



CANYON ROAD REGIONAL CONNECTION PROJECT

SERVING THE FREDERICKSON AND PORT OF TACOMA REGIONAL MANUFACTURING INDUSTRIAL CENTERS

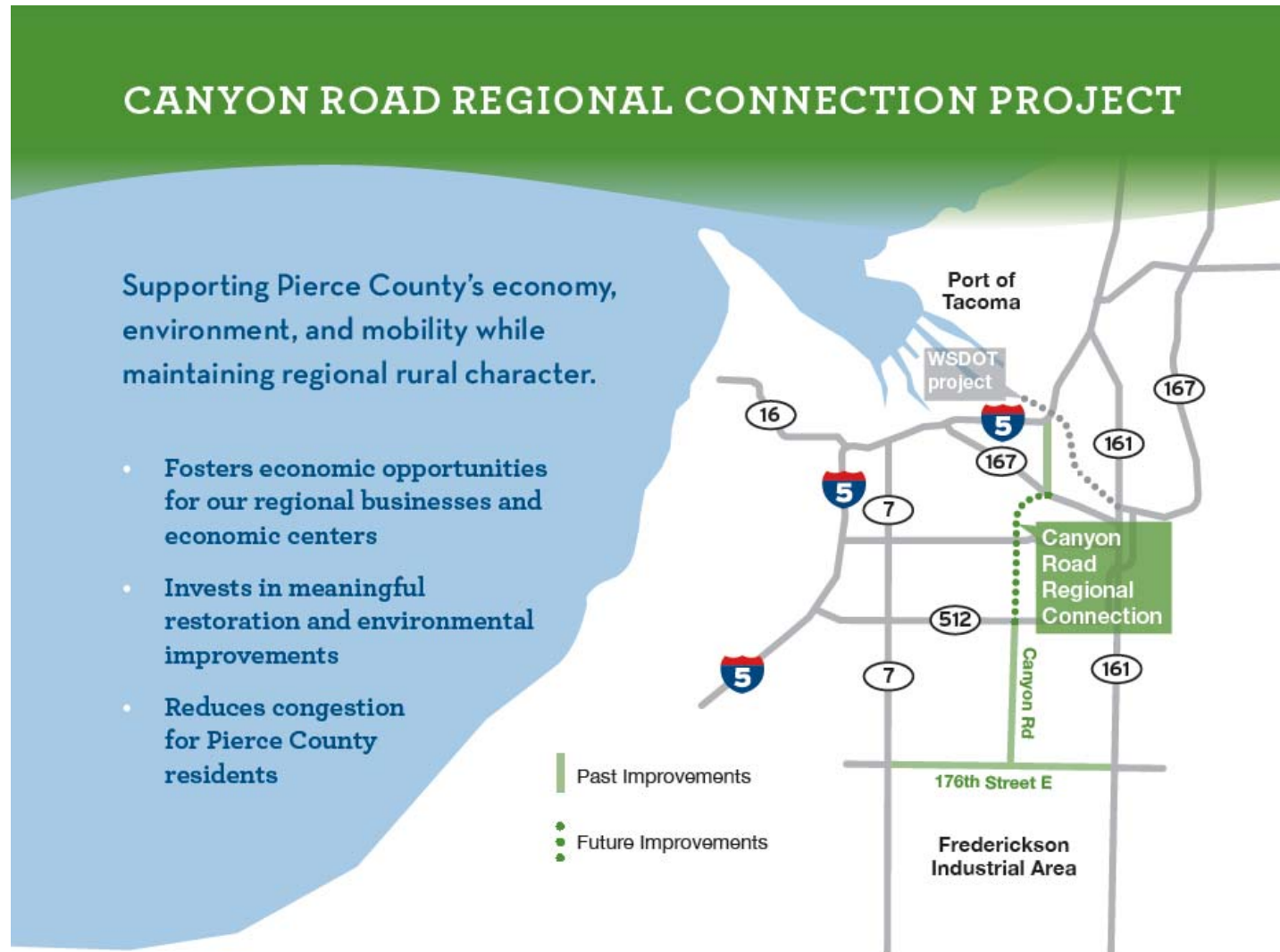
Letticia Neal, P.E.
Pierce County Planning & Public Works

Port of Tacoma
October 17, 2019

Agenda

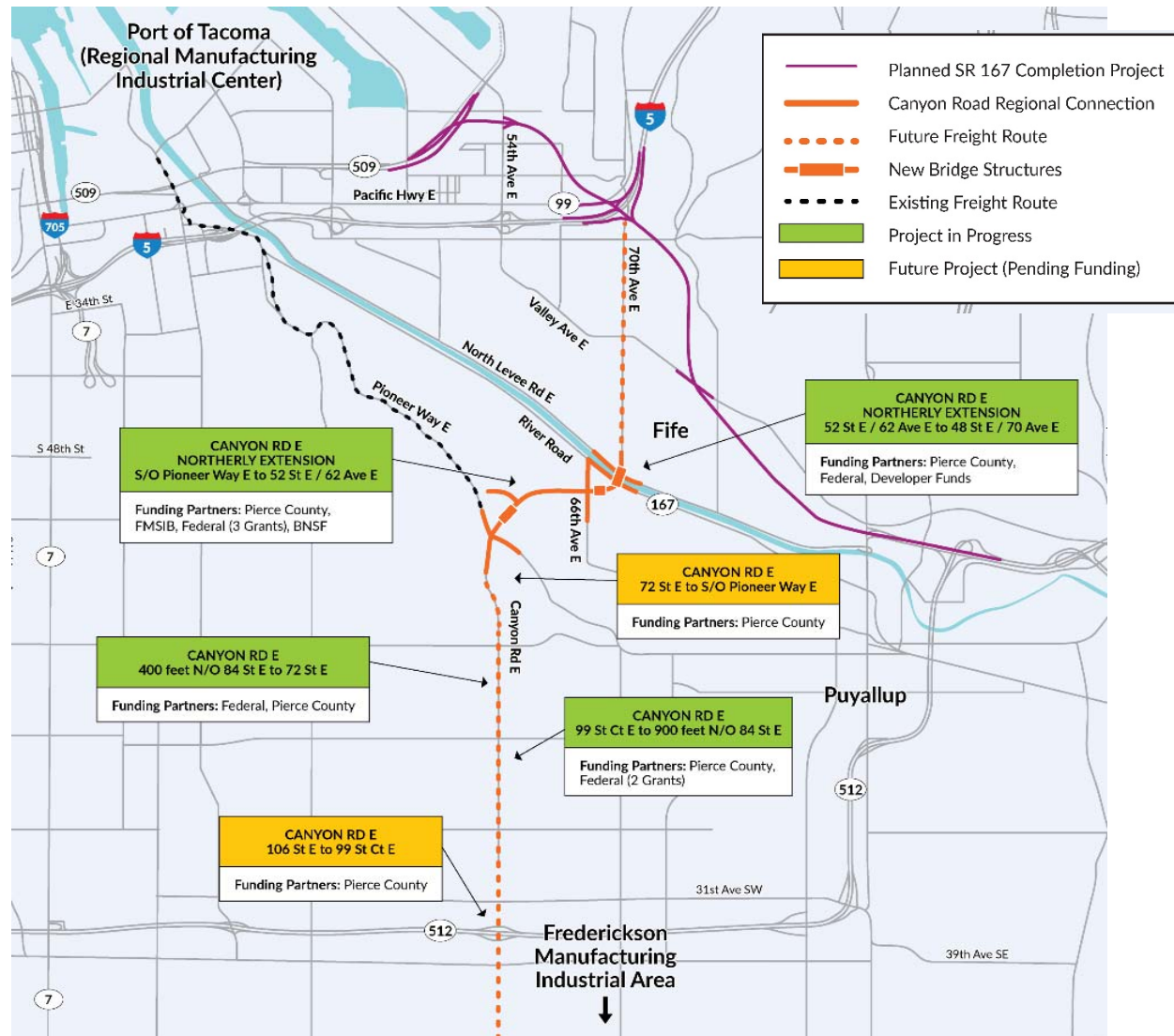
- Provide project overview
- Review economic analysis
- Discuss project next steps

Corridor at a glance



Building on our investment: Canyon Corridor

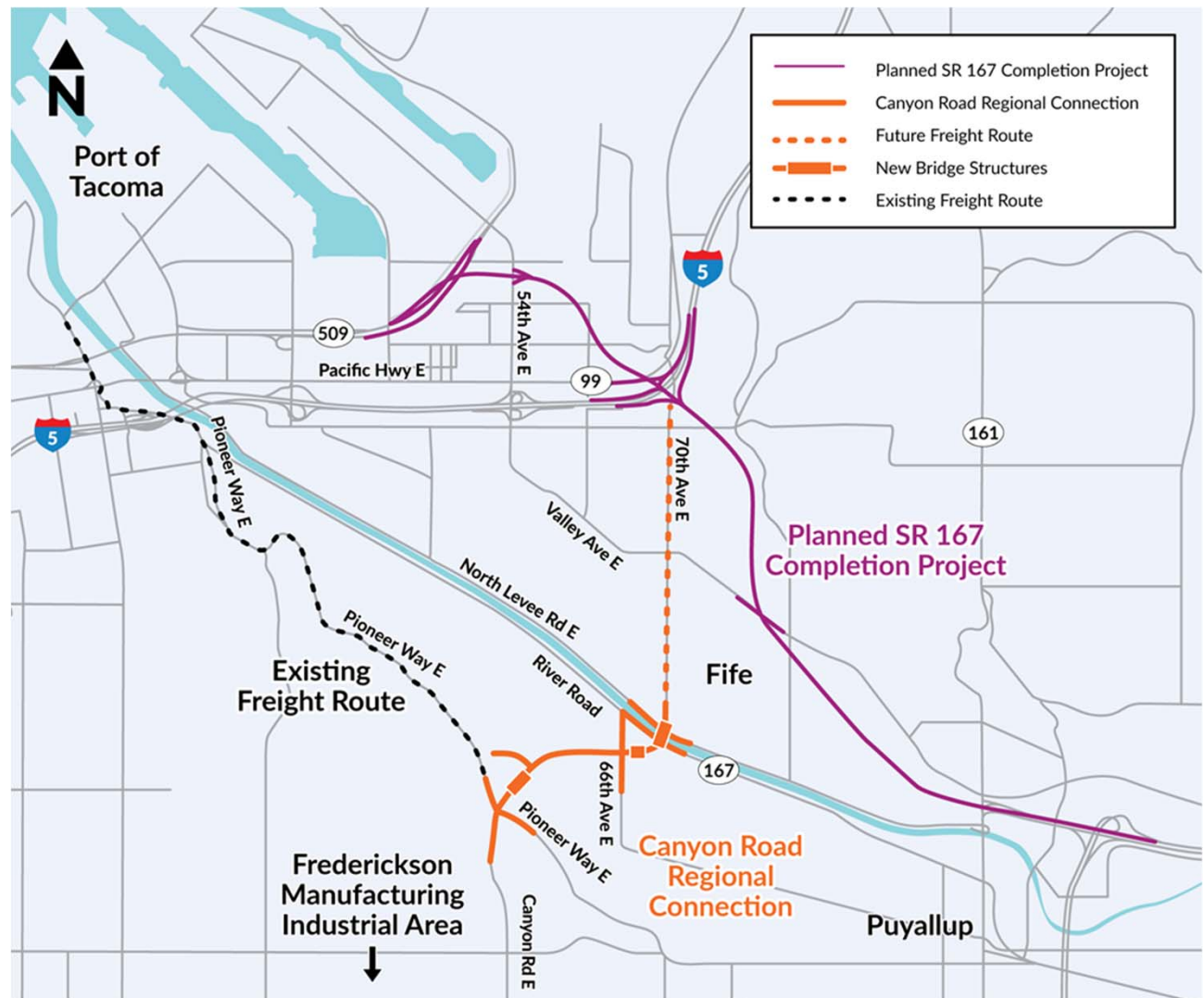
North of SR 512



Connecting regional and global commerce

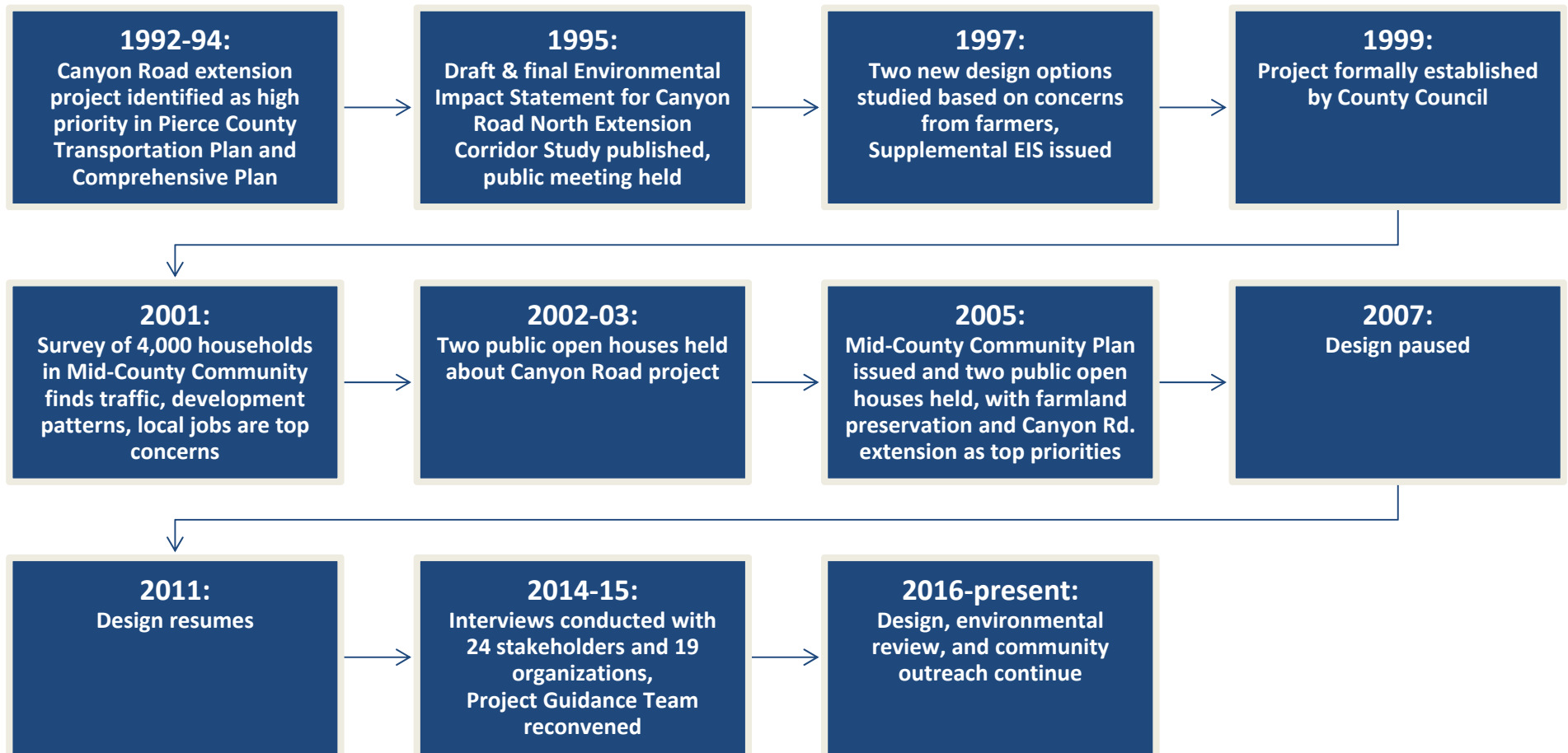


- More efficient connections between manufacturing/ industrial center and Port of Tacoma will facilitate global distribution of local products
- Leverages WSDOT's planned SR 167 Completion Project to provide faster connections and improved traffic flow for freight trucks and commuters



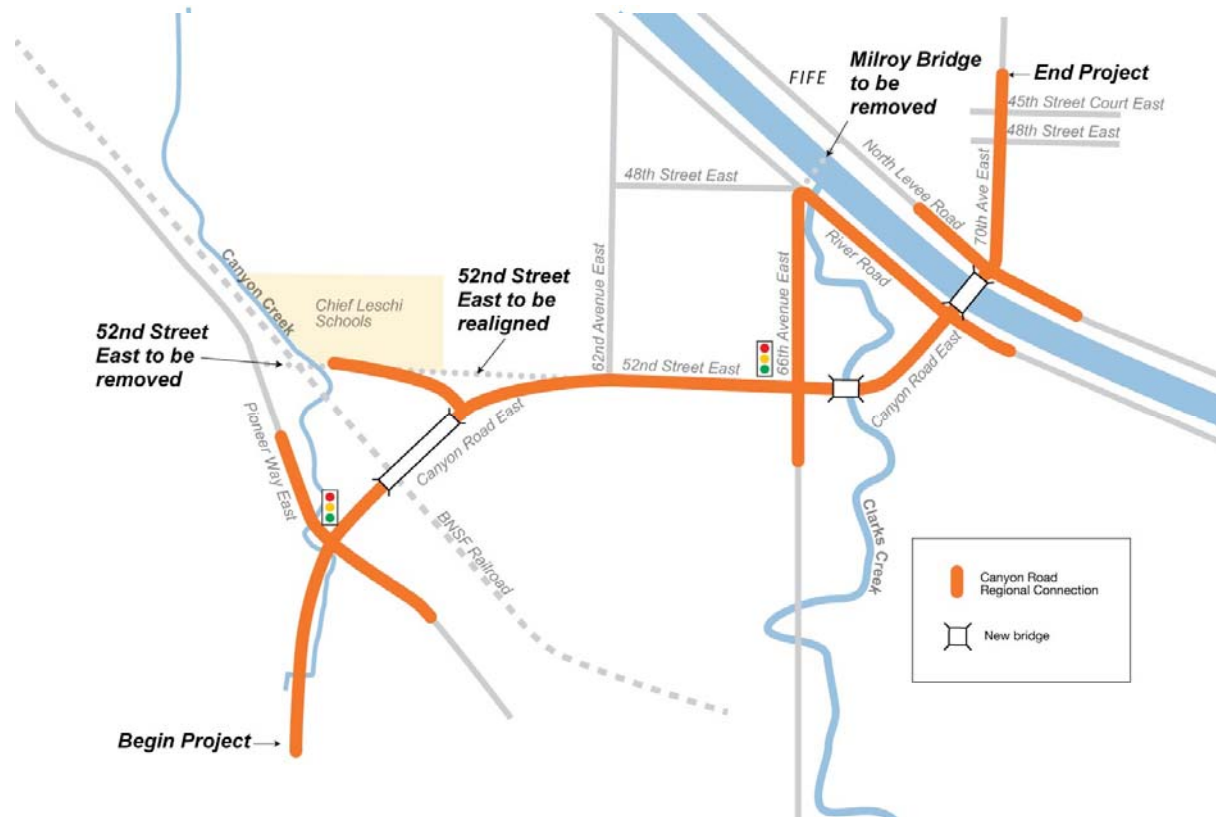
How did we get here?

Nearly 30 years of study and public process



Project features

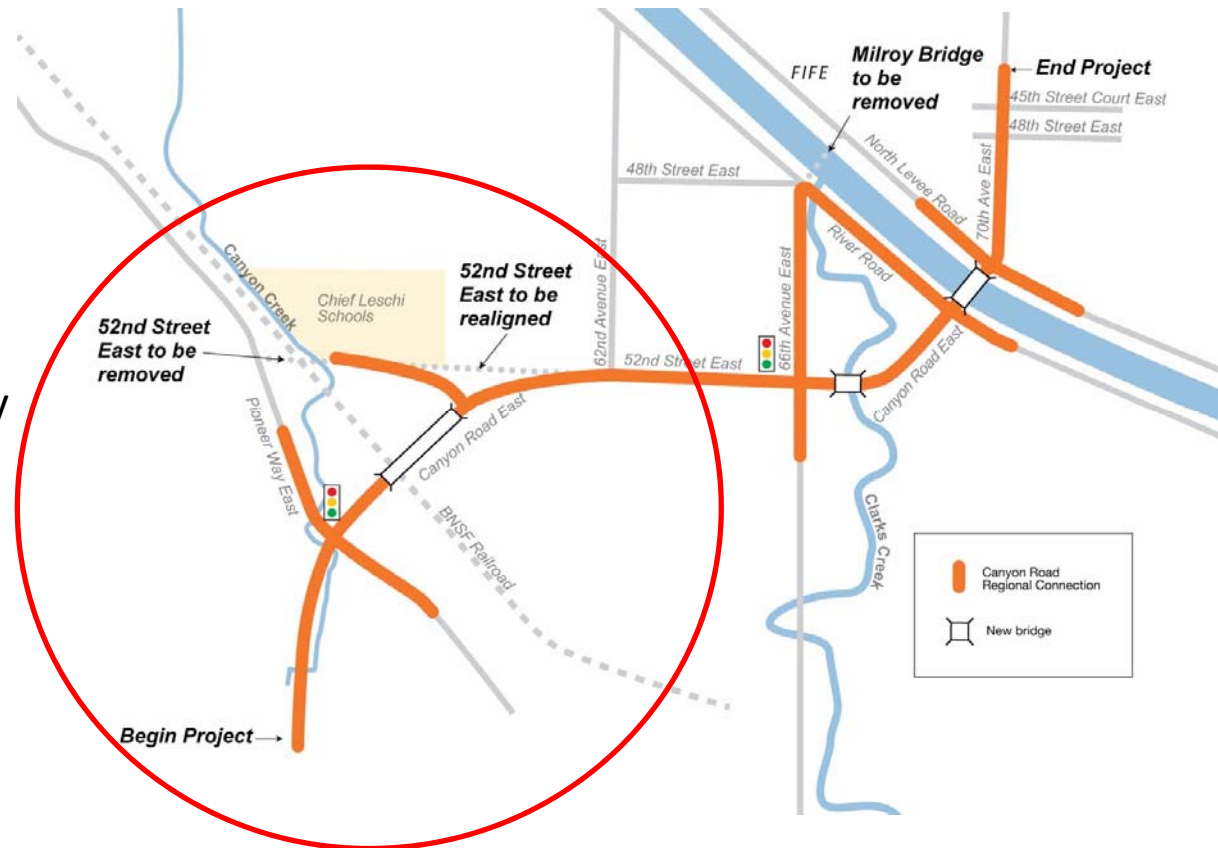
- Four lanes with additional turn lanes at intersections, sidewalks, paved shoulders, illumination
- Grade separation (new bridge) over BNSF railroad
- New bridges over Clarks Creek and Puyallup River
- Traffic signals at Pioneer Way, 66th Avenue East
- Non-motorized facilities and connections to future Puyallup River trail system
- Stream relocation
- Wetland mitigation



Project status – Railroad crossing

Pioneer Way to 52nd Street – railroad crossing

- 60% design – complete
- Value Engineering Study – complete
- ROW plans – complete
- ROW acquisition – underway
- Final design – underway
 - Stream relocation
 - Culverts
- Environmental permitting – underway
 - Individual Corps Permit
 - Revised Wetland Delineation report



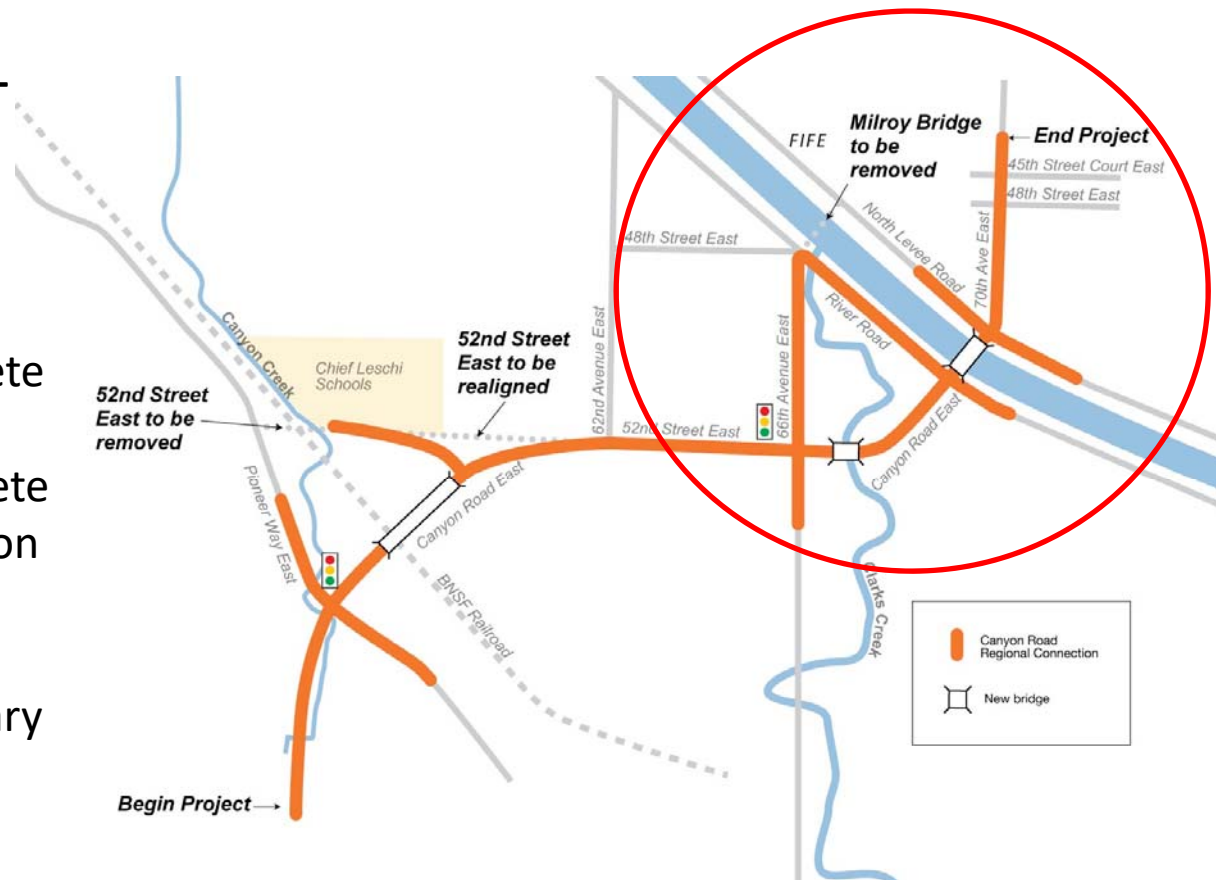
Railroad crossing - visualization



Project status – River crossing

52nd Street to 70th Avenue East – river crossing

- Value Engineering study – complete
- Traffic modeling to support alternatives analysis – complete
- NEPA scoping – late 2019
- Alternatives analysis – complete
- Traffic Analysis and Intersection Control Analysis – early 2020
- WSDOT approved channelization plans – February 2020



Milroy Bridge

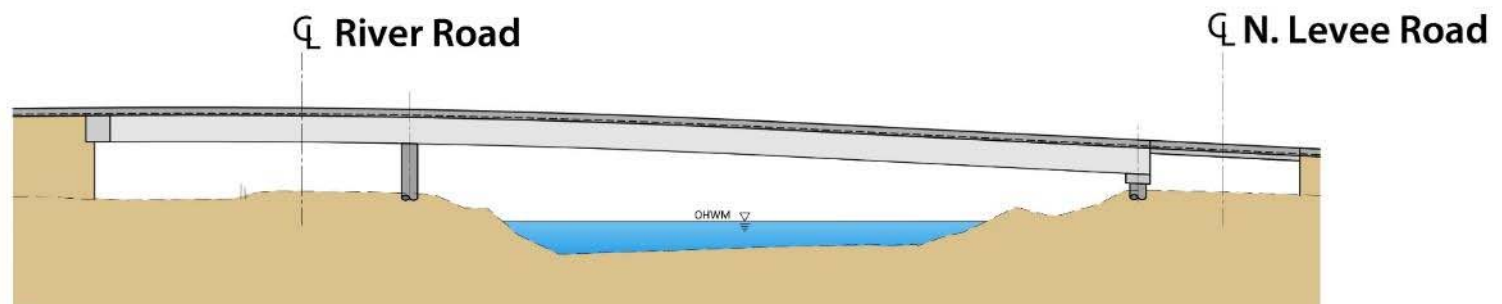
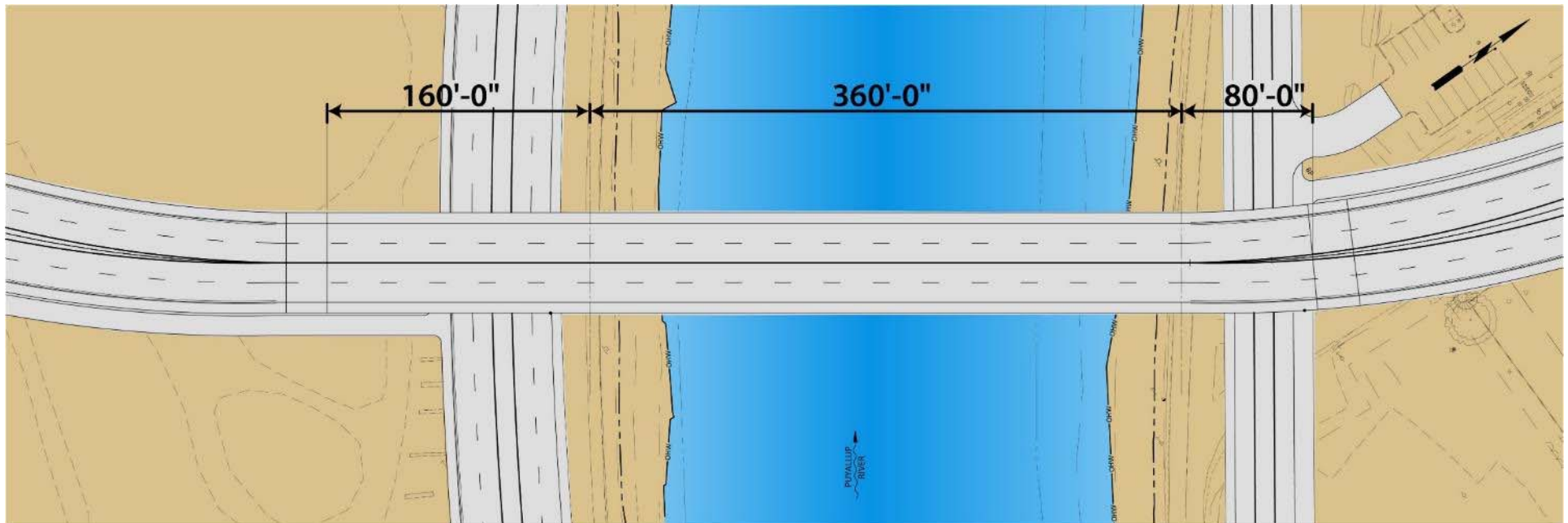


Existing Milroy Bridge

Section 106 of the National Historical Preservation Act (NHPA) of 1966

- Must meet one of four criteria
- Pierce County is preparing a technical memo documenting impacts and opportunities associated with preservation or removal of the bridge.

New Puyallup River Bridge configuration



Suspended pedestrian bridge example



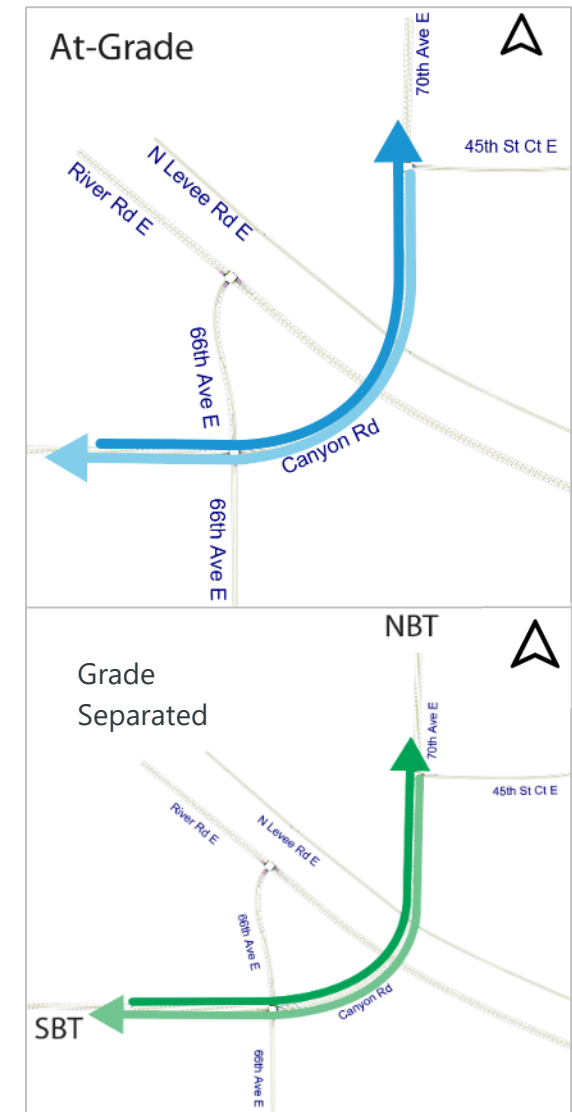
New bridge: Travel time

Travel Time Comparison

66th Avenue East to 45th Street Court East

		Southern Limits of the Site to 66th Ave	66th Ave to River Rd	River Rd to Levee Rd	Levee Rd to 45th St Ct	Total Travel Time Through Corridor	Difference (in seconds)
At-Grade Option	NBT (Travel Time + Delay)	63.8	73.4	8.8	26.7	172.6	
	SBT (Travel Time + Delay)	31.9	47.6	45.1	59.3	183.8	
Grade-Separated Option	NBT (Travel Time + Delay)	65.7	63.2			128.9	-43.7
	SBT (Travel Time + Delay)	109.3	31.9			141.2	-42.6

Speed along corridor is assumed 35 mph.



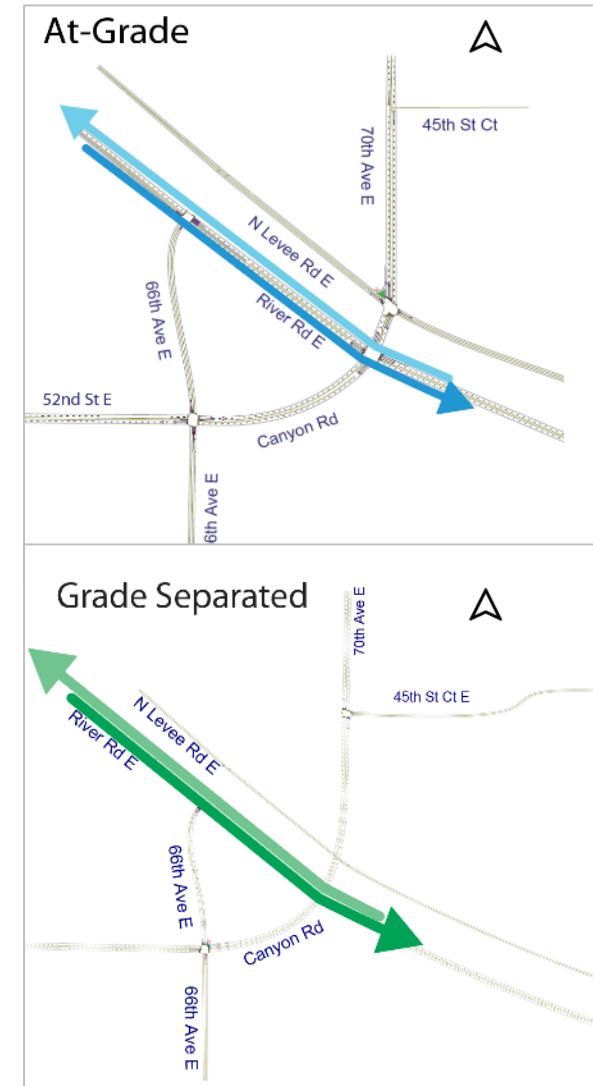
New bridge: Travel time

Travel Time Comparison

Eastbound and Westbound along River Rd E

		River Rd to 66th Ave	River Rd to Canyon Rd Bridge	Canyon Rd Bridge to Eastern Limits of Site	Total Travel Time Through Corridor	Difference (in seconds)
At-Grade Option	EBT (Travel Time + Delay)	4.3	92.7	1.4	98.3	
	WBT (Travel Time + Delay)	1.4	22.8	107.7	131.8	
Grade-Separated Option	EBT (Travel Time + Delay)	28.6	21.8		50.4	-47.9
	WBT (Travel Time + Delay)	26.8	1.4		28.2	-103.6

Speed along corridor is assumed 50 mph.



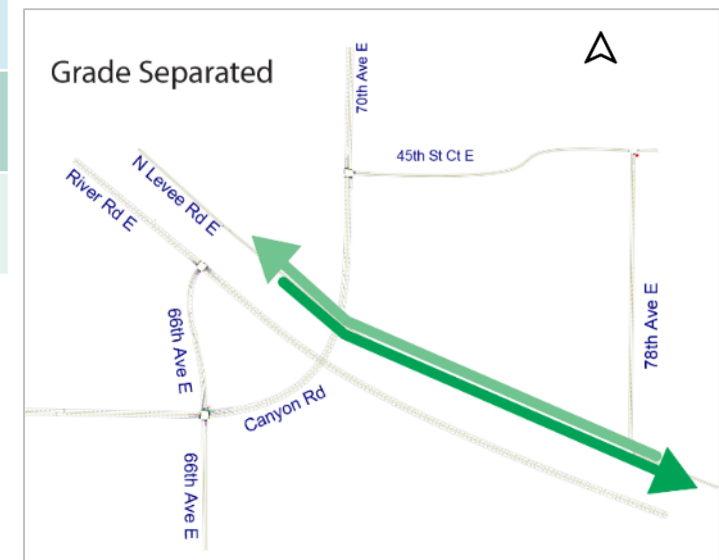
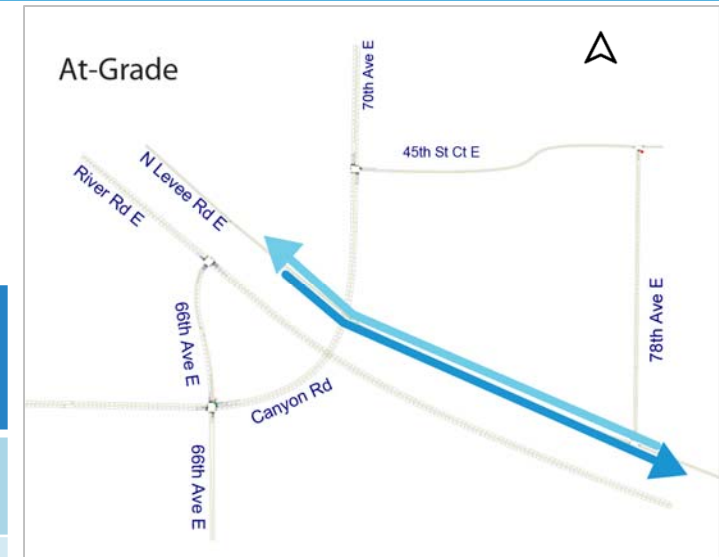
New bridge: Travel time

Travel Time Comparison

Eastbound and Westbound along N Levee Rd E

		Total Travel Time Through Corridor	Difference (in seconds)
At-Grade Option	EBT (Travel Time + Delay)	174.6	
	WBT (Travel Time + Delay)	126.3	
Grade-Separated Option	EBT (Travel Time + Delay)	66.2	-108.4
	WBT (Travel Time + Delay)	66.2	-60.1

Speed along corridor is assumed 35 mph.

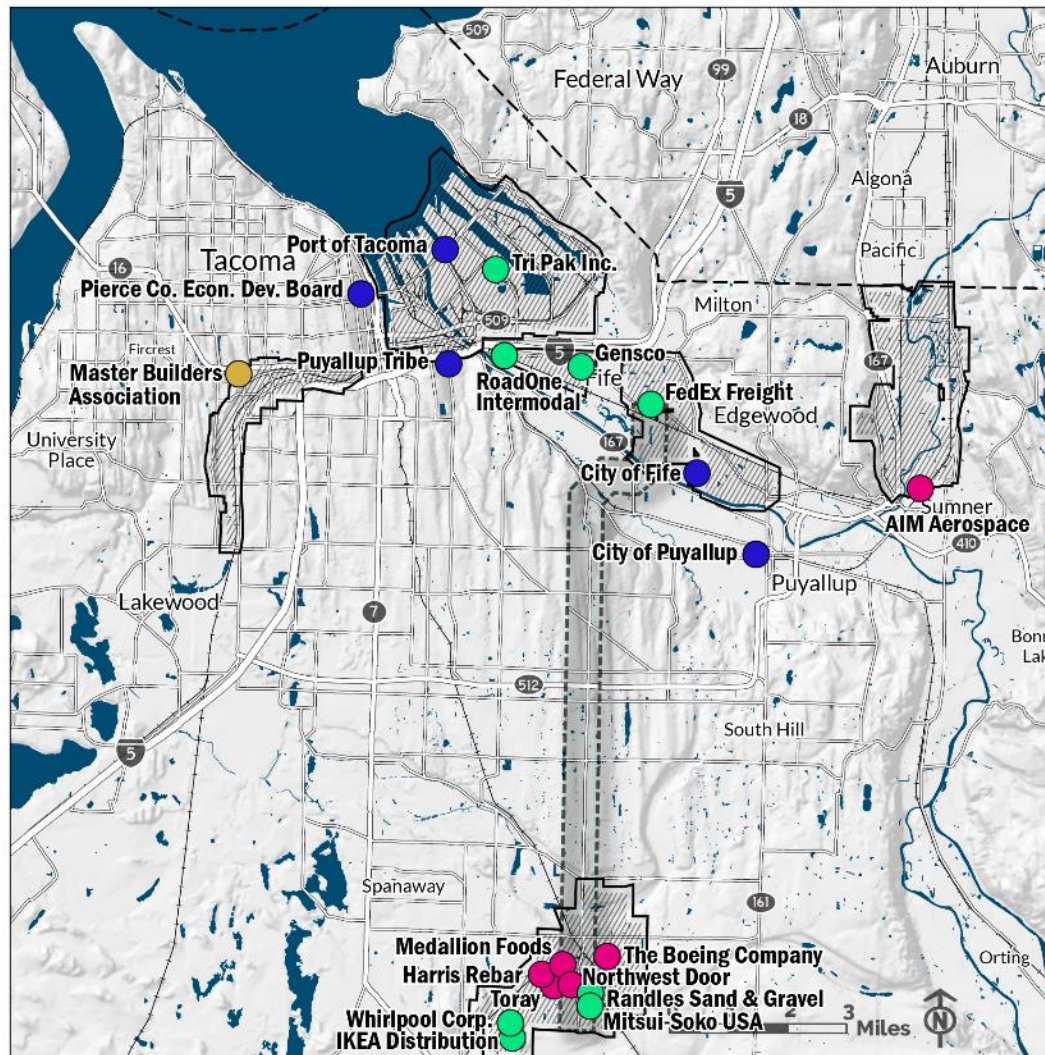


Economic analysis: Approach

- Developed profile of local economy
- Interviewed 21 local and regional stakeholders

Unanimous agreement among stakeholders interviewed:

Canyon Road East freight corridor is essential to economic wellbeing and future growth potential of surrounding communities.



Canyon Road Economic Assessment Interview Locations

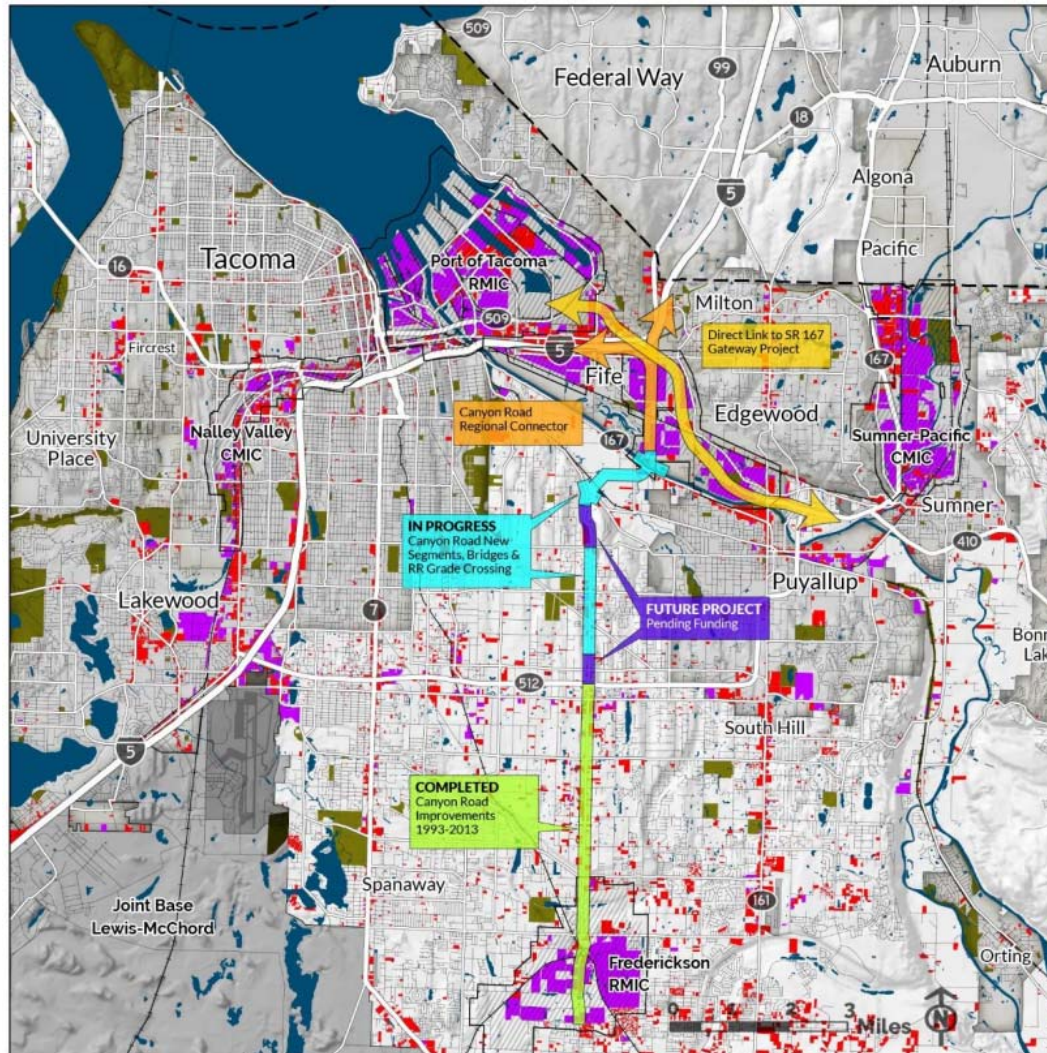
- ▨ Canyon Road Corridor
- ▭ County Line
- ▨ Study Area Employment Centers
- Lakes, Rivers & Water Features
- Rail Lines

Interviews by Type of Organization

- Manufacturing
- Government
- Warehousing, Transportation, Utilities
- Construction

Source: Community Attributes, Skillings Connolly 2018

Economic analysis: Study area



Significant industrial and military zones:

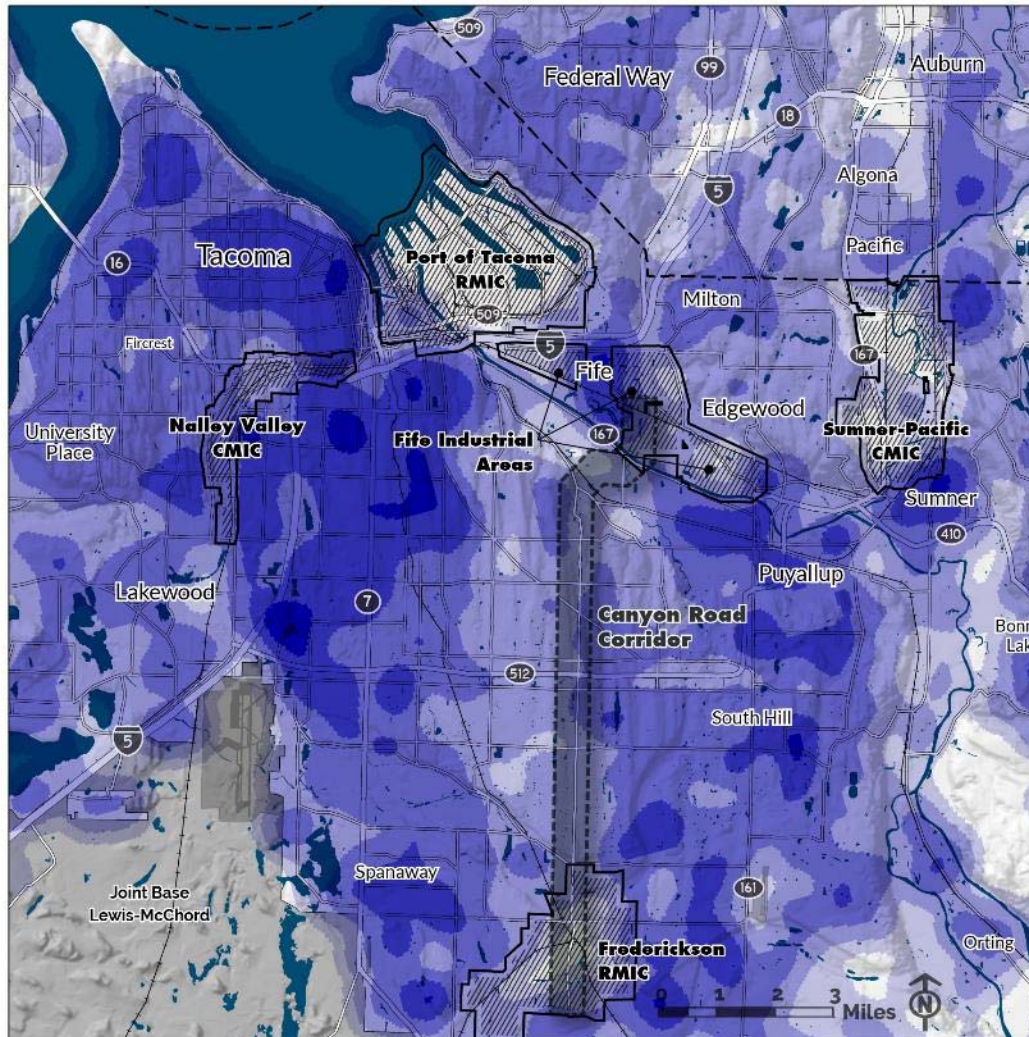
- Port of Tacoma Regional Manufacturing/Industrial Center (RMIC)
- Frederickson RMIC
- Nalley Valley CMIC
- Fife Industrial Areas

Canyon Road Economic Assessment Study Area



Source: Community Attributes; Pierce County, 2017

Economic analysis: Baseline assessment



Fast facts about the study area

- Pierce County population expected to **grow 1.3 percent per year** over the next 10 years.
- Highest employment growth for industrial centers occurred in **Frederickson MIC and Sumner Pacific MIC** between 2006 and 2016.
- Top places of residence for industrial area workers are **Tacoma, South Hill, Lakewood and Puyallup**.
- More than 75 percent of industrial building space is for **warehousing/distribution**.

Key takeaway: Most people commute to the area's five main industrial zones

Canyon Road Economic Assessment Where Study Area Workers Live

- ▨ Study Area Employment Centers
- - - County Line
- Lakes, Rivers & Water Features
- + + + Rail Lines

Worker Density by Place of Residence

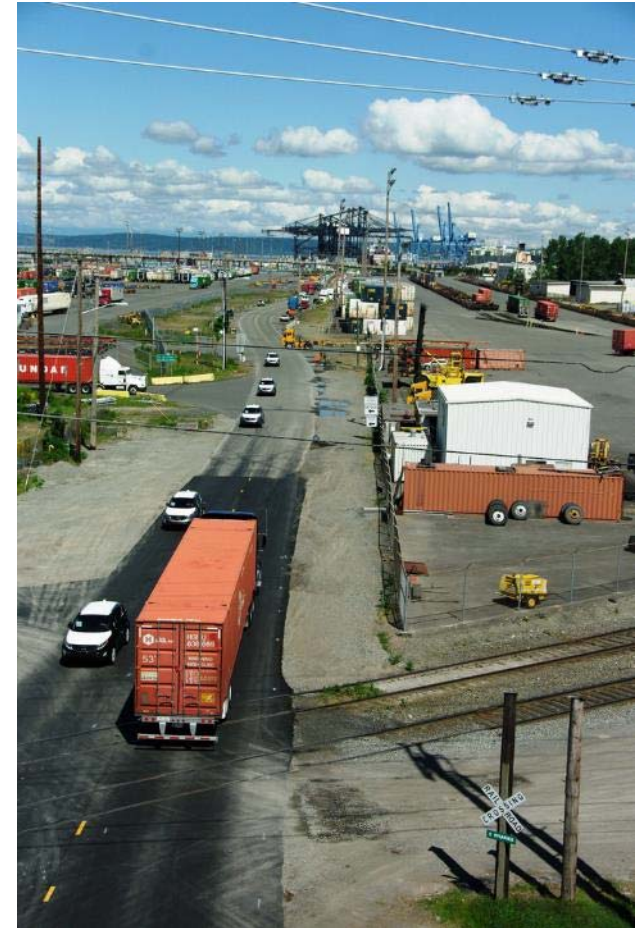
- 218 - 337 Workers per Square Mile
- 125 - 217 Workers per Square Mile
- 59 - 124 Workers per Square Mile
- 19 - 58 Workers per Square Mile
- 5 - 18 Workers per Square Mile

Source: LEHD, On the Map, 2015; Community Attributes; Pierce County, 2017

- **35,428 employees work here and live elsewhere**
- **1,955 people live here but work elsewhere**
- **198 people live and work here**

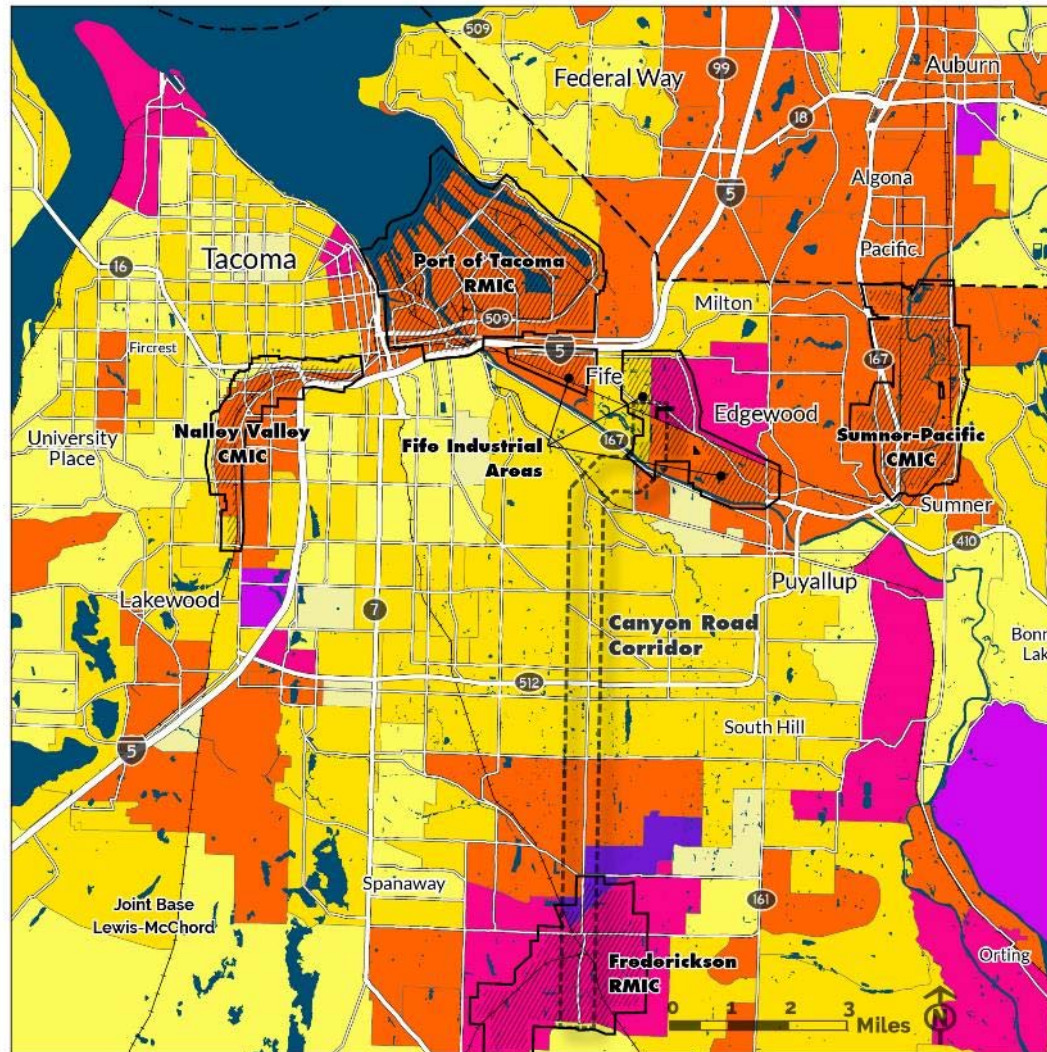
Economic analysis: Project benefits

- **Improves local and regional mobility**
 - Provides alternative north-south transportation route
- **Supports regional freight operations**
 - Decreases travel times and transportation costs for moving goods
- **Cuts costs for commuters**
 - Provides more direct connections between origins and destinations
 - Savings would support about 180 jobs and put \$25.3 million back into the economy



Source: Port of Tacoma Flickr

Economic analysis: Project benefits



Supports local job growth

- Frederickson area could accommodate thousands of new additional jobs based on vacant and available land.

Accommodates future planned population growth

- Allows more people easier access to where they live, work and shop.

Canyon Road Economic Assessment Forecast Employment Growth

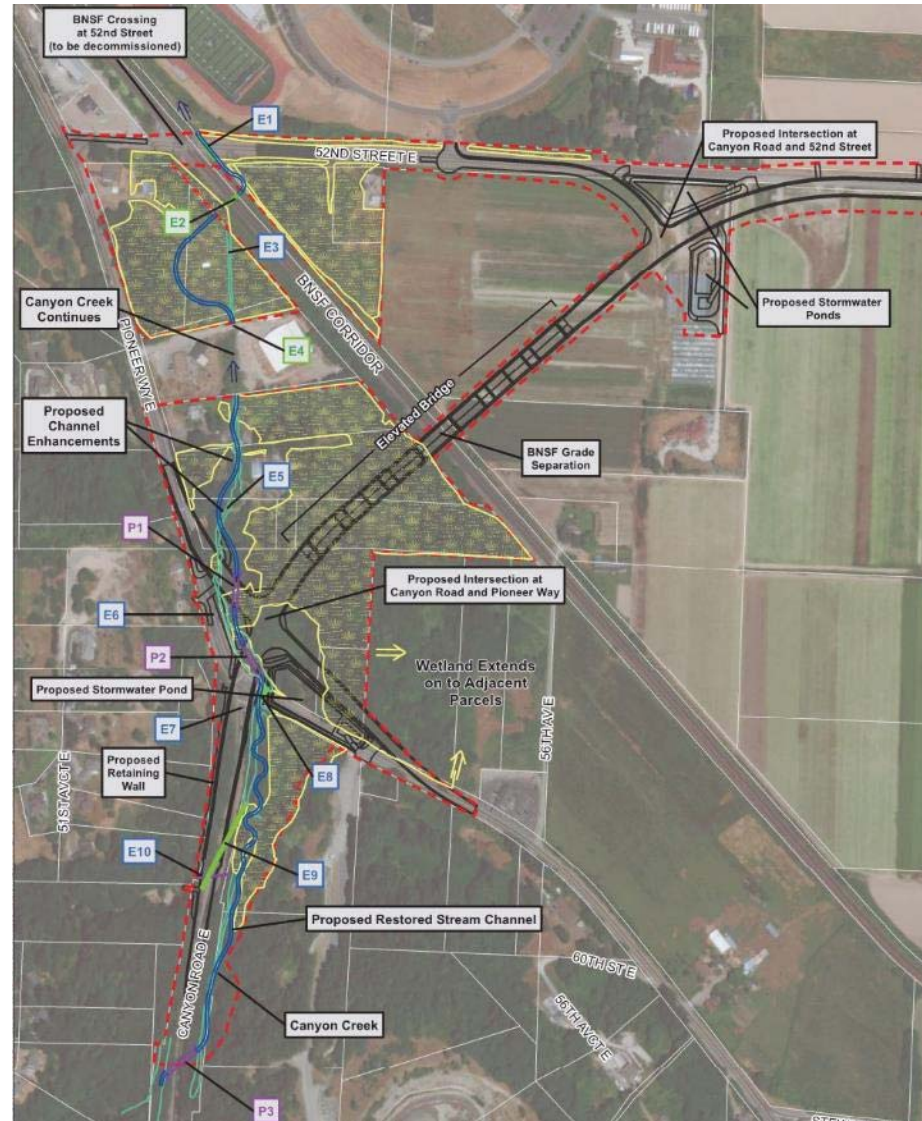
- Canyon Road Corridor
- County Line
- Study Area Employment Centers
- Lakes, Rivers & Water Features
- Rail Lines

Forecast Rate of Total Employment Growth by Census Tract, 2015-2025

- -30.66% -- -10%
- -9.99% - 0%
- 0.01% - 10%
- 10.01% - 25%
- 25.01% - 50%
- 50.01% - 100%
- 100.01% - 250%

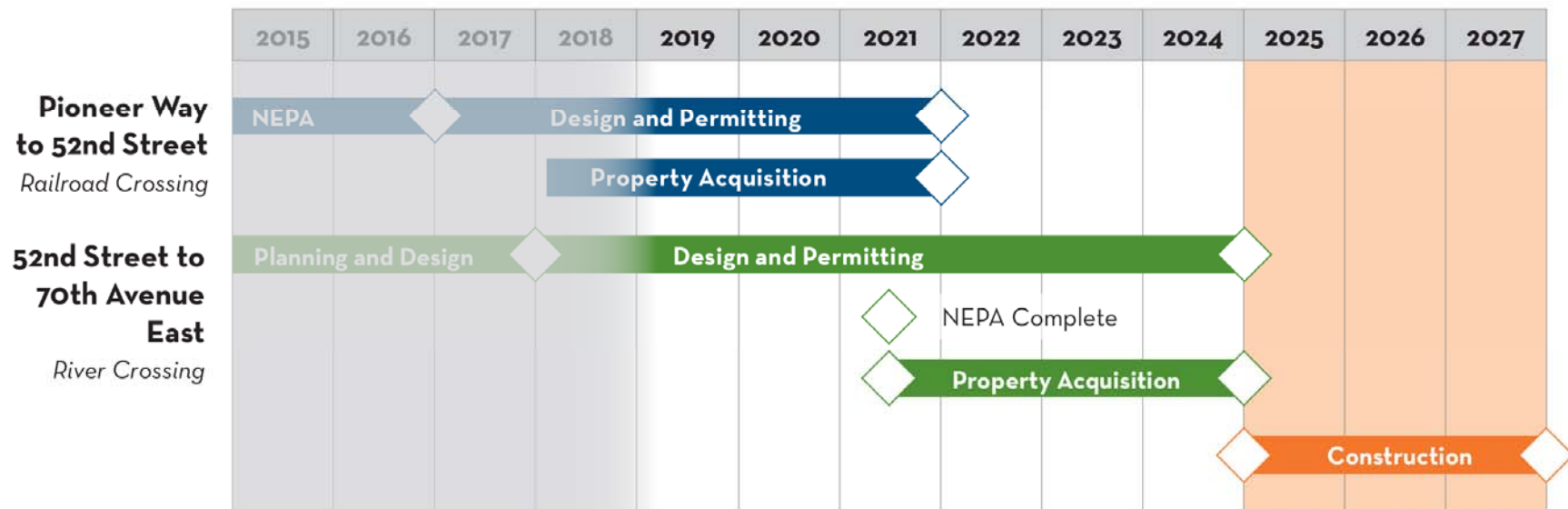
Source: Community Attributes; PSRC, 2017

Environmental mitigation – Wetland design



Project schedule

Project Timeline



On-going outreach and engagement

- Stakeholder interviews (2014)
 - Gather information regarding concerns, opportunities, and suggestions from project-area and project-adjacent stakeholders.
 - 24 Stakeholders
 - 19 Organizations
 - Online open house (Nov 2018)
 - Community and stakeholder briefings
 - 40 briefings since 2017
 - Open house (early 2020)
 - We are early in the process and are working to increase awareness and engagement
- City of Puyallup
 - SR 167 Coalition, Port of Tacoma
 - Fife Chamber of Commerce
 - Tacoma Rail
 - Fife School District
 - Tahoma Audubon Society
 - Frederickson Clover Creek Community Council
 - WSDOT
 - Freight Mobility Strategic Investment Board
 - Drainage District 10
 - ForeverGreen Trails
 - Friends of Clarks Creek
 - Friends of Puyallup Riverwalk
 - Frederickson Clover Creek Community Council
 - Pierce Conservation District
 - Port of Tacoma
 - PSRC
 - Puyallup School District
 - Puyallup Tribe of Indians

Project funding

What is the project cost?

- New cost estimate in development (\$250-300 million)
- *Design and right of way acquisition are fully funded*

Secured funding partners

- FMSIB commitment: \$5 million
- BNSF contribution (grade separation)
- Four federal grants (2000 to present): \$7.07 million for design
- Pierce County: \$10 million

Upcoming funding opportunities

- Federal grants (INFRA/BUILD): potentially seeking \$125 million
- Legislative appropriations: seeking \$50 million
- Bonding

Next steps

- Stakeholder and community outreach
 - Community briefings
 - Elected official outreach
 - Open house late winter/early spring 2020
- Continue design and NEPA process
- Seek funding opportunities

QUESTIONS?

Letticia M. Neal, P.E.

(253) 798-7041 or letticia.neal@piercecountywa.gov