

Active Transportation Project Selection Strategy for consideration at the March 24, 2022 Pierce County Transportation Advisory Commission (TAC)

A working group of the Pierce County Transportation Advisory Commission (TAC) met twice in March 2022 to create a package of active transportation projects for consideration by the TAC at its 3/24/2022 meeting. The working group detailed the concepts discussed at the 2/24/2022 TAC meeting.

The proposal put forward to the TAC is captured in the accompanying spreadsheet, which is keyed by Project# to the maps that are attached. Here are some details of the tiers and project selection process.

1. Three tiers of projects with approximate cost assumptions for standalone active transportation are as follows:
 - a. Tier 1: This tier was initially envisioned to include about \$40 million in total project costs. At the 3/17/2022 working group meeting it was decided to include two major trails project that are nearing the construction phase but not fully funded, the Pipeline Trail and Parkland Community Trail. This added an additional \$21+ million for a total estimated Tier 1 cost of nearly \$62 million. This scenario is considered likely to be substantially fundable with existing revenue streams and considerable grant success.
 - b. Tier 2: \$30 million in additional projects (Tier 1 + Tier 2 = \$91 million). This tier may be partially attainable with existing revenue streams and high levels of success in existing and new grant programs.
 - c. Tier 3: \$28 million in additional projects (Tier 1 + 2 + 3 = \$120 million). This level of expenditure is only considered attainable with new funding source(s).
2. Use 2021 Project Evaluation Results/Scoring as a primary project selection tool
3. Comprehensive Plan policy direction is an important consideration in selection/prioritization
 - a. Pierce County Comprehensive Plan Policy “Goal LU 13.0 – Prioritize the expansion of infrastructure in Centers and Corridors.”
 - i. LU-13.1 -Towne Centers, Urban and Neighborhood Corridors, and Employment Corridors located along fully funded High-Capacity Transit Routes are the highest priority
 - ii. LU-13.2 - Towne Centers, Urban and Neighborhood Corridors, and Employment Corridors located along planned High-Capacity Transit Routes are the second highest priority.
 - iii. LU-13.3 Towne Centers, Urban and Neighborhood Corridors, and Employment Corridors located outside of funded or planned High-Capacity Transit Routes are the third highest priority.
 - iv. LU-13.4 Consistent with the policy established in policies LU-13.1 through LU-13.3, public investment in infrastructure within Centers and Corridors should be further prioritized. Towne Centers are the highest priority, Urban Corridors and Employment Corridors within the Employment Center designation are the second highest priority, and Neighborhood Corridors are the third highest priority.”
4. Other aspects of the selection approach:

- a. Consider the road corridor extension and widening projects previously recommended by the TAC to be part of Tier 1, since the active transportation costs are part of the overall project costs.
- b. Consider projects that consist strictly of bike lane markings to be part of Tier 1, since they would be low cost. More study is needed on most of these roadways to ensure that the space and conditions needed for the bike lane/markings will meet accepted standards.
- c. Consider roadways that were specifically called out repeatedly in the Active Transportation Survey comments (after staff reviewed the survey comments, it was determined that the current proposed and funded projects include those roads that received the most frequent comments)
- d. Consider fairly balanced spending by Council District, noting that the districts include differing level of urban/rural area and incorporated/unincorporated percentages.