</p> <p>Signature Adoption: Drawn on Device Using IP Address: 75.172.82.193 Signed using mobile</p>	<p>Sent: 5/2/2023 4:36:30 PM Viewed: 5/2/2023 8:02:08 PM Signed: 5/2/2023 8:02:38 PM</p>
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<p>Michelle Converse michellec@sumnerwa.gov City Clerk City of Sumner Security Level: Email, Account Authentication (None)</p>	<p>DocuSigned by: <i>Michelle Converse</i> 9BA22DE678404D1...</p> <p>Signature Adoption: Uploaded Signature Image Using IP Address: 174.61.175.159</p>	<p>Sent: 5/2/2023 8:02:39 PM Viewed: 5/3/2023 12:18:50 PM Signed: 5/3/2023 12:18:55 PM</p>
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Agent Delivery Events	Status	Timestamp
Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp

<b>Witness Events</b>	<b>Signature</b>	<b>Timestamp</b>
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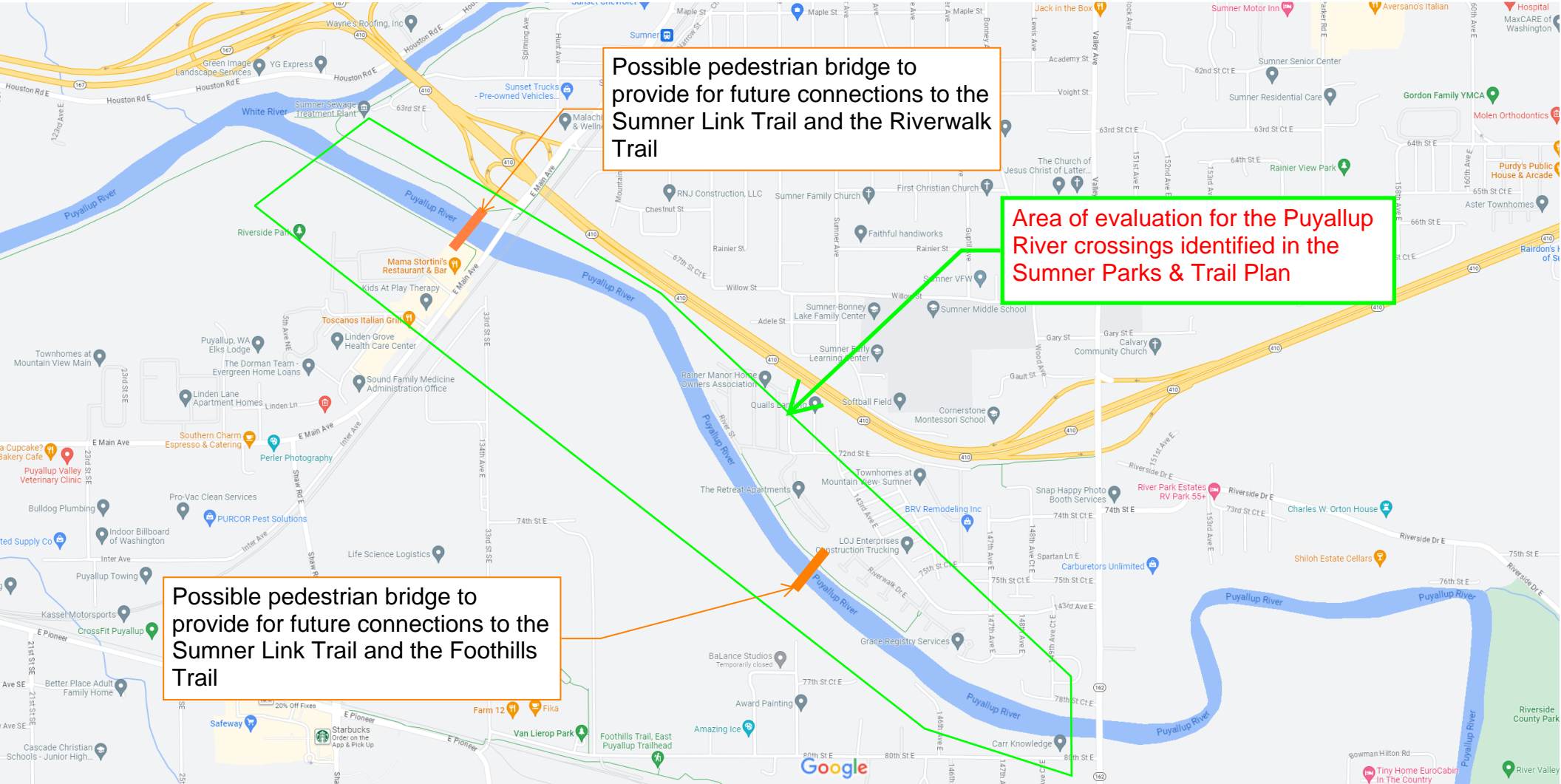
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<b>Payment Events</b>	<b>Status</b>	<b>Timestamps</b>
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<b>Electronic Record and Signature Disclosure</b>
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Possible pedestrian bridge to provide for future connections to the Sumner Link Trail and the Riverwalk Trail

Area of evaluation for the Puyallup River crossings identified in the Sumner Parks & Trail Plan

Possible pedestrian bridge to provide for future connections to the Sumner Link Trail and the Foothills Trail

**City of Sumner  
Vicinity Map  
Puyallup River Crossings  
TAP Grant**