



Puyallup Avenue – Transit Complete Street Improvement – Project Update

City of Tacoma | Public Works Department
Infrastructure, Planning, and Sustainability

April 14, 2021

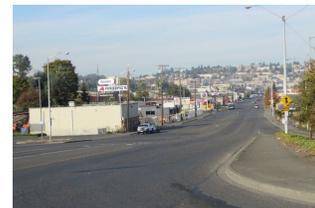
ITEM 2



●●● OVERVIEW



- Project Goals & Summary
- Outreach & Conceptual Design Outcomes
- Recent Stakeholder Outreach
- Grant Status/Decision
- Next Steps



PROJECT GOALS



Support multimodal uses and embrace **complete street** concepts

Enhance the experience **for everyone**, including pedestrians, cyclists, drivers, transit riders, and freight operators

Make Puyallup Avenue an **inviting place** where people want to visit

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PROJECT SUMMARY



S. C Street to Portland Avenue

- 1.2 Miles of Reconstructed Heavy-Haul Roadway
- Widened Sidewalks, Curb Ramps, Crosswalks, Bicycle Facilities, Landscaping
- New Fiber/Interconnected Signals, APS, Lighting
- One-WBL (except in the TODD), CTL, 2-EBLs (one is HOV/transit)

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OUTREACH 2016-2017



- Stakeholder Focus Groups (2)
- Technical Advisory Meetings (3)
- In-Person & Online Surveys (90 responses)
- Online Mapping Tool (212 responses)
- Stakeholder Design Charrette/Site Walk
- Public Design Charrette
- Open House
- Online Alternative Feedback



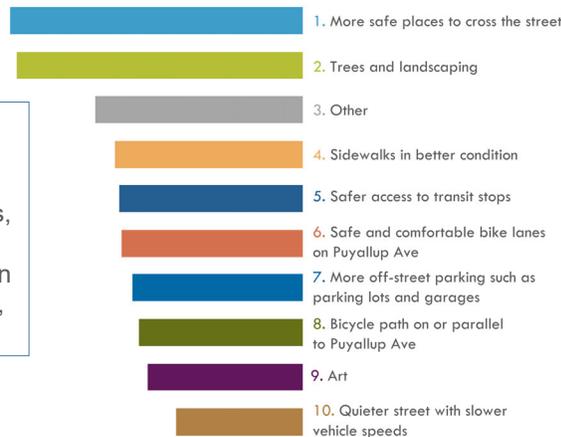
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PUBLIC FEEDBACK



In terms of transportation, what would make Puyallup Avenue more attractive to you?

Other: Safety/streetlight/storefront improvements, road maintenance, better transit/ped/bike connections, more retail/mixed use destinations, noise reduction (train/construction), parking, gateway features



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STAKEHOLDER FEEDBACK

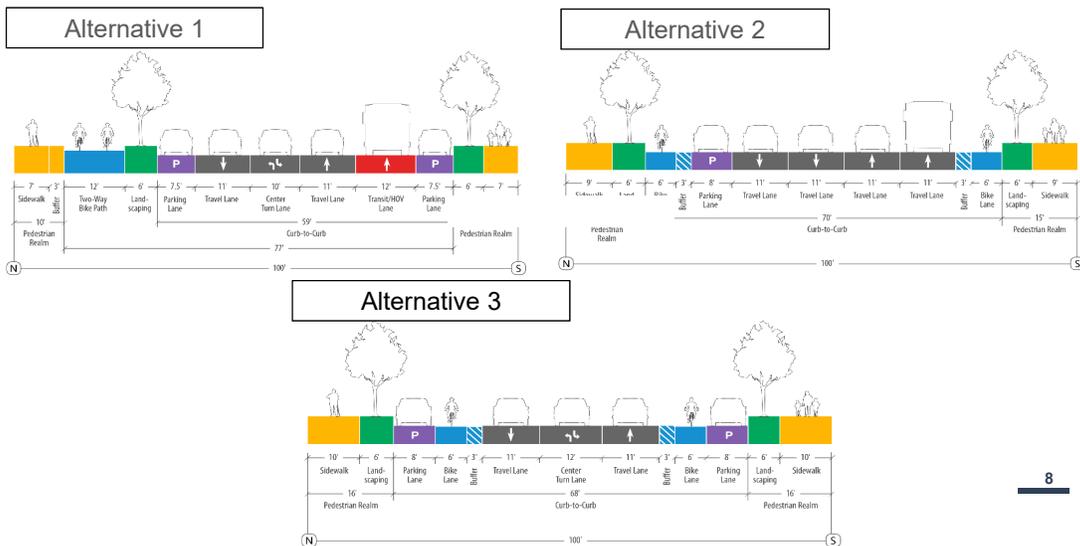


- Want **Subarea Plan** efforts to come to fruition
- Need **access to TDS**
- **Parking** is increasingly an issue
- Must be **safe and comfortable for pedestrians**, especially students
- Doesn't currently feel like a **safe street to bike**
- Preserve the **unique historic and industrial character**
- **Acts as a gateway** for people arriving in Tacoma by transit or for events
- **Make it feel like a place**



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PROPOSED ALTERNATIVES 1-3



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OUTREACH SUMMARY



- Preferred Items**

- Parking Protected bike lanes (Alt. 2)
- Parking management/reduced on-street parking (Alt. 2)
- Wide sidewalks/separation from traffic (Alt. 3)
- Transit & High Occupancy Vehicle (HOV) lane (Alt. 1)

- Concerns**

- Vehicle speed with two GPLs in each direction
- Reduced lanes leading to backups/turning queues
- Landscaping maintenance
- Need for ped/bike-friendly protective environment



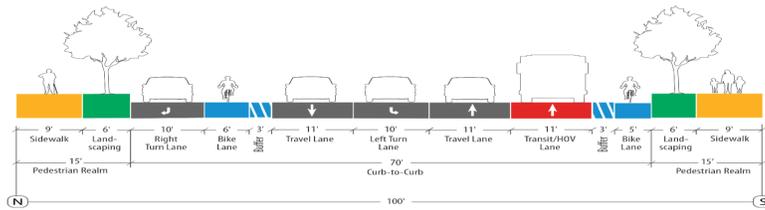
- Outcome**

- Hybrid alternative developed (Alt 4)

HYBRID ALTERNATIVE 4

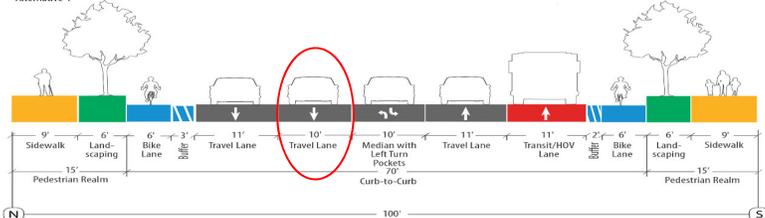


Puyallup Avenue between Pacific Ave and A St facing East
Alternative 4



Similar to Alternative 1

Puyallup Avenue between E. D St and E. E St facing East
Alternative 4

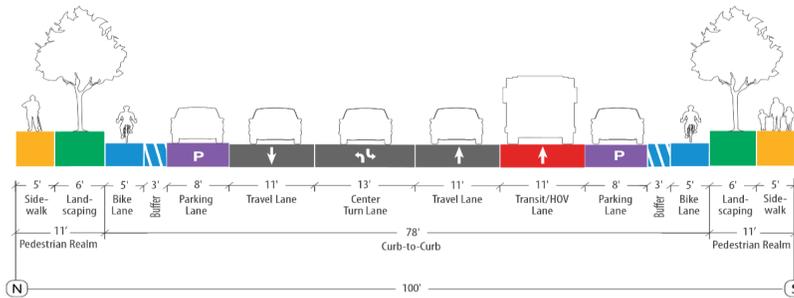


Similar to Alternative 2

HYBRID ALTERNATIVE 4



Puyallup Avenue between E. K St and E. M St facing East
Alternative 4



Similar to Alternative 1

ALTERNATIVE 4 – CONCEPT LAYOUT



●●● RECENT STAKEHOLDER OUTREACH



- Stakeholder Outreach Restarted in Sept '20
- Letters of Support Received
 - Jan '21 - Bicycle Pedestrian Technical Advisory Group (BPTAG)
 - Feb '21 - Transit-Oriented Development Advisory Group (TODAG)
 - March '21 - Transportation Commission



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●●● STAKEHOLDER FEEDBACK



TRANSPORTATION COMM.	TODAG	BPTAG
Prioritize safe and connected pedestrian, bicycle, and transit facilities	Balance pedestrian and bicycles facilities, and on-street parking	Prioritize safe and connected pedestrian, bicycle, and transit facilities
De-emphasize on-street parking on Puyallup Ave	Prioritize no net loss of on-street parking on Puyallup Ave	Add on-street parking to side streets and utilize management strategies
Bi-directional protected bicycle facility	Protected bicycle facility with buffer	Bicycle connectivity for the entire length
Add east and west-bound transit/BAT/HOV lanes	Add transit lane to one side	Discuss needs of transit/HOV lanes (2?) with transit agencies
Freight access is critical, possible freight use of transit/HOV lane(s)	Ensure safe operations, however, balance freight with other needs	No specific freight comment

GRANT STATUS/DECISION



- **Summary**
 - Oct 2018 – City Awarded \$2.1M Federal Design Grant
 - Grant Acceptance Required by June 1, 2021
 - Construction Estimate \$18M
- **Accept the Grant**
 - City Required to Identify \$18M Construction Funding by 2031
 - \$9M State and Fed Legislative Requests Submitted
 - Next Grant Cycle is in 2022 with Funding Available in 2025-2026
 - Fiscal Impact: Return Design Funds if \$18M Not Identified by 2031
- **Return the Grant**
 - May Reflect Negatively in Future Grant Requests
 - Pursue Funding for Smaller Puyallup Avenue Projects

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NEXT STEPS



Based on the Following:

- \$2.1M Grant Offers Unique Opportunity to Design the Entire Corridor
- Grant Cycles are Fewer With Smaller Awards
- Threshold Scoring - Smaller Projects May Not Be Funded
- The Project's Local and Regional Significance

DRAFT DESIGN SCHEDULE	
June '21	Accept the Grant/Obligate Design Funds
July-Sept '21	Contract With Support Services (Survey, Signals, ROW, NEPA)
Oct-Dec '21	Complete Survey, Confirm ROW, Create Base Plan
Jan '22	Begin Meetings with Stakeholders on Corridor Layout
Early '23	Design Complete

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