

The Tacoma to Puyallup (T2P) Regional Trail (the trail) will connect downtown Puyallup to Fife and downtown Tacoma through the Puyallup Tribe of Indians Reservation, offering people who live and work in those communities safe active transportation access to jobs, schools, parks, and housing in our regional centers and beyond.

Communities along the future trail include tribal members, people of color, people with low incomes, and “zero car” households. They face disparities in transportation safety and access including long-term separation impacts from the construction of Interstate-5 in the early 1960s. Natural barriers, including the Puyallup River and the 373-acre Swan Creek Park, also affect active transportation connectivity. The trail provides an opportunity to reconnect communities as WSDOT constructs the SR 167 Completion project.

Continued Progress on the Trail Connection

For over five years, regional partners that include the Puyallup Tribe of Indians, the cities of Puyallup, Fife, and Tacoma, WSDOT, and Pierce County, have worked collaboratively to plan the trail:

- In 2019/2020, trail partners conducted a Route Analysis Study that recommended the trail route follow the SR 167 Completion Project alignment.
- In 2021, the Legislature provided \$2.3 million to finalize the route, prepare preliminary design and environmental documentation, and initiate cost estimating for the trail. This process included robust partner and community engagement, with discussions on route choices and amenities that increase safety, access, connectivity, and user experience.
- In Winter/Spring 2022, the planning team shared information with 91 community-based organizations that serve communities along the trail. The community provided feedback through two online open house (available in English, Korean, Spanish, and Vietnamese), one on trail amenities, and the other on the Fife to downtown Tacoma route alignment.
- In Summer 2022, trail partners, with this input from the public, selected a preferred route for the entire trail alignment. Trail construction is planned in segments, with construction potentially complete by 2028.



Investing in an Equitable, Safe, and Enjoyable Trail

Investing in the trail is investing in the safety of communities who travel by bike, walking, or rolling.

Safety and vehicle separation

The trail route area is characterized by discontinuous sidewalk and limited active transportation infrastructure, particularly from the Port of Tacoma manufacturing and industrial center and across the Puyallup Tribe of Indians Reservation. Further, communities near the future trail route experience crash history about twice the statewide crash rate with regular incidents of pedestrian and bicyclist crashes, many in locations of gaps in active transportation facilities.

In the March and June 2022 online open houses, we heard from the community that:

- Most (68%) respondents said they would use the whole trail rather than shorter portions.
- Most (77%) of respondents rated the current trail network between Puyallup and downtown Tacoma as bad or not good, citing bad connections or gaps in the network as the biggest challenge.
- Vehicle conflicts (35%) and safety (29%) were the top concerns as participants selected a preferred route.

Lighting, amenities, and art

Pierce County residents with low incomes are more likely to bike and take transit than higher income residents (walking rates are consistently high across all income levels). Thus, trail partners are invested in making this a trail that is equitable and enjoyable for all users.

- Although lighting has not traditionally been part of regional trails, trail partners and the community have expressed a strong desire for full trail lighting to support safety and equity.
- Features such as pullouts, benches, and wayfinding are critical to ensuring user experience and safety. Benches, picnic tables, trash receptacles, bridge railings, decorative concrete paving, and wall treatments create a welcoming and positive trail experience.
- Tribal art is a significant and crucial opportunity to honor and tell the important history of this region, and the Puyallup Tribe of Indians is actively participating in the trail planning.

New Challenges to Delivering the Trail

The Legislature allocated \$47.5M of the Move Ahead Washington package to fund the trail final design and construction based on early planning-level estimates for similar trails. This estimate did not include key elements in the current design sought by the trail partners and the public. Additionally, regional construction costs have sharply increased with inflation and escalation since the original (pre-pandemic) estimates were developed. The trail partners are currently assessing how best to allocate the available funding based on the timing of planned construction of the different trail segments, considering the costs of art, amenities, lighting, undercrossing structures, local partner contributions, as well as potential grant funding opportunities.

The WSDOT Puget Sound Gateway Program's current legislative request to address the Program's Stage 2 funding gap includes \$20.2M of additional costs for the SR 167 portion of the trail. **\$7.6M in additional funding is required to complete trail construction.**

WSDOT and the trail partners recognize that stewardship of this trail must include a maintenance plan and therefore conversations have begun to determine maintenance responsibilities.

For More Information

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