

# Appendices

**A. Plan Map**

**B. Plan and Policy Review  
Memo**

**C. Community Engagement  
Materials**

**D. Steering Committee Meeting  
Materials**

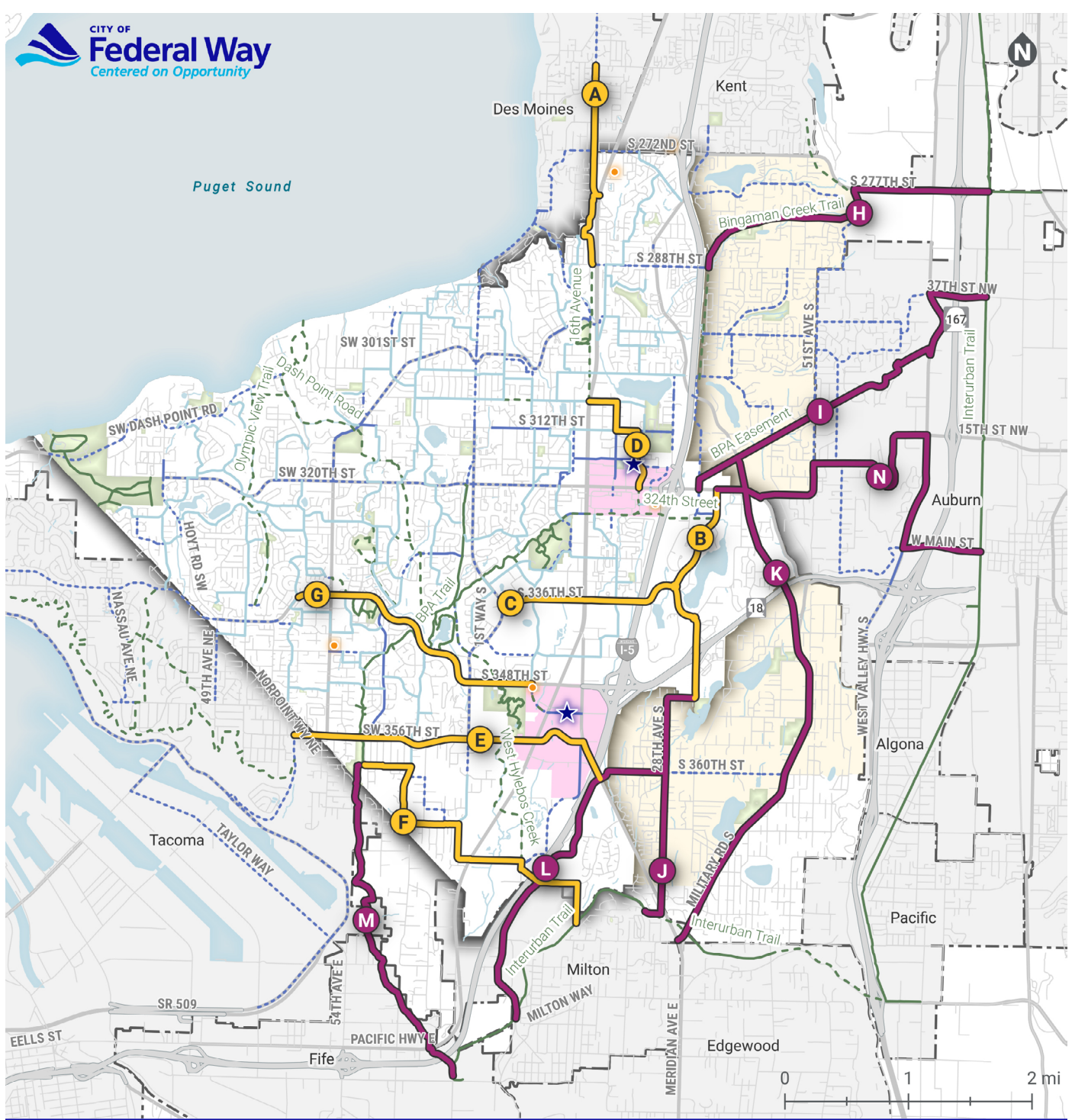
**E. Partner Agency Interviews**

**F. Detailed Project List**

**G. Funding Source Table**

# APPENDIX A

## Plan Map



**Key Internal Connection**

- A. 16th Avenue S
- B. Weyerhaeuser Way S
- C. S 336th Street
- D. Federal Way Transit Center Access
- E. SW 356th Street
- F. Interurban Access via 375th St Bridge
- G. SW Campus Drive

**Regional Connectivity Opportunity**

- H. Bingaman Creek Trail
- I. North BPA Easement
- J. 28th Avenue S
- K. Military Road
- L. Interurban Access via Milton Rd-5th Ave
- M. South BPA/Leafline Hylebos Trail Extension
- N. S 316th Street-Terrace Drive

- Greenway
- Existing Trail
- Planned Trail
- Existing Bike Lane
- Planned Bike Lane
- City Limit
- Future Link Light Rail Station Area
- Park and Ride
- Lake
- Park
- Regional Growth Center
- Potential Annexation Area\*

\* Planned routes through Potential Annexation areas would be built by the City of Federal Way if annexed

# APPENDIX B

## **Plan and Policy Review Memo**



April 12, 2024

To: Jason Kennedy  
Organization: City of Federal Way  
From: Anish Tailor and Kristen Lohse  
Project: SW King County Trails Plan

**Re: Task 2 Plan and Policy Review**

---

## Plans, Policies, and Projects Reviewed

This memo includes state, regional, county, and local plans, projects and relevant policies and reports that were reviewed as part of the SW King County Trails Plan. A summary of these plans, policies, and projects and their relevance to the plan are presented in **Tables 1-5**.

### Federal Way

- [2022 Complete Streets Ordinance 19.135.205](#) (Federal Way Revised Code\ Chapter 19.135 Development Improvements\ Article 3 Right of Way Improvements\ Sec 205 Complete Streets)
- [2022-27 Transportation Improvement Plan](#)
- [2020-26 Capital Improvement Project Dashboard](#)
- [2019 Parks, Recreation, and Open Space Plan](#)
- [2015 Comprehensive Plan](#) (Chapter 3 Transportation)
- [2012 Bicycle and Pedestrian Master Plan](#)

### Neighboring Jurisdictions

- [Pierce County - 2020 Parks, Recreation, & Open Space Plan](#) (Chapter 6 Regional Trails Plan)
- [City of Sumner – 2018 Parks, Trails & Open Space Plan](#)
- [Auburn – 2015 Parks, Recreation and Open Space Plan](#)

### King County Parks

- [2022 Open Space Plan: Parks, Trails and Natural Areas](#)
- [2021 Countywide Planning Policies](#)
- [2021 Urban Growth Capacity Report](#)
- [2014 Non-Motorized Connectivity Study](#)
- [2004 Regional Trail Inventory and Implementation Guidelines](#)

### Puget Sound Regional Council

- [VISION 2040](#)
- [Regional Transportation Plan](#)

### State

- [Pedestrian & Bicycle program](#)
- [2040 and Beyond: Washington State Transportation Policy Plan](#)

## Key Findings

- The 2019 Parks, Recreation, and Open Space Plan provides the most relevant guidance regarding trails.
  - There are approximately 12 miles of existing trails within the city; many of these are within parks and open space and thus provide more recreational than transportation benefit.
  - There is a strong community desire for trails that are connected to the active transportation network
  - The community also expressed interest in linking parks, open spaces, and schools via trail
- Federal Way Bicycle and Pedestrian Master Plan is ten years old. There have been no updates since 2012.
  - Identifies high bike/ped connectivity needs
  - Recommends development of “connector trails” to link destinations and facilities not easily accessible on the existing street network.
  - Notes that on major corridors like Campus Drive and 320<sup>th</sup> Street, “a shared-use trail may provide travel facilities that feel safer and more comfortable for cyclists that would otherwise bike along these roadways – even if a bike lane could be accommodated.”
  - Recommends trails 12-14 feet wide, with safe bicycle and pedestrian crossing opportunities at roadway intersections and adequate separation between the roadway and trail.
  - While not focused on trails, the location of the proposed new sidewalk sections was largely influenced by information the Federal Way School District maintains on recommended walking routes to elementary schools, indicating a need for connectivity to schools that could potentially be accomplished via trails
  - Recommends a trail network of 16 miles, at a cost of \$21 million. Many of these trails are isolated segments, without solid connections to the bike/ped network.
- There is a notable lack of recommendations for trail connectivity between neighborhood jurisdictions, Pierce and King County and Federal Way.

The following tables provide summary information for the documents listed above, including the name, authors, description and relevance. Documents are organized by jurisdiction of the plan.

**Table 1. Summary of Federal Way Plans, Policies, and Reports**

Plan/Policy /Project	Author(s)	Description	Project Relevance
<b><u>2022-27 Transportation Improvement Plan</u></b>	City of Federal Way	This is a list of capital improvement projects, both roadway and non-motorized.	<ul style="list-style-type: none"> <li>• Capital improvement projects include approx. \$4 million for pedestrian safety and approx. \$4.5 million to construct a multi-use path on Pacific Hwy S Trail.</li> </ul>
<b><u>2020-26 Capital Improvement Project Dashboard</u></b>	City of Federal Way	A GIS Online, interactive map showing locations of capital improvement, can filter for non-motorized projects	<ul style="list-style-type: none"> <li>• Pacific Highway S Non-Motorized Corridor - 16th Avenue S (S 288th Street to S 308th Street)</li> </ul>
<b><u>2022 Complete Streets Ordinance</u></b>	City of Federal Way Revised Code	The complete street policy focuses not just on changing individual roads, but on changing the decision-making process so that all users are routinely considered during the scoping, planning, design, construction, operation, and maintenance of all roadways.	<ul style="list-style-type: none"> <li>• Facilities for bicyclists, pedestrians, transit users and/or persons of all ages and abilities are required to be provided in new construction, retrofit, or reconstruction projects, except in any of the following extraordinary circumstances:               <ul style="list-style-type: none"> <li>○ The project involves a roadway on which nonmotorized use is prohibited by law; or</li> <li>○ Where there is no identified current or long-term need; or</li> <li>○ Where the cost of accommodation is excessively disproportionate to the need or probable use; or</li> <li>○ Where routine maintenance and repair of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping, spot repair, surface treatments, repaving, pavement overlay, or interim measures; or</li> <li>○ Where emergency repairs require an immediate, rapid response; or</li> <li>○ (f) Where a reasonable and equivalent project along the same corridor is already programmed to provide facilities exempted from the project at hand.</li> </ul> </li> </ul>
<b><u>2019 Parks, Recreation, and Open Space</u></b>	Federal Way Parks and Recreation	This plan informs decision-making regarding investments in the City’s parks, open spaces, trails, and recreation	<ul style="list-style-type: none"> <li>• Core value #1 includes creating and maintaining “trail networks that create non-motorized community connections through the community”</li> </ul>

Plan/Policy /Project	Author(s)	Description	Project Relevance
<u>Plan</u>	Commission	<p>programs. One of the core values of this plan is to: "Develop a Walking and Biking Community" (page 99). Under this core value umbrella, there are two goals relevant to pedestrian facilities, with a variety of policy recommendations under each goal.</p>	<ul style="list-style-type: none"> <li>• Core value #1 is to continue "to develop a network of trails and non-motorized facilities is a priority for Federal Way's future. According to the survey results, walking, hiking, and dogwalking are some of the most common activities residents participate in at local park facilities."</li> <li>• This City is "lacking in providing trails to meet its adopted level of service and will need to add more than 7 miles of trail facilities over the next six years to appropriately serve the community. The focus for trail design and connectivity should be with ensuring that the trails are safe for pedestrian and bicycle use and connect to other park and trail destinations."</li> <li>• Community input indicated a desire to extend existing trails and to connect them to major destinations and the bike/ped network.</li> <li>• Identifies 12 existing miles of trail, many within parks</li> <li>• Connect Celebration Park and Steel Lake Park via a network of sidewalk and pedestrian improvements through the City Center</li> <li>• Expand trail system at West Hylebos Wetlands Park to create a connection between north and south parts of the park, and a link to the proposed bike lane on S 356th Street.</li> <li>• Create neighborhood walking routes that link parks and open spaces with trail/pedestrian improvements.</li> <li>• Design, create, and install unique wayfinding signage identifying neighborhood walking routes</li> </ul>
<u>2015 Adopted Comprehensive Plan, Chapter 3: Transportation</u>	City of Federal Way	<p>The Transportation chapter of the Federal Way Comprehensive Plan (FWCP) establishes a framework for providing a future transportation system (facilities and services). This chapter focuses on actions and investments needed to create and manage the transportation infrastructure and services to accommodate future</p>	<ul style="list-style-type: none"> <li>• When trips are less than one mile, residents are more likely to walk.</li> <li>• Most residents will drive once trips exceed one mile.</li> <li>• Most people walk or bike for exercise, followed by shopping or errands for walkers and work commute for cyclists.</li> <li>• The lack of facilities and/or their condition are the primary detractors for people walking and biking more</li> <li>• During citizen engagement, many people commented on the</li> </ul>

Plan/Policy /Project	Author(s)	Description	Project Relevance
		growth assumptions.	<p>desire to have more sidewalks in their neighborhood specifically related to access to neighborhood schools</p> <ul style="list-style-type: none"> <li>[See Figures 2, 3, and 4 below]</li> </ul>
<p><b><u>2012 Bicycle and Pedestrian Master Plan</u></b></p>	<p>City of Federal Way</p>	<p>The Bicycle and Pedestrian Master Plan is a stand-alone document that will be incorporated into the Transportation Element of the City’s Comprehensive Plan as part of the next annual update.</p> <p>The Master Plan provides an updated inventory of pedestrian and bicycle facilities, analyzes the functionality of the overall non-motorized network, and identifies potential for improvements to the network that address connectivity, comfort and safety.</p>	<ul style="list-style-type: none"> <li>• Features a heat map that identifies high bike/ped connectivity need areas</li> <li>• Recommends development of “connector trails” to link destinations and facilities not easily accessible on the existing street network.</li> <li>• Notes that on major corridors like Campus Drive and 320<sup>th</sup> Street, “a shared-use trail may provide travel facilities that feel safer and more comfortable for cyclists that would otherwise bike along these roadways – even if a bike lane could be accommodated.”</li> <li>• Recommends trails 12-14 feet wide, with safe bicycle and pedestrian crossing opportunities at roadway intersections and adequate separation between the roadway and trail.</li> <li>• While not focused on trails, the location of the proposed new sidewalk sections was largely influenced by information the Federal Way School District maintains on recommended walking routes to elementary schools, indicating a need for connectivity to schools.</li> <li>• Recommends a trail network of 16 miles, at a cost of \$21 million. Many of these trails are isolated segments, without solid connections to the bike/ped network.</li> </ul>

**Table 2. Summary of King County Plans, Policies, and Reports**

Plan/Policy /Project	Author(s)	Description	Project Relevance
<p><b><u>Open Space Plan: Parks, Trails, and Natural Areas, 2022 update</u></b></p>	<p>King County Department of Natural Resources and Parks, Parks and Recreation Division</p>	<p>This Open Space Plan: Updates Parks' 2016 plan; Reconfirms the agency's mission and goals of stewarding regional and local parks, trails, natural areas, and forests; Addresses the King County Strategic Plan's goals of achieving environmental and social justice, public engagement, environmental and financial sustainability, quality local government, and regional collaboration.</p>	<ul style="list-style-type: none"> <li>• The plan contains four goals around parks and open space. The third goal and its corresponding objectives, addresses trails.</li> <li>• Goal 3: Improve regional trails and mobility to ensure that essential connections are completed and existing trails are maintained.               <ul style="list-style-type: none"> <li>○ Objective 3.1: Address missing trail connections, such as developing additional segments of the East Lake Sammamish Trail and planning and designing the Green-to-Cedar Rivers Trail.</li> <li>○ Objective 3.2: Invest in planning, design, and construction of new major trail corridors, such as the Eastrail and the Lake to Sound Trail.</li> <li>○ Objective 3.3: Preserve existing trail infrastructure by repairing and replacing aging bridges and trestles and making surface improvements throughout the system.</li> <li>○ Objective 3.4: Identify and invest in regional trail connections in historically underserved communities.</li> <li>○ Objective 3.5: Identify opportunities to invest in trail connections that improve nonmotorized mobility, especially connections to transit centers.</li> </ul> </li> </ul>
<p><b><u>2021 Countywide Planning Policies</u></b></p>	<p>King County</p>	<p>Countywide Planning Policies (CPPs) create a shared and consistent framework for growth management planning for all jurisdictions in King County</p>	<ul style="list-style-type: none"> <li>• Promote road and transit facility design that includes well-defined, safe, and appealing spaces for pedestrians and bicyclists.</li> <li>• Provide equitable opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in local transit, countywide, and regional transportation plans and systems</li> </ul>

<p><b><u>2021 Urban Growth Capacity Report</u></b></p>	<p>King County</p>	<p>A periodic assessment of development capacity for future housing and employment. The report is a mid-planning cycle assessment on how jurisdictions are achieving the planning goals of their 2035 comprehensive plans.</p>	<ul style="list-style-type: none"> <li>• polices around housing and employment</li> </ul>
<p><b><u>2014 Non-Motorized Connectivity Study</u></b></p>	<p>Fehr and Peers</p>	<p>A report that calculates an index measuring how people can bike or walk to transit stations in King County (i.e., non-motorized connectivity index)</p>	<ul style="list-style-type: none"> <li>• Shows the areas around Federal Way TC that are difficult to access the station from using non-motorized transport (bike or ped)</li> <li>• [Figure 7 below]</li> </ul>
<p><b><u>2004 Regional Trail Inventory and Implementation Guidelines</u></b></p>	<p>King County Department of Natural Resources and Parks</p>	<p>The goal of this plan is to build on existing trails and provide a plan of connecting these into a system of trails that will interconnect the communities of King County with each other as well as tie in the major recreational attractions</p>	<ul style="list-style-type: none"> <li>• Appendix A of this report contains cross-sections of potential typical trail cross sections for future regional trails</li> <li>• [See Figure 5 below.]</li> </ul>



**Table 3. Summary of Neighboring Jurisdiction Plans, Policies, and Reports**

Plan/Policy /Project	Author(s)	Description	Project Relevance
<p><b><u>2020-2030 Parks, Recreation &amp; Open Space (PROS) Plan</u></b></p>	<p>Pierce County Council</p>	<p>The 2020 PROS Plan establishes goals, objectives, and recommendations for developing, conserving, and maintaining the parks, trails, and open space that allow Pierce County Parks to attain its mission. The 2020 PROS Plan provides an update to previous plans to guide projects and programs that meet the needs of residents as the County grows. This plan will guide the Pierce County park system through the year 2030</p>	<ul style="list-style-type: none"> <li>• This report lists polices that are found in the Pierce County Comprehensive Plan, Parks &amp; Recreation (PR) Element. Goals define the broad outcomes to be produced by implementing the PROS Plan.</li> <li>• GOAL PR-10 Provide a connected system of trails that link communities to parks, open spaces, public facilities, and areas of interest and provide nonmotorized transportation and recreation opportunities.               <ul style="list-style-type: none"> <li>○ PR-10.1 Create healthy communities by promoting active lifestyles, reducing reliance on the automobile and offering opportunities for recreation through the trail system.</li> <li>○ PR-10.2 Accommodate nonmotorized transportation modes safely and comfortably.</li> <li>○ PR-10.3 Improve transportation by completing the regional interconnected trail system and encouraging its use for commuting.</li> </ul> </li> <li>• GOAL PR-11 Develop regional trail routes, crossings and trail facilities that are accessible to all.               <ul style="list-style-type: none"> <li>○ PR-11.1 Reduce accessibility barriers and provide safe crossing of streets and other transportation routes.</li> <li>○ PR-11.2 Ensure safety of all users through the provision of well maintained, visible, and well signed trail corridors with adequate emergency access.</li> </ul> </li> </ul>
<p><b><u>2018 Parks &amp; Trails Plan</u></b></p>	<p>City of Sumner</p>	<p>This Parks &amp; Trails Plan Update responds to community input through multiple methods – a survey, pop-up events in parks, and community workshops. The Plan inventories current facilities, identifies a vision and needs, and considers opportunities for new or improved parks</p>	<ul style="list-style-type: none"> <li>• This plan contains goals, policies, and objectives , which are in alignment with the Comprehensive Plan Parks and Recreation Element. Goal #3 is to promote use of alternative transportation modes by providing an interconnected system of pedestrian and bicycle facilities.</li> <li>• 3.1 Ensure design standards for principal and minor arterials include provisions for travel by pedestrians and bicyclists,</li> </ul>

and trails. Though many park and trail projects in the 1990s plans have been completed, this Plan addresses retaining and enhancing the existing parks and trails, as well as responding to gaps and new park and trail needs.

based on the Parks and Trail Plan and the Sumner Transportation Plan. Consider roadway designs that increase pedestrian and bicycle comfort. Examples include but are not limited to:

- 3.1.1 Promoting landscape strips between travel lanes and sidewalks to protect and beautify pedestrian travel;
- 3.1.2 Designing dedicated bike lanes that are protected; and
- 3.1.3 Street design that encourages posted speeds and discourages greater speeds.
- 3.2 Design and construct collector roads and local streets to facilitate access and circulation by pedestrians and bicyclists within the neighborhoods and provide connections to schools, parks, community facilities, transit, and commercial districts. Require development proposals to provide convenient non-motorized connections where feasible.
- 3.3 Ensure sidewalks are provided on both sides of all City streets unless special circumstances, such as topography or environmental constraints, make it cost prohibitive as determined by the Public Works Director.
- 3.4 Pursue the construction of interim asphalt walkways/sidewalks along city streets that are used by a considerable number of children walking to/from school. Interim asphalt walkways/sidewalks should include, but not be limited to, Parker Road, Elm Street, and 160th Street E. The construction of interim walkways/sidewalks is not intended to preclude future full street improvements.
- 3.5 Construct a system of separated multi-purpose trails to serve transportation and recreation needs of the community. It should also connect with adjacent communities to facilitate regional connectivity. The trail system and connections to the arterial, collector, and other pedestrian and bicycle facilities should be made consistent with the Parks and Trail Plan. The City may identify measures to ensure comfort and safety of bicyclists and pedestrians through design, speed limits, or other measures.

**2015 Park and  
Recreation  
Open Space  
Plan**

City of Auburn

This plan is intended to update the current Parks, Recreation and Open Space Plan and assess recreation trends and needs of our residents and user groups. It will focus on what can be achieved over the next six years and will be tied to the City's Capital Facilities Plan. This will enable park project funding and development to be coordinated with other City and Community projects

- Goal #7 of this plan is: Provide a network of pedestrian and bicycle trails.
- The needs of all residents must be considered when developing a comprehensive multiuse trail system. Being able to move throughout the city and region without a car is becoming more and more important as we are increasingly aware of environmental pollution and traffic congestion. The following objectives are offered as ways to enhance our trails system to become a more truly multi-modal environment:
- Develop a network of trails created or extended to provide adequate coverage for both commuting and recreational cyclists. Locations for east/west trails shall be identified and developed.
- Acquisition of land for the proposed Green River Trail shall continue to be a priority.
- Trail design and layout shall take advantage of unique natural locations and provide access to a variety of landscapes and habitats.
- Participate in planning activities for regional trails in South King County and North Pierce County.
- Explore possibilities for new trail connections between Auburn and neighboring communities.
- Develop and maintain trails to comply with Americans with Disabilities Act.
- Provide safe trail system by discouraging crime through environmental design concepts.
- Develop a standardized interpretive and way-finding program to be used throughout our trail system.
- Identify and provide funding to maintain existing trail systems.

**Table 4. Summary of Puget Sound Regional Council Plans, Policies, and Reports**

<b>Plan/Policy /Project</b>	<b>Author(s)</b>	<b>Description</b>	<b>Project Relevance</b>
<b><u>Vision 2040</u></b>	Puget Sound Regional Council	A report that aims to plan for population growth in the Puget Sound region. Addresses the question: “How can the region accommodate the anticipated growth that will bring it to 5 million people and 3 million jobs by 2040 while enhancing the environment and our overall quality of life?”	<ul style="list-style-type: none"> <li>• Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections</li> </ul>
<b><u>Regional Transportation Plan</u></b>	Puget Sound Regional Council	The Regional Transportation Plan (RTP) is the long-range transportation plan for the central Puget Sound region. The RTP is adopted every four years, and is designed to implement the region’s growth plan, VISION 2050.	<ul style="list-style-type: none"> <li>• The following key themes have emerged for improving active transportation as the region grows:               <ul style="list-style-type: none"> <li>○ Improve network connectivity, particularly for accessibility to the transit system</li> <li>○ Include equity in the evaluation of needs</li> <li>○ Emphasize safety improvements for bicyclists and pedestrians</li> <li>○ Continue to refine active transportation performance metrics</li> </ul> </li> </ul>

**Table 5. Summary of Washington State Plans, Policies, and Reports**

<b>Plan/Policy /Project</b>	<b>Author(s)</b>	<b>Description</b>	<b>Project Relevance</b>
<b><u>Bicycle and Pedestrian Program</u></b>	Washington Department of Transportation	A funding program for bike and ped projects in Washington	<ul style="list-style-type: none"> <li>• \$56.7 million in grant funding available to public agencies in WA for bike or ped projects</li> </ul>
<b><u>2040 and Beyond</u></b>	Washington Department of Transportation	A transportation policy plan for all of Washington State that provides the overarching framework for transportation departments statewide	<ul style="list-style-type: none"> <li>• Promote the role of the built environment and community design in reducing risk exposure and the severity of traffic-related crashes, especially for non-motorized travelers</li> </ul>

### Relative Importance of Plans/Projects/Policies Reviewed

The figure below displays the relative importance (with 1 being the most important/relevant) of the documents reviewed to the development of the Federal Way Trails Plan.

Figure 1. Graphic illustrating relative importance of background documents to the Federal Way Trails Plan.

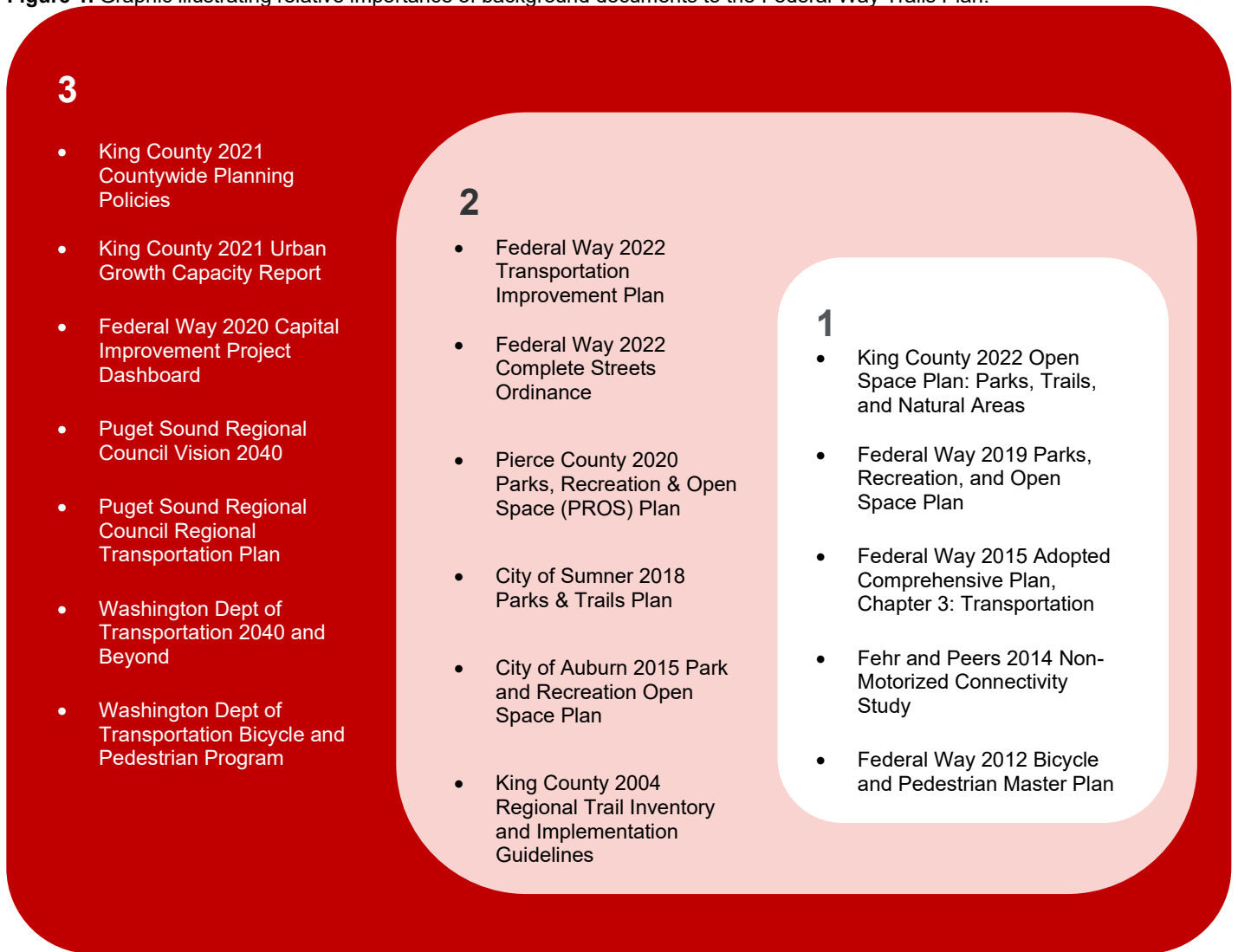
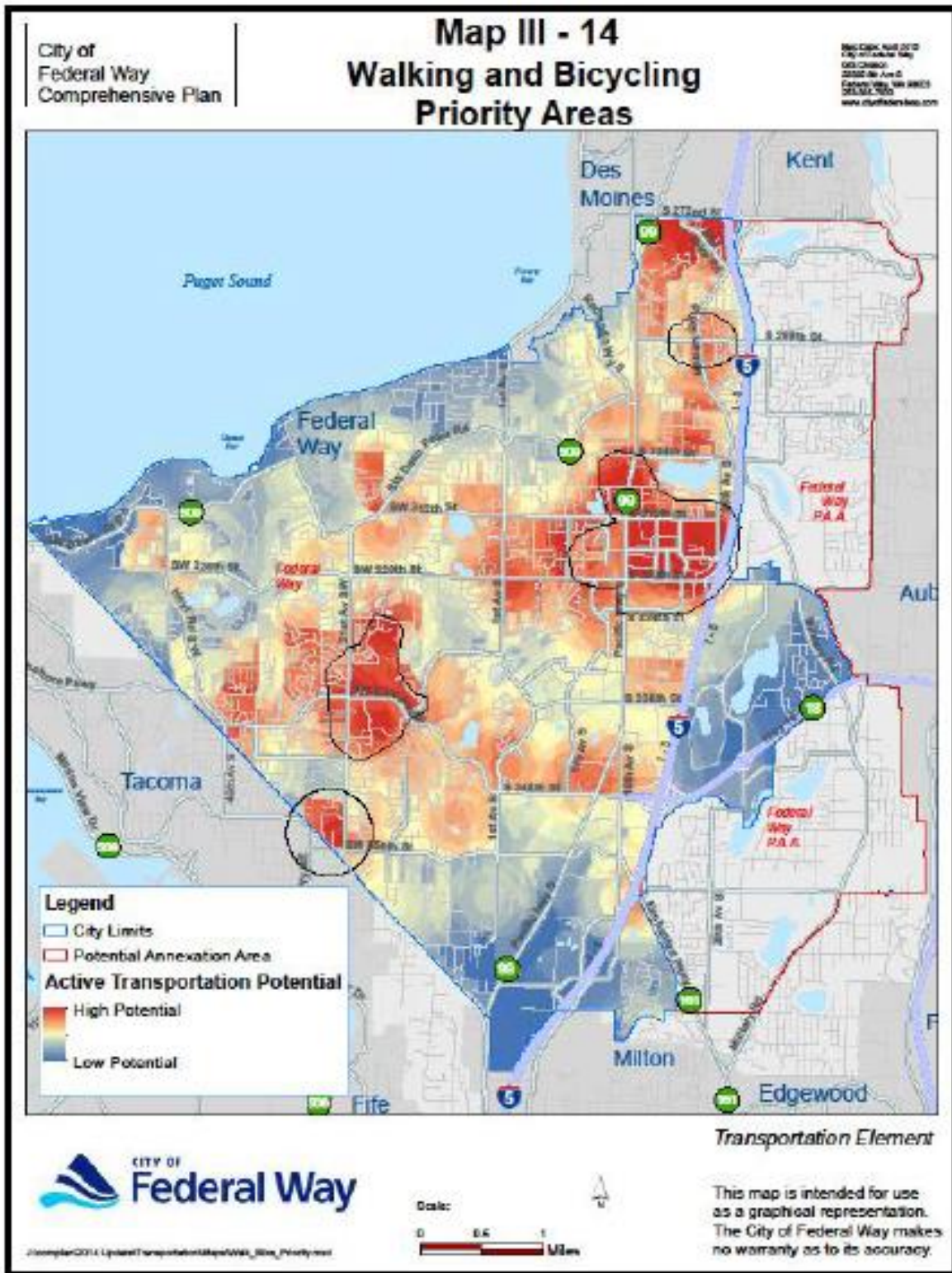


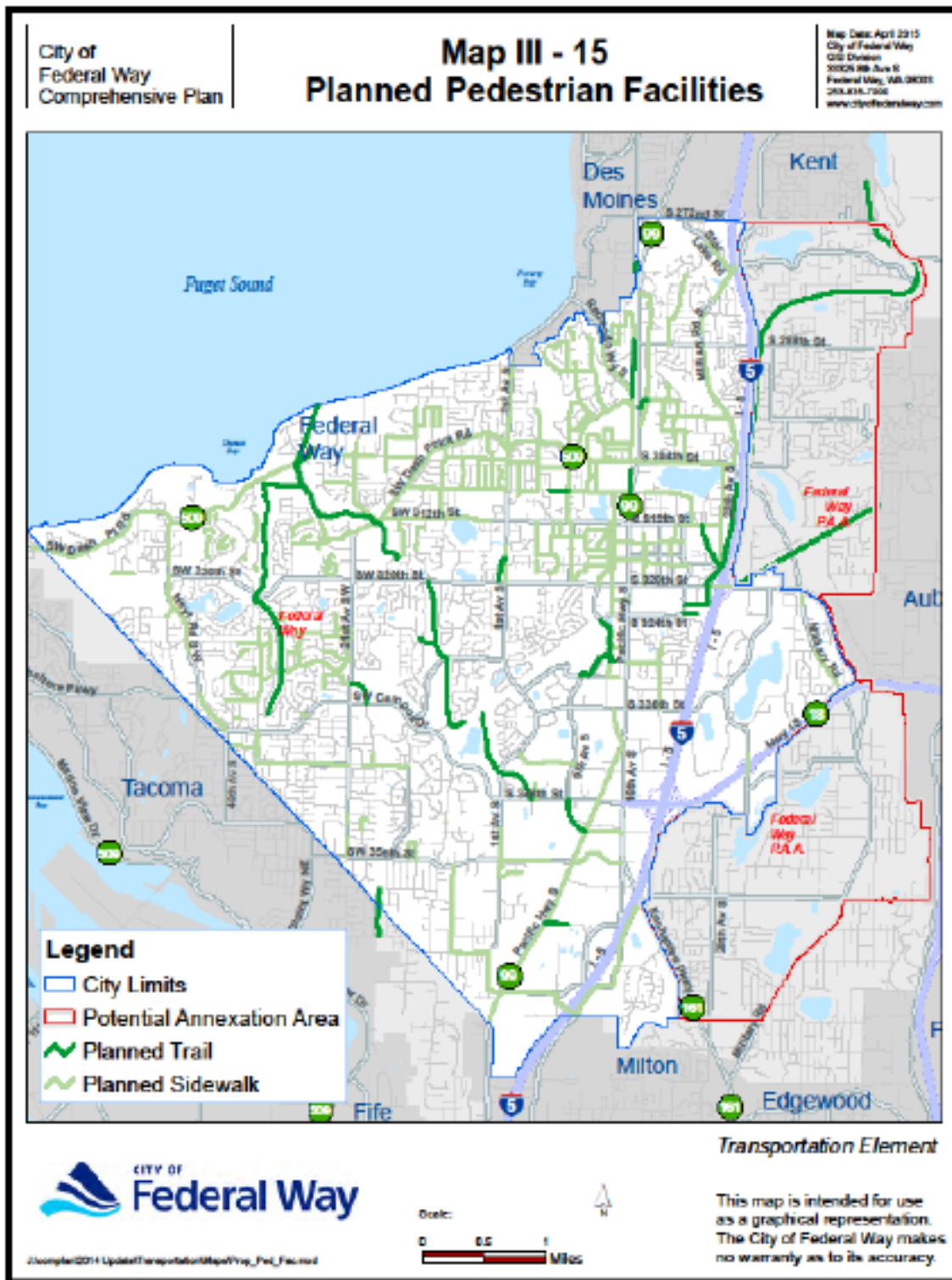
Figure 2: Walking and Bicycling Priority Areas



Source: Comprehensive Plan, Chapter 3 - Transportation, page 53 (2015)

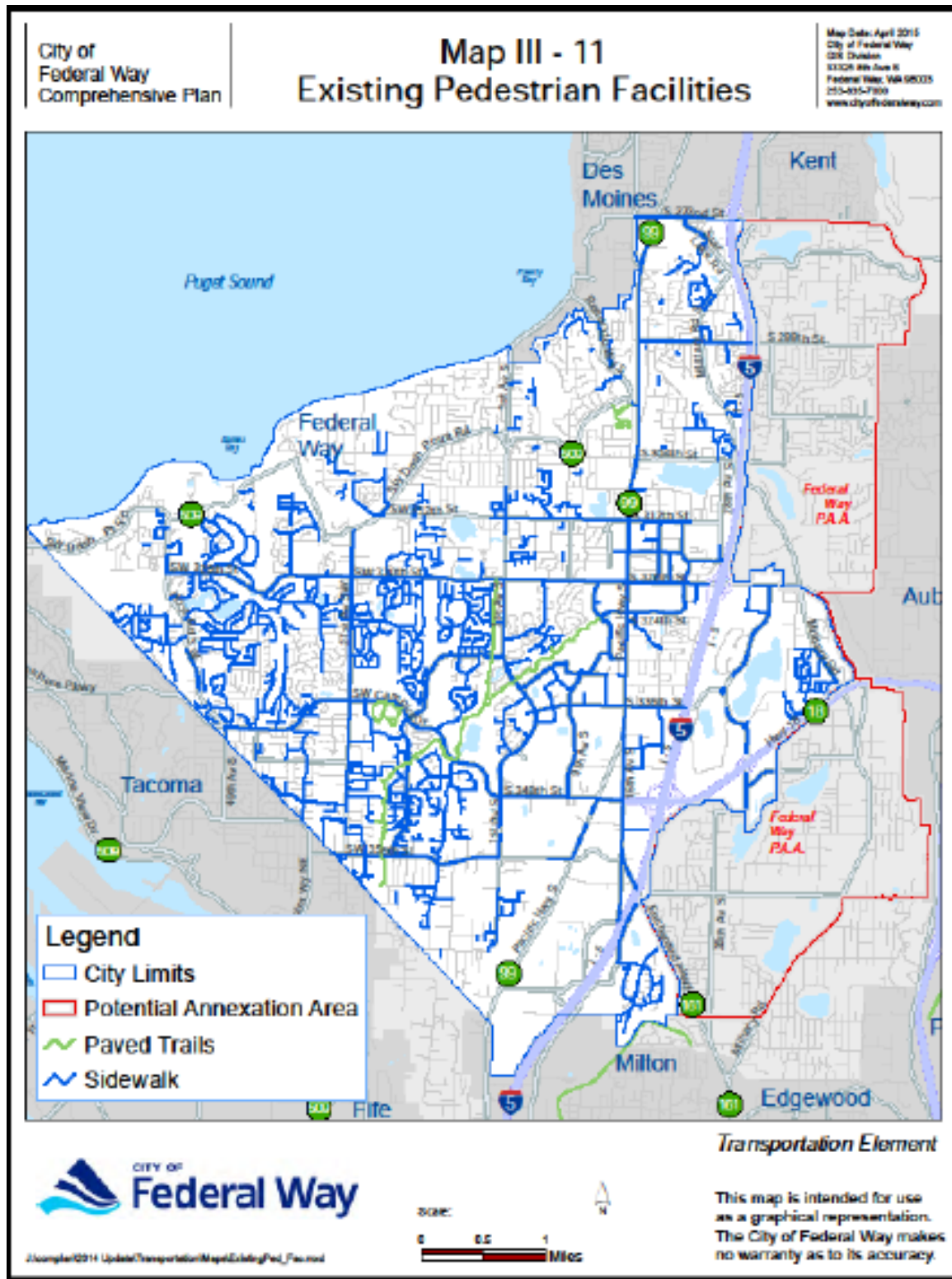


Figure 3: Planned Pedestrian Facilities



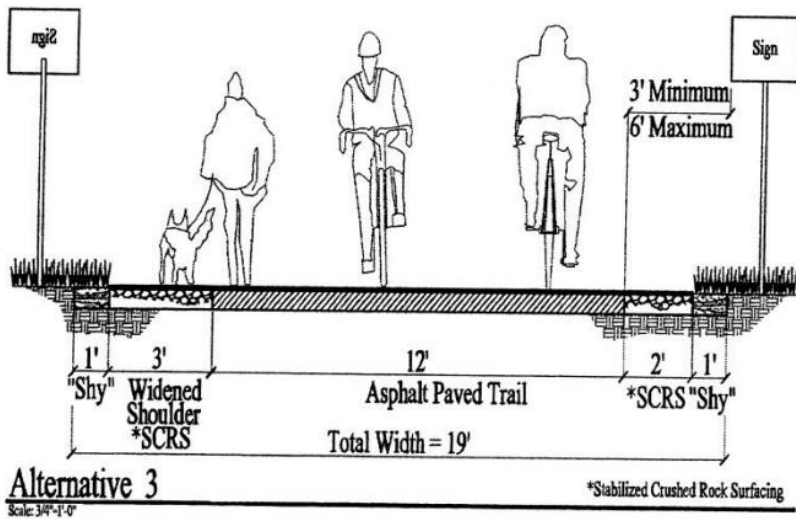
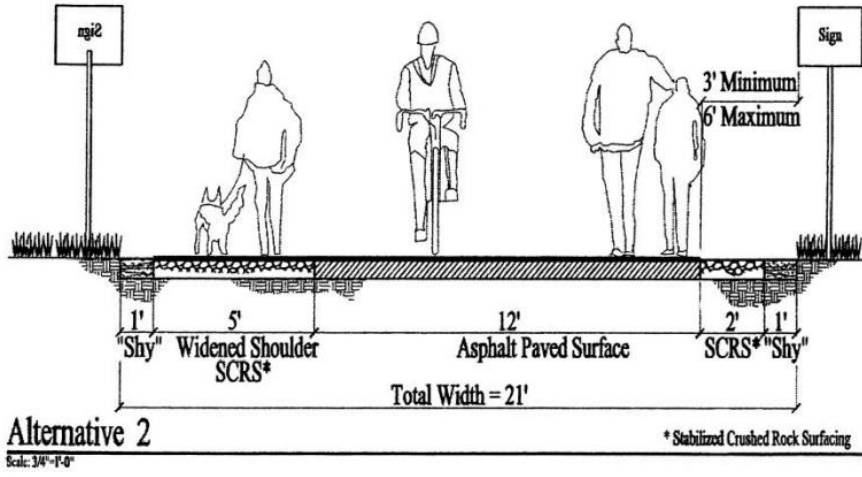
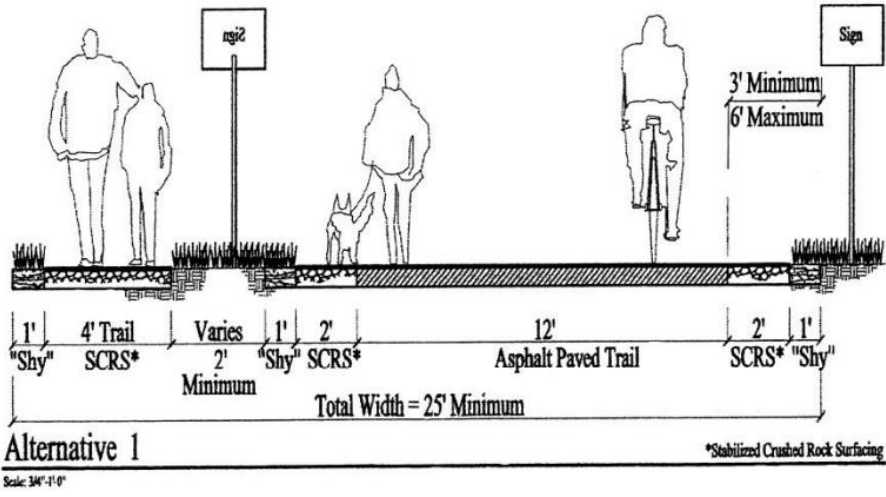
Source: Comprehensive Plan, Chapter 3 - Transportation, page 55 (2015)

Figure 4: Existing Pedestrian Facilities



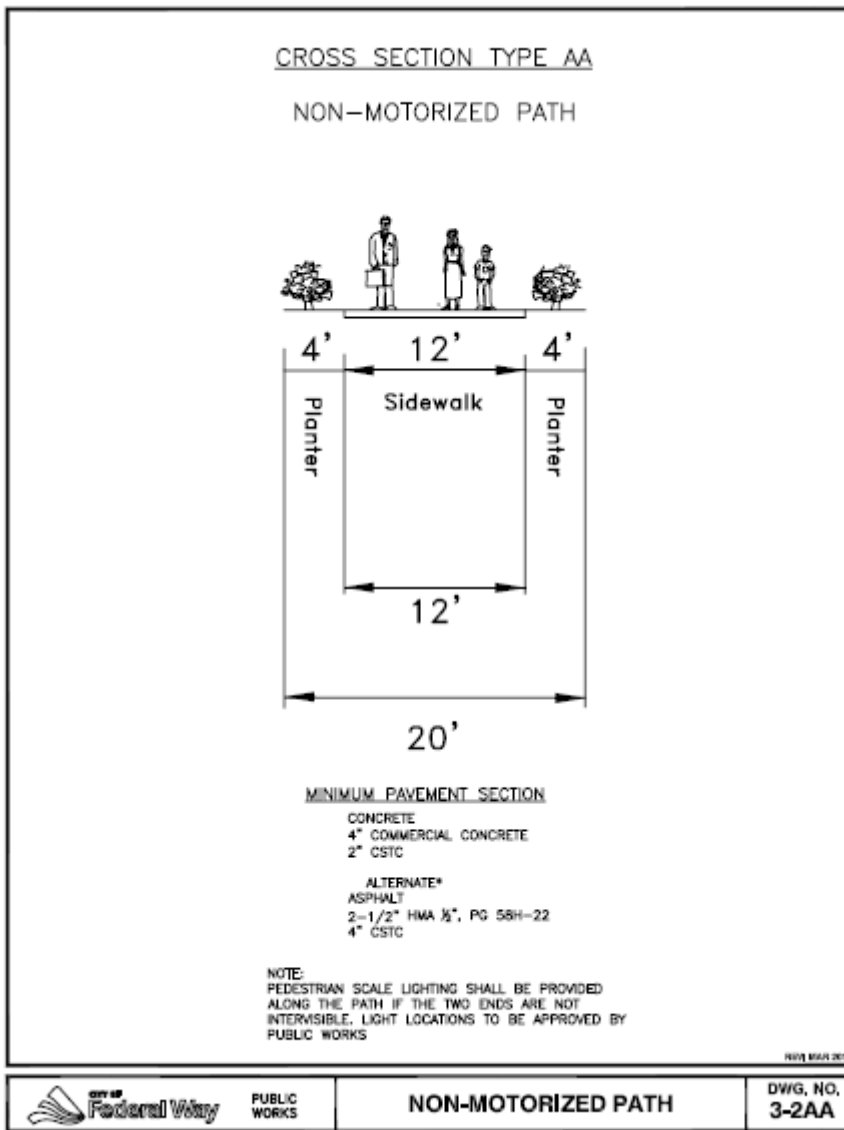
Source: Comprehensive Plan, Chapter 3 – Transportation, page 32 (2015)

Figure 5: King County Parks Proposed Trail Sections - Three Alternatives



Source: King County Regional Trail Inventory and Implementation Guidelines, page 67 (2004)

**Figure 6: Cross Section Type AA: Nonmotorized Path**



Source: Image provide to Toole Design by Jason Kennedy at Federal Way, via email



Figure 7: Connectivity Index around Federal Way TC

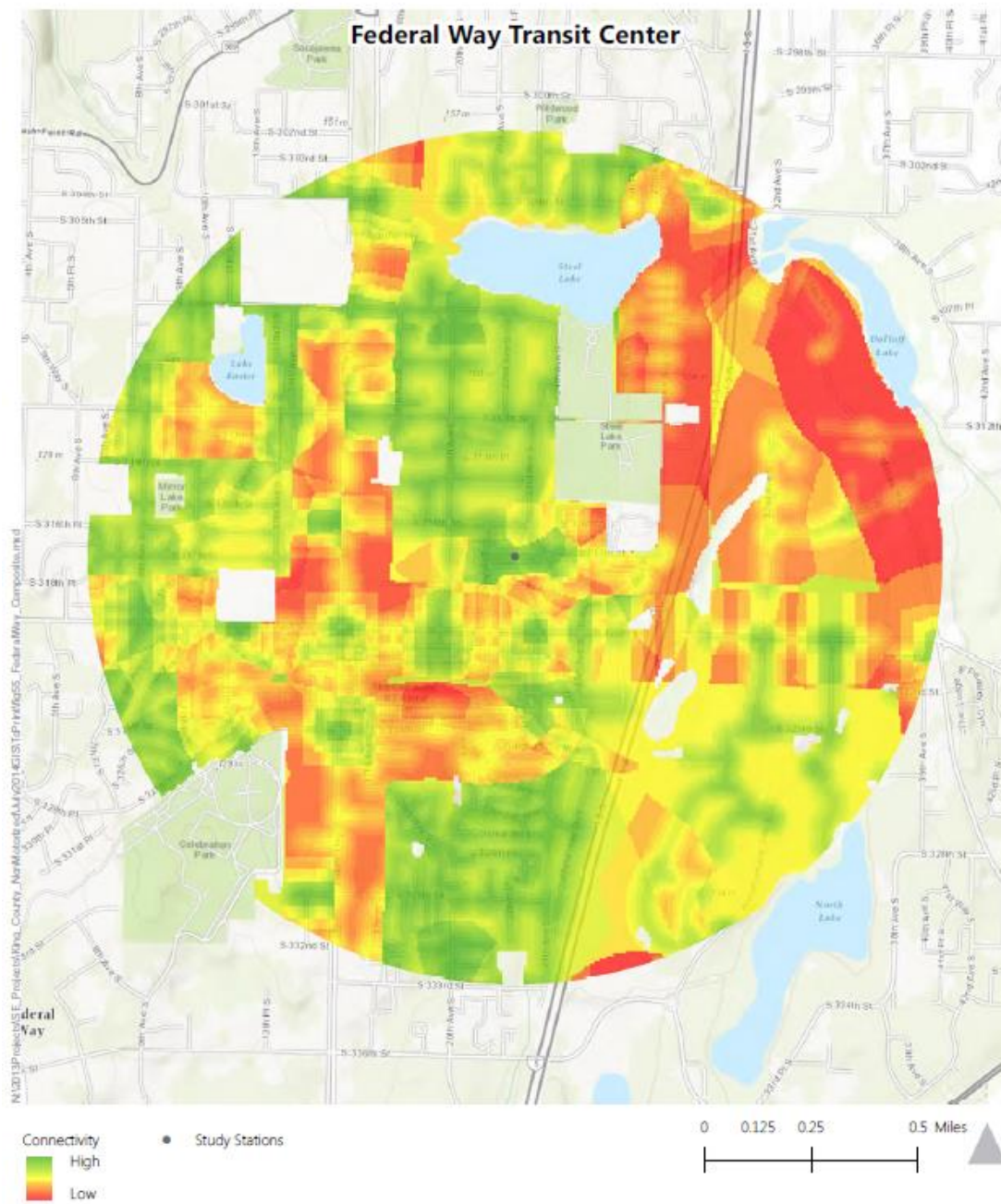


Figure 55

Federal Way Transit Center  
Composite Connectivity Scores

Source: Non-Motorized Connectivity Study, page 129 (2014)

# APPENDIX C

## **Community Engagement Materials**



---

## SW King County **Trails Plan**

### About the Project

The Southwest King County Trails Plan is a project funded by a grant from Puget Sound Regional Council and spearheaded by the City of Federal Way to boost multimodal connectivity between Federal Way and the rest of King County. The plan will identify local and regional trails to enhance bicycle and pedestrian connectivity to regional trails, transit, and neighboring jurisdictions, for both recreation and transportation.

**The SW King County Regional Trails Plan is an important and exciting opportunity for the City of Federal Way to achieve community and mobility goals both within and beyond the borders of Federal Way.**

The project will position the city to pursue grant funding to implement key projects

### Project Elements

- Analysis of land use, transit, and the existing on- and off-street transportation network to identify gaps and needs in the multimodal network
- Identification of corridors for accommodating multimodal travel in and around designated urban growth centers; and for trail connectivity between Federal Way and SW King County (to the north and west) and Pierce County communities.
- Preliminary design concepts and estimates for key routes
- A plan document assembling research, analysis, and design recommendations that provides the city with information and strategies to create a comprehensive trail network

### Project Timeline

The project began in the fall of 2022 and will wrap up in the spring of 2024, in order to be incorporated into the City's Comprehensive Plan Update.

### For More Information

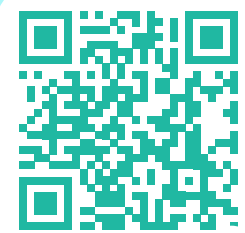
Contact Jason Kennedy, Senior Traffic Engineer, [Jason.Kennedy@cityoffederalway.com](mailto:Jason.Kennedy@cityoffederalway.com)



# SW King County **Trails Plan**

**The City of Federal Way is planning for a future where residents will be able to travel by foot and bike between neighborhoods, light rail stations, schools, parks, shopping, and neighboring cities -- using a network of safe and comfortable trails.**

The city just embarked on the SW King County Trails plan, a project to study and plan for trail connectivity within and beyond Federal Way. We need your input to create a plan that reflects the community's needs and desires for trails. Please visit the project webpage to learn more about the project and get involved!



**[engagefw.com/swtrails](https://engagefw.com/swtrails)**



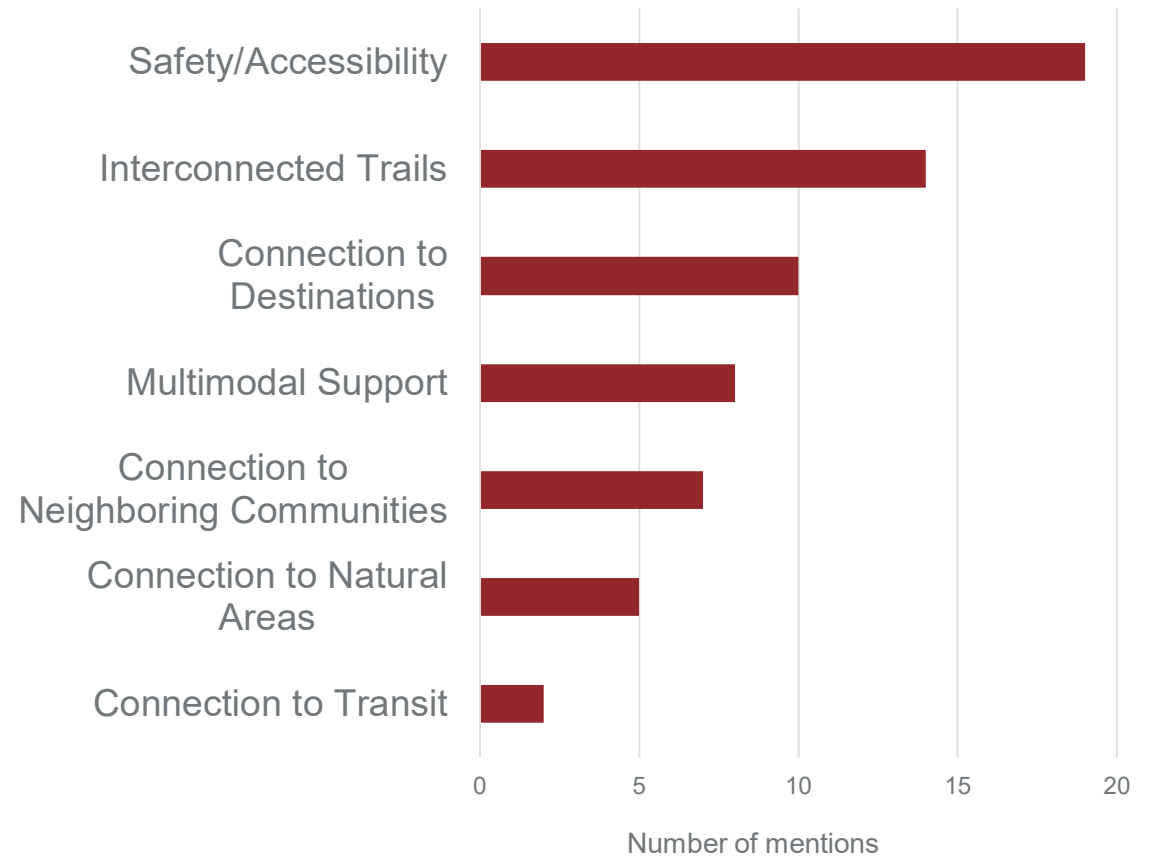
# Community engagement survey results & Proposed Corridors

---

# Vision for Trail Network (Q1)

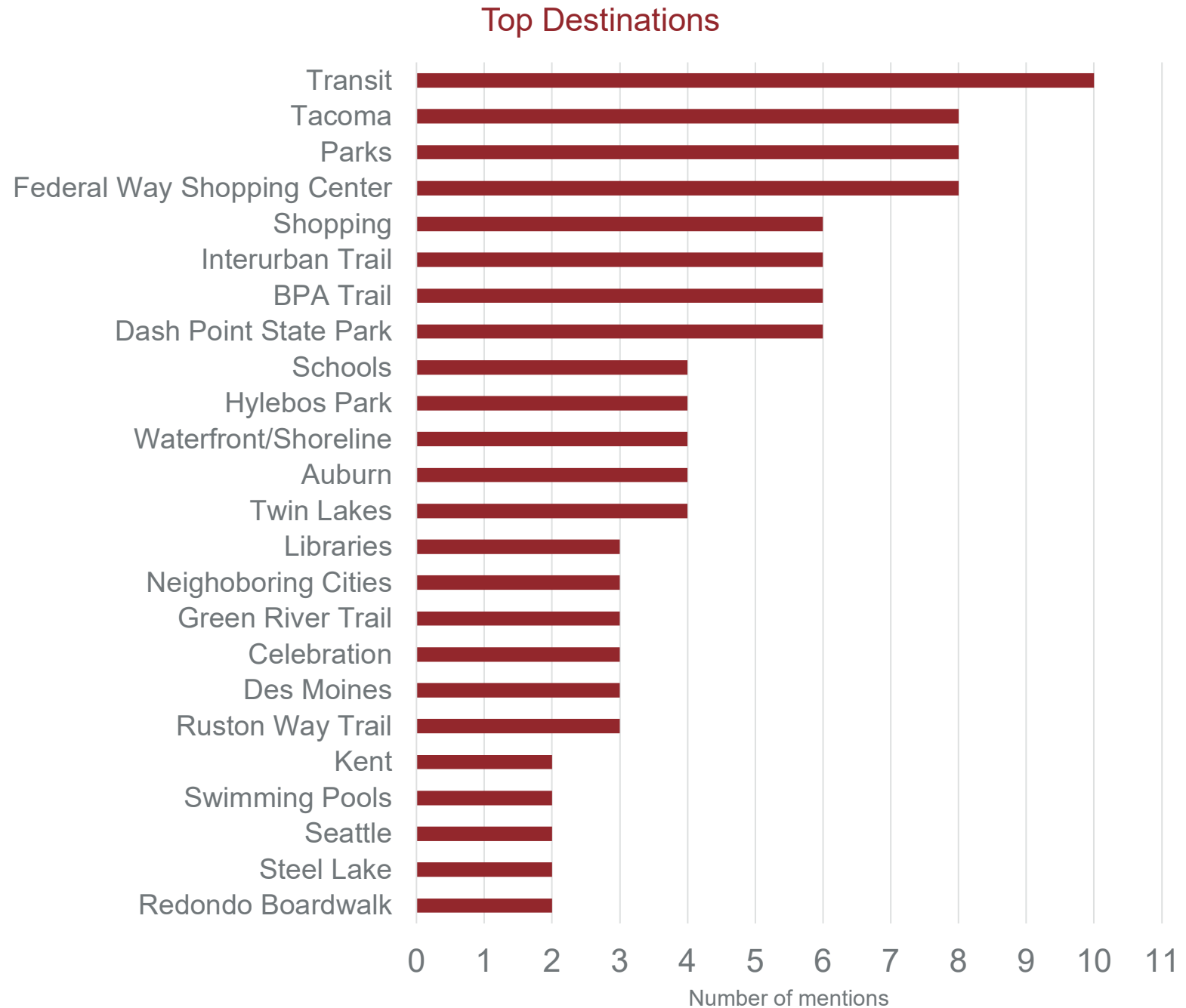
- Destinations include parks, shopping, schools, libraries, grocery stores

Vision for Trail Network



# Top Destinations (Q2)

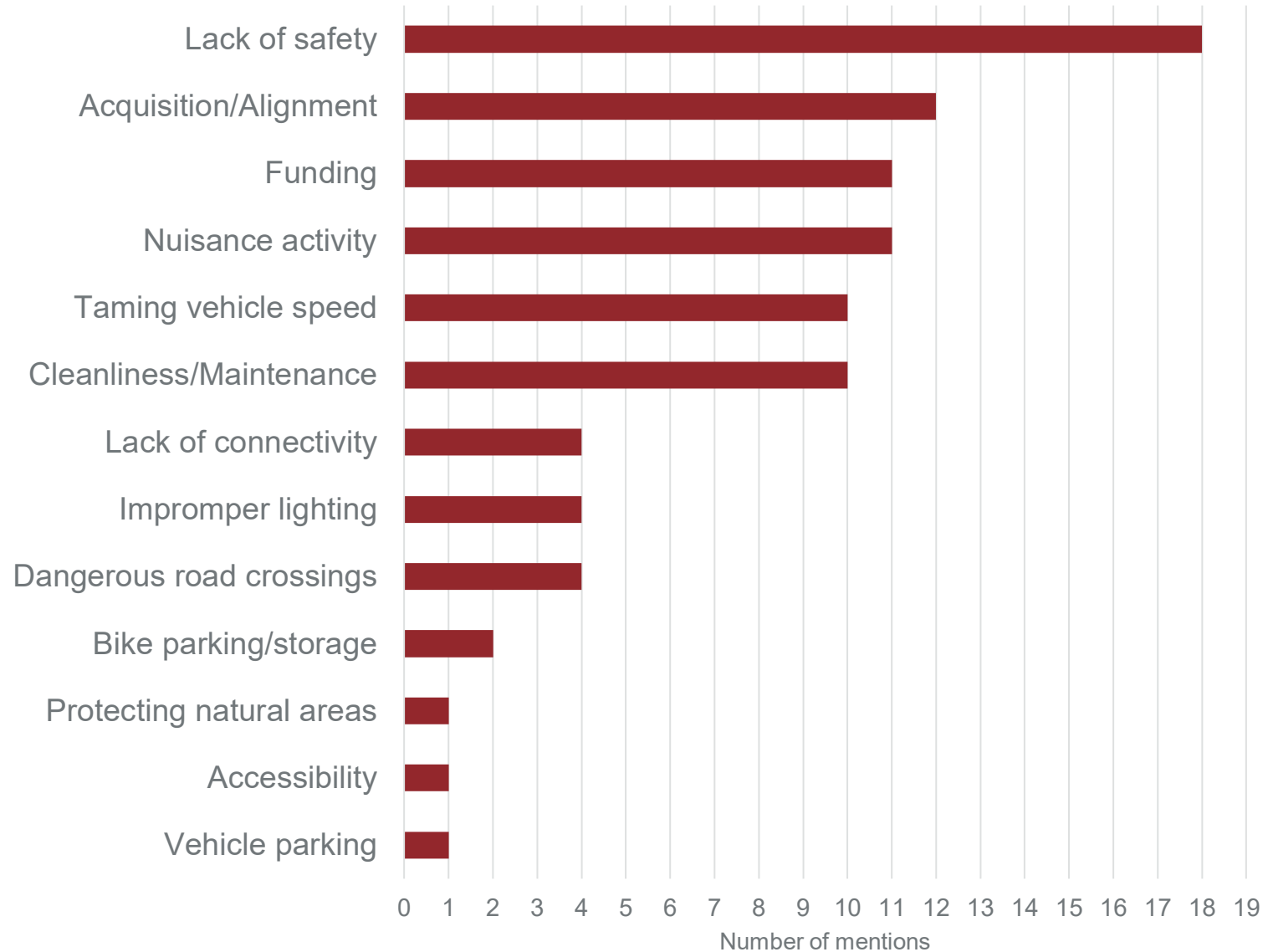
- Survey respondents named access to transit, parks, Tacoma, and Federal Way Shopping Center as most important



# Top Challenges (Q3)

- Lack of safety, both personal safety and physical safety, was the top challenge respondents named.
- Land acquisition (e.g. right-of-way between properties, interjurisdictional cooperation) was the second biggest challenge named by respondents.















Top Challenges



# Routes suggested by regional stakeholders

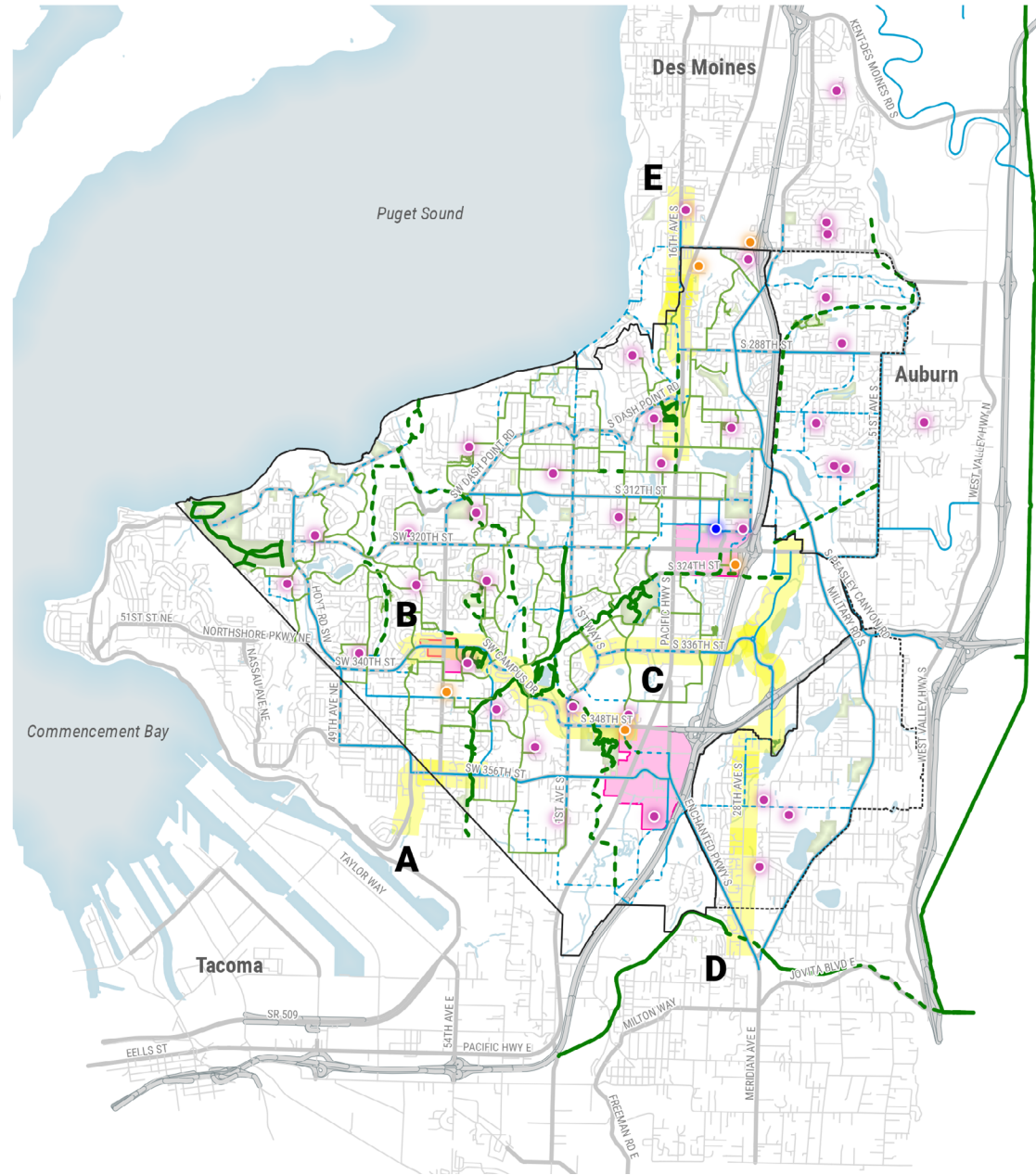
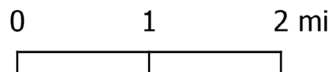
---

- *Edgewood* – Weyerhaeuser Way and 28<sup>th</sup> Ave S is an alternative to Pac Hwy to connect to Interurban Trail
- *Auburn* – 277<sup>th</sup> is most realistic for east-west connection
- *Port of Seattle* – SR 516 is a potential trail route if traffic volume decreases after the SR 509 project is complete
- *Des Moines* – 16<sup>th</sup> Ave S is a recommended street for bike facilities; S 240<sup>th</sup> St has plans for a trail to connect Barnes Creek Trail to Kent Des Moines light rail station
- *Kent* – look at decommissioned King County roads as potential trail routes
- *Fife and Port of Tacoma* – look at places other than NE Tacoma/Fife Heights, like the Pac Hwy, Meridian, or I-5 corridors because traffic patterns are expected to change once light rail and SR 167 are open.
- *Puyallup Tribe* – when developing network routes consider impacts to historical cultural site, and to fisheries and waterways.

-  Park and Ride
-  Federal Way Transit Center (future light rail)
-  School
-  Lakes
-  Parks
-  Special Planned Areas
-  Federal Way City Limits
-  Annex
-  Proposed Trail Corridor
-  Greenways
-  Existing Trails
-  Planned Trails
-  Existing Bike Lanes
-  Planned Bike Lanes

- A. Norpoint Way - 29th St NE/SW 356th St
- B. SW Campus Drive
- C. S 336th St
- D. 28th Ave S - Weyerhaeuser Way
- E. 16th Ave S

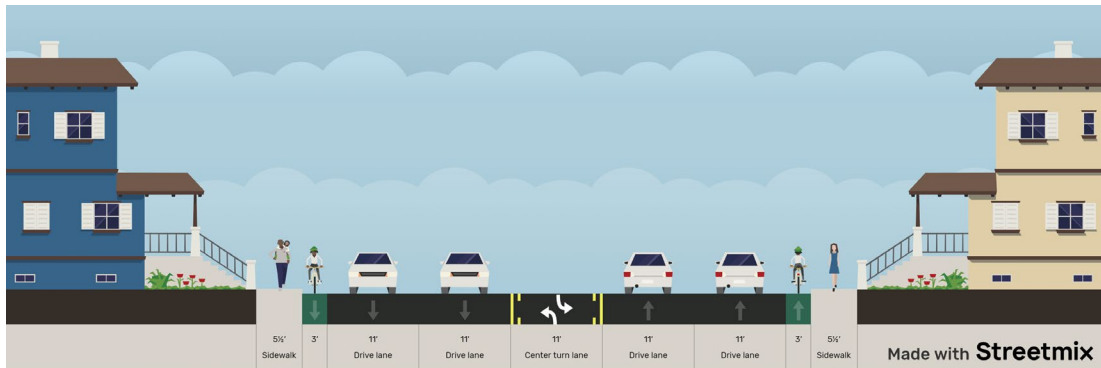
April 20th, 2023





# 356<sup>th</sup> (Norpoint to 1<sup>st</sup> Ave)

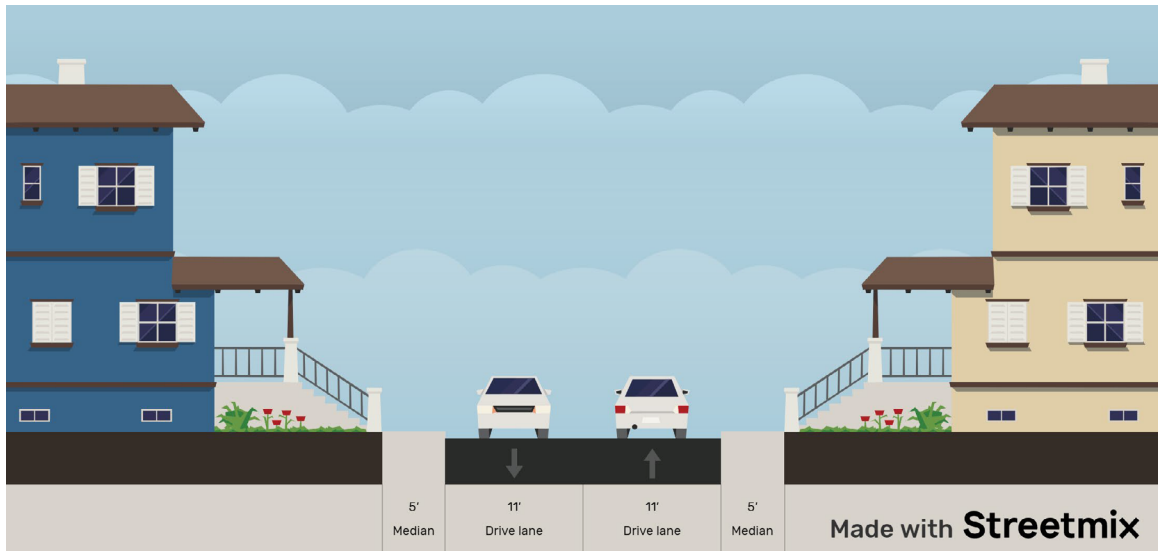
## Existing



# S 349<sup>th</sup> St

---

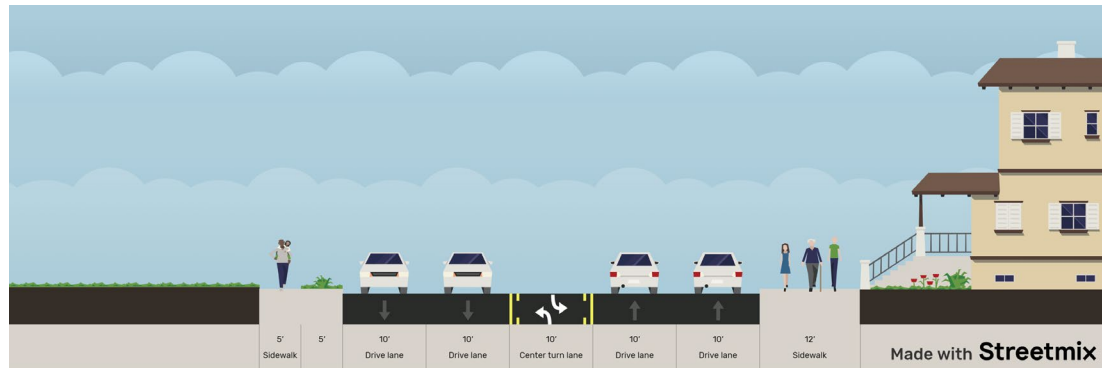
## Existing



# SW Campus Drive

---

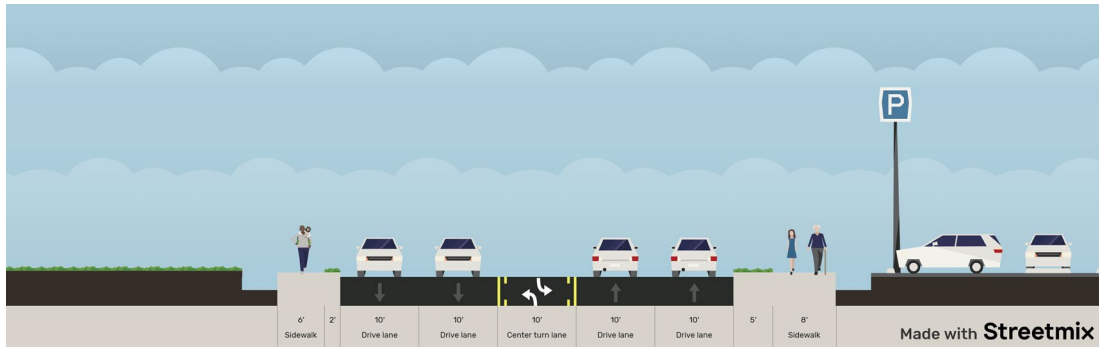
Existing



# 336<sup>th</sup> (Pac Hwy to Weyerhaeuser)

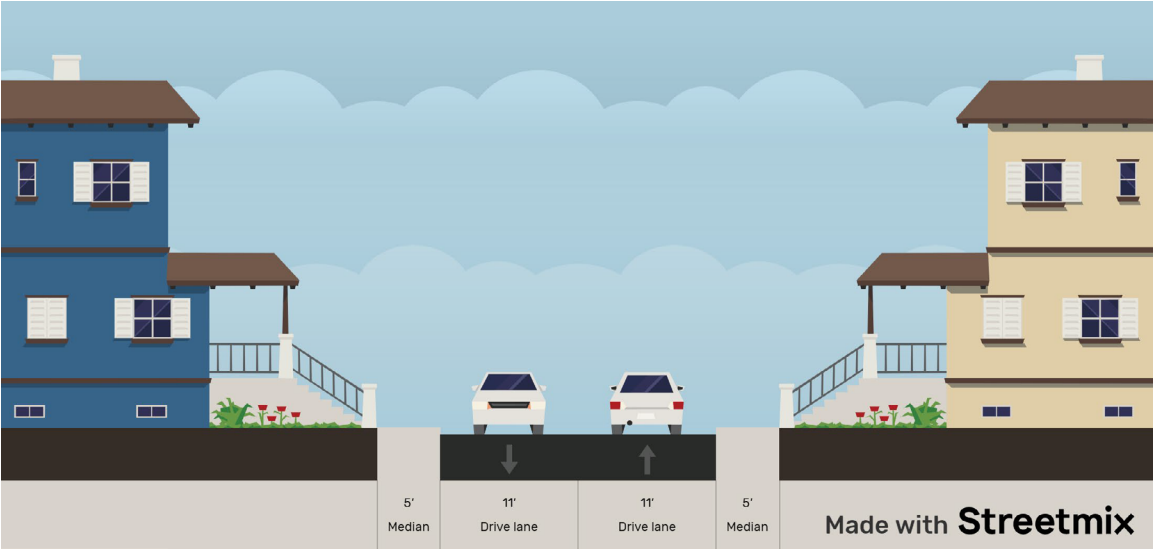
---

Existing



# Weyerhauser (349<sup>th</sup> to 344<sup>th</sup>)

Existing



# Welcome!



The City of Federal Way is planning for a future where residents will be able to travel by foot and bike between neighborhoods, light rail stations, schools, parks, shopping, and neighboring cities—using a network of safe and comfortable trails.

## Project Vision

Create a **trail-based high comfort** active transportation network that connects important community destinations and transit within Federal Way and provides links to neighboring jurisdictions in King and Pierce County



## Project Schedule and Elements



# SW King County **Trails Plan**

# Providing a trail experience in Federal Way



The project team has identified corridors for shared use paths, commonly called trails. On corridors where trails may not be feasible due to limited right of way, natural resources, or other constraints, the goal is to provide biking and walking facilities that provide the trail-like experience: separated from high speed, high volume vehicular traffic. A trail-like experience may be achieved using the fallibilities shown to the right.



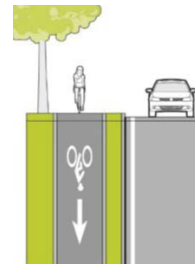
**Shared Use Path (Trail)**

- A dedicated path for bicyclists and pedestrians in its own right-of way
- The most comfortable and preferred option



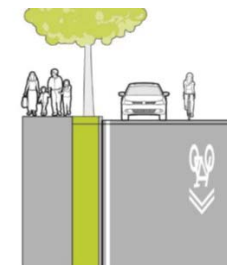
**Sidepath**

- A shared use path adjacent to a roadway
- In constrained conditions could mean a wide sidewalk



**Separated Bike Lane**

- A bike path separated from travel lanes
- Separation options include flexposts and paint, curbs or other physical barriers
- Separated bike lanes need to be paired with sidewalks for people walking



**Bike Boulevard**

- A low-volume, low-speed street, ideally with sidewalks, where bicyclists and motorists share the roadway
- Includes signs and roadway markings as well as enhanced crossings to facilitate safe and comfortable crossings of busier roads





# SW King County Trails Plan Vision: Key Connection Corridors and Regional Connectivity Opportunities

## Key Connections Corridors

(Highlighted in yellow)

- Build on the BPA trail, the light rail stations, and areas with a density of destinations.
- Practical, feasible projects that meet the project goals of access, connectivity, and equity

## Proposed projects

- A. 16th Avenue S (*sidepath*)
- B. Weyerhaeuser Way S (*sidepath*)
- C. S 336th Street (*sidepath*)
- D. Federal Way Transit Center Access (*sidepath*)
- E. SW 356th Street (*sidepath*)
- F. Interurban Access via 375th St Bridge (*sidepath*)
- G. SW Campus Drive (*wide sidewalk*)

## Regional Connectivity Opportunities

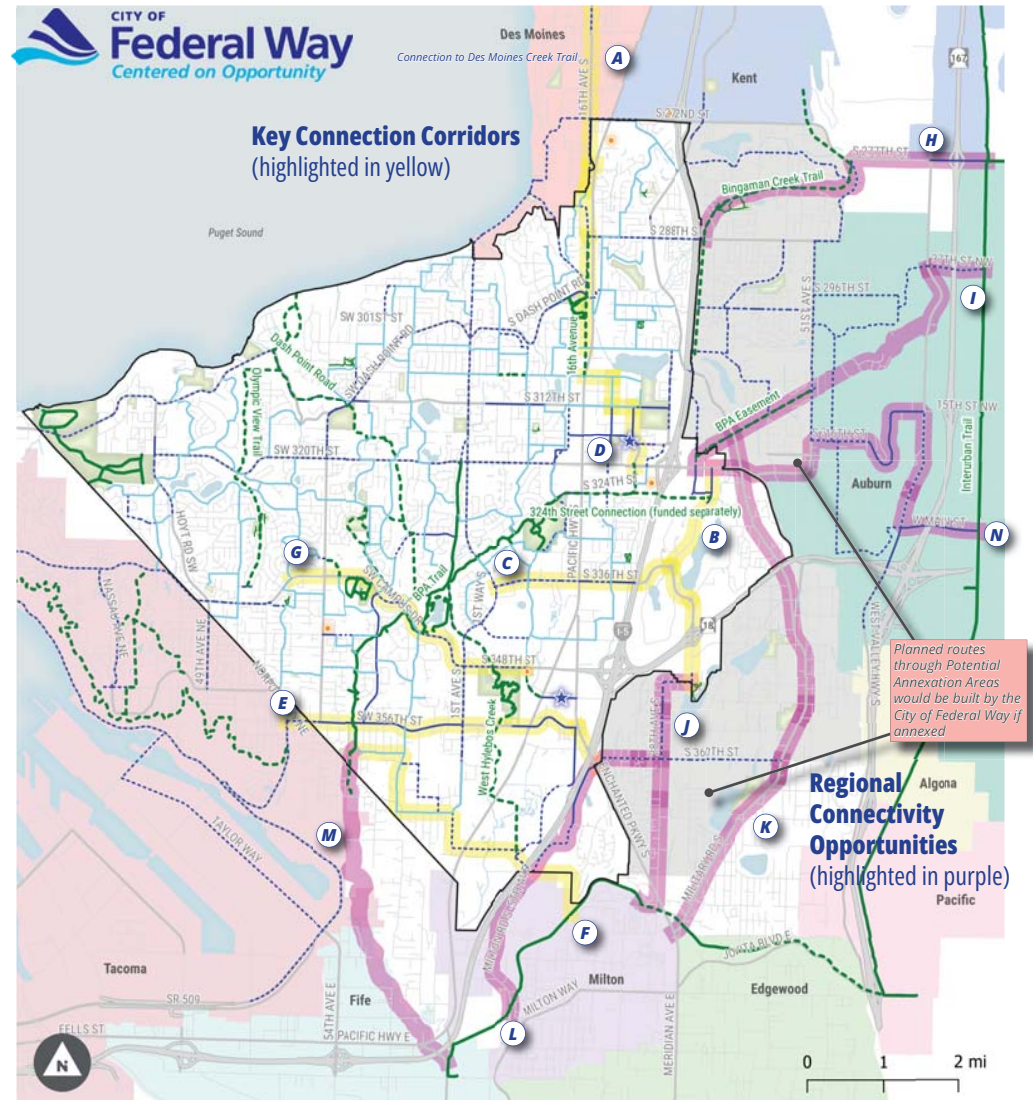
(Highlighted in purple)

- Projects that start at the city limits, many in unincorporated King County
- Visionary routes to boost regional connectivity, connections to regional trails

## Proposed projects

- H. Bingaman Creek Trail (*shared use path*)
- I. North BPA Easement (*shared use path*)
- J. 28th Avenue S (*sidepath*)
- K. Military Road (*sidepath*)
- L. Interurban Access via Milton Rd-5th Ave (*sidepath*)
- M. South BPA/Leafline Hylebos Trail Extension (*shared use path*)

- EXISTING**
- Trails & Shared Use Paths
  - On-street Greenways
  - Bike lanes
  - Future Link Light Rail Station Area
  - Park & Ride
  - Parks
  - City Limits
  - Potential annexation area
- PLANNED**
- Trails & Shared Use Paths
  - Bike lanes / Wide shoulder



# Project Prioritization and Strategic Project Selection



The following criteria were used to rank the projects for future implementation. Three corridors were selected for strategic implementation. Concept designs were developed for these corridors so that the city can pursue funding for design.

<b>Connectivity</b> <ul style="list-style-type: none"> <li>• Creates desired links to existing/planned regional trails</li> <li>• Connects to transit and key</li> </ul>	<b>User Experience</b> <ul style="list-style-type: none"> <li>• Provides trail-based high comfort facility vs. on-street facilities</li> </ul>	<b>Equity</b> <ul style="list-style-type: none"> <li>• Provides transportation options for people who live in low opportunity areas</li> </ul>	<b>Feasibility</b> <ul style="list-style-type: none"> <li>• Supported by agency partners</li> <li>• Avoid or has minimal impacts to areas with critical areas or cultural resources</li> </ul>	<b>Constructability</b> <ul style="list-style-type: none"> <li>• Does not have high ticket structural requirements (e.g., major grading, retaining walls, drainage structures)</li> </ul>
--	--	--	--	---


STRATEGIC PROJECTS	BENEFITS/RATIONALE	CRITERIA MATCHES
<b>16th Ave Sidepath</b> S 288th to S 272nd St 1.2 miles	<ul style="list-style-type: none"> <li>• Extension of existing shared use path on 16th (under construction)</li> <li>• Provides safe alternative to travel along SR 99</li> <li>• Ties into existing and planned bikeways/ trails in Des Moines</li> <li>• North-south connections are priority for Port to connect employees to Airport</li> </ul>	Regional connectivity, access
<b>Weyerhaeuser Way S Sidepath</b> S 349th St to S 320th 2.07 mi	<ul style="list-style-type: none"> <li>• More viable potential connection Interurban Trail, via unincorporated King County, and Milton/Edgewood</li> <li>• SR 18 is constrained but corridor otherwise is feasible</li> <li>• Builds on existing/planned connections to Town Center/light rail station</li> </ul>	Regional connectivity, access
<b>S 336th St Sidepath</b> 1st Way S to Weyerhaeuser Way S 1.6 miles	<ul style="list-style-type: none"> <li>• Would enhance light rail access, especially for low opportunity areas</li> <li>• Connects to Weyerhaeuser Way facility, leveraging existing and proposed facilities</li> </ul>	Access, equity



# APPENDIX D

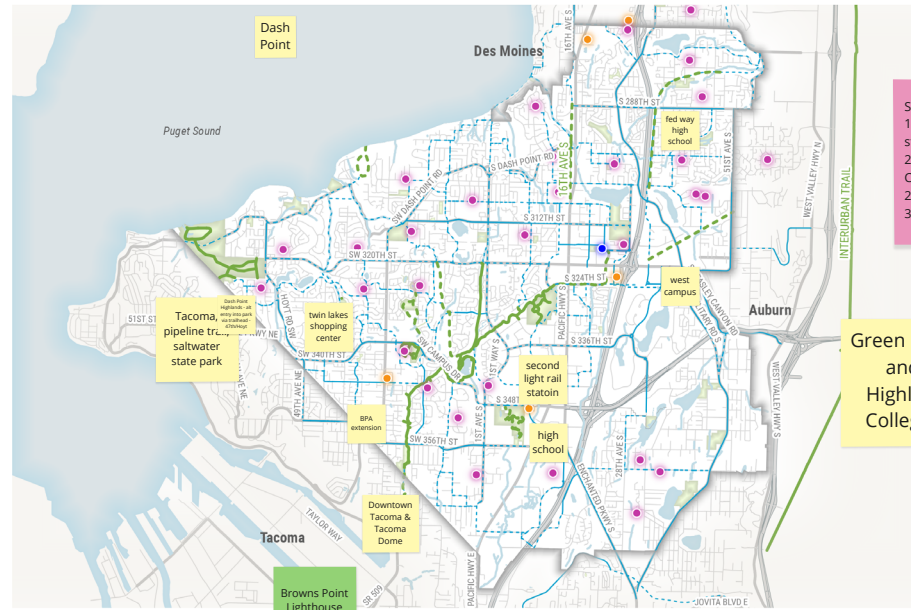
## **Steering Committee Meeting Materials**

Comments and Notes



# SW King County Trails Plan - DRAFT

## Existing and Planned Active Transportation Infrastructure



Special planning areas:  
 1. City center, LR station  
 2. South Station Center (LR station 2032)  
 3. Twin Lakes

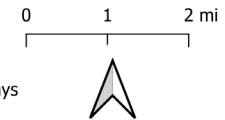
Distinguish wide shoulder bikeways from bikes lanes

Green River and Highline Colleges

Nov 16, 2022

- Park and Ride
- FW Transit Center (future light rail)
- School
- Lakes
- Parks

- Existing Trails
- Planned Trails
- Existing Bike Lanes or Wide Shoulders
- Planned/Proposed Bike Lanes or Greenways



**What are the most important destinations/connections - both within and beyond Federal Way?**

City Center is the least bike friendly area and most dangerous one that needs improvement. Transit center, Steel Lake, and FedWay PAIC need bicycle access.

**What's a big connectivity vision that you would love to see?**

Connect to the Interurban

Pipeline Trail in Tacoma

Saltwater State Park

access to underserved areas of city

**What are the easy wins?**

West Campus Trail - extend along 1st

downhill destinations

**What are the big challenges?**

Topography

Equity-  
- accessibility -  
equitable access,  
esp. for  
underserved  
areas

8-80  
network/  
All ages  
and Abilities

## NETWORK DEVELOPMENT STRATEGY

### Within Federal Way

Leverage existing and  
planned trails

BPA  
Trail as  
spine

Connect transit  
center/LR station  
to n'hoods

Leverage  
on-street  
bike/ped  
network

Hub and  
spoke  
system

Close Gaps

Connect  
neighborhoods  
with schools  
and parks

Connect civic  
destinations  
(library,  
community  
center)

Park/school  
connectivity

8 to  
80

wheelchair  
accessibility

check on  
ADA  
transition  
plan

formalize  
social trails  
in parks

### Beyond Federal Way

Connect transit  
center/LR station to  
neighboring  
jurisdictions

Connection to  
Interurban  
@Milton

Connection to  
Interurban  
@Auburn

# Steering Committee Meeting #2

May 15, 2:30 – 4pm





# Agenda

---

- Introductions
- REVIEW: Recap of First Meeting
- REVIEW: Network Development Principles
- SHARE: Regional Stakeholder Conversations
- SHARE: Community Engagement Highlights
- DISCUSS: Proposed Corridors and Facility Types
- Recap and Next Steps

# Project Update

---



# Recap of November 2022 Meeting

---

- Project review
- Steering Committee Role
- Existing Conditions
- Network Development Strategies
- Digital Whiteboard Activity

# Work accomplished to date

---

- Met with regional stakeholder partners
- Attended Comp Plan open house
- Conducted online survey (ongoing)
- Developed network ideas, visited sites
- Met with City Staff
- Developed draft recommendations

# Network Development Principles

---

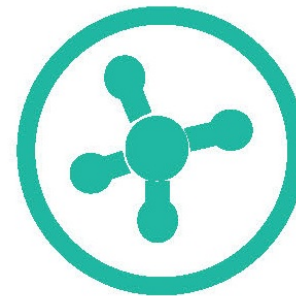


# Draft Project Vision

---

## Project Vision

Create a **trail-based high comfort** active transportation network that connects important community destinations and transit within Federal Way and provides links to neighboring jurisdictions in King and Pierce County



# Draft Goals

---



Connectivity to  
Region



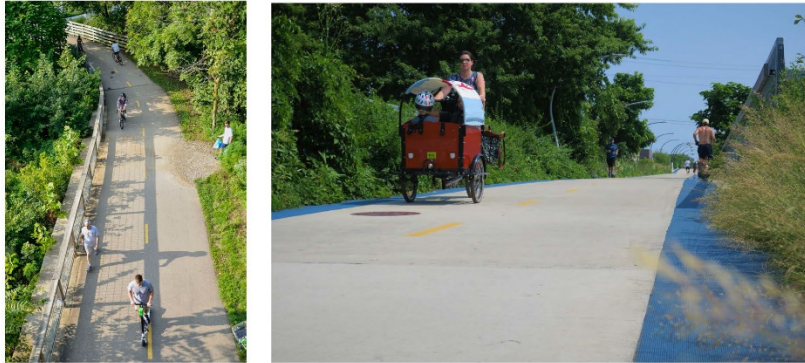
Access within FW,  
Serving Growth Areas



Equity



# Providing a trail experience in Federal Way



The project team is looking to identify corridors for shared use paths, commonly called trails. On corridors where trails may not be feasible due to limited right of way, natural resources, or other constraints, the goal is to provide biking and walking facilities that provide the trail-like experience: separated from high speed, high volume vehicular traffic. A trail-like experience may be achieved using the facilities shown to the right.



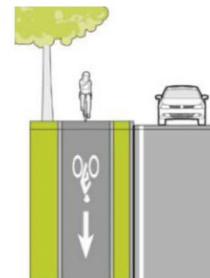
**Shared Use Path (Trail)**

- A dedicated path for bicyclists and pedestrians in its own right-of-way
- The most comfortable and preferred option



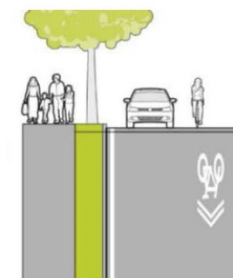
**Sidepath**

- A shared use path adjacent to a roadway
- In constrained conditions could mean a wide sidewalk



**Separated Bike Lane**

- A bike path separated from travel lanes
- Separation options include flexposts and paint, curbs or other physical barriers
- Separated bike lanes need to be paired with sidewalks for people walking



**Bike Boulevard**

- A low-volume, low-speed street, ideally with sidewalks, where bicyclists and motorists share the roadway
- Includes signs and roadway markings as well as enhanced crossings to facilitate safe and comfortable crossings of busier roads

# Regional Stakeholder Conversations

---



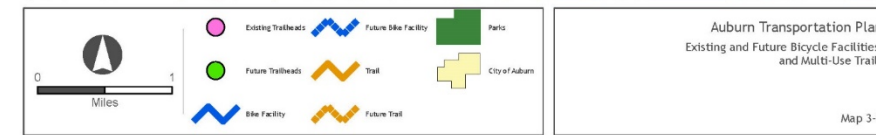
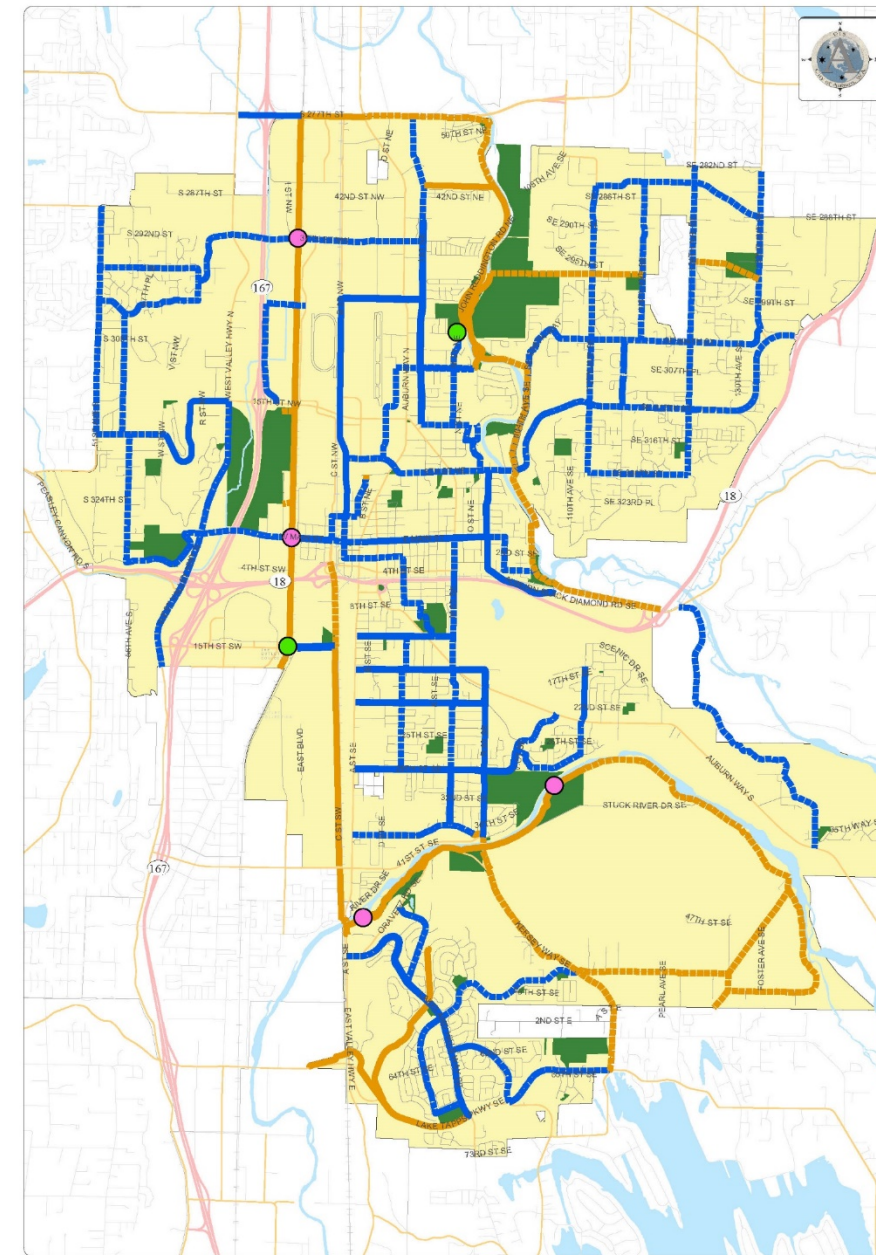
# Regional Stakeholders/Meetings

---

- Des Moines/Kent
- Tacoma/Port of Tacoma/Fife
- Puyallup Tribe
- Leafline Coalition
- Algona/Pacific
- Edgewood/Milton
- King and Pierce Counties, WSDOT
- Auburn
- Port of Seattle

# Stakeholder Recommendations: East

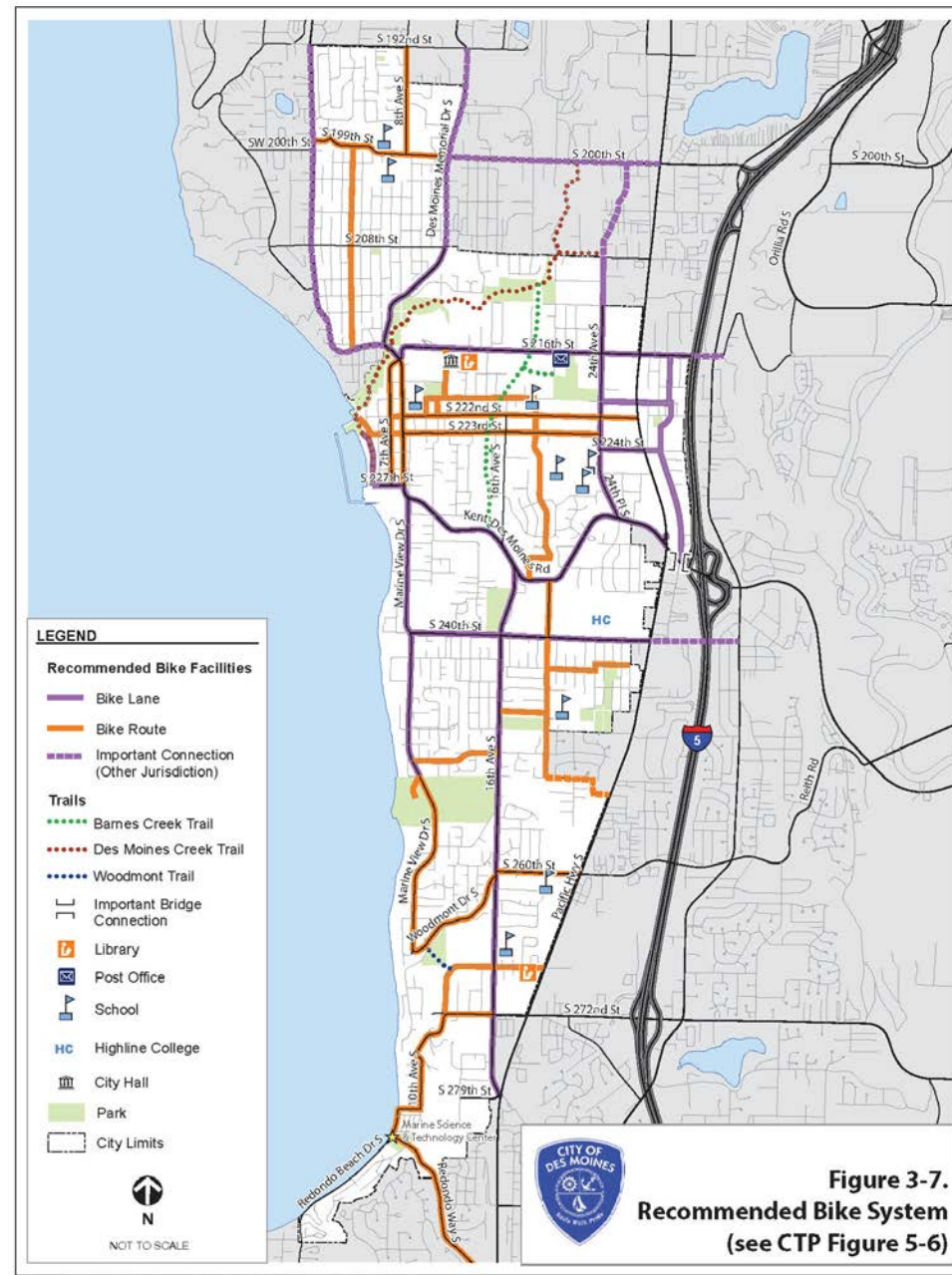
- West Hill is tough!
- *Auburn* – 277<sup>th</sup> (272<sup>nd</sup>) is most realistic for east-west connection to Green River Trail





# Stakeholder Recommendations: North

- *Port of Seattle* – SR 516 is potential trail route if traffic decreases after the SR 509 project is complete
- *Des Moines* – planned bike lanes on 16<sup>th</sup> Ave S; planned trail along S 240<sup>th</sup> St to connect Barnes Creek Trail to Kent Des Moines light rail station
- *Kent* – look at decommissioned King County roads as potential trail routes



# Stakeholder Recommendations: South/SE

---

- *Edgewood* – Weyerhaeuser Way and 28<sup>th</sup> Ave S as alternative to Pac Hwy to connect to Interurban Trail
- *Fife and Port of Tacoma* – look at places other than NE Tacoma/Fife Heights, like the Pac Hwy, Meridian, or I-5 corridors because traffic patterns are expected to change once light rail and SR 167 are open
- Existing bike lanes on Norpoint, trail along Julia's Gulch
- *Puyallup Tribe* – when developing network routes consider impacts to historical cultural sites, fisheries and waterways



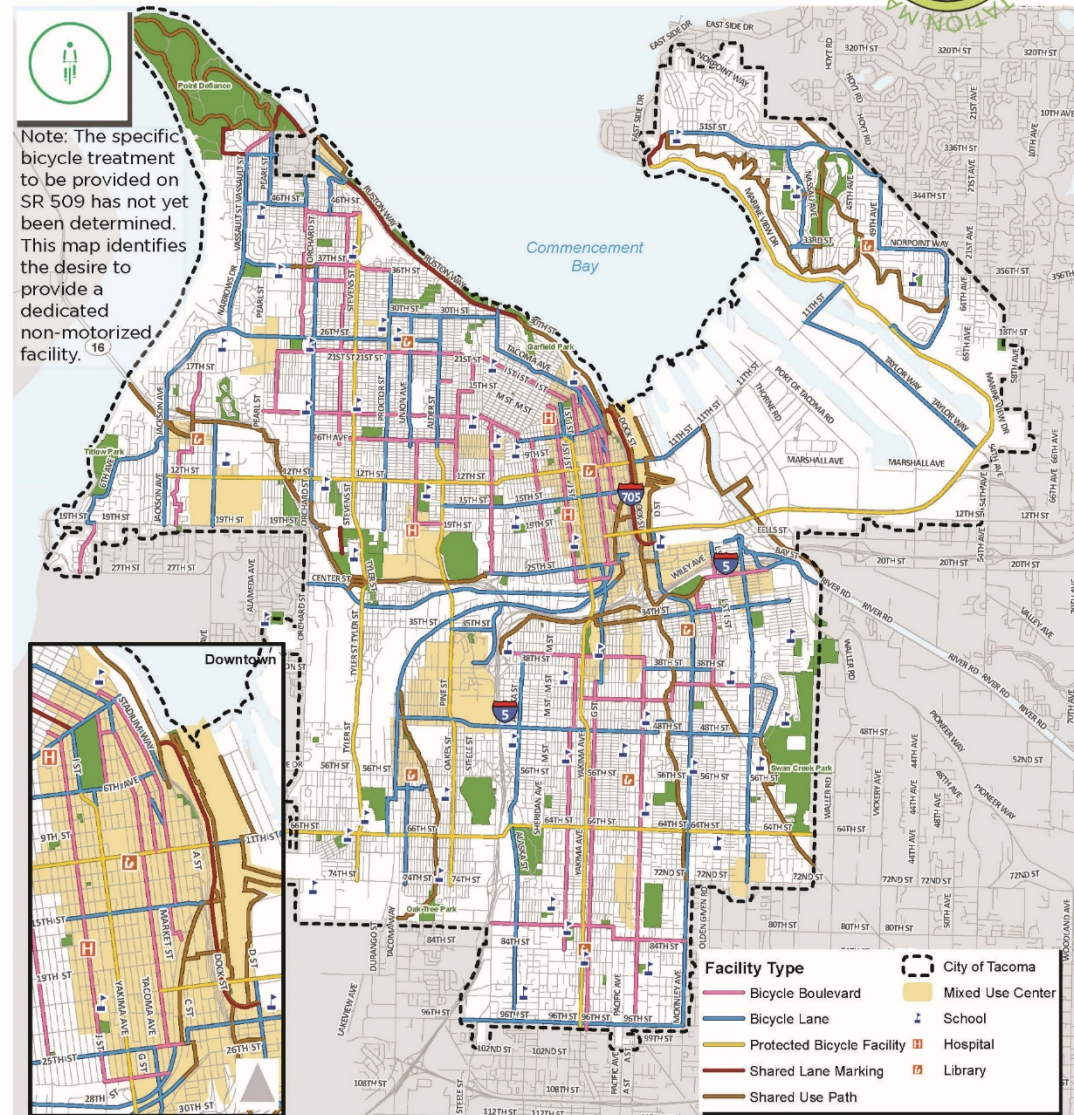
# Stakeholder Recommendations: South/SE



## FUTURE VISION

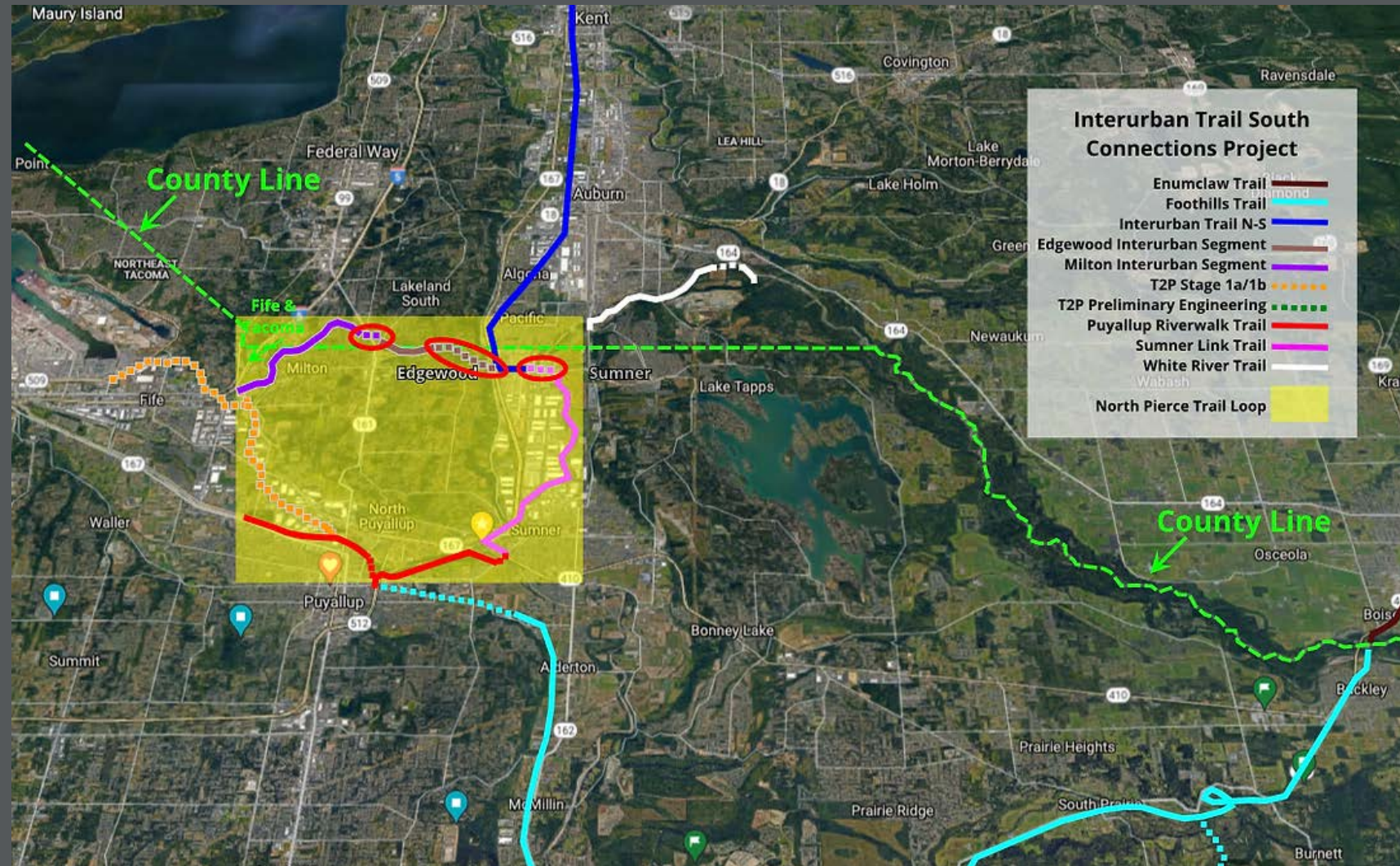


### BICYCLE PRIORITY NETWORK





# Stakeholder Recommendations: South/SE





# Community Engagement Highlights



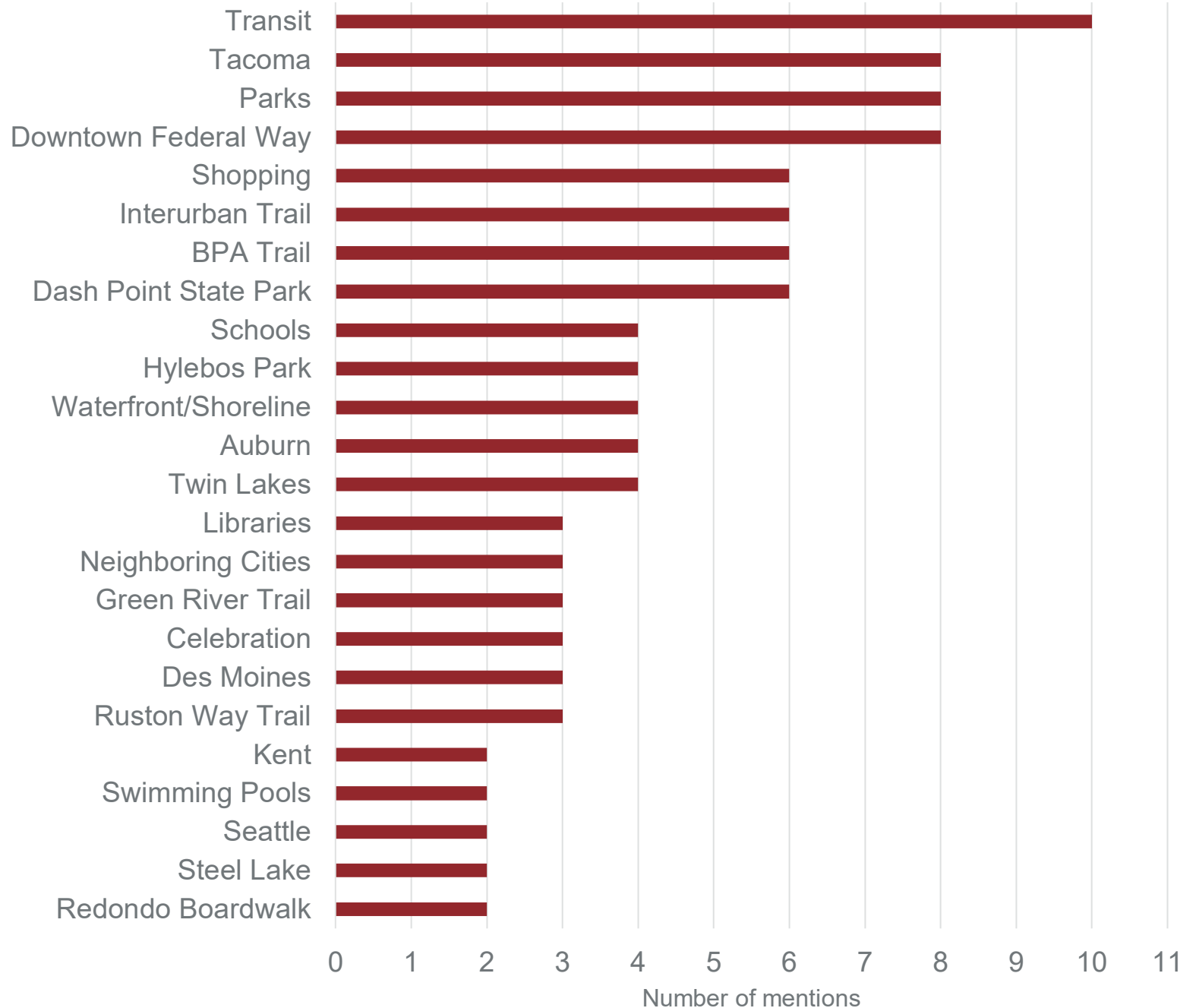
# Vision for Trail Network

- Desired connections include parks, shopping, schools, libraries, grocery stores



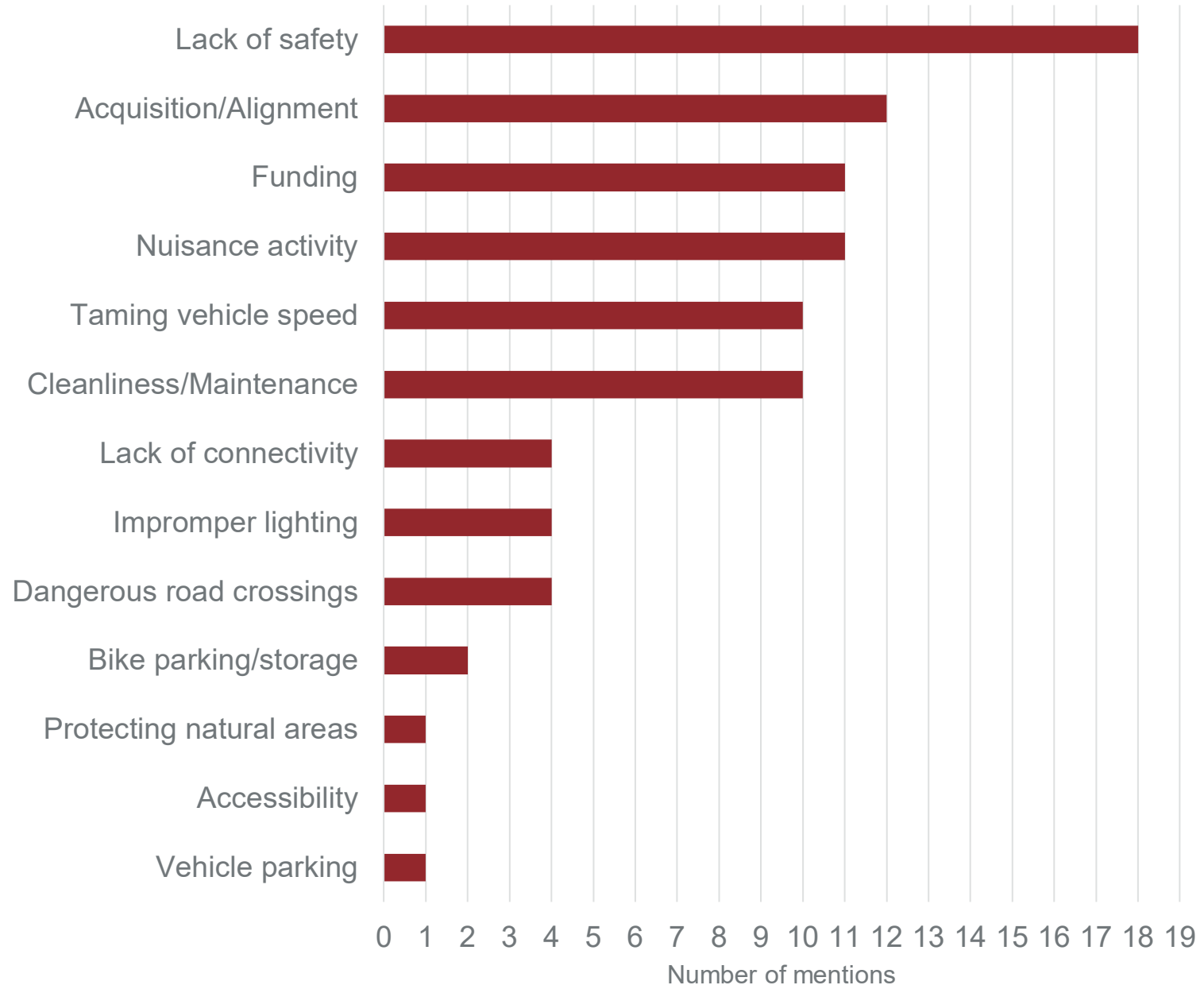
# Top Destinations

- Survey respondents named access to transit, parks, Tacoma, and shopping centers as most important



# Top Challenges

- Lack of safety, both personal and physical safety, was the top challenge that respondents named
- Land acquisition (e.g., right-of-way between properties, interjurisdictional cooperation) was the second biggest challenge named by respondents.



# Summary

---

- Community seems to recognize challenge of street network
- Community desires high-comfort/low-stress ways to get around, especially for crossings of busy roadways
- Interest in active transportation as well recreation
- Recreational cyclists provided useful input about a wide range of corridors

# Proposed Corridors and Facility Types Discussion



# Aspirations

---

- Extension of BPA in both directions (to NE Tacoma, Auburn)
- Connection to Fife/Milton Interurban segment
- High quality crossings of SR 99 and 1-5 to facilitate connections to transit and Auburn Interurban segment
- A few key east-west routes connecting to Link
- North-south route north of 320<sup>th</sup>/BPA, with connection to Des Moines
- Military Road??

# Challenges

---

- Creating direct, connected routes
- Required jurisdictional cooperation to make some connections
- Creating accessible trails on steep slopes to south and to east
- BPA corridor lacks consistent easement/ownership
- Wetland corridors, overlap with tribal resource lands (i.e., Hylebos Creek)



# Approach/Opportunities

- Create of mix short-term, more feasible projects along with several visionary projects
- Build off existing planned projects and assets (trails and neighborhood greenways)
- Focus on creating a “trail-like experience”

# Shorter-term Opportunities

---

- **On-street connectivity:** wide sidewalks/sidepaths, greenways + crossing improvements (or choice separated bike lanes)
- **Trail connectivity:** Prioritize connections to Interurban via Fife/Milton via Weyerhaeuser campus roadways

# Proposed Corridors

## PROPOSED NETWORK (yellow highlights)

### Trails & Shared Use Path:

- Weyerhaeuser Way S
- 28th Avenue S
- 16th Avenue S
- Julia's Gulch Connection







### Sidepath/wide sidewalk:

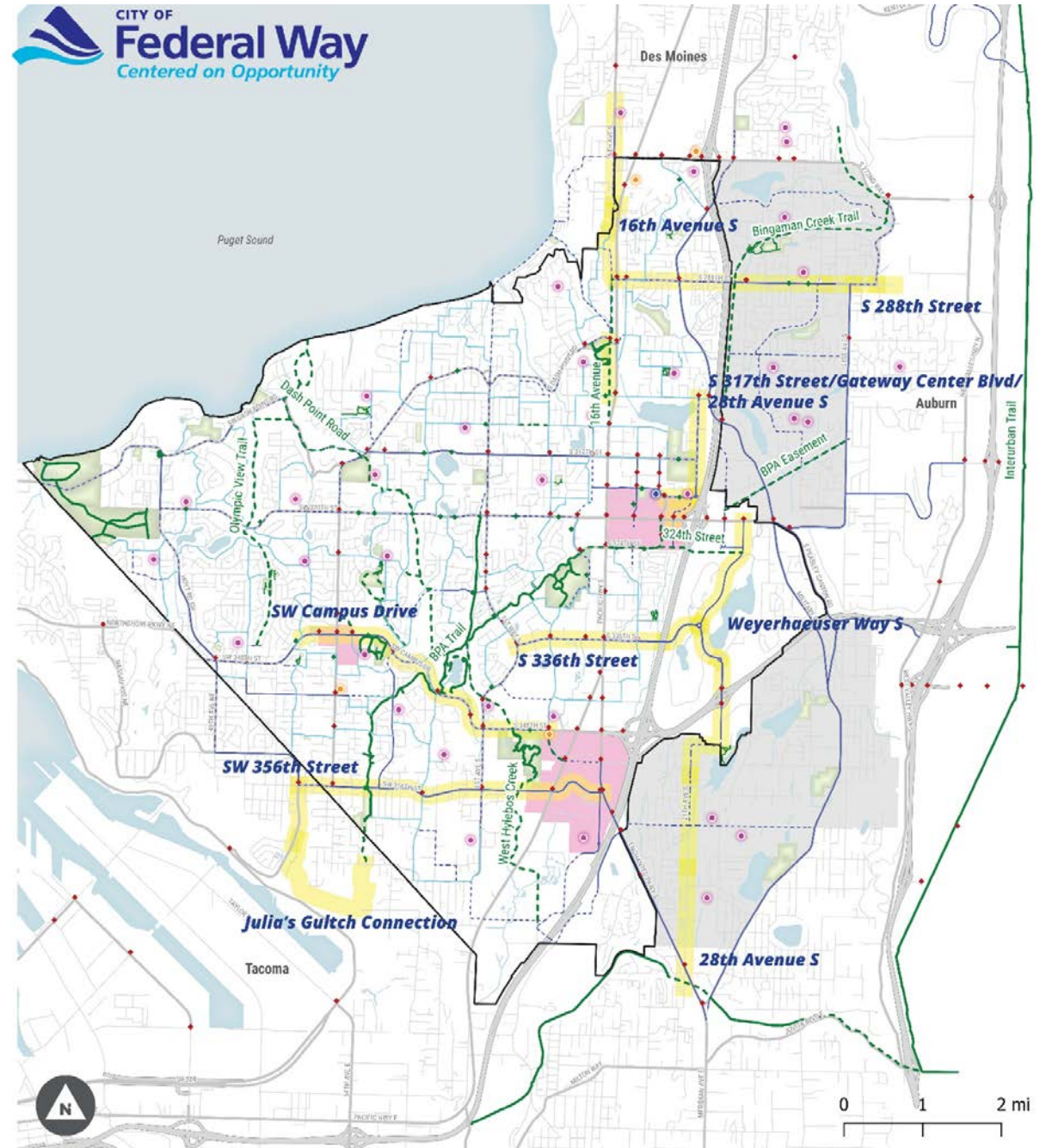
- SW Campus Drive

### Separated bike lanes:

- S 288th Street
- SW 356th Street
- S 317th Street/Gateway Center Blvd/28th Avenue S
- S 336th Street

## LEGEND

- | EXISTING  |                           | PLANNED   |                           |
|---|---------------------------|---|---------------------------|
|  | Trails & Shared Use Paths |  | Trails & Shared Use Paths |
|  | On-street Greenways       |  | Bike lanes                |
|  | Bike lanes                |   |                           |
|  | Traffic signal            |   |                           |
|  | Pedestrian signal         |   |                           |
|  | Park & Ride               |   |                           |
|  | Transit Center            |   |                           |
|  | Schools                   |   |                           |
|  | Parks                     |   |                           |
|  | Special Planning Areas    |   |                           |
|  | City Limits               |   |                           |
|  | Potential annexation area |   |                           |



# Questions

---

- Of the corridors shown, do you have any concerns about any of them?
- Are there any other connections you think have some potential?
- Which corridor(s) do you think most addresses equity need?
- What do you think would be the best short-term project?
- What do you think would be the long-term project?

# Recap & Next Steps

---



# Recap/Next Steps

---

## Next Steps

- What we'll do with today's input
- Revise/finalize draft network based on SC recommendations
- Move onto selection of corridors for concept design

# SW King County Trails Plan

## Steering Committee Meeting #3

February 7, 2024, 11 am – 12 pm



# AGENDA

## Introductions

1. **Review:** Progress to Date
2. **Share:** Draft Connectivity Corridors and Prioritization
3. **Share:** Draft Corridor Design
4. **Discuss:** Draft Plan Elements
5. **Discuss:** Implementation Strategies
6. Recap and Next Steps



# 1. Progress to Date

# What have we done to date?

## PLAN DEVELOPMENT

- Plan and Policy Review
- Existing Conditions
- Opportunities and Constraints
- **Corridor selection**
- **Project prioritization**
- **Concept design**
- **Plan production**

## BROAD ENGAGEMENT

- Comp Plan Open House (Mar 2023, Feb 2024)
- Online survey (Fall 2023- **Jan 2024**)
- **Pop ups (Jul & Aug 2023)**

## TECHNICAL ENGAGEMENT

- Steering Committee (Nov 2022, May 2023, **Feb 2024**)
- **Agency meetings and interviews**

## 2. Draft Connectivity Corridors and Prioritization

# Plan Vision

Create a **trail-based high comfort active transportation network** that connects important destinations and transit within Federal Way and provides key multimodal links to the city's southwest King County and Pierce County neighbors.



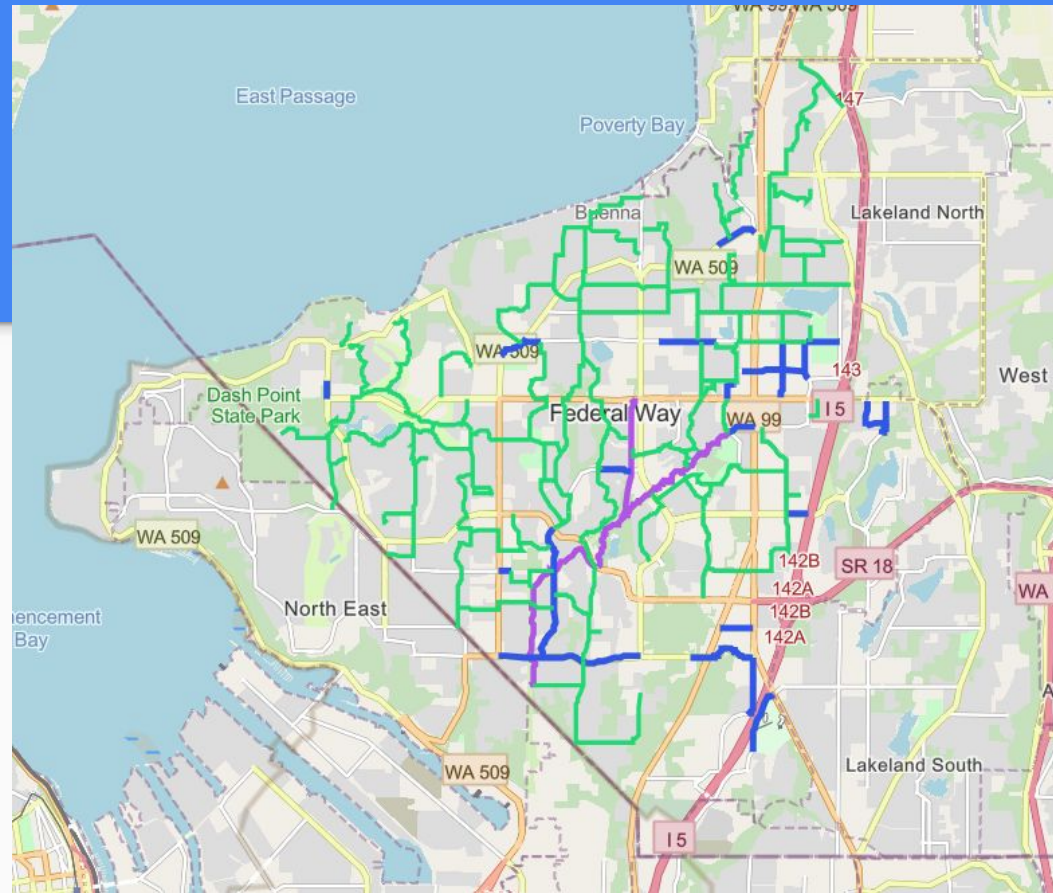
These goals build on the Leafline Coalition's prioritization framework, which is centered on connectivity, access, and equity

# Opportunities for increased access, connectivity, and equity

## Opportunities to boost multimodal connectivity with concurrent planning efforts

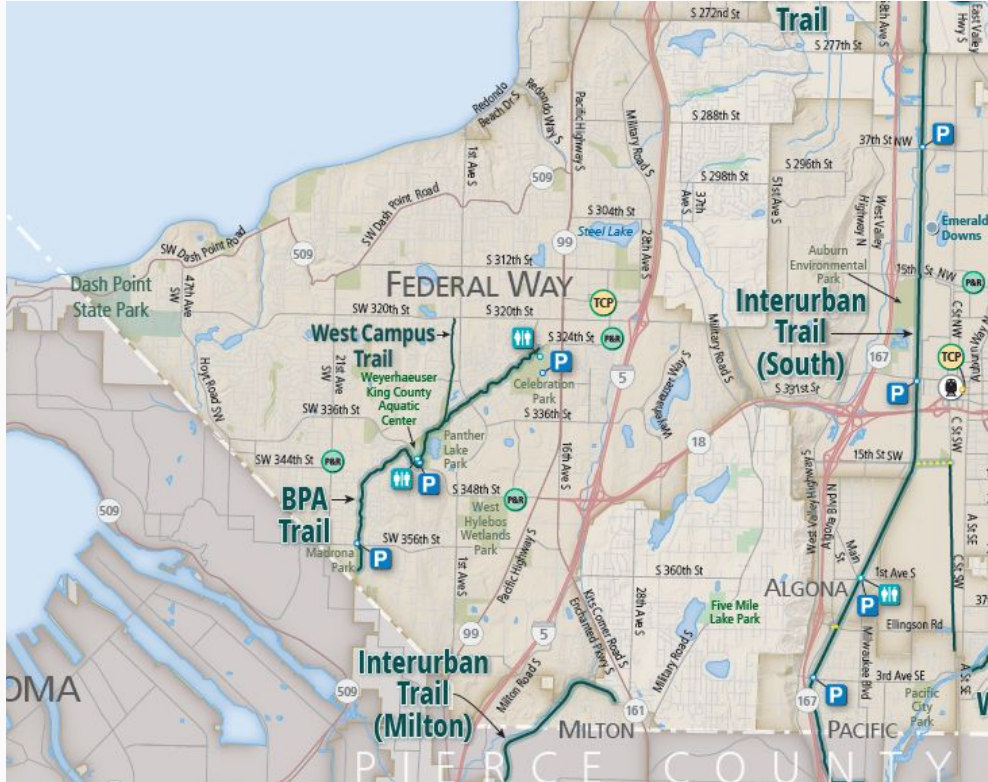
- Comp Plan update
- Link extension projects
- Leafline Coalition/regional connectivity efforts

## Build on City's planned trail and greenways network

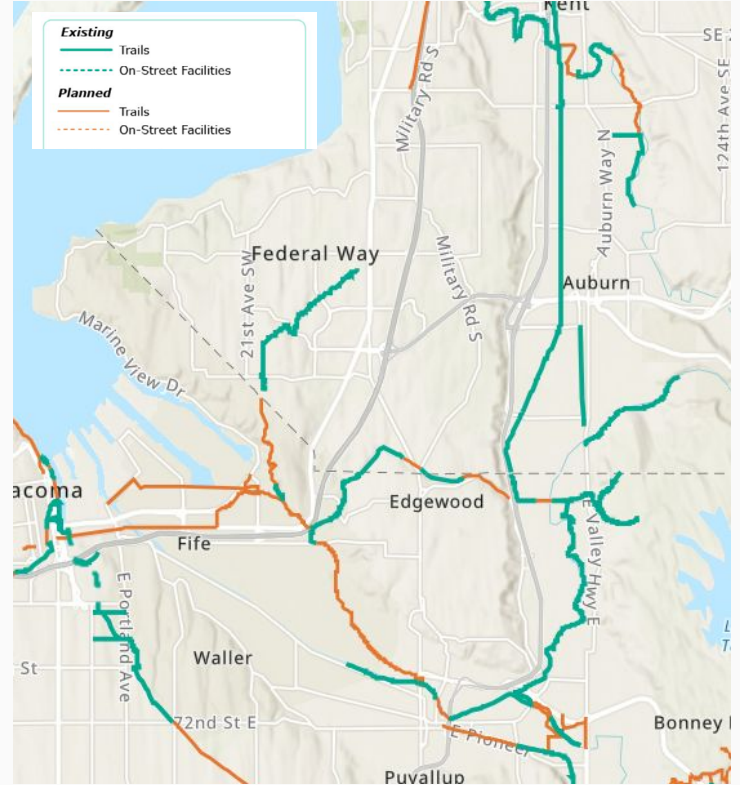


# Regional Connectivity

King County Regional Trail Map (2021)



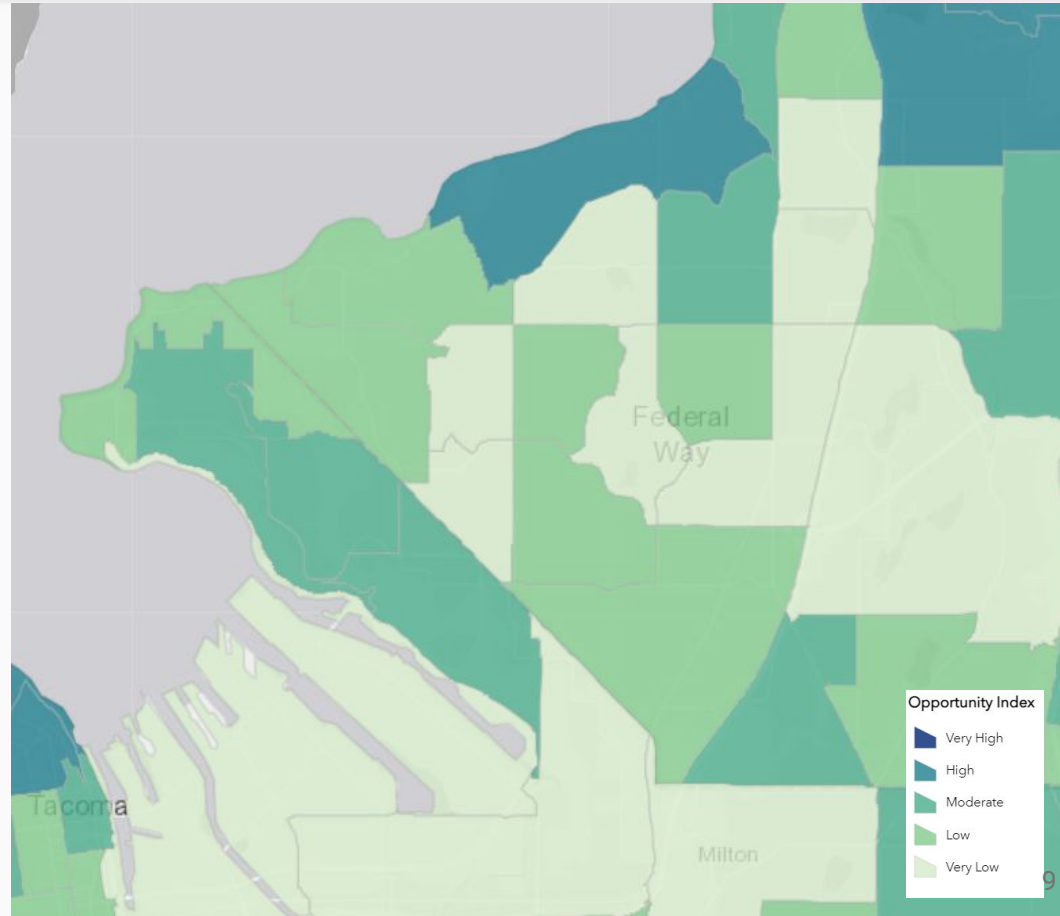
Leafline Coalition Vision Network (2023)



## PSRC Opportunity Index Map

Combines five key elements of neighborhood opportunity and positive life outcomes:

- Education
- Economic health
- Housing and neighborhood quality
- Mobility and transportation
- Health and environment







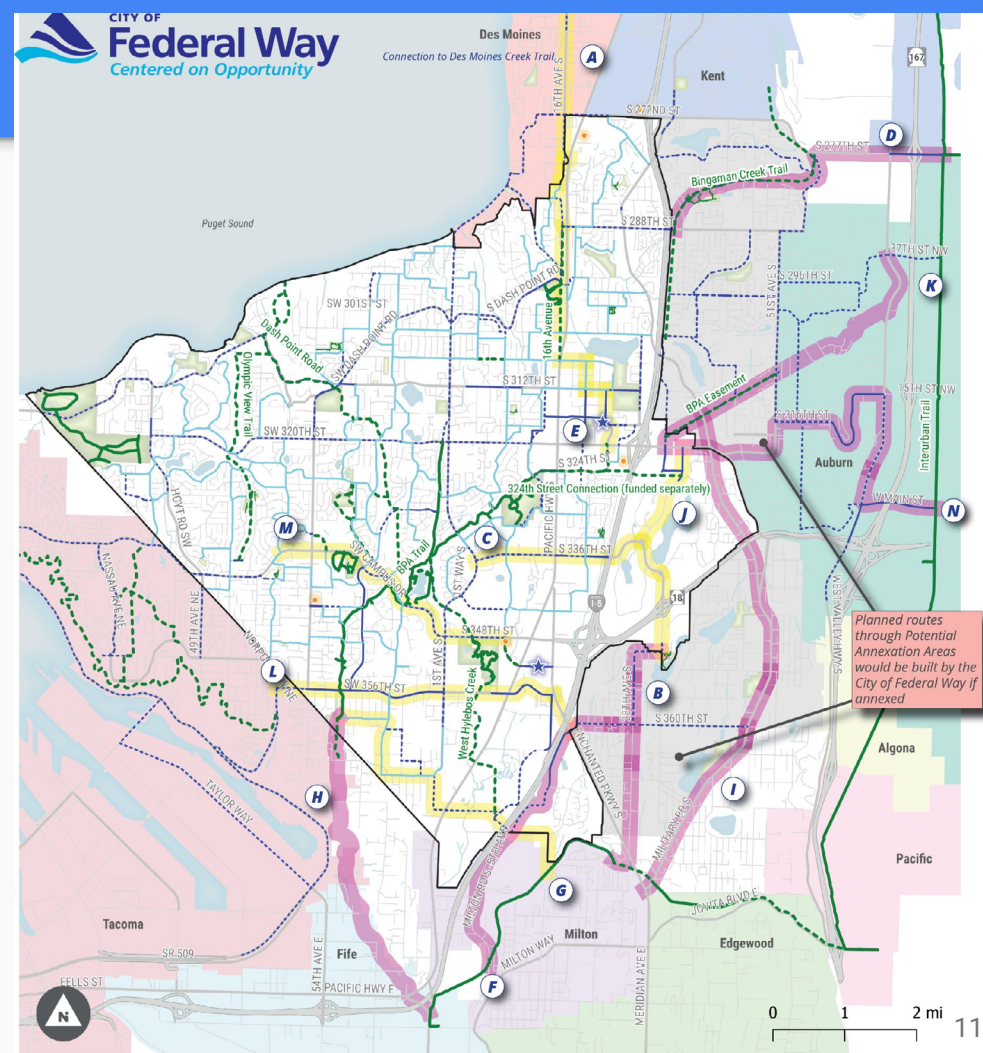


# Regional Connectivity Opportunities

## Corridors beyond FW city limits (purple)

- B. 28th Ave S (connection to Milton/Edgewater Interurban)
- D. Bingaman Creek Trail (connection to Auburn Interurban)
- F. Interurban Access via Milton
- H. South BPA Trail Extensions/Leafline Hylebos Trail
- I. Military Road (north south connectivity)
- K. North BPA Trail extension
- N. S 316th St/Terrace Drive\* (Auburn Interurban)

\*On-street facilities



# Prioritization Criteria

## Connectivity

- Creates desired links to existing/planned regional trails
- Connects to transit and key destinations

## User experience

Provides trail-based high comfort facility vs. on-street facilities

## Equity

Provides transportation options for people who live in low opportunity areas

## Feasibility

- Avoids or minimally impacts to areas with critical areas or cultural resources
- Supported by agency partners

## Constructability

Is not overly complex or expensive to construct

# Project Prioritization Scores

#	CORRIDOR NAME	CONNECTIVITY		FACILITY TYPE and USER EXPERIENCE	EQUITY	FEASIBILITY	IMPLEMENTATION		SCORE
		Regional Connectivity	Local Connectivity	Off-street vs. on-street	Access for marginalized communities	Critical Areas/ Cult. Resource impacts	Constructability or implementation challenges	Supported by agency partners	
A	16th Ave S	2	1	2	1	2	3	2	13
B	28th Ave S	2	1	2	1	2	3	0	11
C	S. 336th St	1	1	2	1	2	2	2	11
D	Bingaman Creek Trail	2		2	1	0	1	0	6
E	Federal Way Transit Center Access		1	2	1	2	3	2	11
F	Interurban Trail access via Milton Rd-5th	2		2	1	2	2	1	10
G	Interurban Trail access via 375th St Bridge	2		2	1	2	2	1	10
H	South BPA/Hylebos Trail Extension	2		2	2	0	1	1	8
I	Military Rd	2		2	1	2	2	0	9
J	Weyerhauser Way S		1	2	1	2	1	2	9
K	North BPA easement	2		2	1	2	1	1	9
L	SW 356th St	2	1	2	2	2	2	2	13
M	SW Campus Drive		1	1	2	2	1	2	9
N	S 316th St/Terrace Drive	2	1	1	1	2	2	0	9

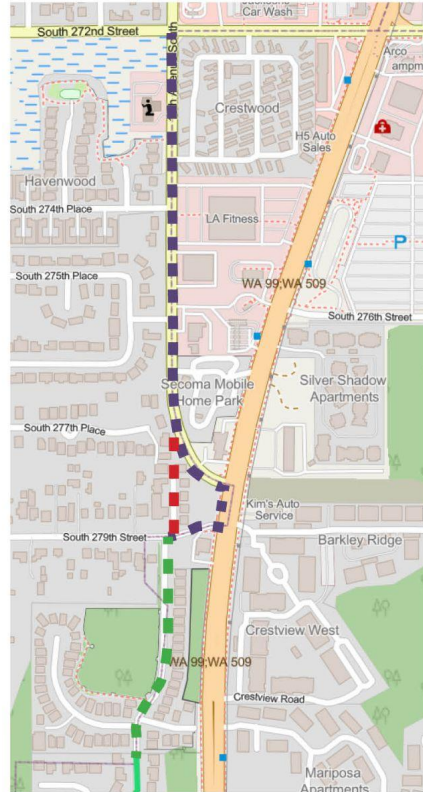
# Corridor Selection for Concept Design

CORRIDOR	BENEFITS/RATIONALE	CRITERIA MATCHES
<p><b>16th Ave S</b> S 288th to S 272nd St 1.2 miles</p>	<ul style="list-style-type: none"> <li>• Extension of existing shared use path on 16th (under construction)</li> <li>• Provides safe alternative to travel along SR 99</li> <li>• Ties into existing and planned bikeways/ trails in Des Moines</li> <li>• North-south connections are priority for Port to connect employees to Airport</li> </ul>	<p><b>Regional connectivity, access</b></p>
<p><b>Weyerhaeuser Way S</b> S 349th St to S 320th 2.07 mi</p>	<ul style="list-style-type: none"> <li>• More viable potential connection Interurban Trail, via unincorporated King County, and Milton/Edgewood</li> <li>• SR 18 is constrained but corridor otherwise is feasible</li> <li>• Builds on existing/planned connections to Town Center/light rail station</li> </ul>	<p><b>Regional connectivity, access</b></p>
<p><b>S 336th St</b> 1st Way S to Weyerhaeuser Way S 1.6 miles</p>	<ul style="list-style-type: none"> <li>• Would enhance light rail access, especially for low opportunity areas</li> <li>• Connects to Weyerhaeuser Way facility, leveraging existing and proposed facilities</li> </ul>	<p><b>Access, equity</b></p>

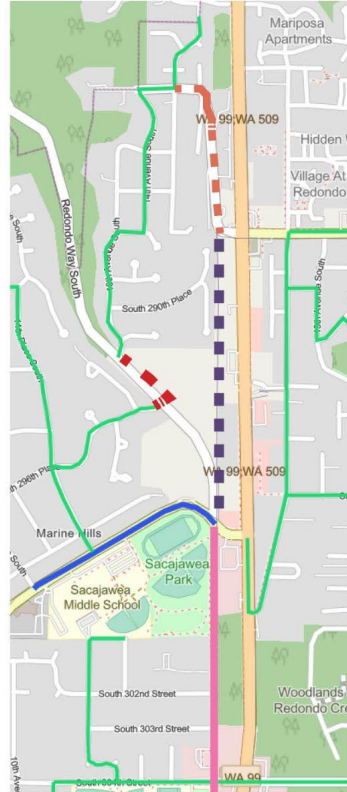
# 3. Draft Corridor Concept Designs

# 16th Ave S Sidepath

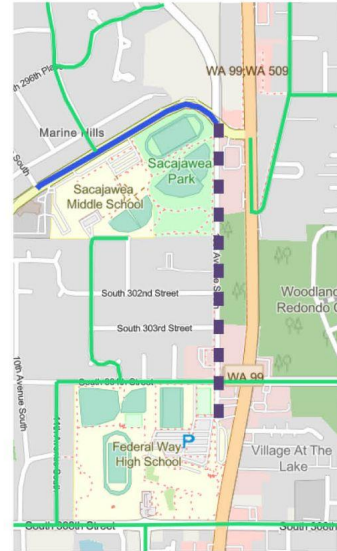
16th Ave S - north



16th Ave S - middle



16th Ave S - south



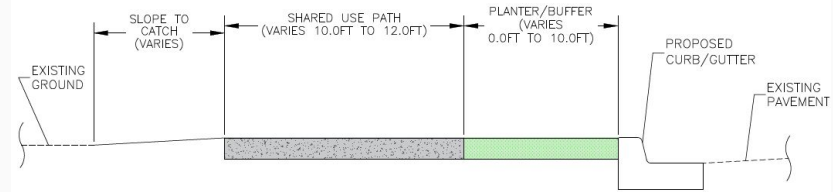
Legend

- Greenway
- Bike Lanes
- Trail

# 16th Ave S Sidepath

## 16th Ave S from S 272nd to Pacific Highway: Sidepath

- Remove existing path/c-curb; coordination with City of Des Moines
- 10-12 ft wide sidepath (shared use path) along west side of street
- Vegetated buffer between trail and street where space allows
- At S 279th St, path switchbacks up to 15th Ave S



16TH AVENUE S SHARED USE PATH TYPICAL SECTION  
(PACIFIC HIGHWAY S TO S 272ND STREET)

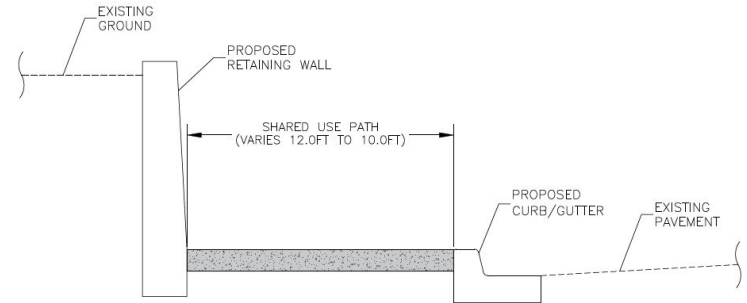
NOT TO SCALE

## 15th Ave S from S. 279th/Pacific Highway to S 284th: greenway

- Sidewalks with pavement markings and signs to indicate bike priority

## 16th Ave S S 284th to S 288th: sidepath

- 12 ft wide sidepath along north side of S 284th St
- 10 ft wide sidepath along east side of 16th Ave S, with retaining wall
- 12 ft wide sidepath along west side as street approaches S 288th
- Connects with newly constructed 14 ft sidepath along west side of 16th Ave S south of S 288th St



16TH AVENUE S SHARED USE PATH TYPICAL SECTION  
(S 288TH STREET TO S 284TH STREET)

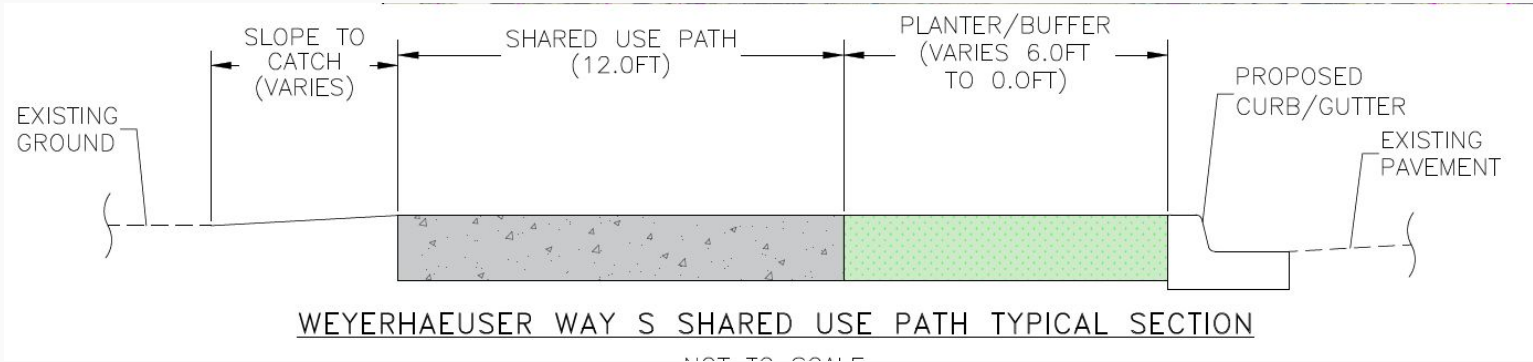
NOT TO SCALE



# Weyerhaeuser Way Sidepath



# Weyerhaeuser Way Sidepath



## S 320th St to S 336th St

- Replace bike lane and sidewalk with 12 ft wide sidepath along east side of street
- Vegetated buffer between trail and street; width varies

## S 336th St to S 349th St

- Path to cross from east to west south of roundabout
- 12 ft wide sidepath along west side of street
- Vegetated buffer between trail and street; width varies

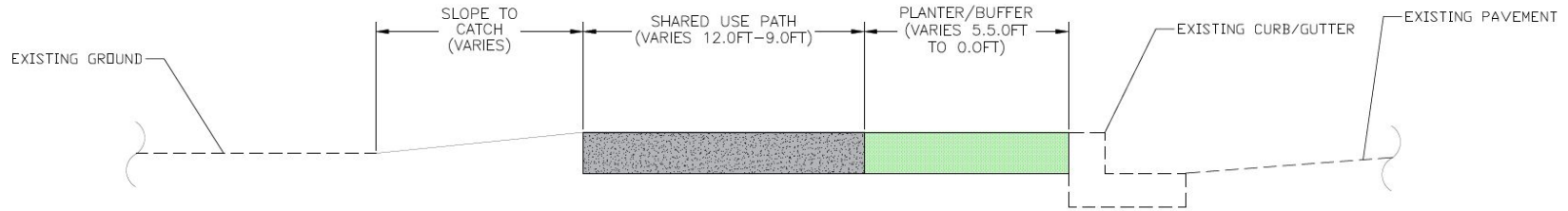
## SR 18 Crossing

- 10 ft wide sidepath along west side of bridge

# S 336th St



# S 336th St Sidepath



S 336TH STREET SHARED USE PATH TYPICAL SECTION

NOT TO SCALE

## 1st Way S to 13th PI S

- 12 ft wide sidepath (shared use path) along north side of street
- Vegetated buffer between trail and street; width varies

## 13th PI S to Pac Hwy

- 10 ft wide sidepath along south side of street
- Vegetated buffer between trail and street; width varies

## Pac Hwy to I-5

- Variable width sidepath (9 ft-12ft) along south side of street
- Vegetated buffer between trail and street; width varies

## I-5 to Weyerhaeuser Way S

- 12 ft wide sidepath along south side of street
- Vegetated buffer between trail and street; width varies

# 4. Draft Plan Elements

## Introduction

- The value of the plan for the city: vision, documentation, positioning, grant eligibility
- How this plan relate to other planning efforts
- Plan process
- Benefits of trails

## Vision and Goals

- Setting the framework for the plan as a step toward regional connectivity
- Alignment with regional trail planning goals
- Simple metrics that work for the city

## Existing Conditions

- What's out there that we can build on
- What are the constraints and opportunities (roadway network, topography, etc.)
- Who is our audience/desire user and how should they best be served

## Community Engagement

- Who we talked to
- What we learned
- How we used the information

## Network Development

- Principles and steps in the development of the network
- Map and project list
- Prioritization
- Concept Plans

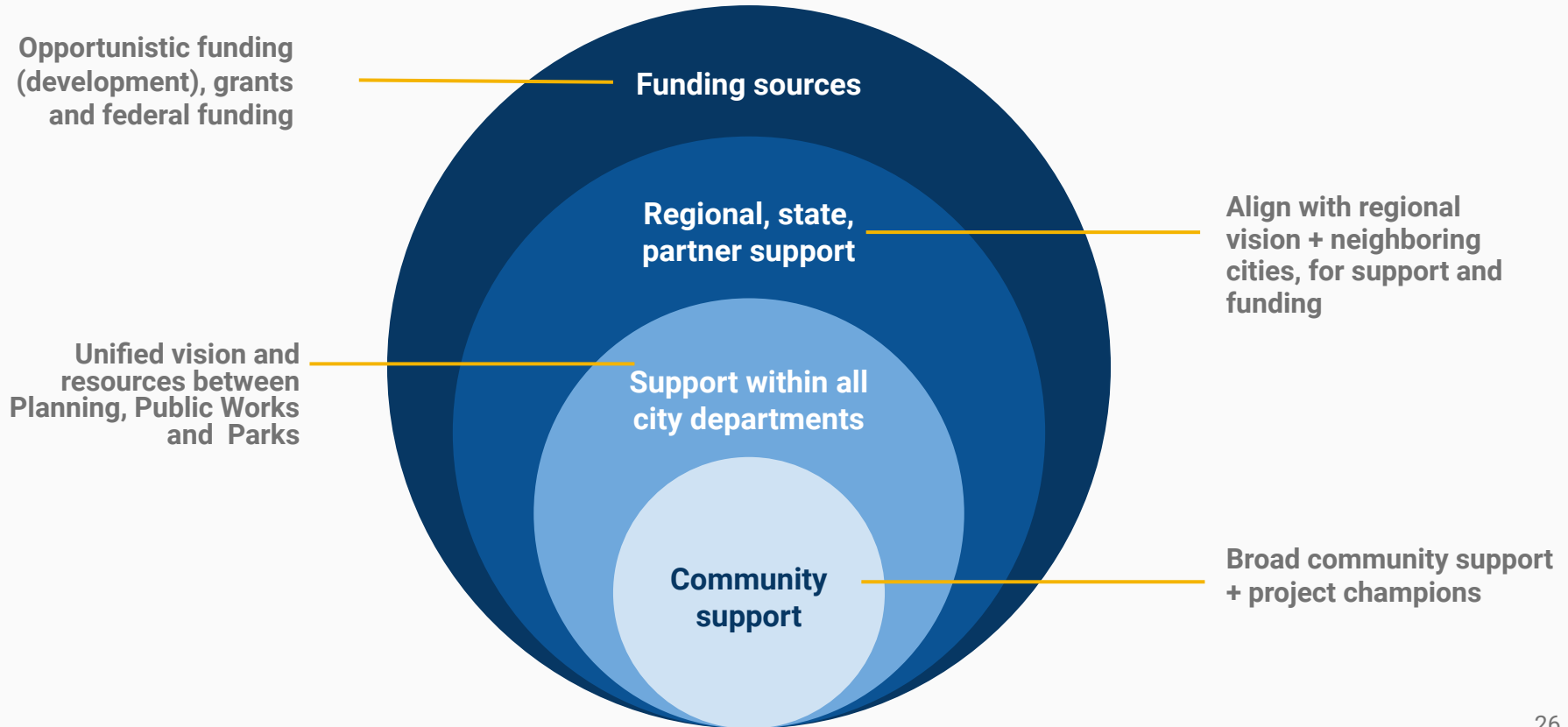
## Implementation Strategies

- Phasing
- Funding sources
- Relationship building



# 5. Implementation Strategies

# Plan support needs



- What are your ideas for to create support and drive implementation?
- How should the city approach key connectivity corridors (internal) vs. regional connectivity opportunities?

Local support and  
project champions  
realm?

Inter-city  
coordination realm?

Intra-city  
coordination realm?

County  
coordination realm?

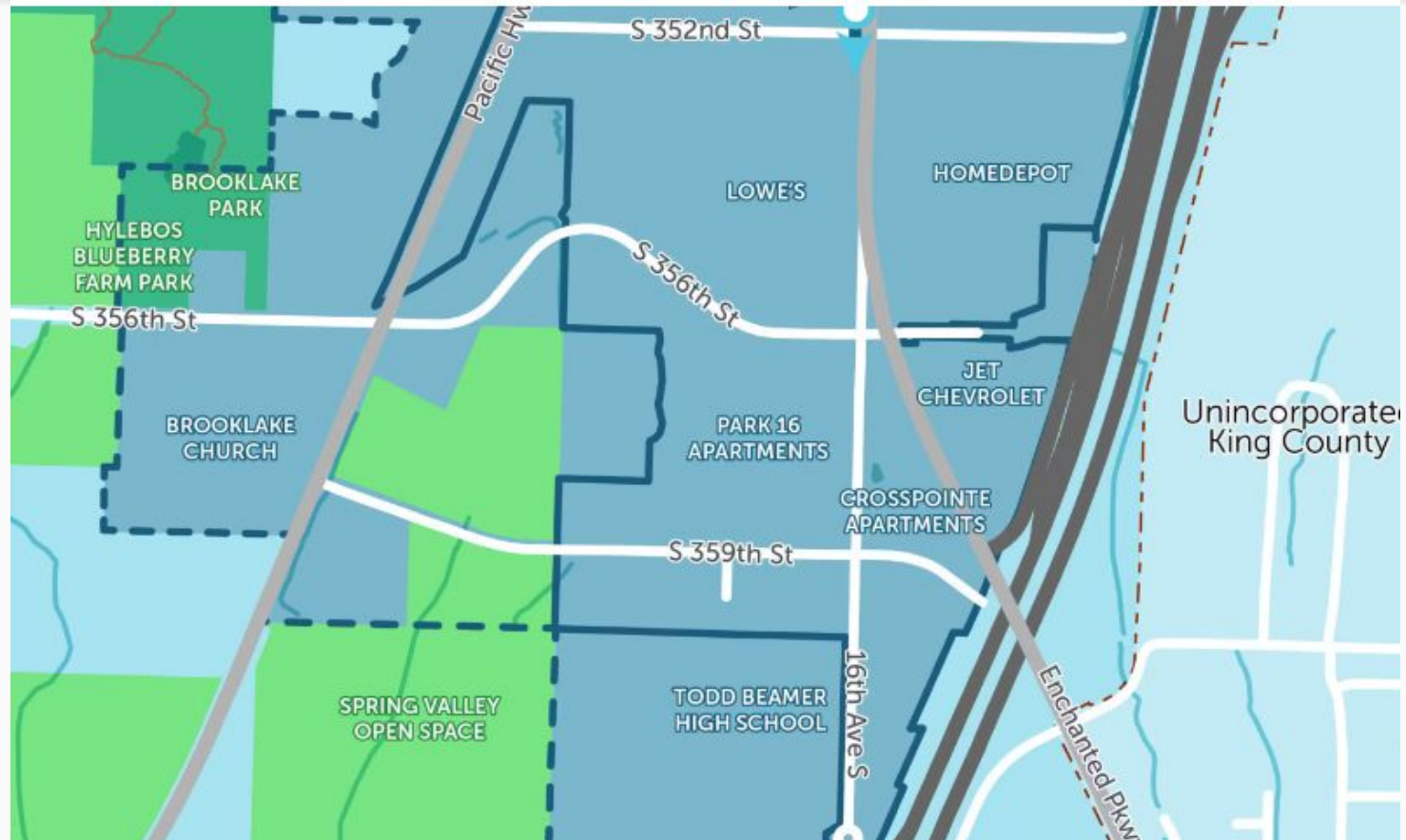
Other partners or  
ideas?

# 6. Recap and Next steps

# Schedule

<b>LATE FEBRUARY</b>	Complete plan draft, incorporating steering committee feedback
<b>THURSDAY, FEB. 29</b>	Share key elements of the the plan at Comp Plan open house
<b>EARLY MARCH</b>	Finalize plan, incorporating public feedback
<b>APRIL</b>	Address any final comments
<b>NOVEMBER</b>	Comp Plan adoption

# South Station Subarea



# APPENDIX E

## **Partner Agency Interviews**



## WSW KING COUNTY TRAILS PLAN STAKEHOLDER INTERVIEW NOTES

*The following conversations took place with representatives from jurisdictions around Federal Way. The meetings were informal, free-flow conversations to gain perspective about potential trail connections that could be made in Southwest King County. All potential routes were gathered and mapped onto a scratch [Google Map](#).*

### Conversation #1: Algona/Pacific

**Feb 14, 2023**

Algona	Russ Avery, Director of Public Works	RussA@AlgonaWA.gov
Pacific	Mark Newman, Community Development Director	mnewman@ci.pacific.wa.us

*Curious to know if you have any plans to go westward, or anything else we should know about as we think about SW King County as a regional connector to transit.*

- City of Pacific doesn't have anything planned at this time. Good to know people from FW can connect through Auburn and come down Interurban Trail.
- Algona doesn't have anything planned either. Small wetland project.

*Anything from your neighboring jurisdictions that are relevant? Any other development in the area that might be relevant to us? In terms of transportation, transit trails, anything?*

- Where White River is, City of Sumner will be building a new bridge, not sure if there will be bike lanes on it. But finished in 2025.
- <https://connects.sumnerwa.gov/stewart-road-bridge>

*Connections to future light rail, are there any conversations from community groups or residents?*

- Haven't really heard anything about it.

### Conversation #2: Edgewood/Milton

**Feb 15, 2023**

Edgewood	Jeremy Metzler, Public Works Director	jeremy@cityofedgewood.org
Milton	Angie Stahlnecker, Planning Manager	astahlnecker@cityofmilton.net

*Anything missing from this map?*

- Milton is doing Interurban section in middle, still dashed
- No designated bike lanes but been talking about it. Edgewood's nonmotorized plan looking at which corridor.
- Interurban Trail goes through Milton

- Interurban gap between existing trails and Jovita Blvd canyon – segment under Jovita should be solid line on map, not dashed, under the “L” from Military Blvd.
- Meridian Ave E Corridor Study (SR 161) – might find something there that’s worth adding
- Angelie is working with public works director to see if they can get request for proposals for under missing link to connect with Edgewood.
- Edgewood is updating PROS plan last year:  
<https://storymaps.arcgis.com/stories/c3e71e17aa03495b8340bf34f407c7b9>

*Considerations around transit and connection to future light rail extension?*

- Interurban Trail will take you into Fife, and in Fife they’re working on plans for trails.
- Connecting with Forever Green Trails. A Pierce County trails organization that helped Edgewood with funding for Interurban and Tacoma-Puyallup south of Federal Way.
- Link from Pierce County shows context from biking community.

*Anything else to be aware of or have in our minds? From political side of things, of what residents want?*

- Milton – two council people ride their bikes to the council meetings. Disappointed 5<sup>th</sup> Ave doesn’t have the width. It’ll have wide shoulders, but not wide enough to do full bike lane. 5<sup>th</sup> Ave would’ve been the nicest connection to Federal Way.
- Edgewood – lack of blue lines along Pacific Highway. 28<sup>th</sup> and Weyerhaeuser Way as a sidestep. Prioritize that connectivity.

*Angelie subsequently emailed a link to Milton’s 2015 bicycle network plan: Map-T6---Planned-Bicycle-Network-Revised-2015 (cityofmilton.net)*

*Jeremy suggested looking at Edgewood’s Bid for the Design of the Interurban Trail Phase III – Jovita Canyon, and at the Meridian Ave E Corridor Study for more ideas of connections*

## Conversation #3: King County/Pierce County/WSDOT

### Feb 16, 2023

King County	Peter Dane, interim Regional Trails Coordinator	<a href="mailto:pdane@kingcounty.gov">pdane@kingcounty.gov</a>
Pierce County	Brianne Blackburn, Trails Coordinator	<a href="mailto:brianne.blackburn@piercecountywa.gov">brianne.blackburn@piercecountywa.gov</a>
WSDOT	April Delchamps, Planning Manager	<a href="mailto:delchaa@wsdot.wa.gov">delchaa@wsdot.wa.gov</a>
WSDOT	Kenneth Loen, Active Transportation Lead	<a href="mailto:loenk@wsdot.wa.gov">loenk@wsdot.wa.gov</a>
WSDOT	Zachary Howard, Principal Multimodal Planner	<a href="mailto:howardz@wsdot.wa.gov">howardz@wsdot.wa.gov</a>

*You can share with us, local knowledge, ideas for connections. If you have thoughts...*

Brianne (Pierce County) – acknowledge couple of connections. Full disclosure, not a lot of unincorporated Pierce County, so not a lot within our sphere. Couple of opportunities.

- 1) Hylebos Trail. Connects thru BPA Trail.
- 2) Tacoma to Puyallup. That’s where most of our efforts and support for jurisdictions are happening

April (WSDOT) – just shared [recommendation for State Route 167](#). Couple of trail improvements brown lines. Fife, Milton Sumner extensions. Also doing complete streets projects, as we do improvements on state routes, we make it good for bike/ped. Facilities that meet LTS2 look like a trail, really wide and comfortable. One on SR 161, towards Edgewood. Help with transit, climbing lane. Additionally East-West Valley Highway. This one connects to Federal Way. Eventually we'll get to other state routes in Federal Way. Think about state routes as connectors because they'll get complete streets treatments for bike/ped.

Kenneth (WSDOT) – state is under new legislation to evaluate complete streets on state routes. Applies to WSDOT projects. Under mandate to explore comp streets to get LTS 2. State Route SR 509, gray line perimeter run around Federal Way. Fish passage projects will be forward compatible with future complete streets work. There might be an opportunity on SR 509 to help make trail connections. SR 509, 99, 161.

April (WSDOT) – working location by location for what makes sense, context sensitive. South King County and north Pierce County have freight components.

Kenneth (WSDOT) – our work is project-driven. When it comes to upgrades to state route. When we look at complete streets work, evaluating what we can do on state route, but also what the greater interest is in overall network. There's symbiosis here for what network might look like and what WSDOT might be incorporating complete streets on state routes that would support that network.

Peter (King County) – regional trails needs report, long range vision for county participating trails. County actively participating in Milton-Edgewood connection with pass-thru dollars. Rehabilitation on Interurban Trail starting in Pacific. County works on 6-year levy cycles. Some projects are directly called out and identified. Also grant opportunities for local jurisdictions. Looked back thru historical docs, at one point there was a connection between BPA to SR-18 proposed trail. Gone away over time.

Zachary (WSDOT) – curious about public outreach to King County.

Peter (King County) – yes we run public engagement for this map. We'll have a public draft of this available later this year for participation and engagement.

Zachary (WSDOT) – opportunities and challenges with implementing complete streets and talking about their needs. If there is opportunity for us to collab or work together in addressing needs of public. That's something we'll keep in mind (speaking to king county)

Brianne (Pierce County) – Pierce County also updating trails plan separately from comp plan. Will be kicking off engagement with jurisdictions in the next year. It'll be interesting to integrate what comes out of this study with cross-county connections. Good to stay connected and see where we can integrate priorities.

## Conversation #4: Auburn

**Feb 17, 2023**

Auburn	Cecile Malik, Sr Transportation Manager	<a href="mailto:cmalik@auburnwa.gov">cmalik@auburnwa.gov</a>
Auburn	Daryl Faber, Parks, Arts, and Recreation Director	<a href="mailto:dfaber@auburnwa.gov">dfaber@auburnwa.gov</a>

Cecile – for non-motorized plan, looking at incorporating multimodal level of service approach. Identifying connections with comfortable bike facilities. Challenges is two-way roads, and SR 167 to go across. Need bridges, but it's complicated. Main St connects to Interurban Trail, west of that it's a challenge to connect to Federal Way. 15<sup>th</sup> is another option north of main street.

Daryl – the BPA easement is really steep. Might need a gondola. Between Peasley Canyon and BPA hill is a tough stretch

*Does parks have plans to add additional trails anywhere?*

Daryl – nothing really. Parks plan 10-15 years ago showed a dream on BPA lines. Would love to see a connection on 15<sup>th</sup>. It's tough though.

*Do you have thoughts about 37<sup>th</sup>?*

Cecile – looking at it but it's challenging. It's quite busy, has a lot of trucks that go on it. Not very wide, definitely hard to remove lanes to add bike facilities. But as soon as you get across, past West Valley Hwy, lots of trucks crossing this intersection. west of West Valley Hwy, it's really steep, there's a drop off on one side, cliff on the other side that you'd need to cut into and build retaining walls. There's a connection on 277<sup>th</sup>. Separated trail. But west of SR 167 it stops. This would be more realistic for east-west connection. 15<sup>th</sup> has three bridges, crossing rail, crossing SR 167. And then there's a hill on the other side of it west of SR 167. There are opportunities to work on federal projects. Reconnecting Communities Grant, or trail that follows BPA easement.

Daryl – can see easement line. The other interurban has more hope for east-west connections in Pacific, Lakeland.

*Are there annexation plans for South Lakeland, or do you think it will remain unincorporated?*

Cecile – not aware of any plan to annex

Daryl – after last annexation, there was energy behind annexing. But it's a money-loser for cities.

*What is the conversation like around connections to future light rail?*

Cecile – had meeting with King County Metro. they wanted to work on connecting to light rail, but they were not planning any new service hours or new fixed route service. They were considering flexible service, but not sure when or where. There are opportunities they are not exploring. Focus on connecting to station in Federal Way Center, but there is no conversation about connection to Star Lake. Opportunity for east-west connection to Star Lake. 277 west, then takes you to station. But zero talk on looking at that. I think they're looking at beefing up service between Auburn Station and Federal Way Station. Route 181 which may be a future Rapid Ride. Sound Transit route 578(?) that is express service between Auburn Station and Federal Way Transit Station. Don't know what that kind look at. First and last mile connection with flex service would be great, but don't know what they're planning.

Cecile – connection between east-west, there are old county roads, the level of investment needed to make them accommodate non-motorized travel is significant. Especially when you have to go across I-5. Lots of stuff to cross and lots of hills.

## **Conversation #5: Port of Seattle/WSDOT**

**Feb 21, 2023**

WSDOT	Duffy McColloch, Local Agency/Developer Services Engineer	McCollID@wsdot.wa.gov
Port of Seattle	Adrian Down, Environmental Project Manager	Down.A@portseattle.org
Port of Seattle	David Tomporowski, Transportation Access Program Manager	Tomporowski.D@portseattle.org

Adrian (POS) – geography showing where employees live at zip code level. Federal way shows up on our analysis of where our employees are coming from. SeaTac, Kent, Des Moines, Federal Way. Tenant employees in addition to port employees. Interested in north-south connection to SeaTac. Connectivity with Interurban Trail is great for getting into our facility. Challenges from Interurban into airport is reliance

on Link-to-Sound trail, but it doesn't exist yet. Google suggests SR 516. Des Moines Creek Park Trail goes into south airport, but not connected to rest of network. It would be a great outcome if there was n-s connectivity, piggy backing on Des Moines Creek Trail to get into south part of the airport.

Adrian (POS) – Pierce County Regional Council (PCRC) was funded for trail, what were they awarded for?

Kristen – Planned 16<sup>th</sup> Ave Trail

Adrian (POS) – how do you prioritize different facility types?

Kristen – we're tasked with creating a trail network. We'll be looking at what kind of facilities can provide family-friendly, all ages abilities experience. Wide sidewalks and protected bike lanes.

Adrian (POS) – portions of Lake-to-Sound trail that are on-road trail, but they are really unprotected on-street bike lanes with high-level of traffic stress. Good to hear you're considering all-ages all-abilities. Question about east-west, highways a barrier, topography a barrier. The few connection routes can create conflicts with freight. Keep freight in mind, if there's any way port can be helpful with facilitating conversation with freight, let us know. If we can support in creating routes that improve active transportation access and reduce conflicts with freight.

Adrian (POS) – light rail to airport from south beats driving, it's phenomenal. So making it easy for employees to connect into light rail and securely store bikes or walk to station and get on train. Port has vested interest in integrating light rail stations into active transportation network. Another thing I harp on is time-of-day, routes that remain safe, attractive during all hours. We have employees getting to work when its pitch black.

David (POS) – my knowledge is limited on infrastructure in Federal Way. What I try to explain to fellow planners at SeaTac is framing active trans to airport, SeaTac is unique because it's so small and the terminal butts up against dense urban development. You can literally walk up to the terminal. In other airports the terminal is surrounded by highways, flyovers. Terminal facilities are on the edge of campus so it's an opportunity to connect the airport to active transportation network.

Adrian (POS) – connection to Des Moines boundary. SeaTac can build from the north. We have relationships with Des Moines and communities that border the airport.

Duffy (WSDOT) – when you get to the point when you're getting down and dirty in design, I'll be point of contact. I'm lead review contact. I'm the sole point of contact for design and engineering.

*One of the things we've heard is to look at state routes because there is a mandate to incorporate complete street treatment on them. Do you have a suggestion for a particular state route over another?*

Adrian (POS) – SR 99 or International Blvd, we've had convos with WSDOT and don't anticipate changes there. SR 509 is a major freight route, so don't anticipate opportunities. SR 516 but I think to some degree utilization might change with completion of SR 509 project I the future. SR 516 might have possibility if freight utilization changes, but doesn't provide n-s connect

David (POS) – SR 99/Int'l Blvd, as Adrian said, it would be challenging to add bike facilities because of space constraints and cities might not like it.

Duffy (WSDOT) – managed access in city limits, we don't do our own projects, would ask other to do it. We would like someone to come in and say put some sort of bike lane on entire SR 99 from Federal Way to SeaTac. Will ask for external developers, wouldn't be an overarching singular piece of trail.

Adrian (POS) – do the flattest, most direct route.

## Conversation #6: Des Moines/Kent

**Feb 21, 2023**

Des Moines	Tommy Owen, City Engineer	towen@desmoineswa.gov
Des Moines	Khai Le, Civil Engineer	kle@desmoineswa.gov
Kent	Kaelene Nobis, Sr Long Range Planner	KNobis@kentwa.gov
Kent	Terry Jungman, Park Planning and Development Manager (Chair of Leafline Coalition)	

TJungman@kentwa.gov

*Anything we should know about that we can potentially connect to in your jurisdiction.*

Tommy (Des Moines) – our trails on north end. Des Moines Creek Trail connects into trail system that SeaTac has. We have some other trails that connect into Des Moines Creek Trail. More trails will be expanded at business park at 216<sup>th</sup>. At south end of 216<sup>th</sup>, in the future there'll be a trail in the wooded area from 216<sup>th</sup> down south, former SR 509 right of way. There's a wooded trail there now. Phase ii project will be an agreement to improvements to that. It will continue along Kent-Des Moines yet, but it continues along 16<sup>th</sup> further to the south

Khai (Des Moines) – trail going south connect to Des Moines elementary school it stops at 16<sup>th</sup>/240<sup>th</sup>. The future plan we have is that it will turn east on 240<sup>th</sup> and continue along 240<sup>th</sup> all the way to highline college. Will have a Sound Transit light rail station in the open area just north of 240<sup>th</sup> and Pac Hwy. Trail on 240<sup>th</sup> will provide connectivity to light rail. North at 200<sup>th</sup>/16<sup>th</sup>, there's a connection between 216<sup>th</sup> trail and Des Moines Creek Trail. You can follow that trail from city of SeaTac light rail station, then Des Moines Creek Trail, then continue on Barnes Creek Trail, then stop at KDM right now. We'll be able to connect gap and provide continuous connectivity to future light rail by highline college.

Terry (Kent) – once you get to KDM station, where do you go? Not a lot of options. What we've put in our long range plan and is in Leafline current map, Sound Transit to go under light rail guideway. If there's enough city who wants this, if we can get guideway and right of way dedicated for trail, it would help complete. From Kent-Des Moines station, use space underneath elevated guideway of light rail for trails.

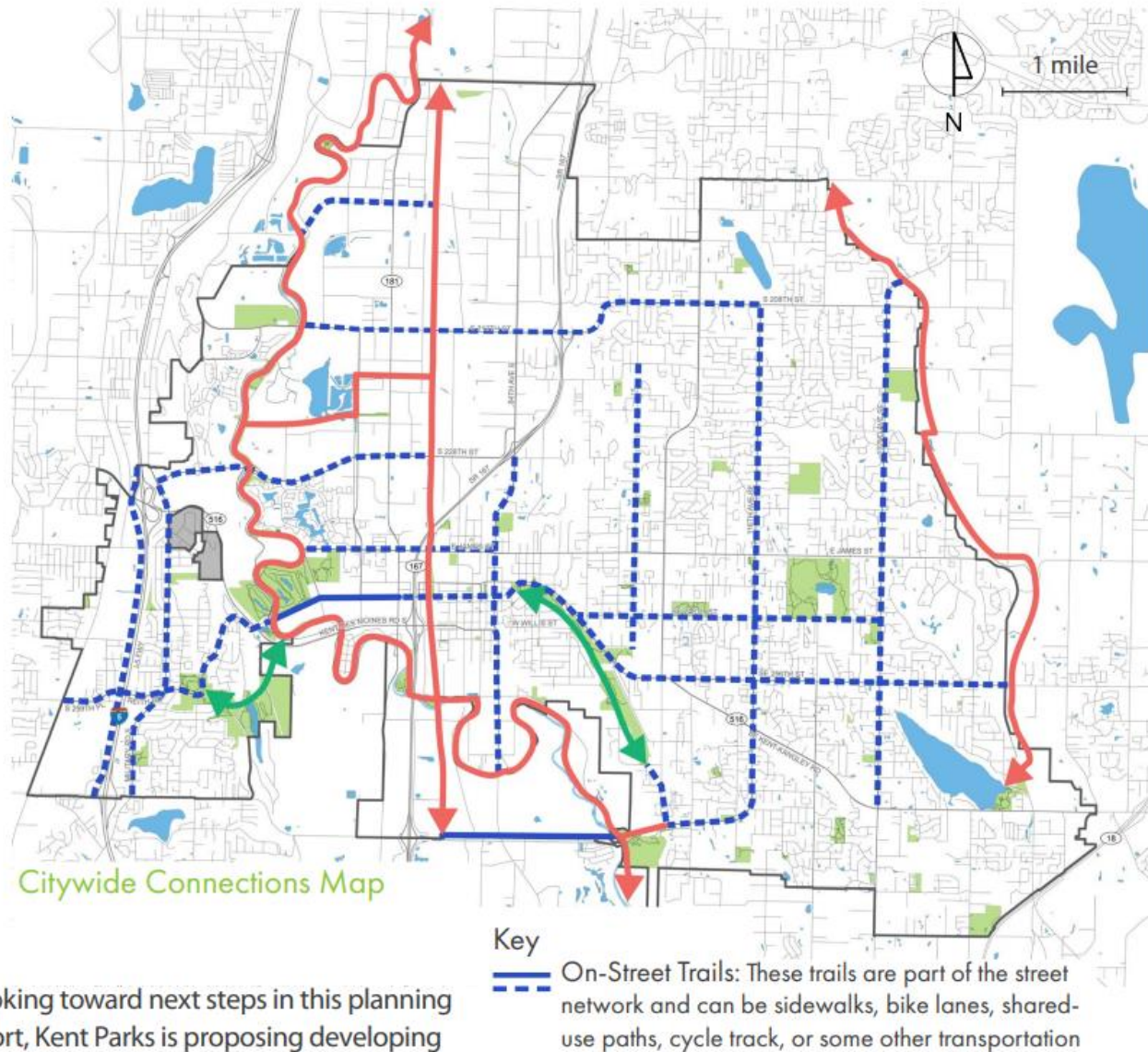
Khai (Des Moines) – is the land Sound Transit property?

Terry (Kent)– depending on where it is, it'll flip flop between Sound Transit owned property or easements on private property. But they'd have the rights under the guideway. And there should be some maintenance space. We know what happens to underused space if don't create a positive space

Terry (Kent) – what documents are you using for city of Kent?

Terry (Kent) - I recommend reading our just completed PROS plan, don't read the whole thing. Space at tail end of it. Page 71, citywide connections. A map that lays out where we have exiting trails and where we have exiting row that can be modified for trails. Identified corridors. Dashed blue lines on West Hill.





Looking toward next steps in this planning effort, Kent Parks is proposing developing

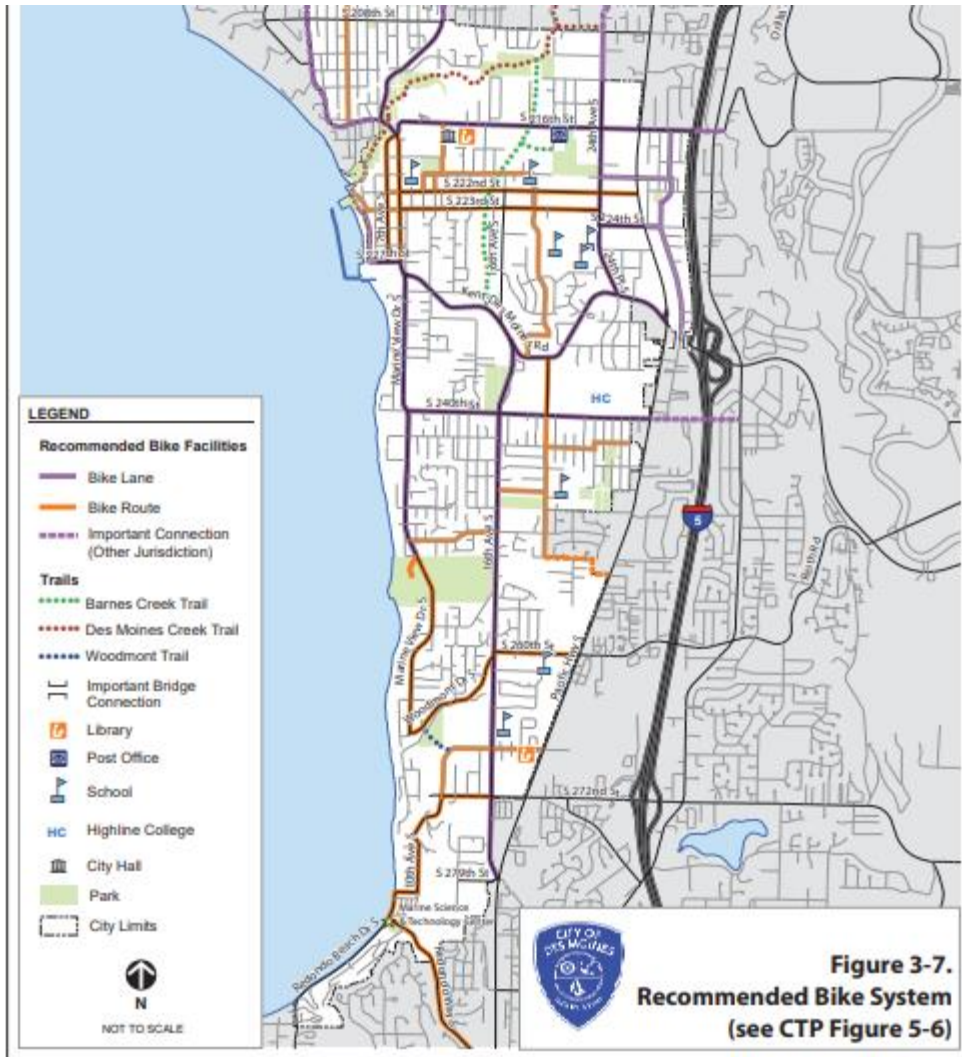
Terry (Kent) – make sure there is conversations going on with Edgewood. Algona’s real stake is Interurban. Their govt size isn’t big enough to do more trail planning. The other thing I was going to mention is that getting up the west hill is really challenging. Edgewood has problems, they have Jovita. But it has hilly and carries stormwater. Need to think about how to get up the west hill. One of the things I recommend looking at is, decommissioned King County roads. There was a landslide that closed some roadway in unincorporated King County. Can get from West Valley Highway to Edgewood via these closed roads today. I’ll find and screenshare. 300 W Valley Way S union marine pacific headquarters. 55<sup>th</sup> PI S. 58<sup>th</sup> PI S.

Terry (Kent) – will this study look at places that are not federal way adjacent like auburn?

Khai (Des Moines) – Tommy do you have information?

Tommy (Des Moines) – Des Moines Comp Plan would have info of our trail system in there as well as our CIP will show. Transportation plan too. Transport plan is bit outdated, so wouldn’t show newer improvements





Khai (Des Moines) – we have concept rendering for Barnes Creek Trail.

## Conversation #7: Tacoma/Port of Tacoma/Fife

Feb 28, 2023

Fife	Chris Larson, Interim Community Development Dir	clarson@cityoffife.org
Tacoma	Liz Kaster, Active Transportation Coordinator	LKaster@cityoftacoma.org
Tacoma	Shanta Frantz, Principal Planner	sfrantz@cityoftacoma.org
Port of Tacoma	Mathew Mauer, Government Affairs Manager	mmauer@portoftacoma.com

Chris (Fife) – Lloyds Gravel Pit is doing enormous redevelopment. Might be too late to make them do some type of trail. There's a lack between Federal Way and Fife/Milton/Edgewood. Are you familiar with WSDOT and their SR 167 Tacoma-to-Puyallup Regional Trail. Phase 1A of WSDOT's SR 167 Gateway Project, created new Interurban Trailhead. SE of Fife curve where finger splits off. 70<sup>th</sup>/20<sup>th</sup>. That finger connects to Milton's Interurban. Head north and west, it connects to Tacoma. East to mt rainier. This is enormous change for trail placemaking. Fife has trailhead that can get you to Seattle, Tacoma, Mt Rainier. There's

four segments, two constructed by WSDOT as part of SR 167 project, one segment constructed by Fife along Pacific Highway, then once you're over the river in City of Tacoma, there's the Tacoma segment. All four member jurisdictions have agreed to alignment, question at hand is about finding money to build it right the first time. E.g. pedestrian lighting needs to be built. I don't know best way to connect this to federal way. Easy answer is Sound Transit, they have a guideway from Federal Way to Fife. Still designing what route could look like. May be opportunity for Federal Way to consider what it looks like leaving Federal Way to put trail underneath guideway.

*Do you know anything about the proposed Leafline trail in NE Tacoma?*

Chris (Fife) – That connection will never happen. That's people making lines on a map and not realizing what they're dealing with. We're going through steep slopes, cultural resources, property rights go fairly down into canyon. People live on 12<sup>th</sup>-18<sup>th</sup> NE, you're never going to get a piece of land from people who live there.

Mathew (Port of Tacoma) – it won't happen.

Chris (Fife) – I thought there was a utility line easement along Federal Way/Tacoma border. This is better to get back to Pac Hwy than going through people's land.

Liz (Tacoma) – Tacoma been a partner in Tacoma-to-Puyallup Trial. In Northeast Tacoma, we're updating our Transportation Master Plan as part of our Comp Plan. The green color [on the [City of Tacoma Bikeways Map](#)] is very aspirational to build looking at all the different properties. We'll be looking at on-street connections. Blue – bike lane looking at protected facilities. There will be a connection 528.

Matthew (Port of Tacoma) - for Marine Drive, is that reduction in lane, or adding property?

Liz (Tacoma) – haven't looked at what that design would be. Goal is to say painted is not going to cut it.

Mathew (Port of Tacoma) – from port's perspective, it's imperative to make sure whatever we do, where freight and bikes meet that we do it the right way. Topography will be rough to get everyone down. We're not a perspective from no, no, no - it just needs to be done right.

*Do you know of a state route that has less freight?*

Mathew (Port of Tacoma) – if it can be connected to Puyallup WSDOT trail on SR 509. If we can connect to something that's already been looked into by port. Especially when SR 167 comes in, there will be a shift of where freight comes in and out of port. Since we'll have an established trail along SR 509 and SR 167 if we can connect to that, it would make most sense. When light rail does eventually come down here. Trucks will be taken off Pacific Highway. Connect into Fife trailhead would be ideal. NE Tacoma, those potential trails, the logistical nightmare with topography and land ownership.

Chris (Fife) – I echo what Mathew was saying. More connections than just NE Tacoma/Fife Heights area. Focus on Pac Hwy corridor, Meridian corridor, I-5 corridor. May be easier to get pedestrian connections without conflicts associated with stuff that comes through Fife to get to port. Maybe there's an easier route if it's not so close to port.

Chris (Fife) - One other thing I need to mention, City of Fife is entirely located on Puyallup's reservation. We're duty-bound to coordinate with them on land-use. Puyallup Tribe should be part of the conversation if we're talking about trail connections down here.

Matthew (Port of Tacoma) - Andrew Strobel would be good to talk to. [andrew.strobel@puyalluptribe-nsn.gov](mailto:andrew.strobel@puyalluptribe-nsn.gov)

Liz (Tacoma) – Puyallup Tribe has been major contributor to the trail process. They've done a lot of trail work at Sumner link. I can send map through email, it came from Pierce County trails plan.

Chris (Fife) – city of fife updated pros plan last year.

Liz (Tacoma) – as we update our transport master plan, we’re open to feedback. Don’t take what’s in our plan as set in stone. Please share any findings.

## Conversation #8: Puyallup Tribe

March 10<sup>th</sup>, 2023

Puyallup Tribe Andrew Strobel, Director of Planning and Land Use [andrew.strobel@puyalluptribe-nsn.gov](mailto:andrew.strobel@puyalluptribe-nsn.gov)

*Wanted to hear if you had thoughts, ideas, or things we should know as we start to flesh out our plan?*

Andrew – I felt having connection to Interurban, I would expect it would become more prominent after completion of 167 Tacoma-to-Tahoma Trail. Good to see that you guys are considering connection to Hylebos Trail. Coordination with Tacoma and Fife. Federal Way abuts that small area, to the right of Fife Heights is where Puyallup Tribe passes through, so having connectivity to reservation is something we’re trying to promote through having a well-connected multi-modal network. We have some tribal housing by NE Tacoma where there could be opportunity for users. I guess I don’t have very specific comments, given that it’s technically off-reservation. But appreciate any specific questions of me as far as what we’re doing.

Jason – I have one question, pertinent to Sound Transit. They’re potentially having to look at realignment because they’ve discovered some sacred land in their pathway, and now they have to change it. We don’t want to have that situation. Is there anything you were aware of? Or if you are in favor of other connections; e.g. properties you would want to have connections to?

Andrew – This is our GIS system, the tribe’s reservation. There is a little nook that passes through King County. Sound Transit’s preferred alternative passes through this property (St. George property). It used to be historic Indian boarding school location. One of the reasons we’re reevaluating a 99 alignment, is that we felt it was difficult even with design considerations, that we were going to find an appropriate design that could deal with or avoid potential burials in this area. Most burials have been repatriated to appropriate cemeteries. But there are historical burials, from more recent times, that we’ve recovered from here. There are burials along WSDOT’s right-of-way, and if you’re putting pilings here, there is potential to hit burials. This is why we’re looking at 99 alignments. I’ve talked to EJ, public works director, about this.

Andrew – But to the larger point... {screensharing their GIS portal, not public} The blue properties are held in trust for tribal members. Yellow held in trust by tribe. Red held by tribe in fee. Most potential for connection is densest housing in NE Tacoma is our housing project near 63<sup>rd</sup> Ave NE and 21<sup>st</sup> St NE. There are lots of multi-family homes in the area. It takes time to get from here, up 64<sup>th</sup> Ave NE, to connect to transit and services.

*We heard from officials in Fife and Tacoma that there would be challenges for a trail along Hylebos Creek, through Fife Heights. Do you have any thoughts about this alignment?*

Andrew - Anything around body of water has potential to hit cultural sites and burial remains. Something to consider is potentially reaching out to our historic preservation dept to identify potential high-likelihood areas and village sites to make sure there are no fatal flaws. Includes DAP to a certain extent too. DAP doesn’t always put everything on their database. So we have two folks: tribal historical preservation officer, assistant tribal historical preservation officer who can weigh in on different parts of Hylebos Creek. On the Fife side of Hylebos, there are very high-likelihood areas associated with the creek and I can only

expect that more upstream the same would hold true as well. Close to where Gateway 167 is connecting to 509 there is lot of work being done. As part of this, the tribe is getting a hefty land settlement. It will include parts of Hylebos they're requiring for wetland mitigation. We'll largely own a lot of the land once land transfer occurs around Interurban Trail. And they're doing a lot of active mitigation, and fisheries mitigation work to turn these old farm fields into very fish-supportive type of environmental area that will continue to connect into Hylebos and support restoration efforts that are also going on in Federal Way in Hylebos wetlands.

Andrew - We've worked well with trail projects to identify fatal flaws. The other part is making sure that if there are any treatments over creek crossings, to work with our fishers department to understand the culvert or support structure, or what might be the best structure to cross a stream that would be supportive of fish and won't need a lot of maintenance down the road. Tribe supportive of box culverts and things like that depending on what situation is. I would also say about Hylebos wetlands, there is romantic idea that when you have a wetland site or mitigation site, they really want to champion that it can also serve as public recreation area. I would say there are sensitivities around this. What we're finding is that when you create trail networks they become attractive for public use, be it kayakers, recreators, or people engaging in encampment activity, it becomes a nuisance and they end up degrading the ability for mitigation to thrive. People treat it like a park when it's really an environmental focus. A lot of Hylebos wetland area is a series of mitigation sites, don't turn it into an open space, park-like, free-for-all where you can go anywhere in the wetland. We want to continue the function of mitigation sites, and we're having trouble in Tacoma of protecting critical areas from a lot of undesired activity.

Andrew - Brings into question, what are treatment areas around trails. For function of safety, people will want a lot of lighting around fish spawning areas. But we're sensitive about how light affects fish's spawning habitat. So those are things to be cognizant of, for certain treatments.

Andrew – There are two big things: a) cultural resources, and b) fisheries, water quality issues into larger systems. Trying to analyze how multimodal projects might affect promotion of tire dust, which has been found to be a fish killer. The entire industry is being looked at. Stormwater network, where it decides to discharge or be treated, is something we should be cognizant.

Kristen – our project is to develop a plan of trails. Then we'll do a concept design for a couple of corridors, so city can use those to pursue grants. So, this detail is way down the line, but important for developing system recommendations.

Andrew – Something for folks to be cognizant of regarding the cultural resources part is for the network to avoid important historical sites. And regarding the fisheries part, we'll defend treaty right, that it's being considered at highest level as far as discharge and crossings.

Andrew – Another thing to be cognizant of. We're developing our comprehensive plan now as a Tribe. We have extended area which includes segments of Federal Way. We're being cognizant of transportation network. This is helpful for our plan. We work with neighboring jurisdictions on tribal transportation improvement inventory. What that does is, the tribe gets certain amount of money from federal government to support road and trail infrastructure. They become informally designated as federal facilities, which opens cities to different streams of funding mechanisms when they're federally eligible projects. Something we can talk about eventually. There's a two-fold benefit, federal money. And for example Oso mudslide, the facilities become federal facilities when damaged in a natural disaster, rather than going through FEMA to replace them, they go through a different federal program called ERFO (Emergency Relief for Federally Owned Roads), which means you don't have to put any money up to repair. Because they're federal facilities, they will pay for repair.

# APPENDIX F

## **Detailed Project List**



Corridor ID	Potential Corridors	Starting	Ending	Length Approx. (mi)	Speed (mph)	Transit Route	School	Sensitive Areas	Functional Class	Typ. ROW width Approx. (ft)	Paved width approx. (ft)	Volumes ADT	Total Ped/Bike Crashes	Fatalities	Serious Injury	Minor Injury	Possible Injury	Crash Rate (Crashes per Mile)	Existing Cross-Section	Proposed Cross-Section (Toole)	Alternative Cross-Section (Toole)	Potential Feasibility Concerns/Challenges	Transpo Notes
1A	SW 356th St	Norpoint Way/29th St NE	21st Ave SW	0.28	30	1 Stops N 1 Stops S	No	None Known	Principal Arterial	100	54	-	4	0	1	1	2	14.1	4 lanes with BLs + CTL, sidewalks on both sides	Widen one sidewalk to 10 ft	Reduce lane widths to create 8 ft PBLs: 11 travel lanes + extra in CTL (14 ft?)	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts  <b>Alternative:</b> - No ADT info to support or discourage road diet - Would need to eliminate lanes to construct	- Numerous driveways - Sidewalk is already 10ft on some sections - Relatively high amount of pedestrian crashes - No crosswalk markings on minor intersections or at Norpoint Way NE intersection - No bike facilities on this stretch of road to connect to existing - Narrow sections of SW are buffered and widening may be a marginal improvement - Wider sidewalks may improve access to transit stops - Cyclists are very exposed on this section of road in current conditions
1B	SW 356th St	21st Ave SW	1st Ave SW	1.26	40	6 Stops N 5 Stops S	No	None Known	Minor Arterial	85	64	22,630	5	0	2	2	1	4.0	4 lanes with BLs + CTL, sidewalks on both sides	Widen one sidewalk to 10 ft	Reduce lane widths to create 8 ft PBLs: 11 travel lanes + extra in CTL (14 ft?)	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Existing fence in some locations - Potential right of way impacts  <b>Alternative:</b> - Possibly able to narrow lanes to construct protected bike lanes, but need field measurements to confirm - Relatively high ADT if lanes need to be eliminated to implement road diet	- Numerous driveways - Existing conventional bike lanes - No crosswalk markings on most minor intersections - Wider sidewalks may improve access to transit stops - No marked ped crossings across SW 356th St for long stretches - Midblock Crossings have ADA ramps but no markings or signs - Improvements would be benefit to BPA Trail Connection
1C	SW 356th St	1st Ave SW	Pacific Highway	0.59	35	No	Yes	Stream 2S (.25mi W of Pacific Hwy)	Minor Arterial	80	30	24,360	2	0	0	2	0	3.4	2 lanes w/ wide shoulder	11 lanes, 10 ft SUP on one side		- Potential utility poles on north side - Potential grade challenges and heavy vegetation - Potential stream crossing w/ salmon may be present - Potential right of way impacts	- No existing sidewalks - No existing bike facilities - Consider midblock crossing @ Hylebos Blueberry Farm Park?
1D	SW 356th St	Pacific Highway	Link LR (I-5)	0.57	35	No	No	Stream 2S (E of Pacific Hwy)	Minor Arterial	100	65	14,823	1	0	1	0	0	1.8	4 lanes with BLs + CTL, sidewalks on both sides	Separated bike lanes?		- Potential stream crossing w/ salmon may be present - Potential retaining wall impacts on north side - Potential grading challenges - Potential street tree impacts - Potential right of way impacts	- Frontage appears new in several locations - Existing bike lanes exist - Existing buffered sidewalks exist
2	Julia's Gulch Connection												2	0	1	0	1					- Potential grading challenges - Potential right of way impacts	
3	SW Campus Drive	26th Pl SW	9th Ave S	2.46	35	8 Stops N 8 Stops S	Yes	Erosion Hazard (9th Ave SW) Stream 3 (E of 6th Ave SW) Stream 2S (By 11th Ave S)	Principal Arterial	90	53	24,486	12	0	1	5	6	4.9	4 lanes, CTL, sidewalks	Widen one sidewalk to 10 ft	Reduce lane widths to create 8 ft PBLs: 11 ft lanes. Improve roadway and driveway crossings	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential stream crossing w/ salmon may be present - Potential right of way impacts  <b>Alternative:</b> - Possibly able to narrow lanes to construct protected bike lanes, but need field measurements to confirm - Relatively high ADT if lanes need to be eliminated to implement road diet	- Existing sidewalk is 10ft in some sections - Existing sidewalks are buffered - No existing bike facilities - Potential for improved BPA Trail crossing of SW Campus Dr?
4A	S 336th St	1st Way S	Pacific Highway	0.72	35	3 Stops N 2 Stops S	No	Stream U (13th Pl S)	Major Collector	90	50-64	21,650	5	0	1	3	1	6.9	4 lanes, CTL, sidewalks	New sidepath	4-5 buffer with 10 ft path	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc.  <b>Alternative:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Existing buffered sidewalk - No existing bike facilities - No crosswalk markings on most minor intersections - 1st Way currently has sharrows; opportunity for sidewalk connection to the BPA Trail?
4B	S 336th St	Pacific Highway	Weyerhaeuser Way	0.83	35	2 Stops N 2 Stops S	No	Stream U (18th Ave S) Stream 2S (W of I5)	Major Collector	75	42	20,607	2	0	1	1	0	2.4	2 lanes + CTL, sidewalk intermittent	New sidepath	4-5 buffer with 10 ft path	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Existing I-5 overpass columns may limit abilities to construct adjacent facilities along S 336th St  <b>Alternative:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts - Existing I-5 overpass columns may limit abilities to construct adjacent facilities along S 336th St	- Existing buffered sidewalk up to I-5 - Incomplete bike facilities - Sparse development along corridor may facilitate improvements - I-5 overpass of S 336th St

Corridor ID	Potential Corridors	Starting	Ending	Length Approx. (mi)	Speed (mph)	Transit Route	School	Sensitive Areas	Functional Class	Typ. ROW width Approx. (ft)	Paved width approx. (ft)	Volumes ADT	Total Ped/Bike Crashes	Fatalities	Serious Injury	Minor Injury	Possible Injury	Crash Rate (Crashes per Mile)	Existing Cross-Section	Proposed Cross-Section (Toole)	Alternative Cross-Section (Toole)	Potential Feasibility Concerns/Challenges	Transpo Notes
5	28th Ave S/S 349th St	Douglas St	Weyerhaeuser Way	2.21	35	7 Stops E 7 Stops W	Yes	Wetland (Douglas St) Stream U (Douglas St) Erosion Hazard (S of S 360th St) Steep Slope Hazard (S of S 360th St) Stream U (S of S 360th St)	Major Collector	60	32	7,915	0	0	0	0	0	0.0	2 lanes with painted shoulders	Widen to create sidepath on north side, 10 ft wide with 4-5 buffer	Reduce lane widths to create 8 ft PBLs: 11 travel lanes (remove or reduce CTL)	<b>Proposed:</b> - Potential impacts to sensitive areas along 28th Ave S - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts  <b>Alternative:</b> - Existing road width may be inadequate in some sections to provide proposed cross section - Potential impacts to sensitive areas along 28th Ave S - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Sidewalks in some sections with a mix of existing frontage improvements and none at all - Generally low ADT - Improvements may connect with planned section of Interurban Trail - Sidepath could provide improvements for both bikes and peds
6A	Weyerhaeuser Way	S 349th St	S 344 Way	0.23	35	1 Stop W	No	None Known	Major Collector	60 -150	32	16,880	0	0	0	0	0	0.0	2 lanes, transitioning to 4 lanes	Shared use path?	Reduce lane widths to create 8 ft PBLs: 11 travel lanes max	<b>Proposed:</b> - Potential impacts to church property on west side - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts - Potential impacts to ditch on west side of road  <b>Alternative:</b> - Possibly able to narrow lanes to construct protected bike lanes, but need field measurements to confirm	- Existing interesting trail from 349th to 344th - Sidewalk east side - Existing bike lanes - Existing bus stop on west side has poor access - Consider sidepath?
6B	Weyerhaeuser Way	S 344 Way	Weyerhaeuser Rd	0.63	35	3 Stops E 2 Stops W	No	Wetland (S 344th Way, W of Corridor)	Minor Arterial	150-65	74	17,713	1	0	0	1	0	1.6	4 lanes + CTL, with sidewalk on one side, transitioning to 2 lanes	Shared use path?	Reduce lane widths to create 8 ft PBLs: 11 travel lanes max	<b>Proposed:</b> - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts - Potential wetland impacts (west side of road) - Widening overpass structure of SR 18 may be challenging if needed  <b>Alternative:</b> - Possibly able to narrow lanes to construct protected bike lanes, but need field measurements to confirm	- Existing overpass structure of SR 18 - Existing roundabout with narrow sidewalks
6C	Weyerhaeuser Way	Weyerhaeuser Rd	S 320th St	1.2	35	No	No	Stream 2S (S 336th Pl)	Major Collector	60	35	11,187	0	0	0	0	0	0.0	2 lanes with wide painted shoulders	Shared use path?	Reduce lane widths to create 8 ft PBLs: 11 travel lanes max	<b>Proposed:</b> - Likely impacts to trees - Potential impacts to utilities, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts  <b>Alternative:</b> - Possibly able to narrow lanes to construct protected bike lanes, but need field measurements to confirm - Existing road width may be inadequate in some sections to provide space for pedestrian facilities	- Existing roundabout @ S 336th St - North Lake is adjacent
7A	16th Ave S	S 264th Pl	S 272nd St	0.45	35	No	Yes	None Known	Minor Arterial	70	42	16,720	0	0	0	0	0	0.0	2 lanes + CTL w/ sidewalks and BLs on both sides	Shared use path		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Existing sidewalks - Existing bike lanes - Numerous driveways - Residential area - Adjacent school (Woodmonk) - Consider widening sidewalks instead of shared use path?
7B	16th Ave S	S 272nd St	S 279th St / Pacific Hwy S	0.42	35	No	No	None Known	Minor Arterial	60	35	10,895	0	0	0	0	0	0.0	2 lanes with wide painted shoulders	Shared use path		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Adjacent parking lots - No dedicated bike/ped facilities - Business (Cascade Concrete) on east side has parking directly to/from roadway - Driveways
7C	16th/15th Ave S	S 279th St	S 284th	0.34	15	No	No	Wetlands (>20ft W of Corridor ROW)	Local	50	26	-	0	0	0	0	0	0.0	Residential w/ street parking and sidewalks	Shared use path		- Potential wetlands located to the west of corridor - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts - Numerous steep driveways would need to be crossed	- Primarily a residential street with on street parking - Existing speed humps - Existing sidewalks and sharrow pavement markings - Shared use path may not be best application at this location

Corridor ID	Potential Corridors	Starting	Ending	Length Approx. (mi)	Speed (mph)	Transit Route	School	Sensitive Areas	Functional Class	Typ. ROW width Approx. (ft)	Paved width approx. (ft)	Volumes ADT	Total Ped/Bike Crashes	Fatalities	Serious Injury	Minor Injury	Possible Injury	Crash Rate (Crashes per Mile)	Existing Cross-Section	Proposed Cross-Section (Toole)	Alternative Cross-Section (Toole)	Potential Feasibility Concerns/Challenges	Transpo Notes
7D	16th Ave S	S 284th	S 288th	0.32	25	No	No	Erosion hazard (~40% of Corridor)	Local	35	22	-	0	0	0	0	0	0.0	2 lanes	Shared use path		- High potential for grading challenges - Potential erosion hazards - Potential impacts to utilities, trees, hydrants, signs, etc. - Potential right of way impacts - Numerous steep driveways would need to be crossed	- Narrow roadway - No existing dedicated facilities for peds/bikes - Shared use path may not be best application at this location
8A	S 288th	16th Ave / Pacific Hwy S	34th Ave S	1.08	35	3 Stops N 3 Stops S	No	None Known	Minor Arterial	70	40	13,029	11	1	2	2	6	10.2	4 lanes w/ sidewalks on both sides	Buffered bike lanes?		- Possibly able to narrow lanes to construct buffered bike lanes, but need field measurements to confirm - Elimination of lanes may be needed to accommodate buffered bike lanes	- ADT seems relatively low compared to the rest of corridor - Sub-corridor to east has similar ADT and only 2 lanes + CTL - Existing sidewalks - No existing bike facilities - High ped crashes, including 1 fatality - Crosses beneath I-5 (one of few east/west corridors which do)
8B	S 288th	34th Ave S	51st Ave S	0.87	35	3 Stops N 3 Stops S	Yes	Steep Slope Hazard (34th Ave S)	Minor Arterial	60	42	11,768	7	0	0	3	4	8.0	2 lanes + CTL w/ sidewalks and bike lanes on both sides	Buffered bike lanes?		- Possibly able to narrow lanes to construct buffered bike lanes, but need field measurements to confirm - Elimination of center turn lane may be needed to accommodate buffered bike lanes - Numerous residential driveways along corridor	- Residential area w/ adjacent school could benefit from improvements - Existing conventional bike lanes (High LTS) - Existing sidewalks
8C	S 288th	51st Ave S	55th Ave S	0.23	25	No	No	Landslide Hazards (55th Ave S) Erosion Hazards (55th Ave S)	Minor Arterial	60	36	12,070	1	0	0	1	0	4.4	2 lanes w/ painted shoulder	Buffered bike lanes?		- Potential landslide and erosion hazards @ 55th Ave S - Possibly able to narrow lanes to construct buffered bike lanes, but need field measurements to confirm - Existing road width may be inadequate in some sections to provide space for pedestrian facilities	- No existing pedestrian facilities, except for shoulder - Wide paved shoulders - If road needs widened, potential grading challenges
9A	S 317th St	23rd Ave S	28th Ave S	0.25	30	1 Stops N 1 Stops S	No	None Known	Major Collector	60	34	7,827	0	0	0	0	0	0.0	2 lanes + CTL w/ sidewalks on both sides	Trail/SUP		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Existing sidewalks (mixture of widths) - Relatively low ADT - Roundabout at east end - Ends at Transit Center and future Link LR station
9B	Gateway Center Blvd	S 320th St	S 317th St	0.25	25	No	No	None Known	Local	Private	28 / Varies	7,140	0	0	0	0	0	0.0	2 lanes w/ sidewalks on both sides	Trail/SUP		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Private roadway? - Existing sidewalk on east side of roadway - Intermittent sidewalk on west side of roadway - Numerous driveways - Adjacent parking lots on both sides of street
9C	28th Ave S	S 317th St	S 304th St	0.80	35	2 Stops E 2 Stops W	No	None Known	Major Collector	60	30	9,013	1	0	0	0	1	1.3	2 lanes w/ painted shoulder (street parking first couple of blocks)	Trail/SUP		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Existing sidewalk on east side is wide, but not continuous - Residential area - No ped/bike improvements north of S 312th St, only shoulder - On street parking for some segments - Numerous residential driveways
10	16th Ave S	S 304th St	S Dash Point Rd	0.44	35	No	Yes	Erosion Hazard (S Dash Point Rd)	Local	60	21	2,020	1	0	0	1	0	2.3	2 Lanes + Sidewalk on W	Trail/SUP		- Potential impacts to utilities, trees, hydrants, signs, etc. - Potential grading challenges - Potential right of way impacts	- Low ADT, residential road - Separated on street parking near sports fields - Narrow buffered sidewalk - Widen existing sidewalk into sidepath? - Improvements could potentially benefit and connect two schools
11	S 373rd St S to 8th Ave S	SR 99	S 375th St																	Sidepath			
14	5th Ave *Outside city limits	City limits	Interurban Trail																		Sidepath		
15	5th Ave/ S 372nd/ Milton Rd S	City limits	City limits/SR 161/ 20th Ave S																		Sidepath		
16	20th Ave S/ S 360th	City limits/ SR 161	28th Ave S																		Sidepath		



# APPENDIX G

## Funding Source Table

# APPENDIX F: FUNDING SOURCES

To implement the Southwest King County Trails Plan, many resources are available to fund, construct, and maintain it. Resources include potential funding sources, local teaming partners, key development strategies, and resources for trail construction and maintenance. This appendix includes potential funding sources applicable to partner organizations as well. Leveraging multiple funding sources to address different aspects of trail design and construction is suggested.

**Table 1. Potential Funding Sources**

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Federal Funding</b>						
<b>Active Transportation Infrastructure Investment Program (ATIIP)</b>	FHWA	\$45M; \$3M for Planning and Design; 30% to construct networks; 30% to construct spines	This new FHWA was approved in the IIJA to focus specifically on planning, designing, or constructing active transportation networks or spines. Eligible improvements include active transportation facilities that connect a community, region, or state. As of January 2024, program is expected to launch this quarter.	<a href="https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/">https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/</a>	-	Planning, Design, Construction
<b>Carbon Reduction Program (CRP)</b>	FHWA, the Infrastructure Investments and Jobs Act (IIJA)	\$109,987,472 is available for WA projects between 2022-2026	Funding is designated to projects designed to reduce transportation emissions. Eligible improvements include all those eligible under STBG and TA programs, including trails and on-street bicycle facilities.	<a href="https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf">https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf</a>	-	Planning, Construction
<b>Congestion Mitigation and Air Quality Program (CMAQ)</b>	FHWA, FAST Act Program administered through the Puget Sound Regional Council	Every four years	Projects approved in the state transportation plan are included in the Federal Transportation Improvement Program (FTIP) prior to federal reimbursement. Improvements must include emissions-reducing transportation projects located in/benefitting a nonattainment or maintenance area.	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/congestion-mitigation-and-air-quality">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/congestion-mitigation-and-air-quality</a>	May require.	

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Transportation Alternatives Program (TAP)</b>	FWHA; administered by WADOT	Yearly; available 2024 funding is \$1.43 billion	TAP funds projects that create bicycle and pedestrian facilities and convert abandoned railway corridors to pedestrian trails, among others. Eligible activities include pedestrian and bicycle facilities and educational programs, landscaping, rail-to-trail conversions, among others.	<a href="https://www.fhwa.dot.gov/environment/transportation_alternatives/">https://www.fhwa.dot.gov/environment/transportation_alternatives/</a>	20%	Planning, Construction
<b>RAISE Transportation Discretionary Grants</b>	US DOT	\$1.5B for 2023. Applications typically due in February.	Formerly known as Better Utilizing Investments to Leverage Development (BUILD), and TIGER grants. Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership.  Fund a broad array of road, rail, transit, and bicycle and pedestrian projects	<a href="https://www.transportation.gov/RAISEgrants/apply">https://www.transportation.gov/RAISEgrants/apply</a>	-	Planning, Construction
<b>Infrastructure for Rebuilding America (INFRA)</b>	US DOT	\$8 billion between FY 22-26.	One INFRA grant application that suffices for three different grants, including the Rural Surface Transportation Grant.  Eligible uses include projects that address safety, reduce congestion, enhance resiliency, and address freight bottlenecks.	<a href="https://www.transportation.gov/grants/infra-grants-program">https://www.transportation.gov/grants/infra-grants-program</a>	-	Planning
<b>Highway Safety Improvement Program (HSIP)</b>	FHWA; administered through WSDOT Local Programs	10% of state's HSIP fund	Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects.  Funding for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses and signs are examples of eligible projects. To qualify in WA, jurisdictions must have a Local Road Safety Plan (LRSP).	<a href="https://highways.dot.gov/safety/hsip">https://highways.dot.gov/safety/hsip</a>	-	Planning, Construction
<b>Reconnecting Communities Pilot Program</b>	US DOT	2023 announcement of awards	Applicable to roads, bridges, transit, rail, and gas pipeline barriers.	<a href="https://www.transportation.gov/gr">https://www.transportation.gov/gr</a>	20% local	Planning, Construction

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
		expected February 2024. \$200M in FY 2024.	Projects that address barriers, such as roads, highways, and other transportation infrastructure.	<a href="#">ants/reconnecting-communities</a>		
<b>Safe Streets and Roads for All (SS4A)</b>	USDOT	Grants open in spring and close in early September	Two types of SS4A grants: Action Plan grants and Supplemental Action Plan grants to evaluate a treatment. Eligible improvements include developing a comprehensive safety action plan or to carry out projects and strategies. As of December 2023, PSRC received SS4A grant money to allow Federal Way to develop a local safety action plan.	<a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>	20% local	Planning, Construction
<b>Urbanized Area Formula Grants - 5307</b>	Federal Transit Admin.	Varies	Improvements focus on transit service, such as bus or rail, and also may cover certain expenses associated with mobility management programs.	<a href="https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307">https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307</a>	20% local	Construction
<b>Railway-Highway Crossing Program Overview</b>	FHWA	\$245 million from FY 2022 to FY 2026.	Requires the state to conduct and maintain a survey of all highways to identify railroad crossings that may require separation, relocation, or protective devices.  Funds dedicated to eliminating hazardous railway-highway crossings, including bike trails and pedestrian paths.	<a href="https://highways.dot.gov/safety/hsip/crossings/railway-highway-crossing-program-overview">https://highways.dot.gov/safety/hsip/crossings/railway-highway-crossing-program-overview</a>	-	Construction
<b>National Highway Performance Program (NHPP)</b>	FHWA	\$29.56 billion in FY 2024.	Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP).  Requires that bicycle facilities be for transport purposes only, not recreation purposes.	<a href="https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm">https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhpp.cfm</a>	-	Construction
<b>State Funding Sources</b>						
<b>Recreational Trails Grant Program</b>	FHWA, administered by WA	\$3.6M; grant limit varies.	Improvements include development of trailside facilities; maintenance of trails; environmental protection educational	<a href="https://rco.wa.gov/grants/recreation">https://rco.wa.gov/grants/recreation</a>	Requires 20% local match	Construction and Maintenance

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
	Recreation and Conservation Office (RCO)	Next round of applications due Oct 31, 2024.	programming. New trail development is ineligible. In December 2023, RCO evaluation criteria for applications has changed. See <a href="http://tinyurl.com/Evalcriteriachange/">http://tinyurl.com/Evalcriteriachange/</a>	<a href="#">al-trails-program/</a>		
<b>Local Parks and Maintenance Grants</b>	WA RCO	\$5M, split evenly between FY 2024 & 2025.	Improvements include: <ul style="list-style-type: none"> <li>• Upkeep and minor repairs of park infrastructure such as kiosks, picnic shelters, or trails.</li> <li>• Staff time to complete priority deferred maintenance projects.</li> <li>• Deferred purchases of maintenance equipment and supplies.</li> </ul> In December 2023, RCO evaluation criteria for applications has changed. See <a href="http://tinyurl.com/Evalcriteriachange/">http://tinyurl.com/Evalcriteriachange/</a>	<a href="https://rco.wa.gov/grants/local-parks-maintenance-grants/">https://rco.wa.gov/grants/local-parks-maintenance-grants/</a>	-	Maintenance
<b>Safe Routes to Schools</b>	WSDOT (via state and federal funding)	As part of TAP and the Surface Transportation Block Grant	This program provides funding for education, enforcement, evaluations, and infrastructure improvements near elementary and middle schools that promote students walking and cycling to school.  Eligible improvements include infrastructure projects that benefit schools; programmatic elements, as well as statewide and local planning efforts. Funding is for projects within two miles of primary, middle and high schools.	<a href="https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs">https://www.transportation.gov/mission/health/Safe-Routes-to-School-Programs</a>	-	Programming, Construction
<b>Recreation Projects - Washington Wildlife and Recreation Program</b>	WA RCO	Applications open February 14, 2024, and close May 1, 2024	Program goals include: acquire valuable recreation and habitat lands before they were lost to other uses and develop recreation areas for a growing population. Eligible improvements include: local and state parks, trails, water access, and the conservation and restoration of state land. In December 2023, RCO evaluation criteria for applications has changed. See <a href="http://tinyurl.com/Evalcriteriachange/">http://tinyurl.com/Evalcriteriachange/</a>	<a href="https://rco.wa.gov/grants/washington-wildlife-and-recreation-program-recreation/">https://rco.wa.gov/grants/washington-wildlife-and-recreation-program-recreation/</a>	Yes, unless located in certain area.	Construction
<b>Local Bridge Program</b>	National Highway Performance Program and the Surface	~\$140M awarded in 2023. Next application period likely in spring 2024	Improvements include bridge preservation and improvements, located on and off the federal-aid system.	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-</a>	-	Maintenance

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
	Transportation Block Grant program; administered via WA DOT			<a href="#">programs/local-bridge-program</a>		
<b>Move Ahead Washington Railroad Crossing Program</b>	WA DOT	Max funding of \$5M	<p>Dependent on federal award of money. State grant awarded as a match. Projects must comply with all necessary federal and state requirements as detailed in the Local Agency Guidelines Manual.</p> <p>Improvements include removal of an at-grade railroad crossing.</p>	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/move-ahead-washington-railroad-crossing-program">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/move-ahead-washington-railroad-crossing-program</a>	-	Construction
<b>Pedestrian &amp; Bicycle Program</b>	WashDOT	Next call for projects launches in January 2024 for 2025-2027. Largest project funded in 2023-2025 is \$12.8M.	<p>Program funds bicycle and pedestrian improvements, including trails.</p> <p>Improvements include bicycle facilities, pedestrian facilities, crossing improvements for people who walk and bike, speed management, and trail projects.</p>	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program</a>	-	Construction and programming
<b>Transportation Improvement Board</b>	TIB	Up to \$100M for projects in urban areas.	<p>Grant to encourage state investment in high quality local transportation projects. Fund covers various programs including the Urban Arterial Program, the Active Transportation Program, and the Complete Streets program. Projects must be in compliance with the Growth Management Act.</p> <p>Distributed through an annual competitive process.</p>	<a href="http://www.tib.wa.gov/">http://www.tib.wa.gov/</a>	20%	Planning Construction
<b>Sandy Williams Connecting</b>	WA DOT	\$50M throughout	Program focuses on improving active transportation connectivity for people	<a href="https://wsdot.wa.gov/b">https://wsdot.wa.gov/b</a>	-	Planning and construction

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Communities Program</b>		the life of program. Funds expire in 2027.	walking, biking, and rolling along and across current and former state highways, with high equity focus.  Improvements include Complete Streets retrofits, speed management, shared use paths and trails on or paralleling state routes, closing gaps in disconnected active transportation networks, improved crossing opportunities, and improved walkways, bikeways, trails, crossings, and greenways access to connect communities with key destinations.	<a href="https://business.wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program">business-wsdot/support-local-programs/funding-programs/sandy-williams-connecting-communities-program</a>		
<b>Traffic Safety Grants</b>	Washington Traffic Safety Commission	Up to \$23.5M per year	State funding for programs, projects, services, and strategies to reduce the number of deaths and serious injuries that result from traffic crashes, consistent with Washington's Target Zero Highway Safety Plan. Projects may include public safety campaigns and education campaigns.	<a href="https://wtsc.wa.gov/grants/">https://wtsc.wa.gov/grants/</a>	-	Programming
<b>Regional Funding Sources</b>						
<b>Surface Transportation Block Grant (STBG)</b>	FHWA (IIJA/BIL), distributed through PSRC	In 2023, \$4.6M was distributed to Urban Medium areas in the region.	PSRC distributes funds based on a distribution formula of urbanized areas.  Highway/bridge construction/repair; transit capital projects; bicycle, pedestrian and recreational trails; and construction of ferry boats and terminals.	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant</a>	-	Planning Construction
<b>Transportation Alternatives</b>	FHWA (IIJA/BIL), administered by PSRC	In 2023, \$452,000 was distributed to Urban Medium areas in the region.	Distributed based on formula of urban areas.  Improvements include smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities.	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/transportation-alternatives">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/transportation-alternatives</a>	-	Planning Construction

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Surface Transportation Block Grant</b>	FHWA, the Infrastructure Investments and Jobs Act (IIJA) administered through the Puget Sound Regional Council	Authorized through 2026.	Projects must be in the Regional Transportation Plan. Improvements include bicycle facilities, including trails; bridge construction	<a href="https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant">https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/surface-transportation-block-grant</a>	May require.	Construction
<b>Local Funding Sources</b>						
<b>Developer Impact Fees</b>	City of Federal Way	Varies	The City of Federal Way can leverage incoming development and charge impact fees that benefit walking and bicycling facilities. This effort could be collaborative between the Planning Division and the Traffic Division.	<a href="https://www.cityoffederalway.com/page/planning-division">https://www.cityoffederalway.com/page/planning-division</a>  <a href="https://www.cityoffederalway.com/publicworks/traffic-division">https://www.cityoffederalway.com/publicworks/traffic-division</a>	-	Planning, Construction
<b>Local Bond Measure</b>	City of Federal Way	Varies	Voter-approved local bond measures can provide a source of funding dedicated to trail projects and on-street projects connecting to trails. Bond measures could levy a tax to raise money for a variety of transportation projects.		-	Planning, Construction, Programming
<b>Real Estate Excise Tax (REET)</b>	King County	Varies	King County collects 1.78% (state and county combined). Funds must be spent solely on capital projects that are listed in the capital facilities plan element of their comprehensive plan.	<a href="https://kingcounty.gov/en/legacy/depts/records-licensing/records-office/real-estate-excise-tax">https://kingcounty.gov/en/legacy/depts/records-licensing/records-office/real-estate-excise-tax</a>	-	Construction
<b>Other Funding Opportunities</b>						



Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Community Grant Program</b>	PeopleFor Bikes	Annually; previous cycle application due October 31, 2022	Provides funding to bike advocacy and facility-building projects. Requires Letter of Interest and full application. Improvements include: <ul style="list-style-type: none"> <li>• Bike paths, lanes, and trails</li> <li>• Mountain bike and BMX facilities</li> <li>• Bike parks and pump tracks</li> <li>• Bike racks and bike repair stations</li> <li>• Large-scale bicycle advocacy initiatives.</li> <li>• Programs that transform city streets, such as Ciclovías or Open Streets Days</li> <li>• Campaigns to increase investment in bicycle infrastructure</li> </ul>	<a href="https://www.peopleforbikes.org/grants">https://www.peopleforbikes.org/grants</a>	-	Construction
<b>Land Conservation Loan Program</b>	Conservation Fund	Rolling	Provides loans to quickly purchase high-priority lands.  Improvements include trail installation/access.	<a href="https://www.conservaionfund.org/our-work/conservation-loans">https://www.conservaionfund.org/our-work/conservation-loans</a>	-	N/A
<b>National Trails Fund</b>	American Hiking Society	Program not active.	The establishment, protection, and maintenance of trails. Applicant must be an Alliance Organization Member. Eligible to nonprofits.  Projects that improve hiking access or hiker safety. Projects that promote community building surrounding specific trail projects.	<a href="https://americanhiking.org/National-Trails-Fund/">https://americanhiking.org/National-Trails-Fund/</a>	-	Construction
<b>The Conservation Alliance</b>	The Conservation Alliance	Twice annually	Seeks to protect threatened wild places for habitat and recreational values. Eligible to nonprofits.  Seek to secure lasting protection of a specific wild land or waterway; engage grassroots citizen action, have a clear recreational benefit; have financial success within four years.	<a href="http://www.conservaionalliance.com/grants/?yearly=2020">http://www.conservaionalliance.com/grants/?yearly=2020</a>	-	N/A

Program Name	Funding Source	Availability of Funding	Description and Eligible Improvements	Weblink	Match?	Planning, Design, Construction, Maintenance, Programming
<b>Local Community Grants</b>	Walmart	2022 cycle began February 1: applications due December 31, 2022. Funds available up to \$5,000	Funding provided directly from local Walmart and Sam’s Clubs. May require Letter of Inquiry.  Funding must address one of three priorities: creating opportunity, advancing sustainability, and strengthening community	<a href="https://walmart.org/how-we-give/local-community-grants">https://walmart.org/how-we-give/local-community-grants</a>	-	Planning, construction, maintenance, programming
<b>Other local foundations, health organizations, and businesses</b>			Local Foundations, Health Organizations, and Businesses can be good sources of funds for education and outreach, however, may not be suitable for the larger funding needs for trail network expansion.	-	-	-