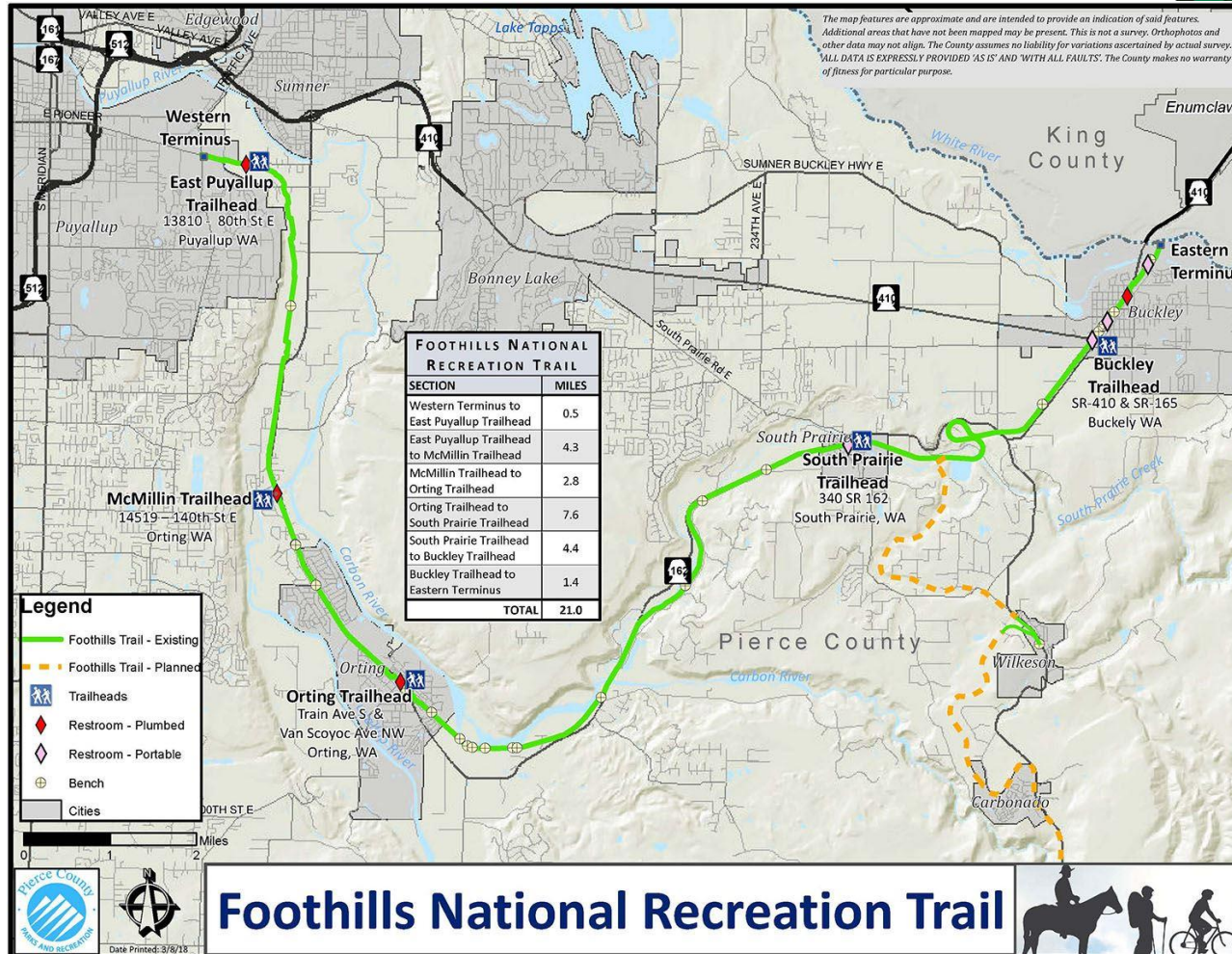


# Rural Town Center & Corridors

August 9, 2023



## Foothills National Recreation Trail



# Foothills Trail Realignment

# Existing Trail Configuration



# Conflict Zones



Conflict Zone  
Between Bicyclists  
and Visitors.



# Problems with Current Trail Placement



## Safety and Logistical Concerns of Pedestrians and Cyclists

**Proximity to Parking Lot:** The west side trail's proximity to the parking lot forces pedestrians to cross a busy trail after exiting their vehicles, increasing the risk of accidents with cyclists.

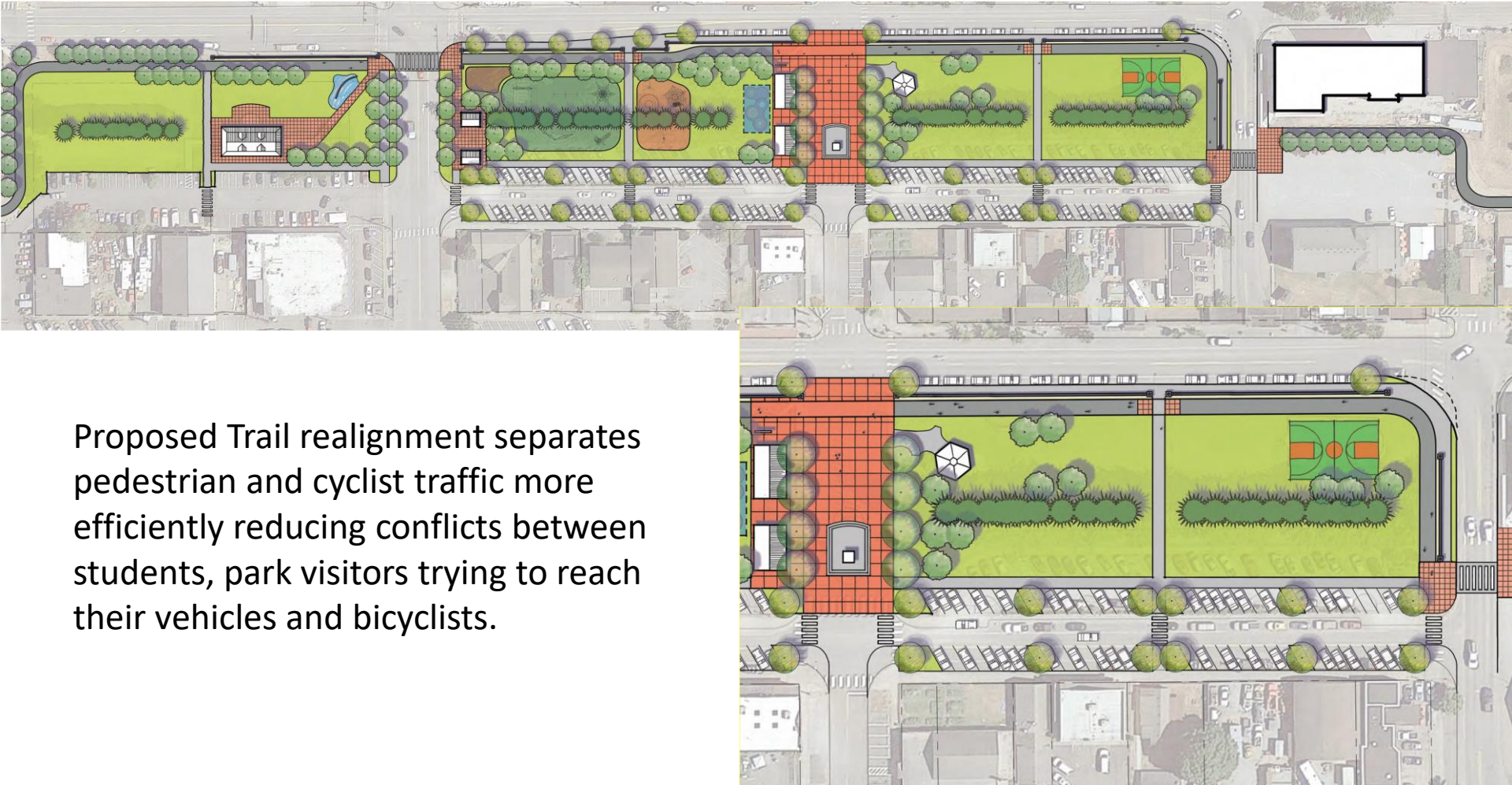
**High Traffic Volume:** The trail's location next to a busy parking lot adds more interaction between pedestrians, and cyclists, creating a potentially hazardous environment.

**Limited Visibility:** The design and alignment of the trail near the parking lot limits visibility for both cyclists and pedestrians, leading to unexpected encounters and potential collisions.

**Lack of Safety Infrastructure:** The current location lacks designated pedestrian crossings, proper signage, and barriers to safely separate and guide different types modes of traffic.

# Parks Master Plan

Approved By City Council



Proposed Trail realignment separates pedestrian and cyclist traffic more efficiently reducing conflicts between students, park visitors trying to reach their vehicles and bicyclists.

# Towards a Safer Future: East Side Trail Relocation



## Enhancing Safety by Separating Cyclists and Pedestrians

**Reduced Interaction:** By moving the trail to the east side, pedestrians exiting the parking lot no longer need to cross a busy bike trail. This reduces the risk of collisions and enhances overall safety especially to the vulnerable (elderly, children, people with disabilities & veterans).

**Better Visibility:** A new trail design on the east side can incorporate improved lighting and sightlines, enabling better visibility for both cyclists and pedestrians.

**Opportunity for Designated Crossing Zones:** The relocation allows for the creation of well-marked crossing zones, signage, and barriers to manage the interaction between different types of traffic more effectively.

**E-Bike:** Electric Bikes have emerged; use of alternative modes of transportation has become more accessible. Orting to Puyallup or Buckley is commutable via e-bikes making conflict more likely between pedestrians and high speed bicycles.

# Consistent With Local Plans



## Comprehensive Plan Includes:

- Reduce reliance on the auto & encourage establishment of pedestrian and bicycle-oriented development. (Pg I-5)
- Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Orting and connect to adjacent communities, regional destinations and routes (Pg T-5)
- Promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods (Pg T-5)
- Identify non-motorized facility improvements on school walk routes to increase pedestrian safety. (Pg T-6)
- Enhance the sense of community, encourage pedestrian/bicycle mobility (ED-2)
- Emphasis should be placed on pedestrian and bicycle paths, rather than roads. (Pg SM-4)
- Bicycle paths and easements should be encouraged through cooperative programs and policies. (Pg SM-1)
- Recognize the important recreational and transportation roles played by regional bicycle trail systems, and support efforts to develop a coordinated system of greenway trails throughout the region. (Pg LU-9)
- Establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations (Pg T-1).

# Consistent With Local Plans



## Parks, Trails & Open Space Plan

- Support continued development of the Foothills Trail and related links and parks for bicycles, pedestrians and equestrians, running through Pierce County to Mount Rainier National Park. (Pg 4.2)
- Develop a network of parks, open space and trails throughout the city for pedestrians, bicycles and equestrians, with priorities on:
  - *would link with the Foothills Trail, the **downtown parks**, the Puyallup and Carbon River waterfront corridors*
  - *Maintaining and improving the accessibility, usability, and **safety** of Orting's parks and trails, and*
- Recognize the important recreational and transportation roles played by regional bicycle trail systems, and support efforts to develop a coordinated system of greenway trails throughout the region. (Pg 4.3)

## Transportation Improvement Plan

- Realignment will be added to the City's Transportation Improvement Plan (TIP).

## Parks Master Plan

- Trail realignment will maximize park lands for other program elements, improve the safety of pedestrian and bicycle circulation between the parking areas and the park (Pg. 7)



# Washington State Active Transportation Plan

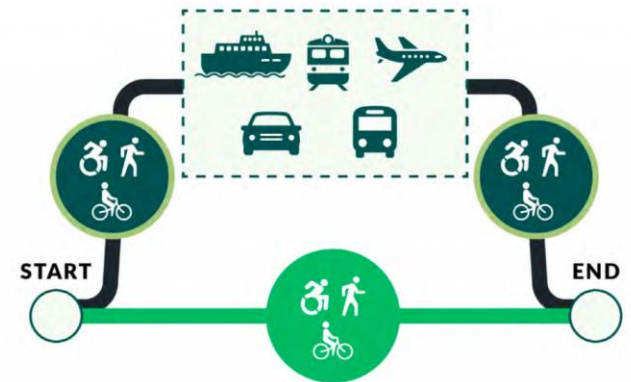
2020 AND BEYOND



“WSDOT Vision: Overall, WSDOT defines the plan’s vision as the eventual creation of a statewide active transportation network that works as well for people walking or rolling as it does for people using motor vehicles. “

“Walking, biking, and rolling are already essential forms of transportation across Washington.”

“Investing in active transportation infrastructure would save lives, especially in low-income communities and communities of color.”



# Estimated Project Cost



Estimated Cost:		
Mobilization (10%)		\$ 79,713
Trail	2650 ft	\$ 722,125
Landcaping		\$ 75,000
Traffic Control (2%)		\$ 14,443
Survey (1.5%)		\$ 10,832
Design Contingency (30%)		\$ 270,634
<b>Subtotal</b>		<b>\$1,172,747</b>
WA Sate Sales Tax (9.4%)		\$ 110,238
Construction Contingency (10%)		\$ 128,298
<b>Total</b>		<b>\$1,411,283</b>
Inflation to 2024-2025 (3%)		\$ 42,338
<b>Inflated Construction Cost</b>		<b>\$1,453,621</b>
Design & Envv (12%)		\$ 174,434



Funding	Year	PSRC	City of Orting	Total
Design	2025	\$ 150,885	\$ 23,548	\$ 174,433
Capital	2026	\$ 1,257,381	\$ 196,239	\$ 1,453,620
<b>Total</b>				<b>\$ 1,628,053</b>

# Conclusion



**Conclusion:** Relocating the trail from the west side to the east side in Orting offers a practical solution to pressing safety concerns. By reducing potential conflicts between pedestrians and cyclists, improving visibility, and allowing for better safety infrastructure, this change represents a significant step towards a safer and more harmonious urban environment.

*“We need a greener future for our children and grandchildren and walking and cycling represents the cleanest and greenest modes of travel”.* **Gov. Inslee**