

Purpose of the Study



Identify and Evaluate

Three routes for a trail connecting communities between Tacoma and Puyallup:

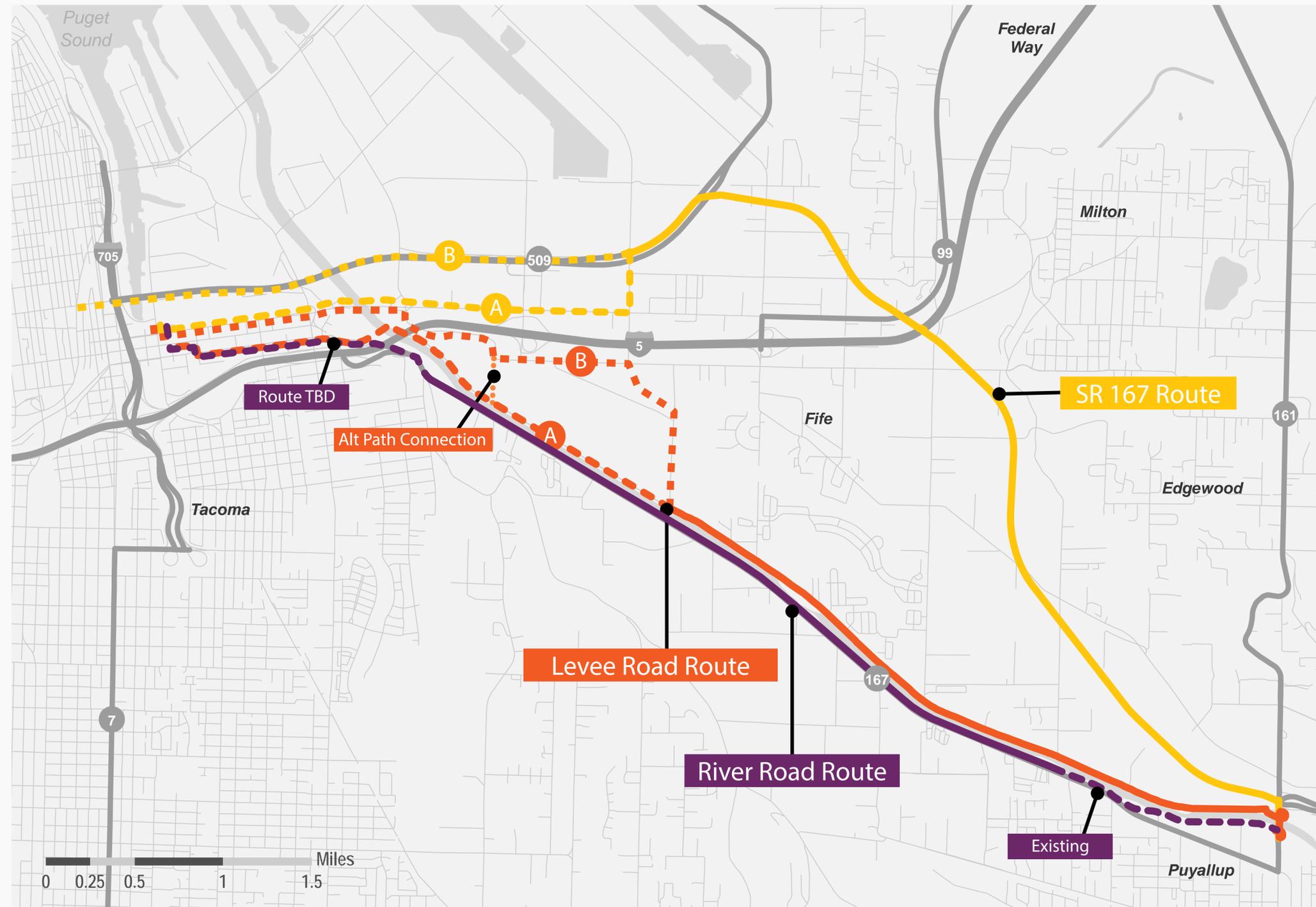
-  SR 167
-  Levee Road
-  River Road



Select an Alignment

That best meets all three criteria:

- Accessible to pedestrians and bicyclists
- Physically separated from traffic
- Comfortable and attractive for people of all ages and abilities



Schedule

Task	Apr '19	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan '20
Stakeholder Outreach		1 	2 			3 			4 	
Existing Conditions										
Evaluation Criteria										
Alternatives Analysis										
Funding Sources										

Outreach Description

- 1 Discuss alignment and gather input
- 2 Gather input on options
- 3 Review existing conditions
- 4 Share evaluation results and implementation plan



Stakeholder Advisory Group



Community Forum



Final Deliverable

SR 167 Alignment

Approximate Distance

9.1 miles

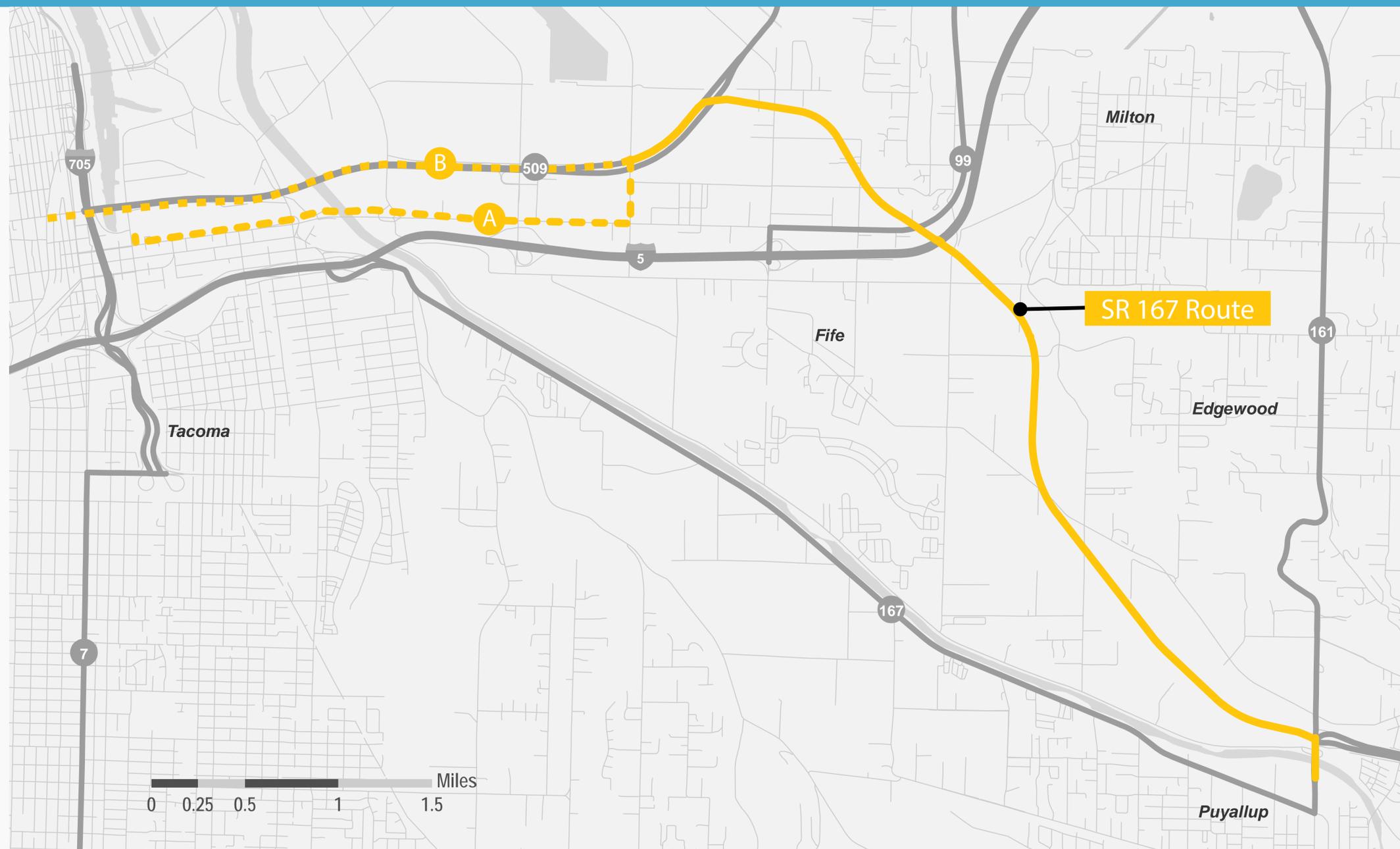
Connects Riverwalk Trail via Meridian Avenue bridge

Potential Routes to Downtown Tacoma (possible connections to Thea Foss Esplanade/Pacific Avenue/Prairie Line Trail)

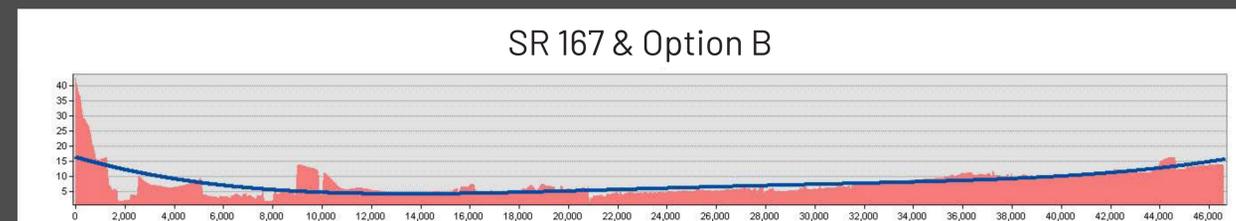
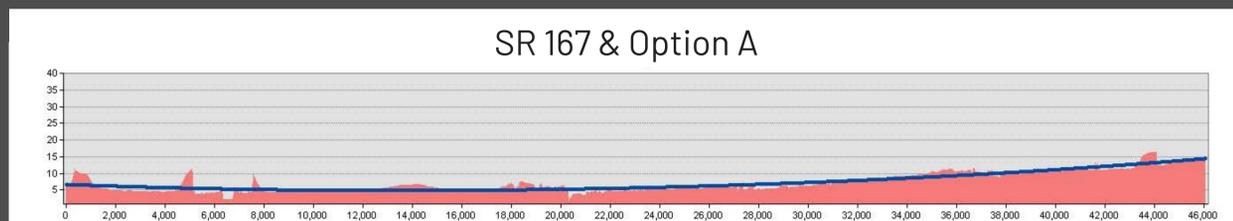
- » SR 509 connection
- » Puyallup River Bridge connection

Existing Conditions

- » SR 167 is a future highway extension, projected to be completed by 2027



Elevation Profiles



Levee Road Alignment

Approximate Distance

7.7 - 8.1 miles

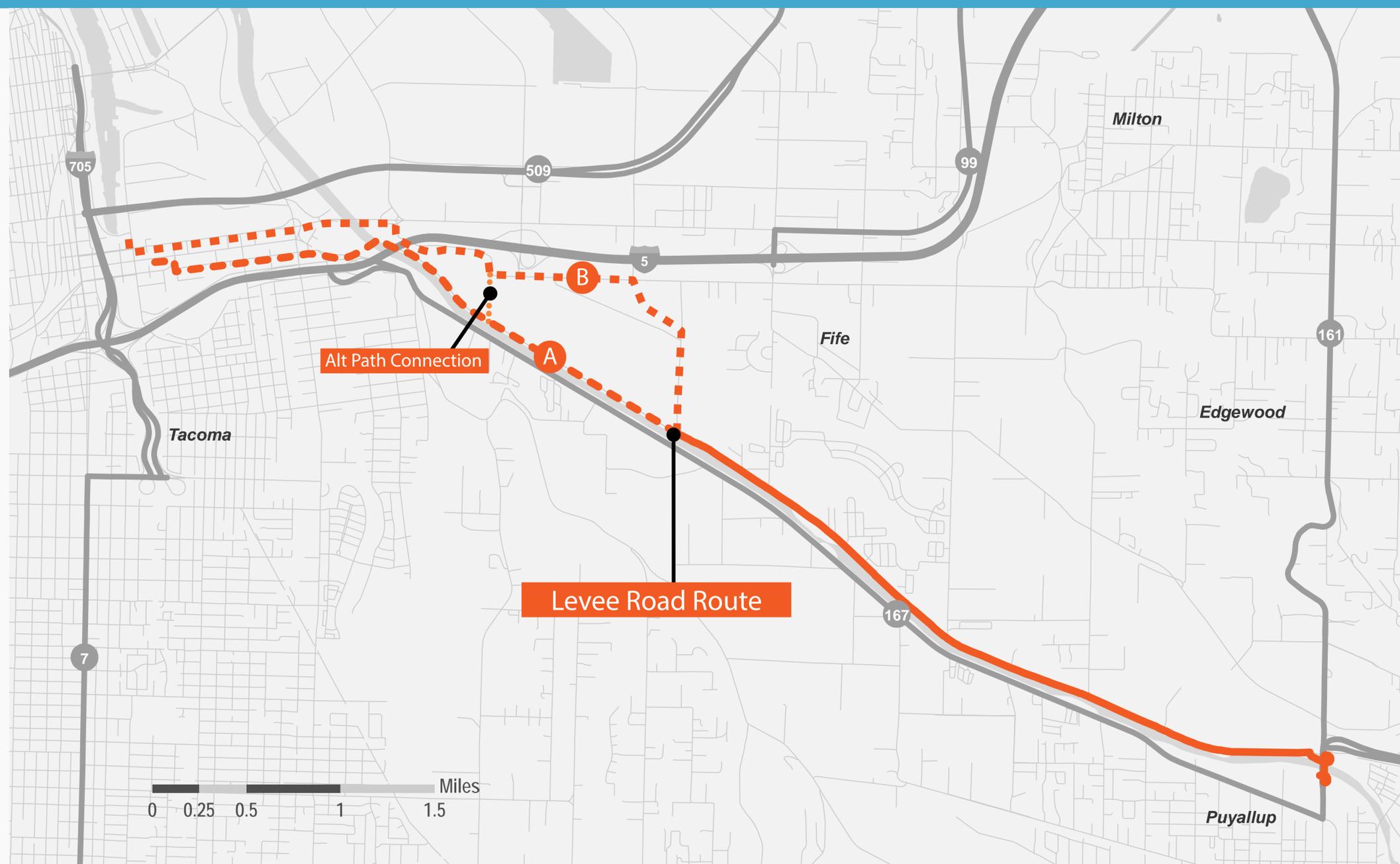
Connects to Riverwalk Trail via Meridian Avenue bridge

Potential Routes to Downtown Tacoma (connecting to Thea Foss Esplanade)

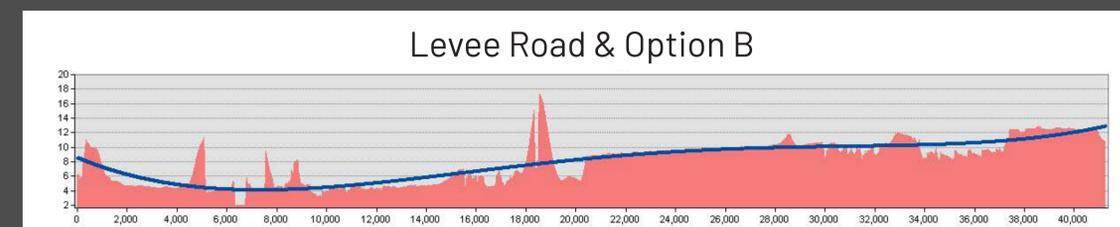
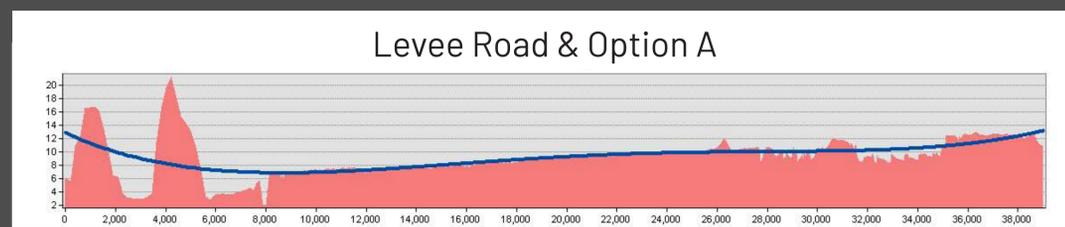
- » Puyallup River Bridge connection
- » Sound Transit bridge connection

Existing Conditions

- » Narrow pavement in places with no shoulder/sidewalk
- » Wide and muddy unimproved dirt trail between Levee Road and Puyallup River
- » "No Trespassing" signs on Levee Road where Union Pacific property begins



Elevation Profiles



River Road Alignment

Approximate Distance

5.7* - 7.4 miles

*does not include existing trail

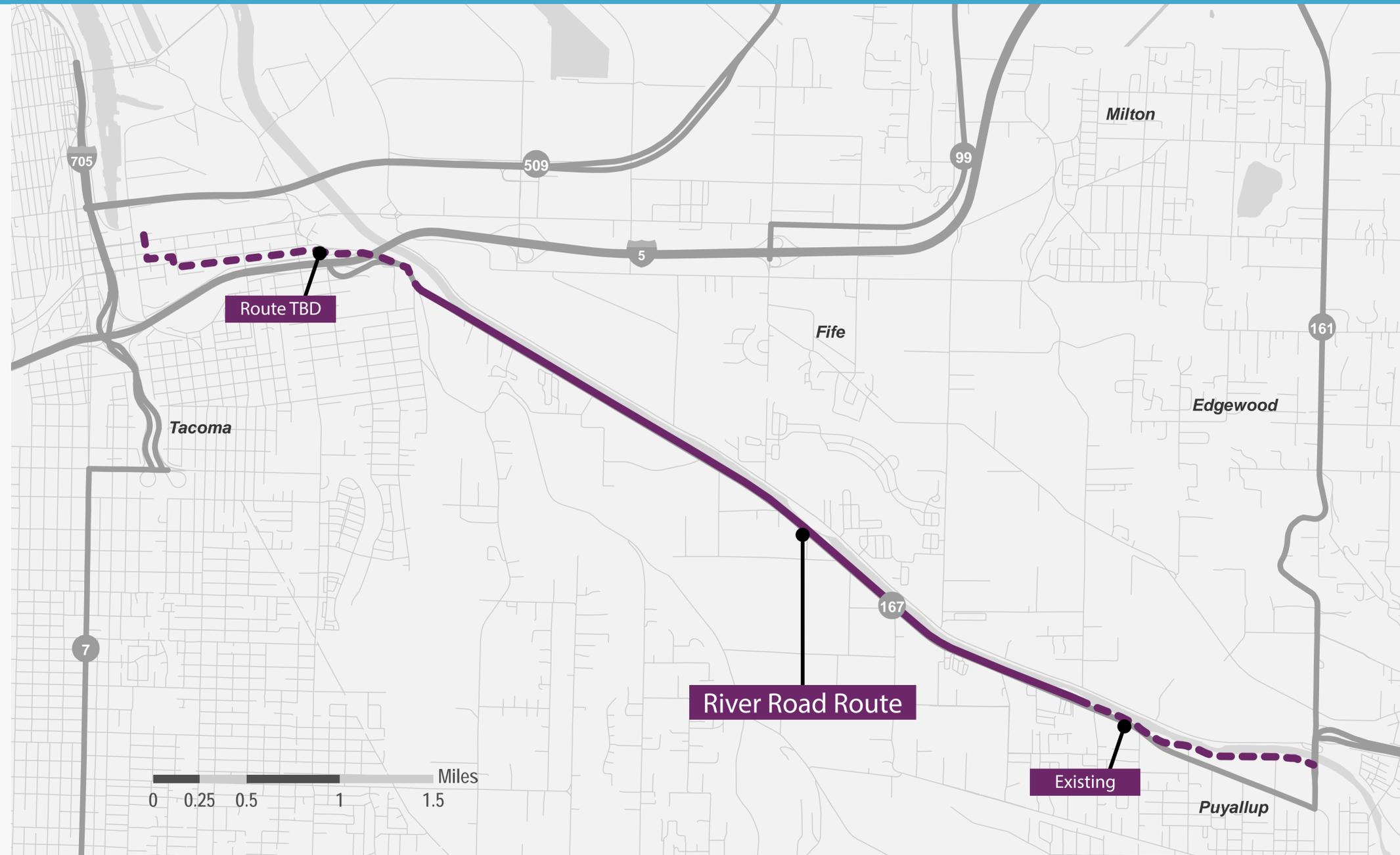
Connects to Riverwalk Trail at its existing terminus at the Puyallup city boundary

Potential Route to Downtown Tacoma (connecting to Thea Foss Esplanade)

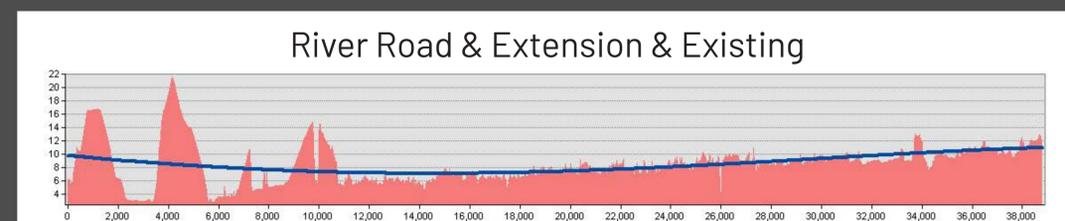
» Bay Street connection

Existing Conditions

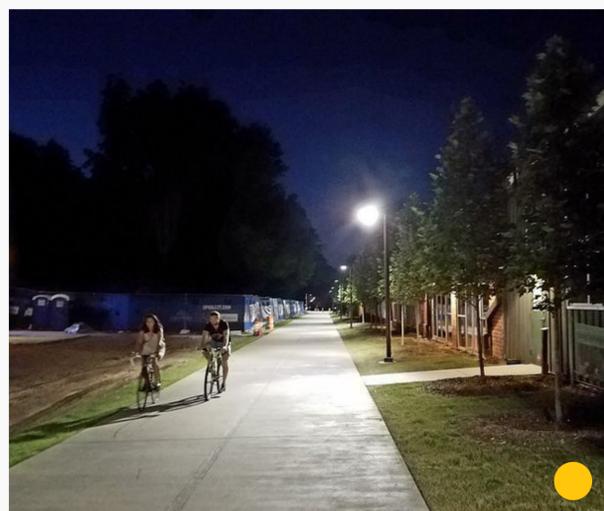
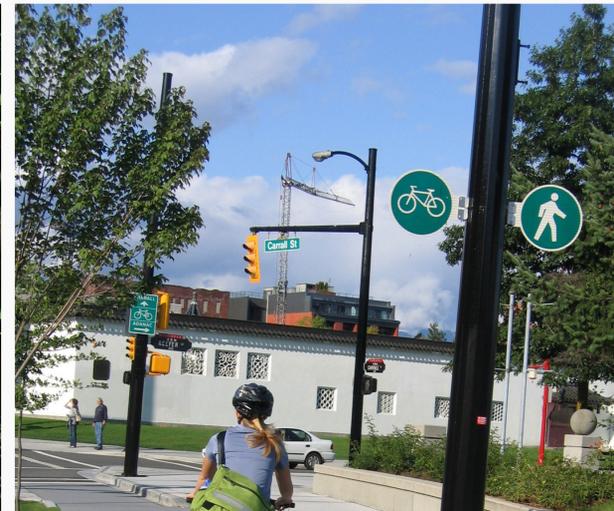
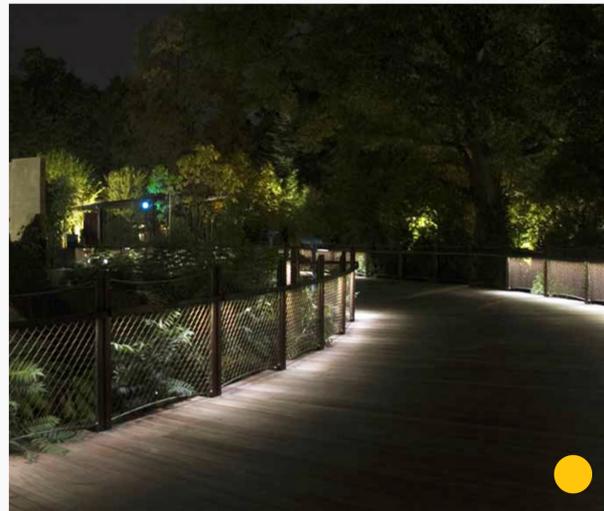
- » Five-lane road, 50 mph, with striped shoulder
- » Sidewalk at Riverwalk Trail is separated from River Road by 30-40 ft planted slope on river side



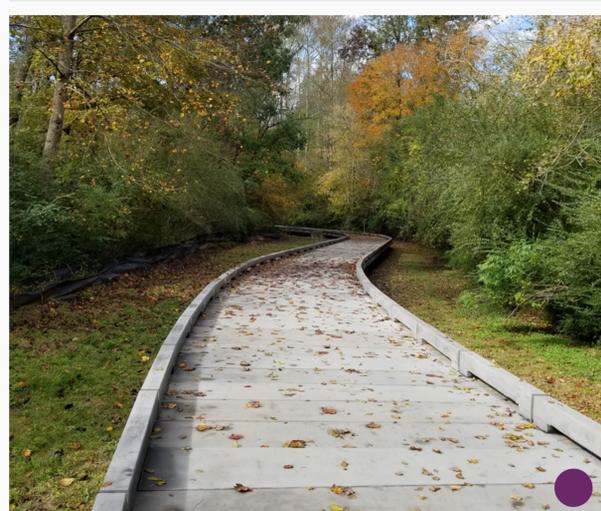
Elevation Profile



What Kind of Trail?



● Type of Lighting
● Type of Context
● Type of Separation
● Type of Surface



Draft Evaluation Criteria



SAFETY

Route promotes a positive perception of personal safety by users of all ages and abilities

Route manages interactions with vehicle and rail traffic particularly at intersections

The route has clear sightlines that reduce the likelihood for collisions with other trail users



ENVIRONMENTAL/ COMMUNITY FIT

Route has a positive social impact

Route has a positive environmental impact

Route respects and reflects cultural and historic resources

The route is attractive and aesthetically appealing



EQUITY

The route is accessible to users who do not drive/have access to a household vehicle

The route serves communities experiencing health & transportation disparities

The route serves and / or is easily reachable to areas with significant population density



CONNECTIONS

The route provides connections to other active transportation facilities

The route provides connections to key destinations

The route provides access to key transit connections

The route provides convenient points of entry from neighboring communities



ACCESSIBILITY

The route is comfortable for cyclists of all ages and abilities

The route is comfortable for pedestrians of all ages and abilities (including those with mobility devices and strollers)

The route is direct and intuitive

The routes elevation profile is navigable for all users



COST

Route is feasible to implement in the near term

Route is cost effective to maintain

