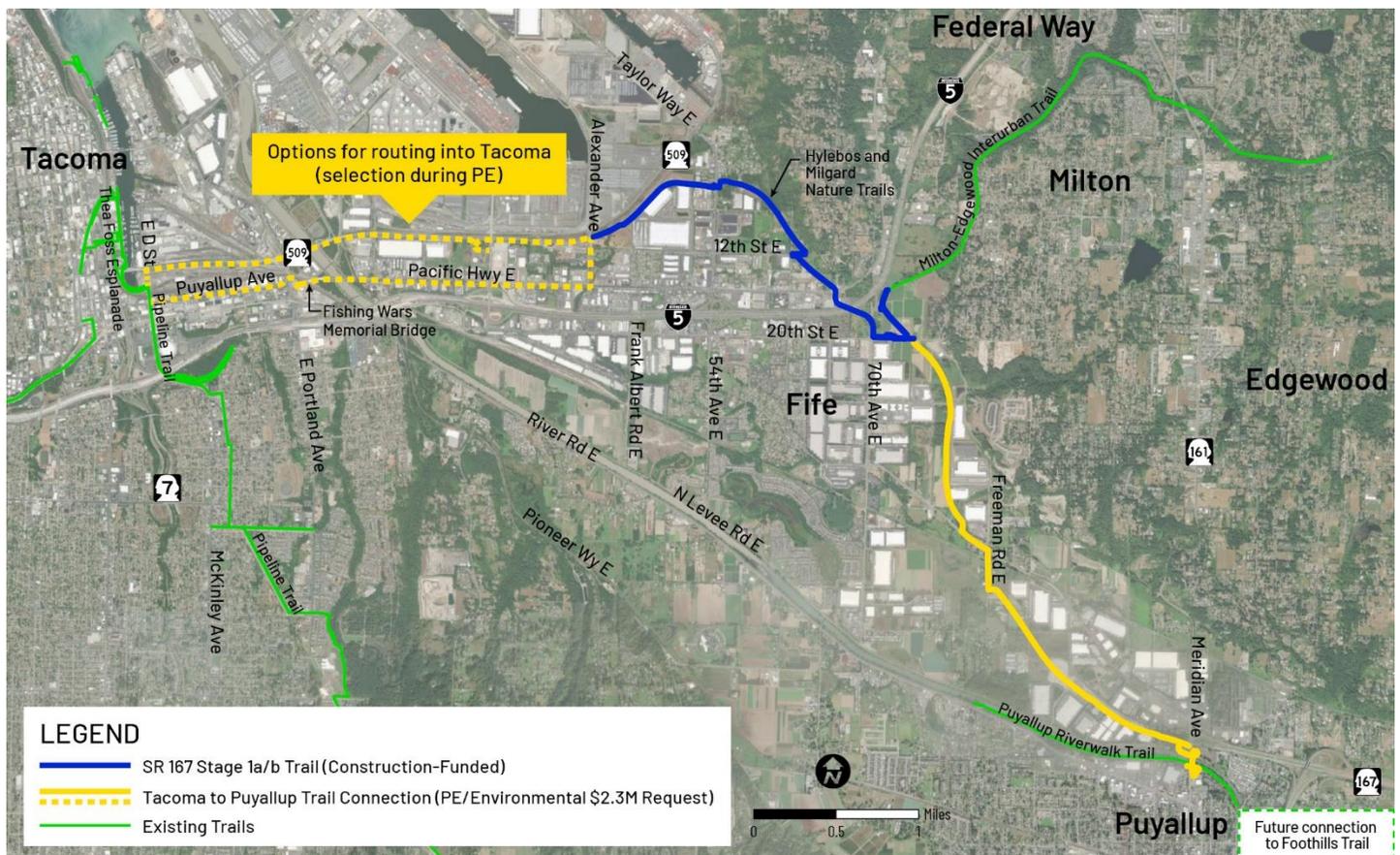


# Tacoma to Puyallup Regional Trail Connection

The Tacoma to Puyallup Regional Trail Connection is an envisioned corridor between downtown Tacoma and downtown Puyallup for people walking & rolling that is physically separated from car traffic and safe for people of all ages and abilities.

In 2019, project partners undertook a Route Analysis Study to assess the feasibility of three potential routes to complete this crucial connection. A bicycle and pedestrian trail along the new SR 167 alignment was the preferred option to make this project a reality.

**The construction of a portion of the trail (shown in blue) is funded as part of stages 1a and 1b of the SR 167 project. The next phase is Preliminary Engineering and Environmental Analysis (\$2.3 million). State funding for the PE/EA phase would allow WSDOT and project partners to develop the 30% preliminary design for the project, further refine the route along the new SR 167 alignment and into Tacoma, complete environmental analysis, and solidify a cost estimate for construction.**



This \$2.3 million project would complete Preliminary Engineering for the sections shown in yellow, including connections to Puyallup Tribal lands, the City of Fife and the City of Puyallup. The PE phase will also select and design a route into Tacoma, either along SR 509 or via Pacific Highway, the Fishing Wars Memorial Bridge, and Puyallup Avenue.

Design for Stage 2 of SR 167 is slated to begin in mid-2021. By securing this funding as part of Washington State's 21-23 biennial budget, we can ensure that the trail design is in-step with the overall project design and timeline for SR 167.

## Route Analysis Study

This funding request builds on the Tacoma to Puyallup Regional Trail Route Analysis, a 2019-2020 study funded by regional partners and WSDOT to collectively select a preferred route to complete a regional trail connection between Tacoma and Puyallup.

This Analysis evaluated three options for the new trail: Levee Road, River Road, and the new SR167 alignment.



Each potential alignment was assessed for safety, connections, accessibility, equity, environment and community fit, and cost, along with fatal flaws. Over 100 community members attended a community forum in July 2019 to share their feedback on the project and the route options.

**Project partners selected the new SR 167 route as the highest priority connection. The next step for this preferred route is Preliminary Engineering.**

For more information: <https://wsdot.wa.gov/projects/gateway/tacoma-puyallup-trail-study>



Tacoma to Puyallup Trail Community Forum 7/25/19

The Route Analysis Study was collaboratively funded by:

- Washington State Department of Transportation
- Puyallup Tribe of Indians
- City of Fife
- City of Puyallup
- City of Tacoma
- Metro Parks Tacoma
- Port of Tacoma
- Pierce County

## Why This Project?

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### **Transportation Access: Linking our Communities**

The Tacoma to Puyallup Regional Trail Connection will provide safe access to jobs, schools, parks, and housing in our regional centers and beyond. Currently, there is no safe route between downtown Tacoma and downtown Puyallup for people travelling on foot or by bike. Natural barriers - including the Puyallup River and the 373-acre Swan Creek Park - make State Route 167/River Road the only direct route, but this 50 mph, five lane roadway has no sidewalks or bicycle facilities.

### **Connections to Transit**

This project will connect local residents and visitors to two regional transit centers: the Tacoma Dome Station and the Puyallup Station as well as future Sound Transit Link Light Rail stations.

### **Equity**

In Pierce County, low-income residents are more likely to bike and take transit than higher income residents (walking rates are consistently high across income levels). However, national data shows us that low income communities and people of color are less likely to have safe places to walk and bicycle in their neighborhoods. While active transportation is often framed as a great choice for getting around – for many folks it's the only feasible option – due to finances, age, or ability. A safe, connected, and accessible active transportation network is a critical element of an equitable transportation system.

### **Safety**

There were 339 people hit by cars while walking or bicycling in Pierce County in 2019 – almost one person every day. We need to build safe active transportation infrastructure if we have any hope of reducing these collisions.

### **Climate Change**

Transportation represents 40% of greenhouse gas emissions in Pierce County. Creating a safe and connected active transportation network is an essential element of addressing our climate crisis.

### **A Shared Priority**

A safe bicycle and pedestrian connection between downtown Tacoma and downtown Puyallup is referenced in the adopted policy documents of every jurisdiction along the route, including:

- Puyallup Tribe of Indians Tribal Transportation Improvement Program 2016-2020
- PSRC 2014 Active Transportation Plan Regional Bicycle Network Gap Map
- Pierce County 2014 Parks, Recreation and Open Space Plan
- City of Fife Comprehensive Plan, Transportation Element
- City of Puyallup Comprehensive Plan, River Road Corridor Plan
- City of Tacoma Transportation Master Plan

### **Tahoma to Tacoma Trail Network: \$13 Million per Year in Community Benefits**

The Tacoma to Puyallup Connection is a critical missing link in the Main Alignment of the Tahoma to Tacoma Trail Network, a 62.5-mile trail from Tacoma's Point Defiance Park to Mount Rainier National Park. Once complete, the Main Alignment will provide approximately \$13 million per year in health, transportation, environmental, and economic benefits ([www.pwi.org/tahomatotacoma](http://www.pwi.org/tahomatotacoma)).

## For More Information

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