



GIG ON THE GO



City of Gig Harbor
2018 Active Transportation Plan

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GLOSSARY

Typology	Description
ATP Active Transportation Plan	
CoLI	<p>Centers of Local Importance. Gig Harbor has five CoLIs – Westside, Kimball, Downtown, Finholm, and Gig Harbor North. They are compact, mixed-use centers that promote pedestrian-oriented development, provide diverse services, and include a variety of high and medium density housing. The CoLIs and their associated transportation corridors tend to accommodate and attract a high level of travel by all modes and include clustered commercial services to support the greater Gig Harbor and Key Peninsula areas.</p>
	<p>Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These facilities are established along roadways with high travel speeds, volumes, and/or truck traffic.</p>
	<p>A conventional bike lane is a striped lane on a roadway that is designated for exclusive use by people riding bicycles. Conventional bike lanes include pavement markings indicating one-way bike use. These facilities are established along roadways where there is current or anticipated bicycle demand and where it could be unsafe for cyclists to ride in the travel lane.</p>

Typology

Description

Fog Line



A fog line is a solid white line painted on the side of the roadway. This creates a designated space for people to ride their bike when there is not enough right-of-way for a conventional bike lane, and it designates the width of the outside travel lane. However, unlike conventional bike lanes, there is no bike pavement marking indicating preferential bicycle use.

Shared Use Path



Shared Use Paths are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor.

Sharrow



Sharrows or “shared-use arrows” are pavement markings that indicate bicycles and automobiles must share the lane. They are typically provided on low-speed, low traffic-volume streets. This facility type provides drivers with a visual warning to expect that cyclists are present.



INTRODUCTION





Gig Harbor's picturesque waterfront, vibrant downtown, peaceful trails, and quiet woods are an ideal playground for outdoor enthusiasts and encourage an active lifestyle. Residents and visitors alike can easily access key amenities found in an urban environment while being in close proximity to nature, parks, and recreation opportunities. Bustling sidewalks in the Finholm District during lunch hour, full bike racks at the farmer's market, and a steady stream of people walking and biking on the Cushman Trail all demonstrate that people in Gig Harbor are interested in active transportation.

Active transportation, which refers to any form of human-powered travel, is an important part of a transportation system. This can include walking, cycling, use of an electric bike or a wheelchair, skateboarding, or roller-skating for any portion of a trip between origin and destination. Many trips begin and end with active transportation, whether it is walking to the bus stop, cycling to work, or walking between shops.

These modes serve as the foundation for a successful transportation system by helping to reduce roadway congestion while also promoting healthy lifestyles, improving air quality, and enhancing community character. For instance, active transportation can inspire window-shopping, sitting at sidewalk cafés, stopping to catch up with neighbors on the sidewalk, and enjoying art and green spaces. Active transportation is also an important component in the goal of achieving accessibility for all. This Plan seeks to increase and promote active transportation in Gig Harbor by providing a first-rate transportation system that serves people of all ages and abilities. To do so, this Plan identifies a variety of projects that stemmed from community input to improve upon and add facilities for people walking and biking. This Plan informs and supports the Comprehensive Plan's Transportation Element, and it is also informed by the Capital Facilities Plan and Parks, Recreation, and Open Space (PROS) Plan.

Glossary

Chapter 1: Introduction

This chapter outlines the purpose of this plan, an overview of the plan organization, vision and goals, benefits of active transportation, and the public outreach process.

Chapter 2: Planning Context

This chapter describes the current state of facilities for walking and biking in Gig Harbor, available travel corridors, alternative travel modes, and key destinations in Gig Harbor. This chapter also summarizes anticipated growth in travel in the City and identifies likely trends in travel.

Chapter 3: Existing Plans and Programs

This chapter summarizes policies in existing planning documents related to active transportation and how future infrastructure improvements will improve conditions for walking and biking in Gig Harbor.

Chapter 4: Network Planning

This chapter describes the methodology used to create the list of prioritized bicycle and pedestrian facilities contained in this Plan. The project team used a combination of technical analysis and public input to identify bicycle and pedestrian needs and then prioritize the most important improvements.

Chapter 5: High Priority Investments and “Quick Wins”

This chapter details a select number of

projects identified as the first step towards implementing the long-term vision for walking and cycling in Gig Harbor

Chapter 6: Longer Term Investments

This chapter describes the medium and long-term projects for the pedestrian and bicycle network.

Chapter 7: Programs, Policies, and Design Guidance

This chapter outlines new programs and policies that will support active transportation in Gig Harbor. Additionally, it provides a high-level overview of changes that will be necessary to the City’s Public Works Standards.

Chapter 8: Performance Measures

This chapter identifies performance measures that will be used to evaluate the City’s progress toward implementing all the Plan’s recommendations. They will keep the City accountable throughout the implementation process.

Appendices

A. Pop-Up Studio Community Input Summary

B. October 7 Open House Prioritization Results

C. Vision Questionnaire Summary

D. Project Prioritization Spreadsheet

E. Capital Cost Estimate Assumptions

VISION AND GOALS

This Active Transportation Plan’s (ATP) policy framework consists of:

- Vision – the desired future outcome of the Plan
- Goals – what we expect to accomplish to meet the vision
- Performance measures – how we track progress in achieving the goals and objectives

Key City staff members and consultants Fehr & Peers, Blue Zones, and Studio Cascade (the Project Team) collaborated with a Steering Committee and members of the public to develop the vision and goals, which guide this ATP. The vision statement aligns with the City’s 2016 Comprehensive Plan, 2018 Transportation Element update, and applicable federal Americans with Disabilities Act (ADA) standards. Further, the vision and goals played a critical role in evaluating specific project ideas, which is outlined in Chapter 4. The Plan’s performance measures are described in Chapter 8.

To inform this vision statement, an online questionnaire asked members of the community to provide three words describing their experience walking and biking in Gig Harbor today, as well as their vision for walking and biking in Gig Harbor in the future. Figures 1 and 2 show the results in word cloud format. The full summary of questionnaire results can be found in Appendix C.

[illegible][illegible]

Gig Harbor offers easy, safe, and enjoyable access to all areas of the City by foot and bike.



Residents greatly value Gig Harbor's small-town feel, waterfront setting, varied topography, and proximity to diverse urban and natural features. Today and in the future, residents want access in Gig Harbor to be easy, safe, and enjoyable, including for those who choose not to drive. To achieve this, residents support ongoing efforts to create and enhance active transportation infrastructure and to improve connections Citywide.

Goals



1

Inviting and equitable, encouraging public health through active transportation

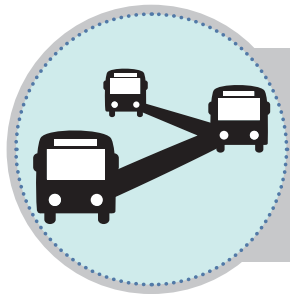
Gig Harbor's transportation network will provide safe and complete connections for all users, making active transportation modes like walking and biking reasonable options in all areas of the city.



2

Smart, efficient, and achievable

The City will plan an active transportation system that is both functional and realistic, measuring that system using performance metrics that are tied to the City's multimodal goals.



3

Effective in connecting the Centers of Local Importance to the regional transportation system

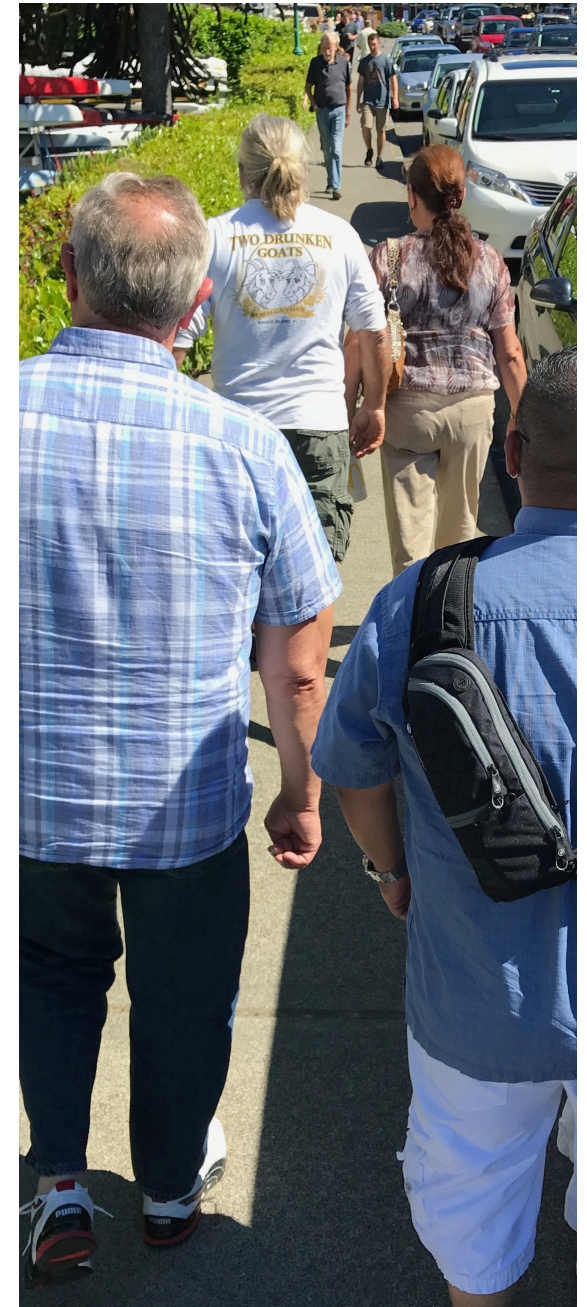
Gig Harbor will prioritize transportation projects that improve multimodal connections to CoLIs, as well as investments that connect the City with the regional systems.



4

Sustainable over time, both financially and environmentally

The City considers the full costs of planning, permitting, construction, and maintenance in its transportation investment decisions, as well as how these investments impact the environment.



ACTIVE TRANSPORTATION, HEALTH, AND ACCESS

Active transportation offers a variety of benefits that span transportation affordability, protecting the environment, physical health, and social well-being. All of these benefits contribute to the overall well-being of a community.

Walking

Walking is the simplest form of transportation, yet it provides many benefits to an individual and community. Almost everybody incorporates walking into their daily trips, but for most, it does not make up a significant portion of those trips. This can be due to a variety of factors such as convenience, ease of access, actual and perceived safety, and walkability of the environment. This Plan strives to create an environment where people of all ages and abilities feel safe and comfortable walking in Gig Harbor.

Cycling

Cycling requires more investment than walking, but it is still an affordable, healthy mode of transportation that is becoming more popular nationwide. As shown in Figure 3, the population generally falls into four categories of potential cyclists: the Strong and the Fearless, the Enthused and Confident, the Interested but Concerned, and No Way No How¹. Research has

shown that the Interested but Concerned are a large segment of the population, and they require highly comfortable bicycle facilities in their communities to feel safe while riding. This Plan strives to create an environment where people of all ages and abilities feel safe and comfortable riding a bike.

Health

There are many health benefits associated with active transportation. Regular physical exercise has been linked to an increase in personal health and a lower risk of obesity, heart disease, and Type 2 diabetes. Active transportation not only benefits the user, but also the natural and built environment. Increasing the number of trips made by walking or cycling helps to decrease the pollution that would have been emitted by using motorized transportation. Studies have shown that when infrastructure for walking and biking is in place, there is an associated increase in active transportation. Neighborhoods that are walkable and bikeable have more people on the streets, which promotes resident interaction and decreases crime rates, improving overall neighborhood livability.

Access for All Citizens

Transportation equity is an essential component of this Plan. Pedestrian and bicycle projects, programs, and policies should benefit all Gig Harbor residents. One component of this is geographic equity. This means investments in new bicycle and pedestrian facilities and programs

should be balanced throughout all parts of Gig Harbor. While socio-economic and geographic equity cannot be achieved overnight, these long-term goals are factored into the planning process.

1. Roger Geller, "Four Types of Cyclists" last modified 2009. <https://www.portlandoregon.gov/transportation/article/264746>

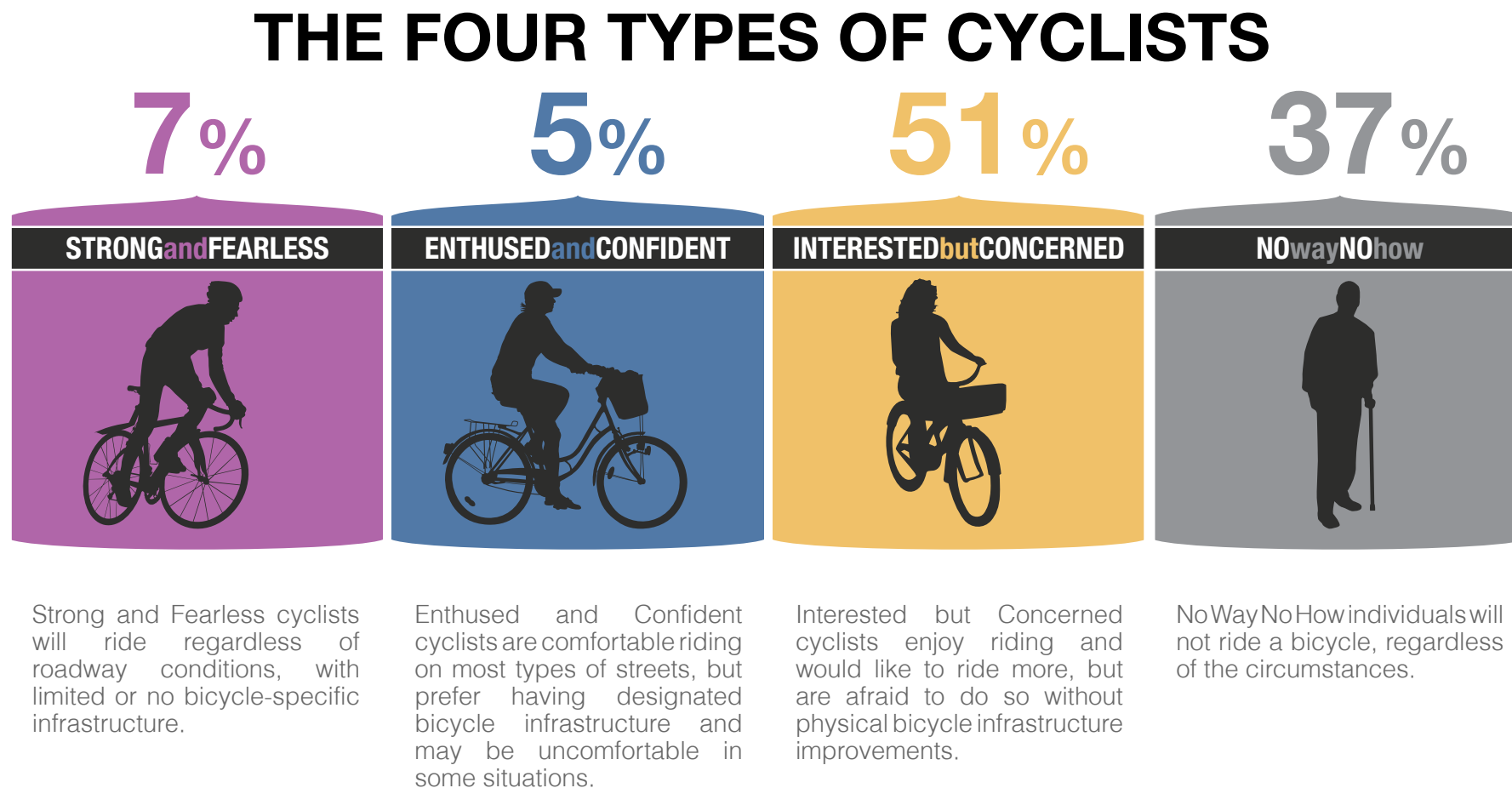


Boys biking in Gig Harbor North



Women walking near Kimball Park & Ride

FIGURE 3: The Four Types of Cyclists



PLANNING PROCESS AND COMMUNITY ENGAGEMENT

This Active Transportation Plan is the first of its kind for Gig Harbor and was developed in conjunction with the Transportation Element update through an initiative called “Connect the Gig”. The Gig Harbor community played a central role in the development of this Plan. The project team collected community input and feedback over a year-long process from Spring of 2017 to Spring of 2018. The following community engagement activities shaped the direction and content of this plan.

Outreach Components

Interviews

The outreach process began by interviewing residents, business representatives, school principals and Peninsula School District staff, regional agencies and partners, representatives from the cycling community, and City staff. These interviews provided invaluable background information and helped shape future outreach events described below.

Project Website

To encourage project transparency during the creation of the Active Transportation Plan and Transportation Element, a user-friendly project website for the larger Connect the Gig effort was employed,

supporting greater community involvement in decision-making and governance. The website included background information on the project, information regarding upcoming events, project updates, a library of relevant documents, such as agendas, presentations, work products, and graphics, photos from past events, and a link to the City’s Facebook page. Over the course of the project, over 1,600 “unique visitors” accessed the site.

Website URL: www.connectthegig.com

Pop-Up Studio

Gig Harbor held “pop-up studios” on June 22 and 23, 2017, where residents could drop by the project tent to share ideas, work with staff and consultants on plan strategies, and take part in activities. The June 22 pop-up was on the waterfront in the new Welcome Plaza at Jerisich Dock, and it ran from 9:00 am to 7:30 pm. This pop-up took full advantage of its proximity to the Waterfront Farmers’ Market, attracting participation from people who came for the Market and were unaware of the Connect the Gig project. The second day’s pop-up was located at the pavilion in the Uptown Shopping Center. It ran from 9:00 am to 5:30 pm, drawing participants from the surrounding offices, hospital, and shopping center.

More than 80 Gig Harbor residents, business people, employees, and visitors participated in the pop-up studio, engaging in conversations, exercises, and mapping activities. Conversations ranged from the



Interview participants



Pop-up Studio at Jerisich Dock



Pop-up Studio in Uptown Shopping Center



Workshop in Downtown Gig Harbor



Workshop in Gig Harbor North



Workshop in Finholm

abstract to the specific, with participants exploring how the transportation system may evolve in time to best meet Gig Harbor's needs. Some of the topics and proposed strategies considered adjusting what the community already has. Others were more focused on major changes, like the construction of new streets that could significantly alter the transportation landscape. (See Appendix A for a summary of community input from the pop-up studio.)

Mini-Poll

Pop-up participants had the opportunity to participate in an eight-question mini-poll. This short questionnaire asked respondents to weigh in on different transportation priorities, which helped the consultant team and City craft a transportation plan and implementation strategy that makes sense and is acceptable to the community. More than 45 pop-up participants completed the mini-poll.

Walkshops

The City also ran a series of six “walkshops” all over town on June 22 and 23, 2017 in conjunction with the pop-up studio. Led by Dan Burden, a national walkability expert at Blue Zones, the walkshops were an opportunity for residents to learn about walkability, bikeability, and Complete Streets. Additionally, participants identified specific projects to enhance Gig Harbor's transportation network for all users, ages, and abilities. The six locations included Gig Harbor North, Finholm, Downtown, Kimball, Rosedale, and Westside. Approximately 10

community members participated. Many of the suggestions included in this Plan originated at these workshops.

Open Houses/Design Charrettes

The City held three interactive open houses in the Summer/Fall 2017, which occurred on June 22, September 9, and October 7, 2017. The open houses were a forum for the City to provide information on the project and for the community to provide input through a variety of different exercises. Members of the community provided feedback on areas that are unsafe or challenging for walking and biking, potential improvements or connections for walking and biking, and preferred prioritization of potential projects, all of which informed the draft Active Transportation Plan. Approximately 120 people participated in the open houses. (See Appendix B for results of the October 7 project prioritization exercise.)

Vision Questionnaire

From December 4 through December 31, 2017, the City of Gig Harbor hosted an online questionnaire to help inform the creation of this ATP's vision statement and policy framework for this ATP. 264 respondents provided input, and one lucky resident won a City-donated FitBit™ activity tracker. (See Appendix C for a summary of questionnaire results.)

Promotion

All public outreach events were advertised on the City of Gig Harbor's Facebook

page and on the project website. Prior to the October 7, 2017 open house, the City posted bright orange notice boards on the side of the road throughout Gig Harbor and a promotional video was posted on Facebook and the project website to advertise the event and overall public process.

City Council and Planning Commission Meetings

The project team and city staff presented to the Planning Commission and City Council numerous times throughout the process to ensure they were kept apprised of community input and key project milestones. Planning Commission presentations were made between August 2017 and July 2018. The City Council was also briefed about the project during this period up through its consideration of adoption in Fall 2018.



Winner of the Vision Questionnaire FitBit™



September 9 Open House participants collaborating around a map



Notice board posted throughout the City



October 7 Open House participants



2

PLANNING
CONTEXT



The landscape for active transportation, most commonly cycling and walking, in Gig Harbor is evolving. This Active Transportation Plan and the 2018 Transportation Element update (collectively referred to as Connect the Gig) are part of that process. The City of Gig Harbor is planning for an interconnected transit, walking, and cycling network that will improve the safety, mobility, and quality of life for all users. This chapter provides a snapshot of the land use pattern in Gig Harbor as well as conditions for walking and biking to help identify improvement needs. In addition, the City's ADA Transition Plan, which focuses on City-owned right-of-way and facilities, is an additional resource for removing barriers and improving access.

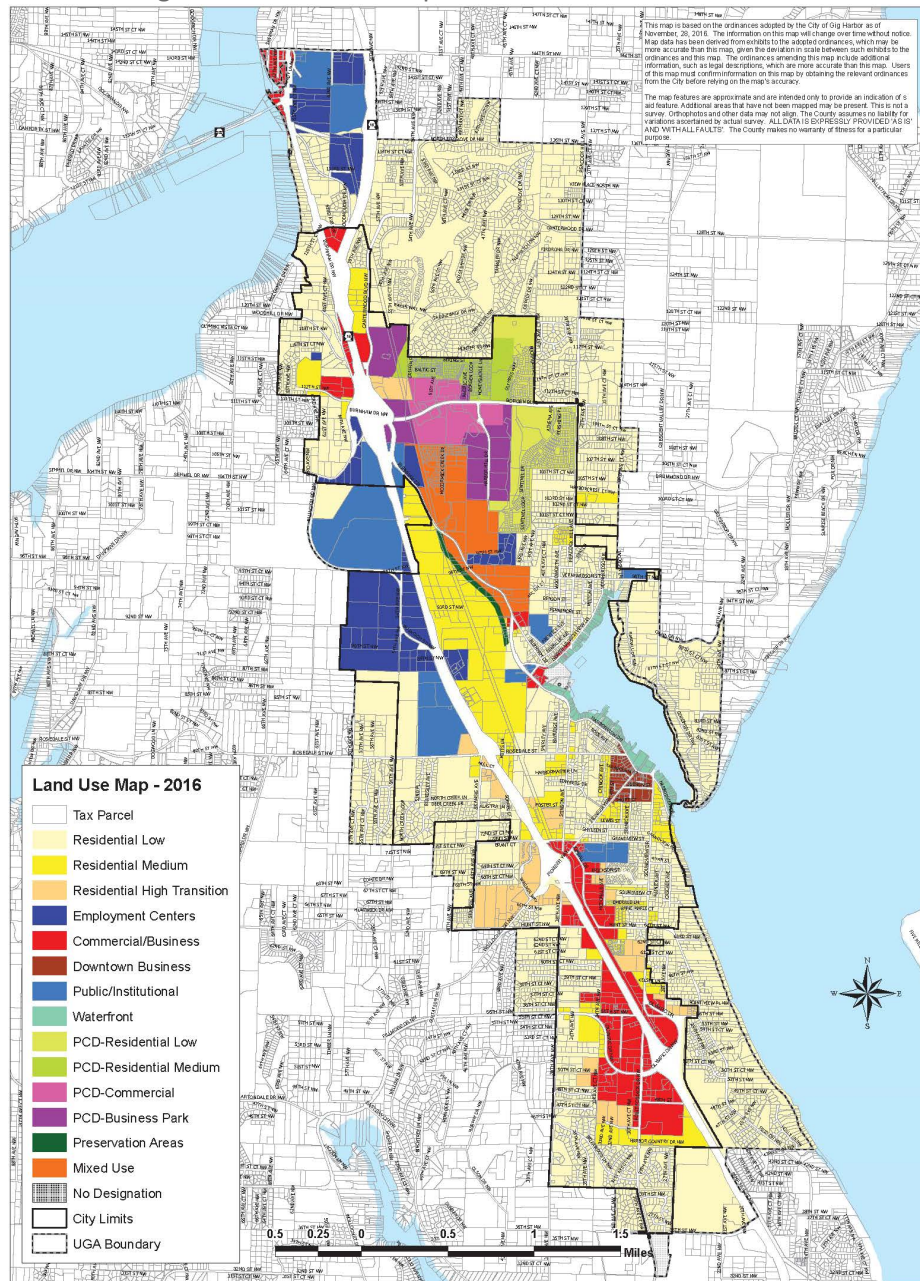
LAND USE CONTEXT

The City of Gig Harbor's Land Use Map shows what types of activities occur in specific areas of the City. This is related to zoning, which determines what land uses are allowed in

a given location. Zoning leads to clustering of like uses, such as shopping and other commercial destinations in downtown, CoLIs, and along major roadway corridors, with other areas of the City limited to primarily residential development. Changes to zoning can affect not only land use, but also how the surrounding transportation network is used. Gig Harbor's current land use map is shown in Figure 4.

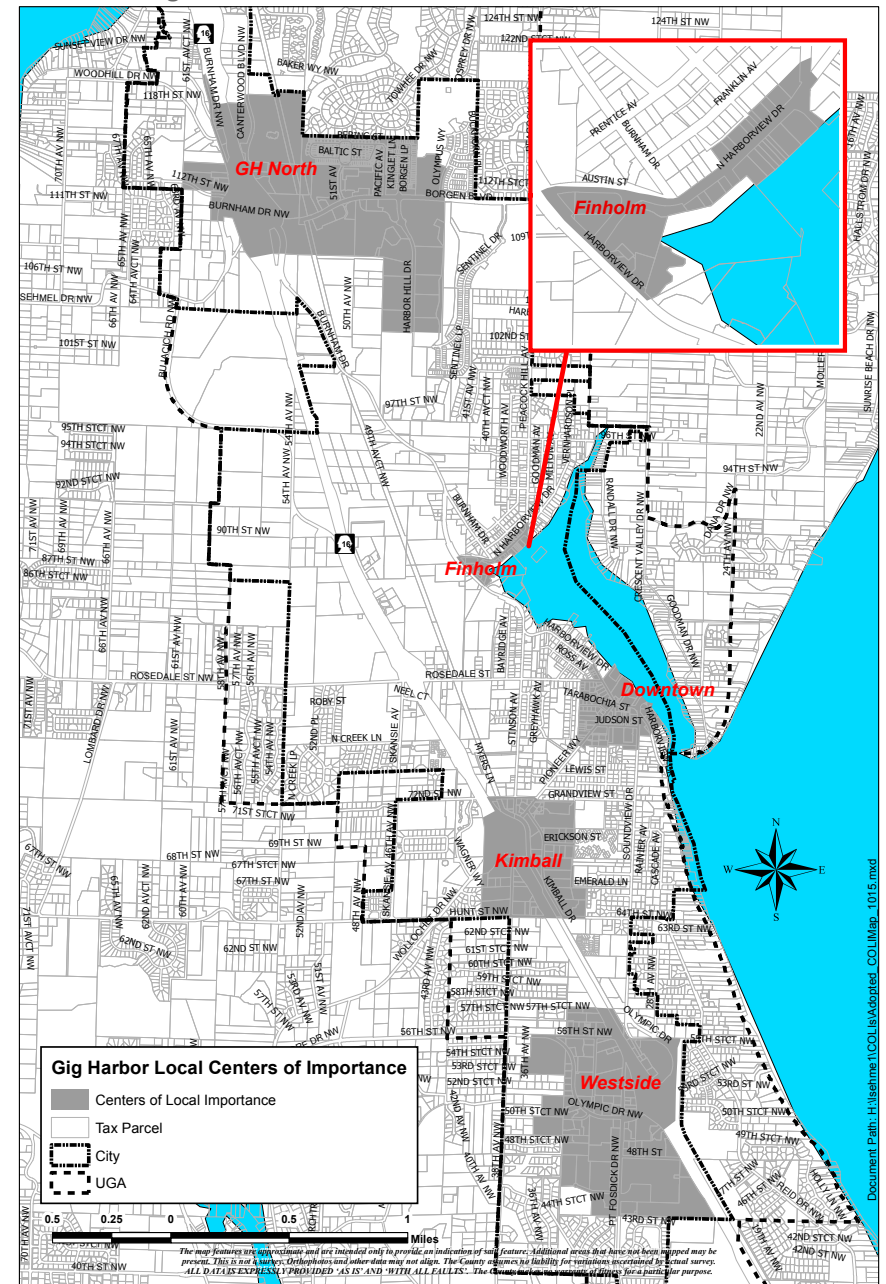
Facilities for walking and biking are a component of the overall transportation network. Gig Harbor's existing pedestrian and bicycle network are outlined in the sections below.

FIGURE 4: Gig Harbor Land Use Map



Source: 2016 Gig Harbor Comprehensive Plan

FIGURE 5: Gig Harbor CoLIs



Source: 2016 Gig Harbor Comprehensive Plan

Adopted Via Ordinance No. 1322
August 10, 2015

KEY DESTINATIONS

Centers of Local Importance

Gig Harbor has five Centers of Local Importance (CoLIs), which are compact, mixed-use centers that promote pedestrian-oriented development, provide diverse services, and include a variety of high and medium density housing. CoLIs serve as a focal point in the community and provide a sense of place. The CoLIs and their associated transportation corridors tend to accommodate and attract a high level of travel by all modes and include clustered commercial services to support the greater Gig Harbor and Key Peninsula areas. Each of the City's identified CoLIs serve a unique purpose to the City residents as well as residents of the greater Gig Harbor Peninsula. As shown in Figure 5, the five CoLIs include:

- **Westside** – a local and regional retail gathering place that is zoned for Gig Harbor's highest intensity commercial development. Mixed-use and multi-family residential housing is located within and adjacent to this center. Strategic in-fill development with pedestrian and bicycle amenities would enhance the existing compact pedestrian scale here. Commercial destinations include restaurants, grocers, shops, a theater, banks, and a medical facility, among others. The center contains pedestrian and bicycle connectivity, which should continue to be expanded upon to make walking or cycling a comfortable transportation option to

and from this CoLI. The Cushman Trail crosses through this CoLI on the east side of SR 16, though a functional connection from the west side of SR 16 would help promote equal transportation access to the commercial services.

- **Kimball** – contains higher density residential, low-income, and senior housing; a branch of Tacoma Community College; Gig Harbor Civic Center; Pierce Transit Park and Ride; and a hotel – all of which increase pedestrian use in the area. A majority of the commercial services in the area are in strip mall format and have a high potential for redevelopment. This CoLI is a critical transportation nexus linking vehicular and public transportation to the greater Gig Harbor Peninsula. The central Park and Ride offers nearby access to SR 16 and should grow with Gig Harbor as a multi-modal service hub focused around pedestrian scale. The primary impact of SR 16's close proximity is traffic entering the community heading towards the unincorporated areas of Pierce County. To lighten the load of traffic in the Kimball CoLI, the City should continue to work with WSDOT, Pierce County, Pierce Transit, and other potential funding sources to establish better connectivity through the area as well as additional options to cross SR 16. The Cushman Trail crosses through this CoLI, providing non-motorized connectivity to the City and region.

- **Downtown** – a central gathering place for the community with seasonal events occurring at Jerisich Park in the summer and fall, shops, restaurants, and parks. Easy pedestrian access and seasonal transit serve as both a recreational and connectivity element for the CoLI.
- **Finholm** – a small activity node with restaurants, a convenience store, personal services, and retail bordered on one side by the Bay and single family homes on the remaining sides. The Finholm District CoLI includes the Harbor History Museum, and the area recently daylighted at Donkey Creek.
- **Gig Harbor North** – a commercial hub that serves the big box retailer needs of the surrounding region and includes Costco, Home Depot, Target, and fast food restaurants. In addition to larger retailers, this center also houses St. Anthony's Hospital and the YMCA, which provide essential services as well as jobs within this center. Pocket parks serve as both buffers and pedestrian amenities that are required to be preserved and included as an essential character element of the area as development continues. Gig Harbor North accommodates higher density single-family residential development and utilizes pedestrian pathways between the activity center and residences, providing residents easy access to services and public spaces. The Cushman Trail crosses through this CoLI, providing non-motorized connectivity to the City and region.

Schools

The Peninsula School District serves nearly 9,000 students as of May 2017.² While the School District includes sixteen K-12 schools in the region, only four fall within the City limits of Gig Harbor and two are within the UGA:

- Discovery Elementary School
- Harbor Ridge Middle School
- Henderson Bay Alternative High School
- Gig Harbor High School
- Purdy Elementary School (UGA)
- Peninsula High School (UGA)

In addition to these public schools, St Nicholas, Hosanna Christian School, and Harbor Christian Schools are private schools within the City. There are also several preschools and daycares throughout Gig Harbor.

Transportation networks surrounding schools can become congested at start and end times each day, as the schools generally were not designed for the volumes that exist today. Students can arrive at school by walking, biking, being dropped off, driving a personal vehicle (for older students), or taking the school bus. The combination of the various modes during a compressed timeframe can lead to safety concerns. Few students walk and

bike to school due to the lack of safe routes, long distances between home and school, and many streets feeding into the schools lack pedestrian accessible shoulders. The City is interested in pursuing Safe Routes to School projects in the future.

Tacoma Community College

Tacoma Community College is located in the Kimball CoLI and offers a variety of different courses to residents of Gig Harbor and the Key Peninsula region. Approximately 300 students were enrolled in classes in Spring 2017. Many students from Gig Harbor High School take classes at Tacoma Community College as part of the Running Start program. Most students drive to classes using Wollochet Drive NW, Hunt Street NW, or 38th Avenue NW, as no public transit serves this area.

Parks and Recreation Areas

The City of Gig Harbor owns numerous park properties ranging in size from 0.06 of an acre to 35 acres. These parks include neighborhood parks, waterfront parks, and a Civic Center with a skate park and open lawn. Jerisich Dock was recently renovated and completed in June 2017, and Ancich Waterfront Park is under construction. Parks attract active transportation users such as walkers, bikers, and skateboarders. They also attract users of all ages, so safety of the transportation network surrounding parks is critical.

Hospital

St. Anthony Hospital and Gig Harbor Medical Park serve the City and surrounding areas. St. Anthony Hospital provides inpatient and outpatient medical services, including 24-hour emergency care. It is currently licensed for 80 beds, though is undergoing an expansion. Approximately 580 employees³ work for St. Anthony Hospital, and the hospital includes parking for 700 cars.⁴ A conventional bike lane and sidewalk on the north side of Canterwood Boulevard NW serve the hospital.

Multi-care Gig Harbor Medical Park is located in the Uptown Shopping Center and provides a wide range of medical services including urgent care and day surgery. It is another major employer in Gig Harbor. A conventional bike lane and well-connected network of sidewalks serve the facility, though the nearest crossing across Point Fosdick Drive NW is 500 feet north of the facility.

Retirement Communities

In addition to schools and parks, retirement communities are generators of non-motorized trips. Many residents of retirement communities no longer drive their own vehicles, so they are dependent on privately operated shuttles, public transportation, and walking (or biking, for some) to get to doctors' appointments, residences of family and friends, and shopping/dining destinations. Gig Harbor has a number of retirement communities including Brookdale Gig Harbor, Peninsula

FIGURE 6: Gig Harbor Key Destinations



Retirement, the Lodge at Mallard's Landing, Rosedale Village, and Sound Vista Village, among others. Many retirement communities and assisted living facilities are located within the Westside CoLI.

Other Key Destinations

The Washington Corrections Center for Women is the largest women's prison in the state, with an operating capacity of 740. It is located west of SR 16 and south of McCormick Forest Park. Approximately 480 employees⁵ work for the facility, making it a major employer for the City.

The Gig Harbor Business Park is located on 97th Street NW just off Burnham Drive NW, which includes several industrial uses, such as Metagenics Corporation – another key employer.

2. Peninsula School District. 2017. "District Profile." <https://psd401.net/district-profile/>.

3. CHI Franciscan Health. 2016. "Statistical Highlights." <https://www.chifranciscan.org/2016/statistical-highlights.html>

4. Arch Daily. 2010. "St. Anthony Hospital / ZGF Architects LLP." <http://www.archdaily.com/94063/st-anthony-hospital-zgf-architects-llp>

5. Phone communication with Corrections Center HR Department

CONDITIONS FOR WALKING

Gig Harbor has approximately 39 miles of sidewalks, 22% of City streets have sidewalks on both sides of the street, and 17% have sidewalks on one side. Figure 7 shows all sidewalks and trails in Gig Harbor. Sidewalks are currently provided on one or both sides of most City arterials, including the entire downtown and Uptown shopping area. Sidewalk connections in other areas of the City are more limited. Some sidewalks stop mid-block, and other sidewalks have obstructions that impede pedestrians, such as overgrown vegetation and utility poles. Crosswalks and pedestrian signals exist at most major intersections in the Downtown, Westside, and Gig Harbor North CoLLs. However, there are some gaps in coverage. Some locations have special mid-block pedestrian crossings with flashing crosswalk lights to increase visibility. One substantial community asset is that Gig Harbor has a wealth of public seating options on its streets, which helps encourage walking for people of all ages.

Pedestrian accommodation at the SR 16 interchanges is particularly challenging. The Olympic Drive NW interchange features sidewalks on both sides of the street, but they lack a landscaping buffer, motor vehicles travel at high speeds, and there are long wait times at crossings. The Wollochet Drive NW interchange has a substandard sidewalk on one side of the overpass of SR 16, but lacks sidewalks on the approaches to the bridge. People

must walk in the narrow shoulder next to motor vehicles, which is uncomfortable and a potential safety concern. The Burnham Drive NW interchange has a sidewalk on one side of the street east and west of SR 16, but no elevated sidewalk on the overpass of SR 16.



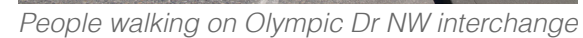
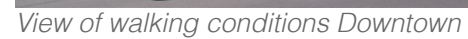
Crosswalk blocked by car in the Westside



Existing conditions on the Wollochet Drive NW interchange

[illegible]

CITY OF GIG HARBOR ACTIVE TRANSPORTATION PLAN



CONDITIONS FOR CYCLING

The existing bicycle network in Gig Harbor primarily consists of conventional bike lanes and fog lines along arterials and collectors in addition to the Cushman Trail (described below) and a few shared use paths. As shown in Figure 8, conventional bike lanes exist on Borgen Boulevard and on parts of Canterwood Boulevard NW, Rosedale Street, Grandview Street, Peacock Hill Avenue NW, Olympic Drive NW, and North Harborview Drive. Shared use paths exist on Harbor Hill Drive and North Harborview Drive next to Donkey Creek Park, and there are wide shoulders with fog lines in other locations, such as Soundview Drive, Olympic Drive NW, and Point Fosdick Drive.

The Cushman Trail is a key community asset, as it is the only trail in the City that is truly welcoming to people of all ages and abilities. This 6.2-mile paved shared use path is located on the Cushman Power Line corridor next to SR 16 between Borgen Boulevard and 14th Avenue NW. In 2015, Gig Harbor completed a two-mile expansion, so the trail now connects the majority of CoLIs. Trail users must ride on City streets in two locations without off-street facilities – at the Cushman Trailhead Park at Hollycroft Street and Olympic Drive NW and through the Kimball district near the Wollochet Drive NW interchange. The City is planning a future trail extension between Borgen Boulevard and Purdy to tie into the regional trail system.

Gig Harbor's new developments, such as Harbor Hill, are steadily growing their private trail networks, which also provide recreational walking and cycling opportunities.

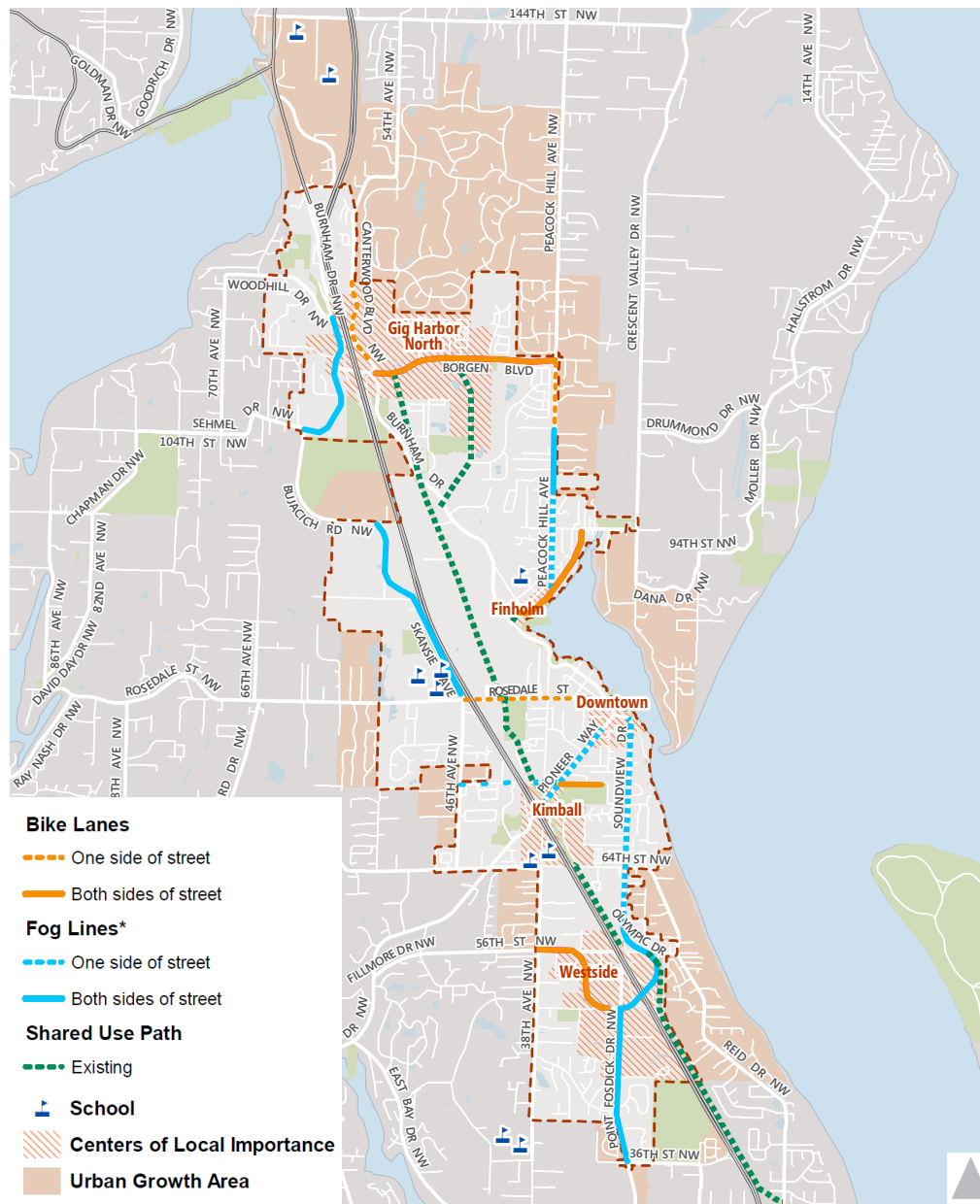


Cyclist in Downtown Gig Harbor



The Cushman Trail

FIGURE 8: Existing Bicycle Network in Gig Harbor



Existing conditions on Kimball Drive



Conventional bike lane on Rosedale Street



Boy biking near Donkey Creek Park

Note: New roads have been built in Gig Harbor recently that are not reflected in this map.

BICYCLE AND PEDESTRIAN SAFETY

The project team used WSDOT collision data to identify safety hotspots and overall collision trends for Gig Harbor. Data was analyzed for a 5-year period (January 2012 through April 2017), the most recent data available. In total, 589 all-modes collisions occurred in Gig Harbor⁶, an average of approximately 110 crashes each year. Of the 215 injuries that were reported, eleven involved pedestrians and eight involved cyclists. No pedestrian or cyclist fatalities occurred during this period. Bicycle and pedestrian collisions are shown in Figure 9.

TRAVEL MODE DATA

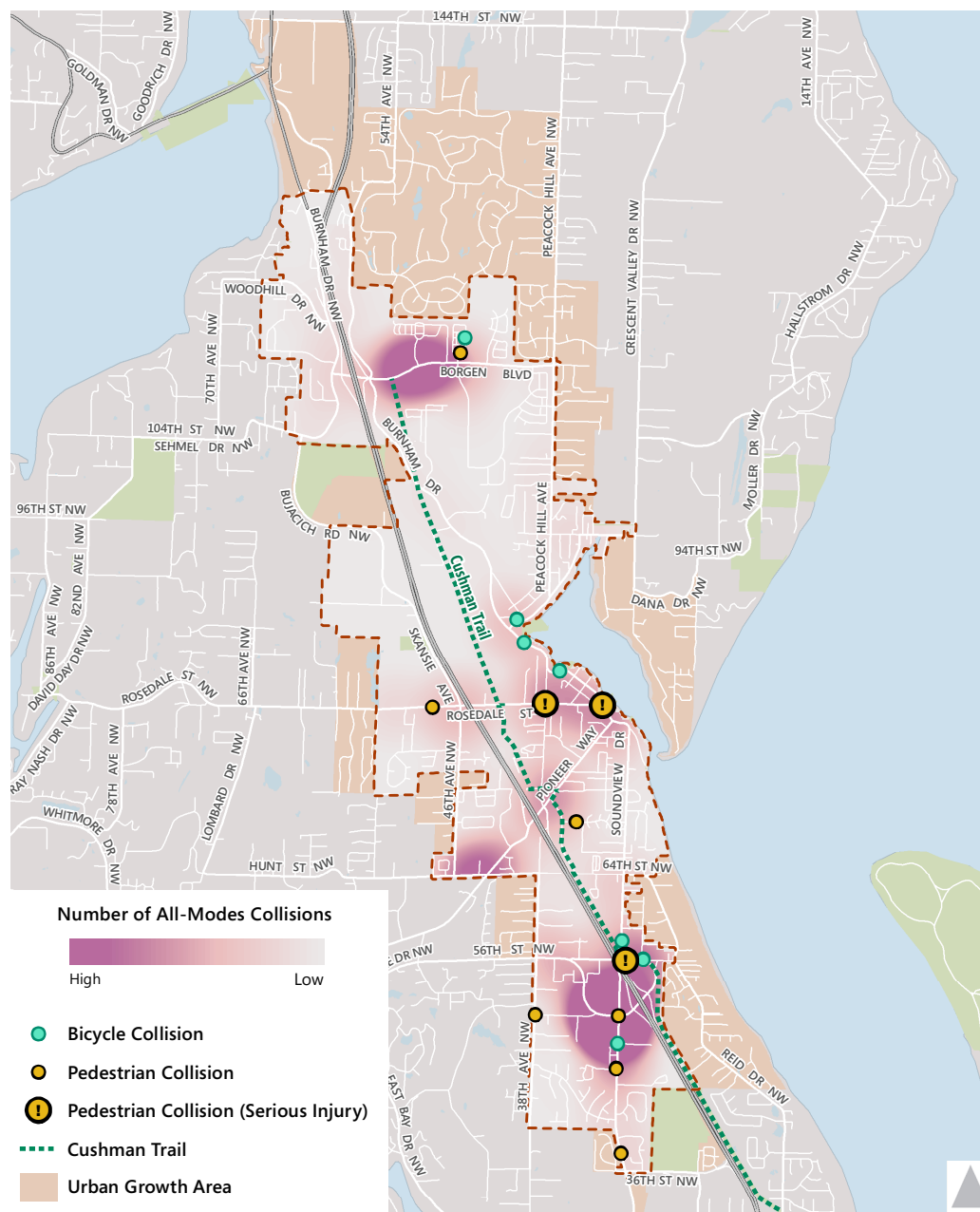
The American Community Survey estimates the number of people who walk or bike as part of their commute (Figure 10). In 2016, the data indicated that only 2 percent of Gig Harbor residents walk to work and 2 percent bike to work. However, commute data is not the most accurate indicator of overall walking and bicycling because it does not include:

- Travel from home to vehicles and transit.
- Trips to non-work destinations, such as to schools, restaurants, stores, and parks.
- Recreational trips.

Another source is the Puget Sound Regional Council (PSRC), which conducts household surveys to collect data on how people travel in the Puget Sound Region. This is the best available dataset on which modes people use to travel to, from, and within Gig Harbor. The data from the 2015 survey includes 228 Gig Harbor-

6. Does not include collisions on State Routes

FIGURE 9: Bicycle Pedestrian Collisions



Data Source: WSDOT, January 2012-April 2017

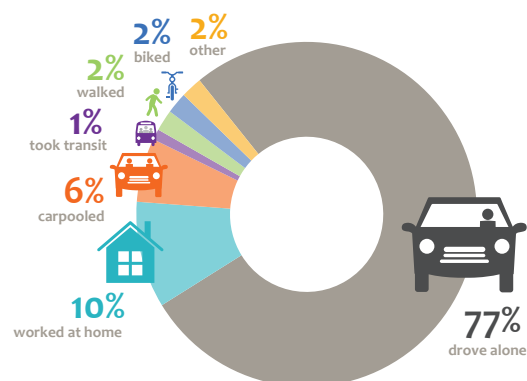
based trips, and the mode share results are summarized in Figures 11 and 12. Six percent of all trips in Gig Harbor and seven percent of non-work trips are completed on foot or by bike. Overall, these results are typical for suburban communities like Gig Harbor, where land uses are more spread out than in larger cities, and driving is relatively easy. However, it is important to note that household travel surveys tend to underreport recreational travel like jogging, cycling, or dog walking, so actual active transportation mode share may be somewhat higher than reported by the PSRC data. Additionally, the relatively small number of survey responses in Gig Harbor may lead to discrepancies between data reported and actual trends.

ALTERNATIVE TRAVEL MODES

People walk and bike to and from destinations, such as the bus stop, cars, bicycle racks, the train, lunch spots, coffee shops, and much more. These active transportation modes can be linked with transit and other forms of shared transportation, such as transit, vanpool, and rideshare (such as Uber or Lyft) to create a safe, balanced, and efficient multi-modal transportation system. As part of an active transportation network, these modes help to make transportation affordable, healthy, convenient, flexible, and environmentally friendly for everyone.

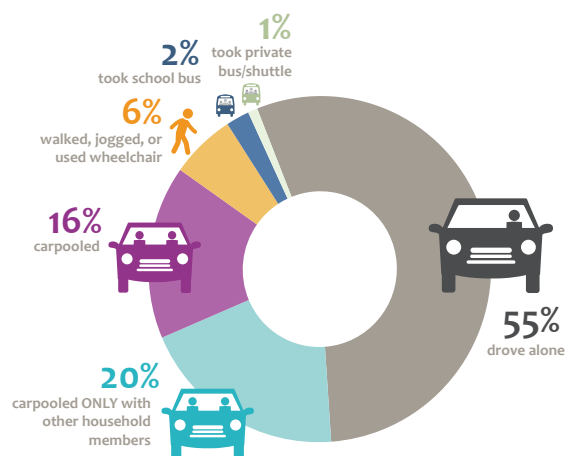
The following section summarizes transit and other ride sharing opportunities in Gig Harbor that help support the active transportation network.

FIGURE 10: Travel to Work Modes in Gig Harbor



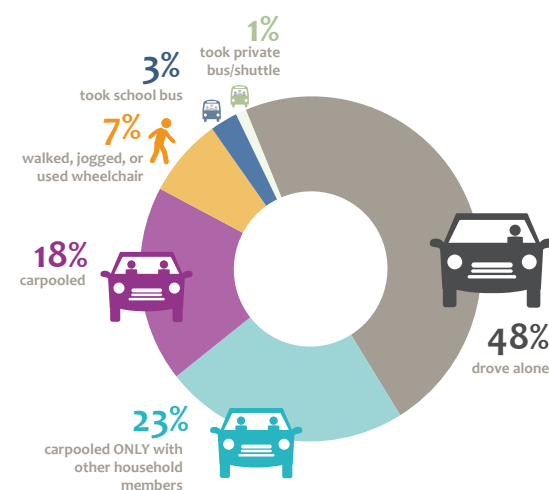
Data Source: 2016 American Community Survey 5-Year Estimates

FIGURE 11: Modeshare for All Gig Harbor Trips



Data Source: 2015 PSRC Household Survey

FIGURE 12: Modeshare for Non-Work Trips



Data Source: 2015 PSRC Household Survey

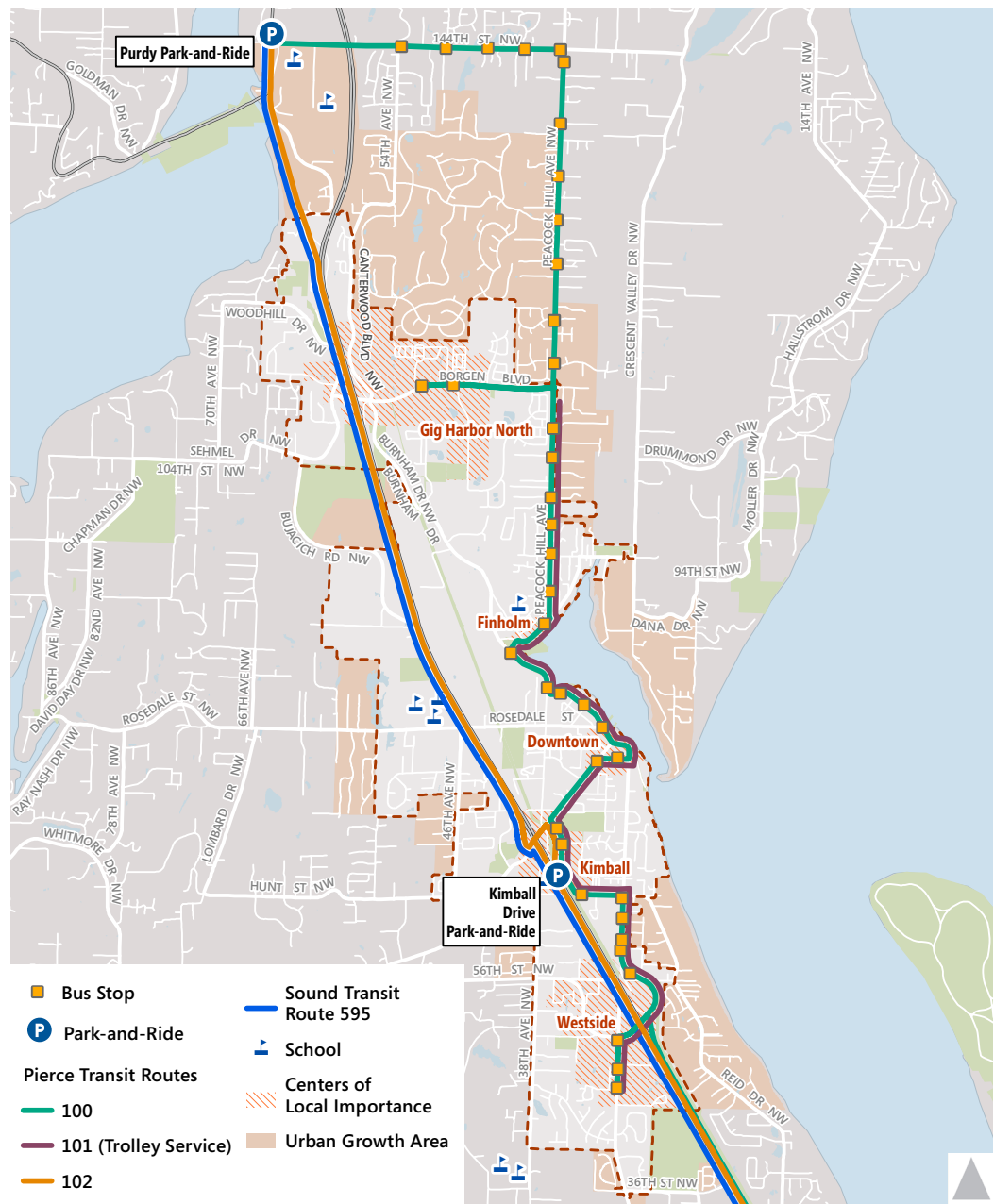
Bus Transit

Pierce Transit and Sound Transit provide local bus and regional express bus service with connections in Gig Harbor. The majority of people commuting by transit access service by driving to a Park and Ride and then walking to connect to transit.

Table 1 summarizes bus transit service with connections in Gig Harbor (as of Fall 2017). Bus service that is available at least every 15-minutes is considered frequent transit service. Figure 13 illustrates bus transit service operating in Gig Harbor.

While transit service is relatively frequent between Gig Harbor and Tacoma via route 100, this route is not within walking distance of many Gig Harbor households. Since routes 102 and 595 are peak-period, weekday-only routes, they are only viable for workers with traditional schedules in markets like Downtown Seattle and Downtown Tacoma. These transit routes do not adequately serve individuals that reverse commute or work non-traditional hours. Gig Harbor residents and workers would benefit from more frequent and reliable transit options to Seattle, Tacoma, and other main destinations. Further, the Pierce Transit Trolley is well utilized and beloved by the community. It operates in the summer months and helps fill a gap in transit needs. Many would like to see service expanded to operate year-round.

FIGURE 13: Existing Transit in Gig Harbor





Pierce Transit Route 100 Bus

Rideshare

Ridesharing companies, such as Lyft and Uber, and carpool/Vanpool systems help reduce the number of vehicles on the road and support active transportation. These types of services are currently available in Gig Harbor and provide connections to transit in Tacoma, Seattle, and other destinations within the Puget Sound region. Rideshare companies are continuing to evolve how they integrate with other modes. For instance, Uber recently launched Uber Pedal, a program enabling riders to request vehicles with bike racks. Lyft and

Uber also have programs, called Lyft Line and UberPool, which allow customers to share their ride with other people who are traveling in generally the same direction.

These companies have found that many people use their services as a first- and last-mile solution, which helps reduce single occupancy vehicle use and encourages a more active, integrated transportation network. Additionally, Pierce Transit provides information and assists in organizing commuter Vanpools on their website. www.piercetransit.org

TABLE 1: Existing Transit in Gig Harbor

Route Number	Route Name	Weekday Frequency (minutes)	Approximate Time of Service	Stops in Gig Harbor
PT100	Purdy Park & Ride - Tacoma Community College Transit Center	60	6:45 AM - 5:45/6:45 PM	Various
PT101	Pierce Transit Trolley	30	11 AM and 7 PM* (June to early September) * Additional evening service is provided on Tuesdays, Thursdays, and Fridays	Various, including Finholm District, Downtown Gig Harbor, the Kimball Drive Park & Ride, and the Uptown Shopping Center
PT102	Gig Harbor Tacoma Express Route: Purdy Park & Ride - Tacoma General Hospital	50	5:15 - 7:45 AM and 3:05 - 6:15 PM	Kimball Drive Park & Ride
ST595	Purdy Park & Ride - Downtown Seattle	20-25	peak-period, weekday-only route	Kimball Drive Park & Ride

(PT) Pierce Transit

(ST) Sound Transit



3

EXISTING PLANS
AND POLICIES



This chapter describes current plans and policies relevant to active transportation in Gig Harbor. As the first Active Transportation Plan in the City, this Plan seeks to maintain consistency with existing plans and policies while building upon the details and intent of the current policy framework.

CITY OF GIG HARBOR COMPREHENSIVE PLAN

The Comprehensive Plan provides a framework for the City to manage growth in accordance with its vision. The plan was developed in accordance with the Washington State Growth Management Act and last revised in November 2016. Within the plan, the Transportation Element identifies goals and policies that will serve its long-term vision of providing a safe, balance, and efficient multi-modal transportation system. Short-term and long-term improvements that increase mobility in a sustainable and clean manner are listed as well. A priority of the Transportation Element

is the development of safe connections in order to encourage active transportation and public health. The Transportation Element was updated alongside this Plan as part of the Connect the Gig project.

CAPITAL FACILITIES PLAN

The Capital Facilities Plan represents the City's strategy for funding capital facilities, such as public buildings, utilities, transportation facilities, and public streets, over the next six-year period. The purpose of the plan is to provide adequate facilities for the existing and future population and economy. The plan contains an inventory of existing capital facilities, improvements over \$25,000, and proposals for new facilities. A prioritization framework is also provided in order to develop a final implementation list. The Capital Facilities Plan is heavily tied to the Transportation Element to ensure consistency.

PUBLIC WORKS STANDARDS

Updated and approved in 2017, the City's Public Works Standards establish minimum requirements for the construction and design of any infrastructure-related development within Gig Harbor. General design standards for sidewalks, pedestrian facilities, and bicycle facilities are especially relevant for Active Transportation projects. The standards provide guidance through both written and graphical specifications, though stricter requirements may be imposed by the City if needed.

DEVELOPMENT GUIDELINES

Within the Development Regulations – Design Standards and Guidelines, the City of Gig Harbor provides guidance for all new development to ensure it meets the City's aesthetic and economic goals. Frontage requirements and the impact fee schedule are especially pertinent to active transportation, as they affect the design of the physical environment and the fiscal allocations for active transportation projects. Currently, frontage improvements are required if none currently exist, and all impact fees must be paid during the building permit process.

WSDOT BICYCLE FACILITIES AND PEDESTRIAN WALKWAYS PLAN

The purpose of the 2008 WSDOT State Bicycle Facilities and Pedestrian Walkways Plan is to increase travel by walking and biking in Washington State while simultaneously decreasing injuries and deaths. The Plan set a goal of decreasing collisions by five percent per year for 20 years. To facilitate these goals, the Plan assessed statewide bicycle and pedestrian needs and established strategies, guidelines, and performance measures to support both forms of active transportation. This Plan is relevant to Gig Harbor because it serves as a resource for pedestrian and bicycle improvements that fall within WSDOT's jurisdiction, such as improvements within the SR 16 right of way. The document also analyzes opportunities for coordination between State, regional, and local agencies.

TRANSPORTATION 2040

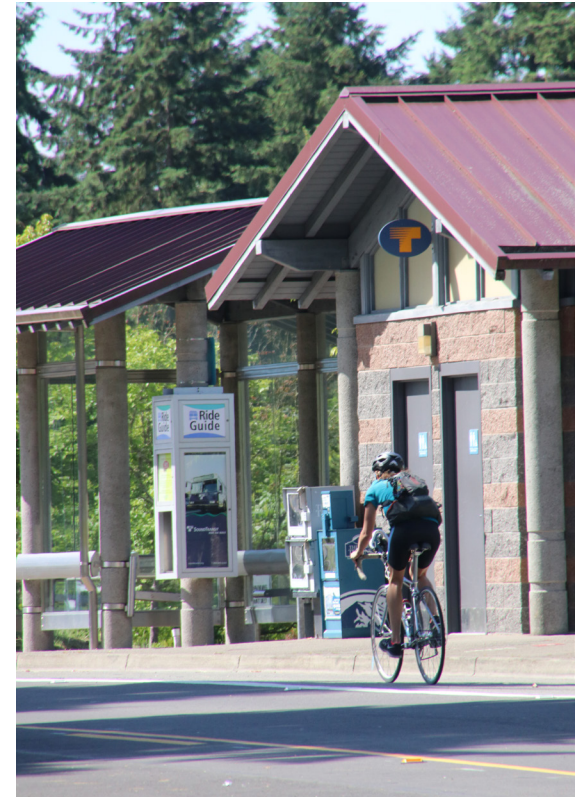
Transportation 2040 is the Puget Sound region's long-range plan for transportation. It establishes three areas for the region to focus on - congestion and mobility, the environment, and transportation funding. Programs and investments dedicated to

improving walkability and bikeability are encouraged under Transportation 2040, which also looks to promote healthier and safer mobility choices. Transportation 2040 specifically calls for the creation of more travel choices that are sustainable and environmentally friendly, and one of its appendices focuses on the benefits of Active Transportation planning.

One project in Transportation 2040 is located in Gig Harbor – Phase 5 of the Cushman Trail extension. Moving forward, adoption of this ATP will enable Gig Harbor to be more competitive in accessing additional PSRC active transportation funds.

TARGET ZERO: STRATEGIC HIGHWAY SAFETY PLAN

Target Zero is WSDOT's strategic plan that aims to reduce traffic fatalities and serious injuries on Washington's roadways to zero by the year 2030. The City of Gig Harbor was involved in the development of Target Zero and is a traffic safety partner. Coordination, collaboration, and communication among traffic safety partners are key to the implementation of the strategies. The efforts of traffic safety partners across the state are focused on implementing strategies that will help achieve the Target Zero goal.



A hand-drawn map with various lines, arrows, and handwritten notes. A large blue circle is overlaid on the map, containing the number 4. The map includes a river or path on the left, a grid-like area in the center, and various handwritten notes such as "sidewalks!", "Good!", "Big challenge", "Pay attention", "Lighthouse", and "slopes".

4

NETWORK PLANNING

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The City of Gig Harbor envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of sidewalks, bicycle facilities, intersections, and roadways. This chapter describes the methodology used to determine the pedestrian and bicycle improvements described in Chapters 5 and 6, which will help the City achieve its active transportation vision. The project team used a combination of technical analysis and public input to identify bicycle and pedestrian needs and ultimately prioritize the most critical improvements.

PEDESTRIAN AND BICYCLE LEVEL OF SERVICE

Level of service (LOS) is a measure that indicates whether existing facilities are sufficient for its users and is an important component of network planning. An active transportation LOS

model uses factors such as comfort, safety, and ease of mobility to provide an indication of the level of comfort and protected use for these road users. The project team developed pedestrian and bicycle LOS standards. While separate LOS definitions were applied for walking and biking due to the differing needs of those modes, three categories of LOS were used for both definitions:

- Red (least comfortable, poor service coverage),
- Yellow (somewhat comfortable, moderate service coverage), and
- Green (most comfortable, good service coverage).

These LOS standards were used to identify gaps for walking and biking in Gig Harbor. The team then identified projects to fill these gaps, supplementing input and project ideas received from the community. These projects are outlined in Chapters 5 and 6.

Pedestrian LOS

Pedestrian LOS is based on whether one or both sides of the street have sidewalks. A segment's LOS is considered:

- Green if it has sidewalks on both sides,
- Yellow if it has a sidewalk on one side, and
- Red if it does not have any sidewalks.

These LOS categories only apply to Gig Harbor roadways with the greatest need for pedestrian facilities (i.e. priority pedestrian network) – all principal and minor arterials, and collectors that are either within a CoLI or within a half-mile of a school. Prioritizing these roadways will not only allow pedestrians in Gig Harbor to travel between major destinations more easily, but will also make travel near those destinations easier. It is worth noting that the City's Public Works Standards require all new and improved public roadways to have sidewalks on both sides of the roadway – a step in the right direction toward achieving LOS Green or Yellow.

Bicycle LOS

Bicycle LOS is defined by the bicycle facilities on or near a roadway. Bicycle LOS is defined separately for arterials and collectors due to their unique characteristics (traffic speeds, volumes, and lane widths):

- For arterials, a segment's LOS is considered:
 - Green if it has a shared use path or a buffered bike lane on both sides;
 - Yellow if it has conventional bicycle lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet; and
 - Red if none of the above facilities are provided, or if facilities are on one side.
- For collectors, a segment's LOS is considered:
 - Green if it has conventional bicycle lanes on both sides of street or a shared use path,
 - Yellow if it has fog lines on both sides of the street, and
 - Red if none of the above facilities are provided, or if facilities are on one side.

These LOS categories only apply to arterial and collector roadways (i.e. priority bicycle network), which have the greatest need for bicycle facilities. Prioritizing these roadways should allow people in Gig Harbor to travel between major destinations on bicycles more comfortably without needing to deviate substantially from the shortest route.

Bicycle LOS Yellow and Green require most bicycle facilities on both sides of street since, unlike sidewalks, they cannot be used in both directions. A shared use path can be used in both directions and so will always have a segment designated as Bicycle LOS Green. It is worth noting that the City's Public Works Standards require constructing bike lanes on both sides of the street on new and improved arterials and collectors, again, progressing toward achieving LOS Green or Yellow.

FIGURE 14: Pedestrian LOS

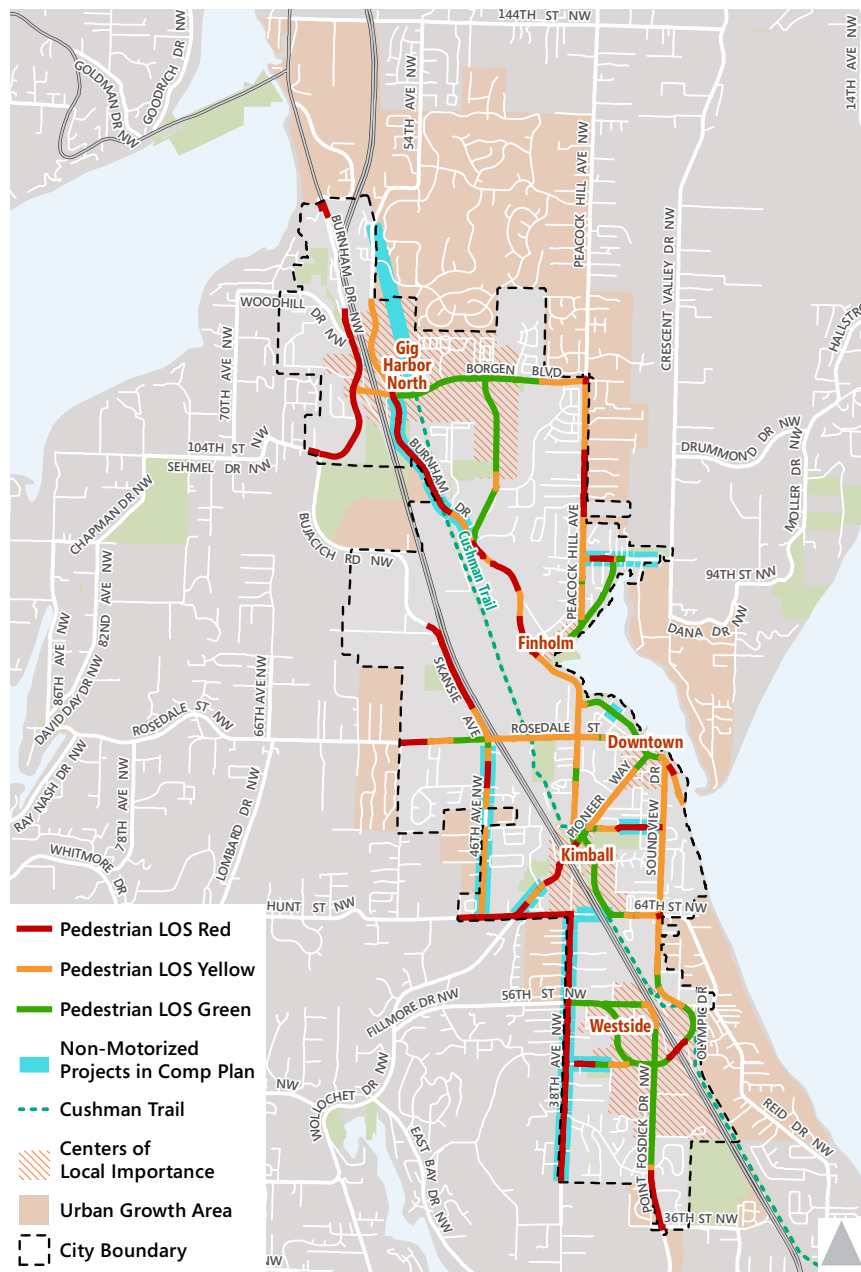
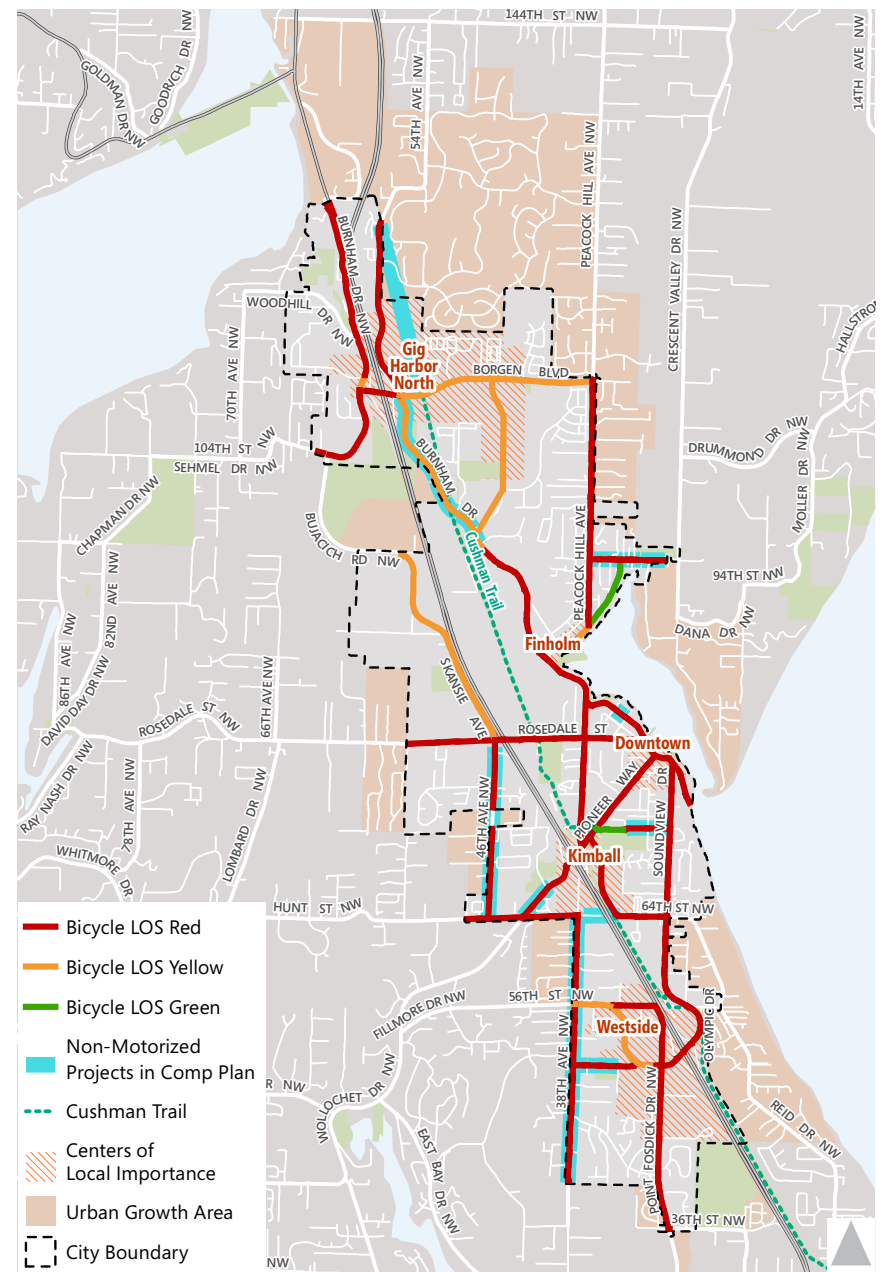


FIGURE 15: Bicycle LOS



Project Prioritization Methodology

To arrive at the list of high priority investments outlined in Chapter 5 and full network outlined in Chapter 6, the consultant team evaluated dozens of project ideas that stemmed from the public outreach process. This evaluation was rooted in the City's active transportation goals and objectives, using 11 criteria to measure how effective each potential project would be in achieving these goals. The full evaluation criteria can be found in Table 2 and includes factors such as feasibility, cost, location within a CoLI, and effectiveness at encouraging walking and biking, among others. Ultimately, each project received a "Community Benefit Score", which is the sum of all points earned and is shown in Tables 3 and 5. (See Appendix D for the full project prioritization spreadsheet.) This score was not the only factor in determining high priority investments, as public input and professional judgment were crucial determinants as well.

TABLE 2: Project Evaluation Criteria

Goal	Objective	Evaluation Criteria
1. Inviting and equitable, encouraging public health through active transportation	1A Addresses location with a history of bike/ped injury collisions	2 = Serious Bike/Ped Injury 1 = Not serious bike/ped collision 0 = No bike/ped collision
	1B Fixes an identified sight distance issue or identified modal conflict point	2 = Yes 0 = No
	1C Encourages pedestrian and/or bike travel	2 = Exclusive facility (e.g. buffered sidewalk, trail, buffered bike lane, RRFB or enhanced crosswalk) 1 = Shared facility (e.g. sidewalk w/o buffer or one side, conventional bike lane, sharrow, non-enhanced crosswalk, wayfinding, ADA improvements) 0 = Other
2. Smart, efficient, and achievable	2A Project will have positive impact on many users	2 = Impacts a high number of users 1 = Impacts a medium number of users 0 = Impacts a low number of users
	2B Improves or eliminates a congestion choke point to LOS standard under current or future conditions	2 = Solves auto LOS deficiency or brings bike/ped LOS from red to yellow or green 1 = Improves auto operations (but does not fix an identified deficiency) or brings bike/ped LOS from yellow to green 0 = Does not improve LOS deficiency or no LOS deficiency in project vicinity
	2C Project is feasible and achievable	2 = Under City control, can be done quickly (within 6 years) 1 = May require some coordination, could take 7-20 years to implement 0 = May take more than 20 years to implement, or the City is not in control

Goal	Objective	Evaluation Criteria
3. Effective in connecting the CoLIs to the regional transportation system	3A Project is located in a CoLI	3 = Yes 0 = No
	3B Improves connection to the regional transportation system (i.e. transit, trails, SR16)	3 = Yes 0 = No
4. Sustainable over time, both financially and environmentally	4A Supports sustainability (e.g. adds vegetation to reduce heat island effect, reduces street width, utilizes permeable surfaces, encourages mode shifts, etc.)	2 = Increases vegetation, reduces street width, and/or utilizes permeable surfaces/other stormwater treatments 1 = Encourages mode shift, but doesn't make other sustainability improvements 0 = Does not include sustainability improvements
	4B Project's costs are aligned with City budget constraints	2 = High 1 = Medium 0 = Low
	4C Competitive for grant funding	2 = Yes 0 = No



A photograph of a street scene featuring a brick building with a sign that reads "HERITAGE DISTILLING CO." and "DISTILLING CO." below it. An American flag is visible on the left. A blue circular overlay is centered on the image, containing a large white number "5" and the text "HIGH PRIORITY INVESTMENTS AND 'QUICK WINS'" in white capital letters. The street has a crosswalk, a pedestrian crossing sign, and a "PEDESTRIAN CROSSWALK" sign. A silver car is on the left, and a white car is on the right. A flower bed with pink flowers is in the foreground on the right.

5

HIGH PRIORITY
INVESTMENTS
AND "QUICK
WINS"



This Active Transportation Plan provides a long-term vision for making Gig Harbor a great place to walk and roll. The proposed improvements focus on providing safer and more complete facilities for walking and cycling in order to improve access and mobility for all road users. To kick start this process, this chapter details five projects that were identified as the highest priority investments for Gig Harbor:

1. Hunt Overpass
2. Burnham Drive Sidewalks and Bike Lanes
3. Downtown Pedestrian Improvements
4. 38th Avenue NW Complete Street
5. Westside Crosswalks

These five projects hold equal weight and are not listed in order of priority. To arrive at this list of five projects, the project team considered the results of the project prioritization process described in Chapter 4, public input heard throughout the planning process, and professional judgment. The projects are shown in Figure 16.

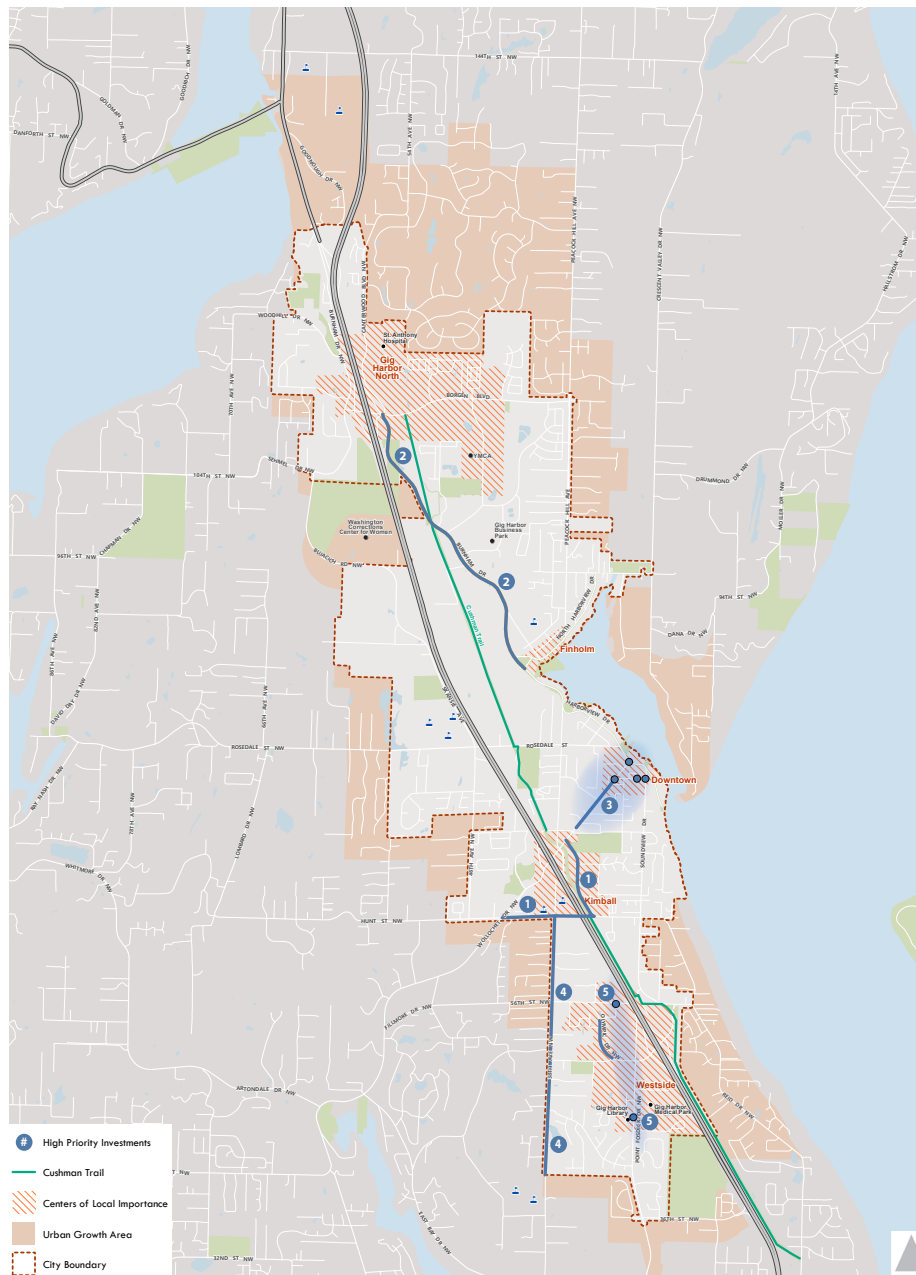


Existing conditions on Hunt St west of SR 16



Harborview Drive and Pioneer Way intersection

FIGURE 16: High Priority Investments



To facilitate near-term implementation of the five projects included in this chapter, the following details are provided:

- Project description
- Project benefits
- Before and after photo simulation graphics and/or images
- Timeline for implementation
- Coordination needs
- Potential funding mechanisms
- Potential challenges to implementation
- Cost estimates

For projects that are on Gig Harbor's 2018-2023 Transportation Improvement Program (TIP) list, this Plan tends to include the TIP cost estimates where appropriate instead, as indicated by an asterisk (*).

It should be noted that adding sidewalks often requires road widening to right of way limits and relocating utilities, which significantly increases costs. These cost estimates do not account for these factors.

Please note that additional engineering study is needed prior to permit, design, funding, and construction phases of any of the projects listed in this plan. Cost estimates are planning-level and assume 2018 prices, so further analysis will be needed prior to design and construction.

TABLE 3: Summary of High Priority Investments

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House⁷	Cost
1	Hunt Overpass (Partially 2018 TIP Project #17)	Area between Hunt Street and 64th Street NW, including SR 16	Kimball	850 feet*	18	6	\$30-50 million
2	Burnham Drive Sidewalks and Bike Lanes	Burnham Drive, from N Harborview Drive to Borgen Boulevard	South of GH North (partially CoLI)	9,346 linear feet of sidewalks 7,814 linear feet of bike lanes	15	6	\$4.5-5.5 million
3	Downtown Pedestrian Improvements (Partially 2018 TIP Project #16)	Soundview Drive at Judson Street; Pioneer Way at Judson Street; Harborview Drive & Pioneer Way; Pioneer Way	Downtown	0.35 mile corridor	19	4	\$940,000
4	38th Avenue NW Complete Street (2018 TIP Projects #9 & 21)	38th Avenue NW from City limits to Hunt Street	Not a CoLI	1.47 mile corridor	13	2	\$15 million**
5	Westside Crosswalks	Point Fosdick Drive NW and 56th Street NW	Westside	—	16	2	\$70,000-80,000

* Approximate length of bridge, subject to additional engineering study

** Based on 38th Avenue Phase 1 Project in 2018-2023 TIP

7. The number in this column reflects the number of groups that voted for the project at the Open House rather than individuals.

Project 1: Hunt Overpass

Project Description

SR 16 is a major physical barrier that hampers east/west connectivity in Gig Harbor. Currently, SR 16 can only be crossed in three locations – Rosedale Street NW, Wollochet Drive NW, and Olympic Drive NW. Moreover, as described in Chapter 2, walking or biking across these interchanges is uncomfortable and potentially unsafe. High motor vehicle speeds, a lack of landscaping buffer, a lack of designated space for cyclists and sometimes pedestrians, and long wait times at crossings are current realities.

To address these challenges, this project will construct a bridge over SR 16 that connects Hunt Street NW (west of SR 16) to 64th Street NW (east of SR 16). The bridge will accommodate all modes of transportation. This project will include:

- Two 11-foot travel lanes for motor vehicle traffic (one lane in each direction).
- A shared use path (14-foot is recommended) to provide a designated space for people walking and biking, which connects to the Cushman Trail, running on the east side of SR 16.
- Raised roundabout at the intersection of Kimball Drive and the bridge's eastern terminus.

- Crosswalk on Kimball Drive north of the new roundabout.
- Sidewalks on Hunt Street west of SR 16. The first phase will extend sidewalks to 38th Avenue NW, and a second phase will extend them to Wollochet Drive NW.
- Landscaped medians in the center turn lane on Kimball Drive in strategic locations (five segments proposed) where left turns are not allowed, which will help calm traffic.
- A crossing island at the existing crosswalk on Kimball Drive at Erickson Street, which will provide refuge for crossing pedestrians.
- Wayfinding (e.g. signs, pavement markings, green paint) for the Cushman Trail between the trailheads on Grandview Street (west of Stinson Avenue) and Kimball Drive at Hunt Street.

Not only did this project rank very highly during the public prioritization process at the October 7, 2017 Open House, it also received a high Community Benefit Score.

Project Benefits

- Provides a new connection across SR 16 for all modes of travel, improving street connectivity Citywide.



- Increases pedestrian/bicycle access from residential neighborhoods to key destinations, such as the Transit Center on Kimball, the Cushman Trail, and Tacoma Community College.
- Shared use paths are a great way to encourage more walking and bicycling.
- Shared use paths tend to attract bicyclists with a wide range of skill levels, including novice riders and young children, as the buffer increases actual and perceived safety.
- Helps relieve congestion and improves travel times on adjacent SR 16 overcrossings. The Hunt overcrossing is forecast to accommodate 10,340 daily vehicle trips by 2030, many of which would have used either Wollochet Drive or Olympic Drive NW.

- This project will remove approximately 3,800 trips per day from the Olympic Drive NW interchange.

Timeline for Implementation



Coordination Needs

- WSDOT, since the agency must be involved in all new overpasses over State Routes
- Pierce Transit
- Adjacent properties (the City will likely need to acquire right-of-way and/or adjacent properties). For example, a portion of the southeast corner of the Park & Ride parking lot would likely need to be acquired.

Potential Funding Mechanisms

- Surface Transportation Block Grant
- Congestion Mitigation and Air Quality (CMAQ) Grant
- USDOT TIGER Grant (pending)



Before

- continued funding)
- WSDOT Pedestrian and Bicycle Safety Program
- WSDOT Safe Routes to School
- WA Transportation Improvement Board (TIB) Urban Sidewalk Program
- WA TIB Complete Streets Award (only eligible if City adopts Complete Streets ordinance)
- WA TIB Urban Arterial Program
- WSDOT with potential City funding via development agreement

Potential Challenges to Implementation

- Significant amount of permitting is necessary



After

- Traffic management along Hunt Street NW and Kimball Drive during construction
- Minimizing impact on transit service and adjacent residents/businesses during construction
- Acquiring any necessary right of way or adjacent properties
- WSDOT concurrence and permitting required

Cost Estimate

\$30-50 million

Project 2: Burnham Drive Sidewalks and Bike Lanes

Project Description

Burnham Drive is a key street spine into Downtown Gig Harbor and is used multiple times a day by many residents – in cars, on foot, and on bikes. However, it lacks designated space for people walking and biking, which is problematic due to high motor vehicle speeds, narrow shoulders, ditches on one or both sides of the road in several locations, blind curves, and grade changes.

This project adds sidewalks on at least one side of Burnham Drive (N Harborview Drive to Borgen Boulevard) and bike lanes on both sides of the street (N Harborview Drive to 96th Street, where cyclists can access the Cushman Trail). Buffered bike lanes are preferable. Use low-impact development methods where feasible. The sidewalk(s) would connect with future crosswalks related to the Harbor Hill development. Numerous members of the public requested this project during the public outreach events.

This project would be implemented in two phases – Phase 1 would occur between N Harborview Drive and Harbor Hill Drive; Phase 2 would occur between Harbor Hill Drive and Borgen Boulevard.

Project Benefits

- Creates a safe, dedicated space for walking and cycling that helps complete the street network.
- Corridor enhancements will encourage active transportation and recreation.
- Increases pedestrian/bicycle access from residential neighborhoods to Downtown Gig Harbor, the Finholm District, Gig Harbor North, the Cushman Trail, Harbor Ridge Middle School, Donkey Creek Park, and other popular destinations.

Timeline for Implementation



Coordination Needs

- WSDOT, since Burnham Drive is within WSDOT limited access area
- Harbor Hill and other development sites
- Potentially adjacent properties (if the City needs to acquire right-of-way)
- Coordination with utilities providers if new facilities impact infrastructure in place



Potential Funding Mechanisms

- Surface Transportation Block Grant
- Transportation Alternatives
- USDOT TIGER Grant (pending continued funding)
- WSDOT Pedestrian and Bicycle Safety Program
- WSDOT Safe Routes to Schools
- WA TIB Complete Streets Award (only eligible if City adopts Complete Streets ordinance)
- WA TIB Urban Sidewalk Program
- WA TIB Urban Arterial Program



Before

Potential Challenges to Implementation

- Traffic management along Burnham Drive during construction, particularly of truck routes
- Minimizing impact on adjacent residents and businesses during construction
- Acquiring any necessary right of way

Cost Estimate

\$4.5-5.5 million



After

Note: The sidewalk is shown on the east side of the roadway, but the other side may be deemed more appropriate with additional analysis.

Project 3: Downtown Pedestrian Improvements

Project Description

With a plethora of shops, restaurants, and the Farmer's Market, downtown Gig Harbor is a central hub of activity for residents and visitors alike. While most downtown streets have sidewalks on at least one side, crosswalks are missing in several key locations and some roadways have enough pedestrian activity to merit sidewalks on both sides of the street. Further, Harborview Drive and Pioneer Way are both commonly used pass through routes for commuters, used to access other parts of the City and region. Depending on the time of day, motor vehicles speed on these roadways or are slowed by congestion.

Project 3 is comprised of several smaller investments that will collectively improve safety and accessibility for people walking and biking in downtown Gig Harbor. This project would add the following improvements:

- Crosswalks:
 - On Judson Street near the bus stops
 - On Soundview Drive at Judson Street
 - On Pioneer Way at Judson Street

- Non-motorized safety improvements and other improvements as appropriate at the intersection of Harborview Drive & Pioneer Way.
- Sidewalk on the east side of Pioneer Way between Judson Street and Grandview Street, and a speed warning sign for uphill traffic.

Project Benefits

- Adds a designated crossing in three downtown areas that experience heavy foot traffic, which will make pedestrians more visible to motor vehicles.
- Extending the sidewalk on Pioneer Way will improve the street network, thereby encouraging more people to walk to and from downtown.
- Encourages people to walk between downtown destinations rather than driving, helping reduce congestion and pollution, and encourage public health.
- The speed warning sign will help calm traffic traveling uphill on Pioneer Way and improve roadway safety for all users.



Timeline for Implementation





Existing conditions, Soundview Drive at Judson Street



Existing conditions, Pioneer Way at Judson Street



Existing conditions, Harborview Drive at Pioneer Way

Coordination Needs

- Pierce Transit
- Potentially adjacent properties (if the City needs to acquire right-of-way)

Potential Funding Mechanisms

- Transportation Alternatives
- WSDOT Pedestrian and Bicycle Safety Program
- WA TIB Urban Sidewalk Program
- WA TIB Urban Arterial Program
- City capital funding

Potential Challenges to Implementation

- Traffic management and rerouting if intersection is closed
- Minimizing impact on transit service and adjacent residents/businesses during construction
- Acquiring any necessary right of way

Cost Estimate

\$940,000

Project 4: 38th Avenue NW Complete Street

Project Description

Despite its proximity to Harbor Heights Elementary School, Goodman Middle School, and Tacoma Community College, 38th Avenue NW is not a comfortable place to walk or bike. Students walk along this corridor to get to school, yet the shoulders are small or non-existent, there are ditches on one or both sides of the roadway in several locations, there are narrow driveways that require backing out into the travel lane, and motor vehicles speed. For cyclists, 38th Avenue NW is the best north-south route in western Gig Harbor, but it is challenging for many of the same reasons outlined above.

This project seeks to make 38th Avenue NW more accessible for all users. On 38th Avenue NW from City limits to Hunt Street, redesign the street to include:

- 2-3 travel lanes with turn pockets
- Bicycle lanes on both sides of the roadway
- Sidewalks on one side of the roadway to achieve Pedestrian LOS Yellow, including a landscaped buffer next to the sidewalk
- Storm sewer improvements
- Provisions for future lighting
- Curbs and gutters as necessary

- Sanitary sewer force and gravity mains
- Other improvements as deemed necessary

Project Benefits

- Creates a dedicated space for people of all ages to walk and cycle.
- Increases pedestrian and cyclist connections to Harbor Heights Elementary School, Goodman Middle School, and Tacoma Community College. In conjunction with the Hunt Overpass, this would also increase connections to the Kimball Transit Center and Cushman Trail.
- Increases sense of safety, which will make residents more comfortable walking and biking in Gig Harbor.
- Improves motor vehicular flow due to the addition of turn pockets.
- Given this project's proximity to Harbor Heights Elementary School and Goodman Middle School, there is the potential to tap into Washington State Safe Routes to School funding.

Timeline for Implementation

0-6 Years

6-20 Years

20+ Years



Coordination Needs

- This would be a joint application with Pierce County. It is important that sidewalks be extended to 36th Street NW to provide a safe route to school, and this is outside City limits.

Potential Funding Mechanisms

- Surface Transportation Block Grant
- Transportation Alternatives
- USDOT TIGER Grant (pending continued funding)
- Highway Safety Improvement Program
- WSDOT Pedestrian and Bicycle Safety Program
- WSDOT Safe Routes to Schools



Before

- WA TIB Complete Streets Award (only eligible if City adopts Complete Streets ordinance)
- WA TIB Urban Arterial Program
- WA TIB Urban Sidewalk Program

Potential Challenges to Implementation

- Minimizing impact of construction on residents and local traffic
- Extensive storm sewer and other utility work required

- Acquiring any necessary right of way
- High permitting, design, and construction costs

Cost Estimate

\$15 million



After

Project 5: Westside Crosswalks

Project Description

The Westside CoLI's arterial and collector roadways generally have sidewalks on both sides of the street, which helps make this neighborhood relatively comfortable and accessible on foot. However, crosswalks are missing in two key locations with existing desire lines, which hinders accessibility and forces people to walk to the nearest crosswalk or jaywalk. The Gig Harbor library is a popular destination, but the nearest marked crossing of Point Fosdick Drive NW is more than 500 feet away, which is not ideal given the high density of retirement communities and retail in this area. Further, guests staying at the Inn at Gig Harbor on 56th Street NW frequently access the Tanglewood Grill and retail south of 56th Street NW, but there is no crosswalk connecting these destinations.

To improve safety and connectivity in the Westside, this project adds:

- A high-visibility crosswalk on Point Fosdick Drive NW connecting the library, Uptown shopping center, Multi-care Gig Harbor Medical Park, residences, and bus stops.
- A crosswalk and bulb out on 56th Street NW connecting the Inn at Gig Harbor to the Tanglewood Grill and existing and future retail on 32nd Avenue NW south of 56th Street NW.

Project Benefits

- Improves pedestrian connections across Point Fosdick Drive NW and 56th Street NW to better connect residents, visitors, and businesses to existing and future retail.
- Reduces the distance between controlled crossings. This additional crossing will reduce the distance between controlled crossings on Point Fosdick Drive NW to approximately 500 feet, making it more convenient to cross Point Fosdick Drive NW. The crosswalk on 56th Street NW would provide the only crossing on 56th Street NW or Point Fosdick Drive NW north of Olympic Drive NW.
- Adding an enhanced crossing, such as an RRFB, to a roadway has been shown to increase motorist yielding behavior from 18 percent to 88 percent.⁸
- Encourages people to walk between Westside destinations rather than driving, helping reduce congestion and pollution, and encourage public health.

8. Sherbutt, J., R. Van Houten, and S. Turner. "An Analysis of the Effects of Stutter Flash LED Beacons to Increase Yielding to Pedestrians Using Multilane Crosswalks." Presented at the Transportation Research Board Annual Meeting, Washington, DC, 2008. Paper #08-1406.



Timeline for Implementation

0-6 Years

6-20 Years

20+ Years

Coordination Needs

- None

Potential Funding Mechanisms

- Transportation Alternatives
- WSDOT Pedestrian and Bicycle Safety Program
- WA TIB Urban Arterial Program
- City capital funds

Potential Challenges to Implementation

- Traffic management during construction

Cost Estimate

\$70,000-80,000



Potential crossing treatment near library
Source: Texas A&M Transportation Institute



Bus stop on Point Fosdick Drive NW



Before



After

QUICK WIN PROJECT LIST

In addition to the high priority investments described above, several other ideas came out of the public process that, relatively speaking, would not require significant investments of time or money. While these will require coordination and resources, these project ideas are “quick wins” given that they will require less effort to implement.

TABLE 4: Quick Win Project List

ID	Project Type	Project Description
A	Crosswalk Enhancement	Mark all red stamped crosswalks with MUTCD compliant white markings (two 12” white painted bands) to increase visibility. The white paint should be applied to the existing concrete. Without lines, it is hard to see the red color at dusk.
B	Crosswalk Enhancement	Restripe the faded crosswalk in Discovery Elementary School’s driveway, which runs parallel to Rosedale Street NW.
C	Crosswalk Enhancement	Add stop bar lines at all mid-block red stamped crosswalks. Currently, vehicles are pulling up to the edge of the crosswalk, which is a safety concern.
D	Trail Improvements	Add green paint and wayfinding signage/ painted arrows at the Rosedale Cushman Trail crossing. If feasible, add bollards, planters, or other physical separation to provide an increased feeling of safety for trail users.
E	Trail Improvements	Add wayfinding and signage at the North terminus of the Cushman Trail directing trail users how to access key Gig Harbor North destinations (e.g. YMCA).
F	Trail Improvements	Add wayfinding at the intersection of Olympic Drive and Hollycroft Street and west to the trailhead (this could include green paint, signage, etc.).
G	Bike Network	Add pavement markings and signage on shared use paths to clarify where to walk/run versus bike. Note: The Parks Commission has identified this as an action item in their work plan.
H	Bike Network	Add sharrows on Harborview Drive between Soundview Drive and Austin Estuary Park, where the shared use path begins.
I	Safety Enhancements	Make all pedestrian crossing signs on roadways “double facing” so they are visible to motorists from both directions. (This would not be necessary on the Cushman Trail.) An example of this treatment can be seen on Harborview Drive at Rosedale Street.

ID	Project Type	Project Description
J	Safety Enhancements	Add white lines on Harborview Drive (where feasible) to narrow lanes and slow down vehicles.
K	Safety Enhancements	Add trees/landscaping to the sidewalk buffer on Skansie Avenue north of Rosedale Street (front of CenturyLink and Henderson Bay High School) to improve pedestrian safety.
L	Safety Enhancements	At Hunt & Soundview, trim the trees in the NW corner as an interim solution to improve sight lines.
M	Safety Enhancements	Trim shrubs and trees along Harborview to enhance sightlines (example, corner of Harborview across from Tides) and widen the area for walking.



Example of crosswalk that needs a stop bar



Red stamped crosswalk with white markings



6

LONGER TERM
INVESTMENTS

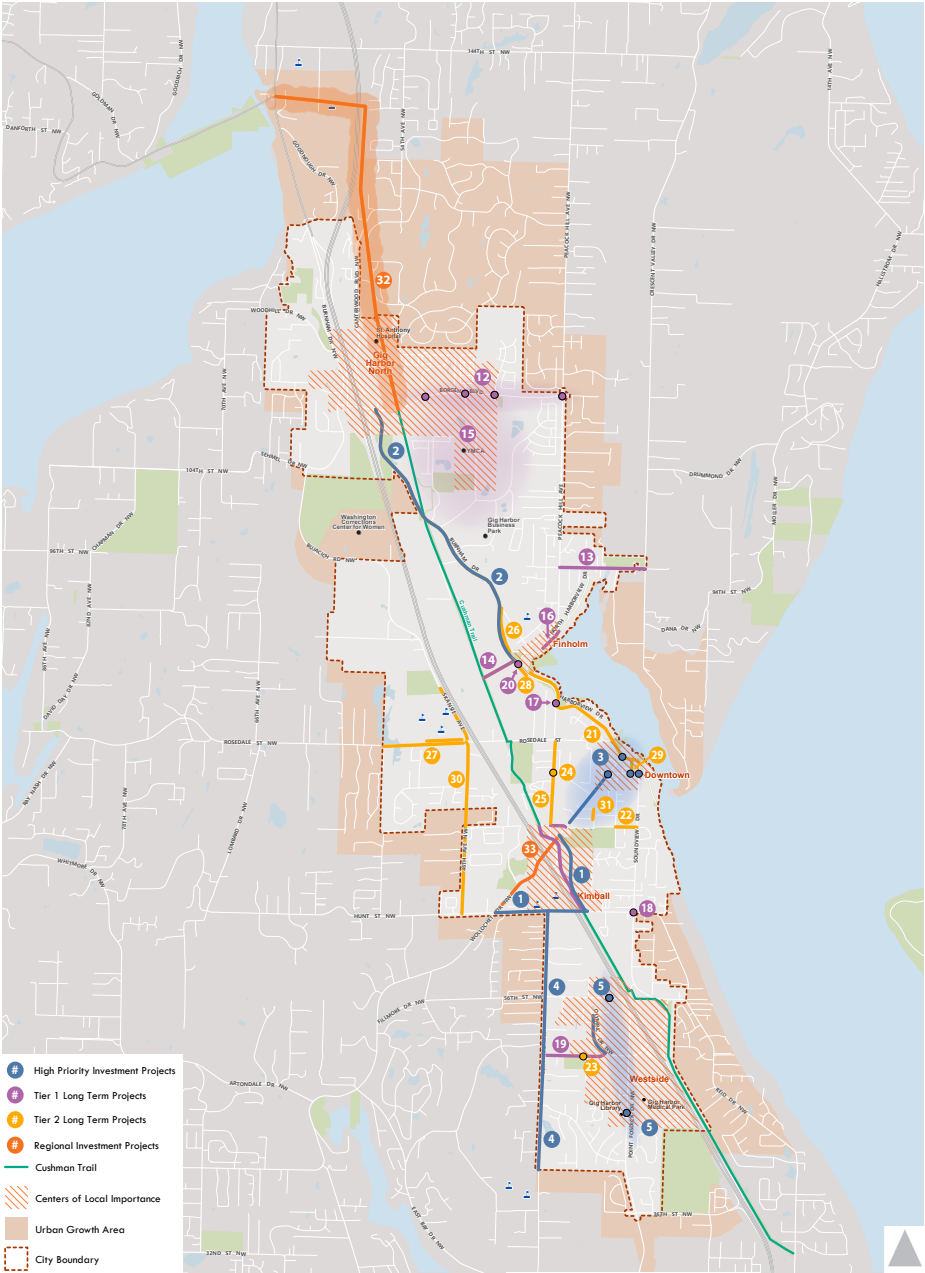


Gig Harbor's long-term vision for active transportation cannot be achieved overnight. While Chapter 5 outlined the City's five highest priority and quick win projects, this chapter presents the full range of long-term strategies that the City plans to implement to provide safer and more complete facilities for walking and cycling Citywide.

The cost estimates in Table 5 do not account for the fact that adding sidewalks often requires road widening to right of way limits and relocating utilities, which significantly increases costs.

Please note that additional engineering study is needed prior to permit, design, funding, and construction phases of any of the projects listed in this plan. Cost estimates are planning-level and assume 2018 prices, so further analysis will be needed prior to design and construction.

FIGURE 17: Full Network of Recommended Pedestrian and Bicycle Projects



LONG-TERM PROJECTS

Figure 17 summarizes the full list of recommended pedestrian and bicycle projects in Gig Harbor (high-priority and long-term). Table 5 details the list of long-term recommended projects. Projects are divided into two tiers to help the City prioritize project investments over time. To arrive at the list of Tier 1 projects, which are intended as nearer-term investments, the project team considered the results of the project prioritization process described in Chapter 4, public input heard throughout the planning process, and professional judgment. The projects listed in each respective tier hold equal weight and are not listed in order of priority.

In Table 5, the column titled “Votes at Open House” reflects the number of groups that voted for the project at the Open House rather than individuals.

For additional detail on the cost, see Appendix E. For projects that are on Gig Harbor’s 2018-2023 TIP list, this Plan tends to include the TIP cost estimates where appropriate instead, as indicated by an asterisk (*).

TABLE 5: Long-Term Project List

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
Tier 1							
6	Add new sidewalks in Downtown CoLI necessary to achieve Pedestrian LOS Yellow	See LOS Red streets within Figure 14	Downtown	174 linear feet	20	n/a	\$90,000
7	Add new sidewalks in Westside CoLI necessary to achieve Pedestrian LOS Yellow	See LOS Red streets within Figure 14	Westside	656 linear feet	20	n/a	\$330,000
8	Add new sidewalks in Finholm CoLI necessary to achieve Pedestrian LOS Yellow	See LOS Red streets within Figure 14	Finholm	109 linear feet	20	n/a	\$55,000
9	Add new sidewalks on Hunt Street and Pioneer Way necessary to achieve Pedestrian LOS Yellow	See LOS Red streets within Figure 14	Kimball	2,059 linear feet	19	n/a	\$1.03 million
10	Add new sidewalks in Gig Harbor North CoLI necessary to achieve Pedestrian LOS Yellow. This project would require WSDOT coordination, as Burnham Drive NW is LOS Red.	See LOS Red streets within Figure 14	Gig Harbor North	3,432 linear feet	19	n/a	\$1.72 million
11	Add new bike facilities citywide where feasible to achieve Bicycle LOS Yellow	See LOS Red streets within Figure 15	Citywide	45.2 miles of new bicycle facilities and upgrades to 8.2 miles of existing facilities	19	n/a	\$6.94 million

Projects 6-11 are unmapped

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
12	Change the crosswalks at the Borgen Boulevard roundabouts to be raised and/or include RRFBs, increasing visibility of pedestrians. Relocate the crosswalks away from the roundabout and enhance visibility of pedestrians. The cost estimate assumes changes to eight.	Borgen Boulevard from Peacock Hill Avenue NW to SR 16 Ramp	GH North	—	16	1	\$425,000
13	Provide the following improvements on Vernhardson Street from Peacock Hill Avenue to Crescent Valley Drive NW: <ul style="list-style-type: none"> • Pavement restoration and/or overlay • Storm sewer infrastructure • Curbs and gutters • Sidewalk(s) • Bicycle lanes • Improved crossing treatment at N Harborview Drive (2018 TIP Project #20)	Vernhardson Street between Peacock Hill Ave to Crescent Valley Drive NW	Not in CoLI	0.34 mile corridor	15	1	\$3.75 million**

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
14	Build a gravel trail (Twawelkax Trail) that connects the Cushman Trail to Donkey Creek Park. It is fiscally prohibitive to make it ADA compliant due to steep grades. (This is in the 2016 Parks, Recreation, and Open Space Plan.)	Area between Harborview Drive at Donkey Creek Park and the Cushman Trail	Just outside Finholm CoLI	Exact route TBD, but approximately 0.25 mile corridor	15	0	\$250,000**
15	Build new trails that connect the Harbor Hill trail system to the Cushman Trail, sports complex, YMCA, and parks.	TBD	GH North and Citywide	TBD	15	0	\$663 per linear foot
16	<p>Finholm District improvements. Add the following pedestrian improvements in the Finholm District on N Harborview Drive:</p> <ul style="list-style-type: none"> • Add a crosswalk with RRFB at or near Peacock Hill Avenue. • Convert the crosswalk in front of Anthony's to be raised and/or add an RRFB. • Further explore alternative bike treatments throughout the corridor and potential treatments to ensure safe conditions are provided for people walking, biking, and driving. 	N Harborview Drive, from Bogue Viewing Platform to Peacock Hill Avenue	Finholm	425 linear feet	14	2	\$200,000

** Cost estimate provided by City staff

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
17	Stinson & Harborview Intersection Improvements. See project description and photo renderings on page 57. (2018 TIP Project #11)	Intersection of Stinson Avenue and Harborview Drive	Just outside Downtown CoLI	—	14	7	\$1.8 million*
18	At Soundview Drive & Hunt Street, intersection improvements, such as a traffic signal or roundabout, and non-motorized improvements, such as crosswalks. (2018 TIP Project #10)	Intersection of Soundview Drive and Hunt Street	Not in CoLI	—	14	0	\$1 million*
19	On 50th Street Court NW from Olympic Drive NW to 38th Avenue NW, construct a new 2-lane roadway with sidewalks on one or both sides of street, street illumination, on-street parking, and associated storm water and/or LID improvements. This will include replacing the undersized cross culvert. (2018 TIP Project #8)	50th Street Court NW from Olympic Drive NW to 38th Avenue NW	Westside	0.35 mile corridor	14	0	\$3.4 million*

* Cost comes from the 2018-2023 TIP

Project 17: Stinson & Harborview Intersection Improvements

Project Description

Add a roundabout (or other appropriate improvement) at the intersection of Stinson Avenue & Harborview Drive (a T-intersection) to improve operations for all users. This would include crosswalks.



Before



After

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
20	Add the following pedestrian improvements near Donkey Creek Park: <ul style="list-style-type: none"> • Add an RRFB to the crosswalk on Harborview Drive just north of N Harborview Drive • Add other crosswalk and safety improvements as necessary at the intersection of Harborview Drive & N Harborview Drive 	Intersection of Harborview Drive & N Harborview Drive	Finholm	—	13	2	\$70,000

Tier 2

21	Provide traffic calming improvements on Harborview Drive. Potential treatments could include horizontal treatments, such as bulb outs, landscaped median islands, or narrowed vehicular lanes	Harborview Drive between Soundview Drive and Stinson Avenue	Downtown	0.63 mile corridor	13	0	\$70,000-100,000
22	On Grandview Street between Soundview and McDonald, construct road, stormwater, and lighting improvements. Includes sidewalks on the south side of the street. (2018 TIP Project #26)	Grandview Street, from Soundview Drive to McDonald Avenue	Kimball	0.1 mile corridor	13	0	\$1.5 million
23	Add a mid-block crosswalk with RRFB on 50th Street Court NW from Peninsula retirement community to Veterans Memorial Park	50th Street Court NW, between Peninsula and KLM Park	Westside	—	13	n/a	\$40,000

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
24	On Stinson Avenue between Grandview Street and Rosedale Street NW, add sidewalk on west side of roadway, including additional pedestrian amenities and required ADA upgrades. (2018 TIP Project #7)	Stinson Ave, between Grandview Street and Rosedale Street NW	Not in CoLI	2,640 linear feet	12	n/a	\$800,000*
25	On Skansie Avenue from Rosedale Street NW to Hunt Street NW, widen the roadway to provide curb and gutter, landscaped planter strip/swale, storm sewer improvements, pedestrian and bicycle improvements, and other improvements as necessary. Include provisions for future lighting, as the budget allows. (2018 TIP Project #24)	Skansie Avenue from Rosedale Street NW to Hunt Street NW	Not in CoLI	1 mile corridor	11	n/a	\$6-7 million
26	Add sidewalk (or potentially a boardwalk) on Harborview Drive between Austin St & Burnham Drive.	Harborview Drive, between Austin Street and Burnham Drive	Just outside Finholm CoLI	2,112 linear feet	11	n/a	\$1.5 million
27	Swap the sidewalk and landscaping buffer on Rosedale Street NW near Discovery Elementary (City owns the right of way next to the sidewalk) and widen the sidewalk all along Rosedale Street between the High School driveway circle and Skansie Avenue.	Rosedale Street NW, between High School driveway circle and Skansie Avenue	Not in CoLI	1,214 linear feet	10	n/a	\$240,000

* Cost comes from the 2018-2023 TIP

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
28	Continue the sidewalk on the west side of Harborview Drive to connect to the Gourmet Burger Shop and other retail	Harborview Drive, from N Harborview Drive to Austin Estuary Park	Just outside Finholm CoLI	400 linear feet	9	n/a	\$200,000
29	Build a formal connection between Judson Street and Harborview Drive that goes through parking lots for people walking and biking – a “Grand Connection” – via public-private partnership. This would include public gathering space. Project anticipated to be developer driven and funded.	Parking lots between Harborview Drive and Judson Street	Downtown	420 linear feet	9	n/a	TBD
30	Narrow the travel lanes to add conventional bike lanes on Skansie Avenue north of Rosedale Street to the Boys and Girls Club.	Skansie Avenue from Rosedale Street to the Boys and Girls Club	Not in CoLI	1,170 linear feet	8	n/a	\$60,000
31	Pedestrian walkway connecting Shyleen Street to Lewis Street in utility easement	Area between Shyleen Street and Lewis Street	Kimball	200-315 linear feet	7	n/a	\$100,000-160,000

REGIONAL INVESTMENT PROJECTS

The investments identified in Table 5 are largely within the City's jurisdiction. However, there are some key regional investments outside of the City's jurisdiction that would significantly benefit people choosing to walk or bike in Gig Harbor. These improvements are summarized below in Table 6.

TABLE 6: Regional Investment Project List

Project #	Project Description	Project Limits	Location	Length	Community Benefit Score	Votes at Open House	Cost
32	Extend the Cushman Trail north of Borgen Boulevard to Purdy, which would potentially include a pedestrian over/under pass across SR 16 in vicinity of the Burnham Drive Interchange. The exact route is not determined yet. The crossing should be elevated above Borgen Boulevard. (2018 TIP Project #1 & 18)	North terminus of the Cushman Trail to Purdy	GH North	TBD	19	4	\$270,000 for planning study*
33	Reconfigure the Wollochet Drive interchange corridor to increase vehicular capacity and better accommodate cyclists and pedestrians: <ul style="list-style-type: none"> Widen the roadway from Hunt Street to Kimball to provide 11 foot motor vehicle lanes, bicycle lanes, sidewalks, landscaping, and illumination on both sides of the roadway. Add sidewalks over SR16 and improved pedestrian crossings. Potentially reconfigure ramps to improve efficiency. (Partially 2018 TIP Project #22)	Wollochet Drive NW, from Hunt St NW to Kimball Drive	Kimball (partially CoLI)	0.59 mile corridor	15	7	\$18 million**

* Cost comes from the 2018-2023 TIP. Project received grant funding.

** Cost estimate provided by City staff.

ADDITIONAL CITYWIDE LONG-TERM PROJECTS

While the City's immediate goal is to achieve Pedestrian and Bicycle LOS Yellow, focusing on the CoLIs, Gig Harbor should take incremental steps to improve the sidewalk and bike network in areas not described in Table 5. As street overlays and maintenance are scheduled, the City should plan to add sidewalks and bike facilities in these areas, shown in Table 7. Figures 18 and 19 map the LOS Red and Yellow areas that need upgrades and can be shared with street maintenance staff.

TABLE 7: Projects to Achieve Bicycle LOS Green Citywide, Pedestrian LOS Green, and Pedestrian LOS Yellow outside of CoLIs

Project Description	Location	Length	Cost
Add new bike facilities citywide necessary to achieve Bicycle LOS Green.	Citywide	45.2 miles of new bicycle facilities and upgrades to 19 miles of existing facilities	\$8.35 million
Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Yellow.	Not in CoLI	5.93 linear miles	\$15.66 million
Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Green.	Not in CoLI	18.73 linear miles	\$49.45 million
Add new sidewalks in Downtown CoLI necessary to achieve Pedestrian LOS Green.	Downtown	2,851 linear feet	\$1.43 million
Add new sidewalks in Westside CoLI necessary to achieve Pedestrian LOS Green.	Westside	2,534 linear feet	\$1.27 million
Add new sidewalks in Gig Harbor North CoLI necessary to achieve Pedestrian LOS Green.	GH North	11,194 linear feet	\$5.6 million
Add new sidewalks in Finholm CoLI necessary to achieve Pedestrian LOS Green.	Finholm	1,373 linear feet	\$690,000
Add new sidewalks in Kimball CoLI necessary to achieve Pedestrian LOS Green.	Kimball	4,858 linear feet	\$2.43 million

FIGURE 18: Pedestrian LOS (same as Figure 14)

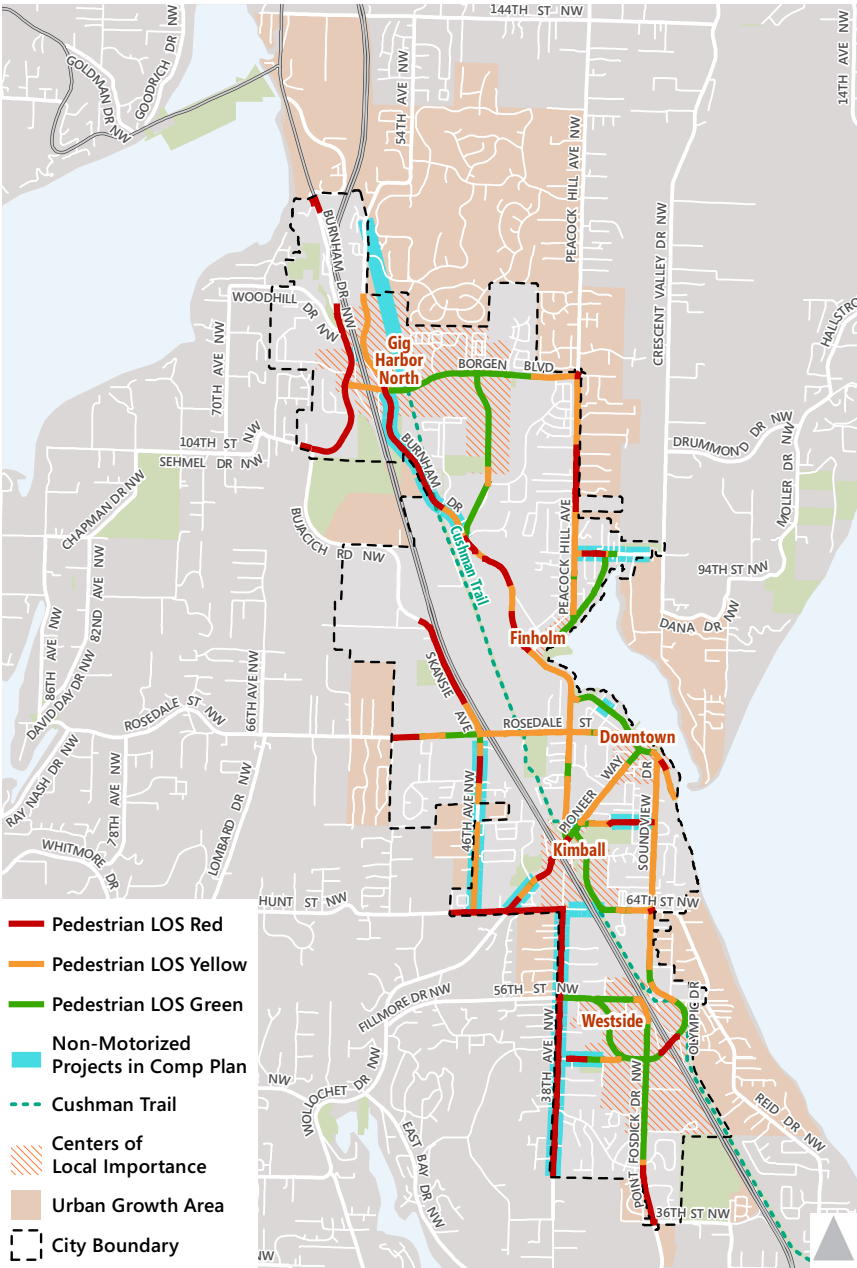
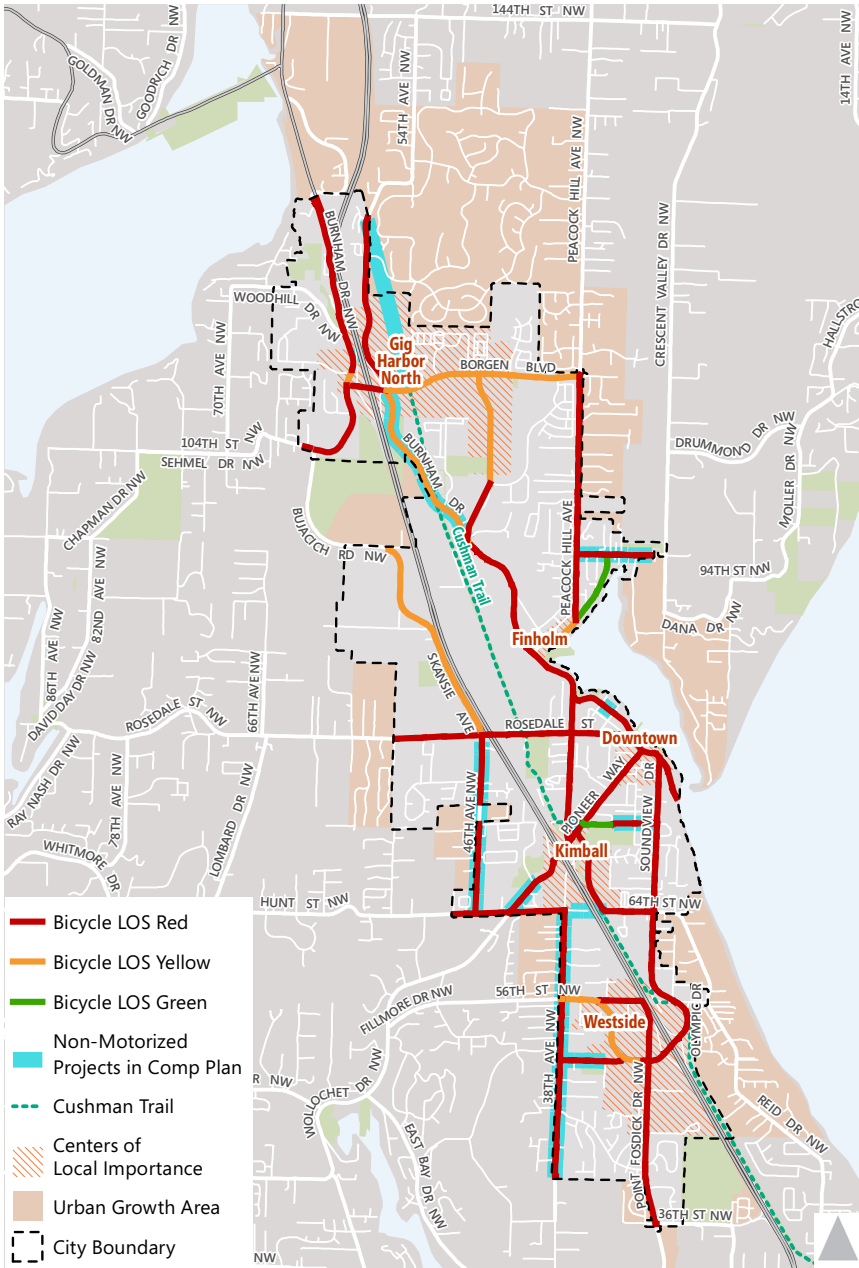


FIGURE 19: Bicycle LOS (same as Figure 15)



A photograph of a person walking away from the camera on a paved sidewalk. The person is wearing a red t-shirt, light-colored pants, and dark sneakers. To the left of the person is a grassy area with yellow wildflowers. In the background, there are trees, a road, and several traffic signs, including a yellow diamond-shaped sign with a pedestrian symbol and a red triangular yield sign. A large blue circle is overlaid on the image, containing a large white number 7.

7

PROGRAMS,
POLICIES,
AND DESIGN
GUIDANCE



PROGRAM AND POLICY LIST

In addition to building projects in specific locations, the City can implement a number of programs and policies Citywide to support and encourage travel by active modes in Gig Harbor. The programs and policies described in this section help develop a support structure that can increase people's exposure to walking and biking, or make these modes more accessible.

1. Trail Connections on New Development Sites

Create a requirement that future development sites located near existing trails provide a connection to any existing trail networks, such as the Cushman Trail.

2. Trail Signage Plan/Wayfinding

Develop a Signage Plan and logo for the Gig Harbor trail system to provide better signage/wayfinding Citywide and make the City's active transportation network more navigable.



Trail connection in Harbor Hill development



Example trail signage in Oceanside, CA



Street festival. Source: *Strolling of the Heifers*



Street festival in Seattle. Source: *Framework*



Bike parking

3. Change Default Lane Width on Local Streets

Make 10-foot travel lanes the default lane width on local streets. Use the recovered space to add conventional bike lanes, a buffer to existing bike lanes, sidewalk buffers, or other appropriate features.

Note: Coordination with the Public Works Department will be necessary, as this will require a change to the Public Works Standards.

4. Cycling and Pedestrian Education

Nonprofit groups like the Cascade Bicycle Club frequently partner with communities in the Puget Sound region to provide a variety of education opportunities. Gig Harbor should provide support if these opportunities arise. Education activities could include bike/pedestrian Ambassador Programs, bike maintenance and skills classes, and community media campaigns.

Classes can serve as an introduction for anyone considering cycling and are a way to become familiar with bicycling in vehicle traffic. Classes can be held in a classroom as well as on-road, to apply safe riding techniques. Alternatively, cities like San Francisco offer classes for bus and taxi drivers to learn to share the road with cyclists. Providing education to both cyclists and motorists can increase the understanding between these groups and lead to better sharing of the road.

5. Enforcement Campaign

Launch a campaign citywide to boost awareness on the presence and vulnerability of pedestrians and cyclists, to create a safer environment for these users. This could include holding targeted crosswalk enforcement events or a campaign to educate drivers that pedestrians have the right-of-way at all intersections regardless of whether there is a marked crosswalk.

6. Temporary Street Closures for Festivals

Institute a policy enabling temporary street closures for events like Farmers Markets and festivals. This involves opening a City street for several hours for people to walk, bike, shop, and enjoy their community while reducing car travel on that street. A street becomes an open plaza, a performance space, a recreational space, and/or a space to connect with neighbors. Closures can be temporary for a few hours to a few days, or can become permanent. These events encourage people walking or cycling to use space otherwise dedicated to vehicles and can increase awareness of all users.

7. Tactical Urbanism and Demonstration Projects

Develop policy and guidance enabling short-term, community-led projects on Gig Harbor streets. Short-term projects provide an opportunity to test projects, collect data, build community support, and make adjustments as needed for long-term viability. Several projects included in this

plan could be candidates for a temporary installation, such as bulb outs, shared streets, and bike lanes. Fayetteville, AR and Burlington, VT have guides that can serve as reference.

8. Bike Parking

People are more likely to try cycling if they know that they have a safe place to store their bike at their destination. Bike parking also encourages cycling for short trips and errands. Bike racks can also be used to showcase public art and enhance the aesthetics of an area. The City could develop code that requires bicycle parking to be included on new private development sites. This could include a stipulation or incentives for providing other supportive facilities, such as bicycle storage areas, showers, and/or lockers.

Note: This requires an amendment to the City's Design Manual.

9. Implement New Programs to Incentivize Walking and Biking

Implement new programs that encourage walking and biking, which include:

- Employer incentive programs (i.e. offering incentives for employees who walk or bike to work)
- Guides/maps on walking, biking, and taking transit in Gig Harbor
- Walk and Bike to School Days

These programs can build momentum and a broad-based support for walking and rolling. They can also help secure financial resources from both the public and private sector.

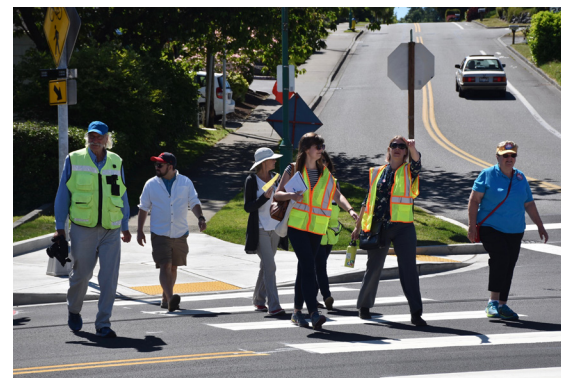
Employees that work for the City of Gig Harbor and St. Anthony's Hospital already receive encouragement as part of WSDOT's Commute Trip Reduction (CTR) law, so this would expand to other employers.

10. Continuing Education for City Staff

How we plan for and design walking and bicycling facilities is constantly changing. Through education, City staff can keep up on the latest innovative designs and best practices. Facility examples include bicycle lanes, bicycle boxes, curb bulbs, chicanes, and bicycle signals.

11. Organize a Group of Walking Ambassadors

A group of walking ambassadors can be organized and trained to lead walks that inspire, connect, and inform the community. A series of walking audits that involve the community, elected officials, and City staff can provide an assessment of the community and identify barriers and opportunities to walking. Audits can also provide the City with information on the pedestrian environment and provide recommendations for improving and encouraging walking.



Walkshop in Downtown Gig Harbor



20 is Plenty sign. Source: City of Seattle



Seasonal Pierce Transit Trolley in Gig Harbor



Cyclist at Kimball Transit Center



Bus stop on Point Fosdick Drive NW

12. Traffic Calming Citywide

Where feasible, implement traffic calming measures. This could include a campaign like Seattle's "20 is Plenty" initiative, which lowered speed limits on non-arterial streets from 25 mph to 20 mph.

13. Speed Studies and Traffic Calming Projects

Conduct speed studies on arterials and major collector streets in Gig Harbor. Based on the findings, identify design projects that will achieve appropriate "target speed" on these roadways.

14. Complete Streets Ordinance

Consider adopting a Complete Streets ordinance directing City staff to design streets for pedestrians, cyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, including freight.

15. Green Parking Lots

While parking lots are a necessary reality, their large expanses of impervious surface generate stormwater runoff, air and water pollution, and excess heat. Green parking lots can dramatically enhance the appearance of parking lots in our communities, making them more comfortable and attractive areas to walk and cycle through.

To address these challenges, update the development code to require that at least

15 percent of a parking lot's total site area be dedicated to green space.

Note: This requires a code amendment to the Design Manual.

16. Transit Service Enhancement

While transit/bus service is not a form of active transportation, it is often connected to walking and biking. Therefore, this ATP includes the following recommendations for enhancements to transit in Gig Harbor:

- The community has expressed a strong desire to have the trolley operate year-round. If private funding becomes available, the City should support trolley service expansion.
- Residents would like to extend the trolley to Uptown so passengers do not have to transfer at the Kimball Drive Park & Ride.
- Expand transit service to provide additional pick-up/drop-off areas in Gig Harbor neighborhoods. The community would like to improve access from their homes to Seattle, Tacoma, Olympia, Sea-Tac airport, St. Anthony hospital, Gig Harbor schools, and the senior center.
- Expand transit service hours of operation.
- Work with transit agencies and other partners to advocate for providing

real-time transit tracking, using mobile phone apps or infrastructure at transit stops. However, implementation is not under the City's purview.

- Add water taxi transit service.
- Add a bus shelter and potentially other improvements to the bus stop outside of Anthony's restaurant.

Note: Coordination with Pierce Transit will be essential.

Additional Comments on Programs and Policies

It is worth noting that there were community requests to change street construction standards to prevent extending "chip seal" into bike lanes or fog lines. Chip sealing is a cost-effective way to maintain streets and saves dollars on future repair costs. However, it is very challenging to ride on and could be limited to where motor vehicles travel. The City takes this recommendation seriously and plans to make this an internal policy, so it has not been included on this list.

Design Guidance

In order to make the projects described in this ATP possible, Gig Harbor's Public Works Standards will need to be updated to provide additional or revised design guidance for bicycle and pedestrian facilities. For example, the current standards do not provide guidance on green colored pavement, bike parking on

private development sites, green parking lot minimums, and double facing pedestrian crossing signs. Additionally, once the City develops its trail signage plan and logo, this will need to be incorporated into City standards. A more formal analysis of necessary updates will be necessary prior to updating the Public Works Standards. Chapter 15 of WSDOT's Design Manual, which addresses bicycle and pedestrian facilities, should serve as a resource.



Kids walking and scooting in Gig Harbor



Pedestrians in Finholm District



Boy skateboarding on Olympic Dr NW at SR 16



8

PERFORMANCE
MEASUREMENT



This chapter provides guidance for how the City can track its progress in achieving the vision and goals stated in Chapter 1. Specifically, this guidance includes performance measures that provide an objective way to monitor, over time, how well the City is doing in each goal area. This progress can be shared with the public and stakeholders in the form of regular reporting. Moreover, analysis of these metrics may help inform future plans.



Woman crossing street with walker in Westside

TABLE 8: Performance Measures

Goal Area	Context	Performance Measures
Pedestrian Network	A well-connected pedestrian network is crucial to improving accessibility for users. Reducing travel time and distance makes new destinations accessible on foot. In addition to connectivity, the quality of the network also affects whether people feel comfortable walking. Active transportation projects should benefit all potential users, including children, seniors, persons with disabilities, and people of all income levels, races, and ethnicities.	<ul style="list-style-type: none"> • Percent of total network complete • Percent of signalized intersections with pedestrian countdown signals • Total linear feet of sidewalk added • Linear feet of sidewalk added in Pedestrian LOS Red and Yellow areas within the priority network (defined in Chapter 4) • Dollars spent on new pedestrian facilities • Dollars spent on Americans with Disabilities (ADA) improvements • Pedestrian mode share*
Bicycle Network	A well-connected bicycle network will improve accessibility by reducing travel time and distances between origins and destinations. However, bicycle infrastructure and facilities must be designed in an effective manner, considering factors - such as location, usage, and need - in order to accommodate people of all ages and abilities. Creating a supportive environment for cycling will help to promote cycling as an attractive mode of travel.	<ul style="list-style-type: none"> • Percent of total network complete • Total miles of bike facilities added • Miles of bike facilities added in Bike LOS Red and Yellow areas within the priority network (as defined in Chapter 4) • Total bike parking/lockers added • Bike parking utilization • Dollars spent on new bike facilities • Bicycle mode share*
Health and Safety	Safety is often described through collision statistics, with a goal focused on the reduction of traffic-related injuries. Although there have historically been few collisions involving a pedestrian or cyclist, the City agrees with WSDOT's stance that even one traffic fatality is too many. The perception of safety is also something to consider. If the public does not perceive an active transportation facility to be safe, it is less likely to use that facility.	<ul style="list-style-type: none"> • Collision trends and annual crash mapping, highlighting collisions involving a pedestrian or cyclist • 85th Percentile speeds • Grievance process counts • Complaints addressed in a timely manner • Percent of maintenance requests addressed • Percent of schools with Safe Routes to School programs

Goal Area	Context	Performance Measures
Environmental Sustainability	Promoting active transportation is one way for the city to support an environmentally sustainable lifestyle. Specific measures may include adding sustainability guidelines during the design process and monitoring air and water quality.	<ul style="list-style-type: none"> • Reduction in impervious surface • Number of trees added • Dollars spent on low impact development (LID) treatments
Financial Sustainability	Without funding, projects are unable to move forward. To ensure financial sustainability, the City should consider the feasibility of project costs and look for any outside funding to supplement City funds.	<ul style="list-style-type: none"> • Number of grants applied for • Amount of grant funding obtained • Percent of active transportation projects funded by impact fees

* Mode share analysis relies on oversampling data from PSRC





APPENDICES

- A. Pop-Up Studio Community Input Summary
- B. October 7 Open House Prioritization Results
- C. Vision Questionnaire Summary
- D. Project Prioritization Spreadsheet
- E. Capital Cost Estimate Assumptions



**APPENDIX A:
POP-UP STUDIO
COMMUNITY
INPUT SUMMARY**



Pop-Up Studio Thoughts

June 22: Waterfront Farmers' Market, Skansie Brothers Plaza

June 23: Pavilion, Uptown Shopping Center

Gig Harbor held its pop-up studio on June 22 and 23, 2017. The June 22 pop-up was on the waterfront, in the new Skansie Brothers Park Plaza, and it ran from 9:00 am to 7:30 pm. This pop-up took full advantage of its proximity to the Waterfront Farmers' Market, with participants crossing from one end of the market to the other in a crowded scene of activity.

The second day's pop-up was located at the pavilion in the Uptown Shopping Center. It ran from 9:00 am to 5:30 pm, drawing participants from the surrounding offices, hospital, and shopping center.

More than 80 Gig Harbor residents, businesspeople, employees, and visitors participated in the pop-up studio, engaging in conversations, exercises, and mapping activities. Conversations ranged from the abstract to the specific, with participants exploring how the transportation system may evolve in time to best meet Gig Harbor's needs. Some of the topics and proposed strategies were focused on adjusting what the community already has. Others were more focused on major changes, including the construction of new roads, which would significantly alter the transportation landscape.

The City ran a series of simultaneous "walkshops" during these two days, and the pop-up studio served as a convening location for two of them, with participants of those walking tours observing and contributing to studio activity.



Dan Burden of BlueZones recaps "walkshop" findings with participants at the pop-up studio on June 22.

Adaptive Approaches

Many of the participants at the pop-up studio believe the transportation system is essentially all right, with only some minor changes and investment necessary to make it function really well. These people generally noted that there is little opportunity to reconfigure the historic street network and that changes to the arterial system beyond the View Basin (or areas of town with a view of the harbor) would be too expensive to consider. They want to make strategic and tactical investment, finding ways to make what the City has work even better. The following section provides an overview of key transportation challenges and more minor, adaptive opportunities for improvement raised by the community.

Pedestrian realm

Sidewalk gaps – Participants are keenly interested in making sidewalks continuous, closing gaps. This is of particular interest along Peacock Hill and Burnham Drive, where pedestrians desire safer, more convenient pedestrian access to the waterfront and the adjacent shopping districts.

Sidewalk width – Sidewalks should be wide enough to accommodate three or four people abreast where there is high pedestrian density, according to pop-up visitors. This is evident along the waterfront side of Harborview, where high volumes of pedestrians have to navigate a narrow corridor. Some of the opportunities to provide a wider walking environment appear to be easily within reach, on property owned by the City or adjacent to upcoming development parcels.

Crosswalks – While Gig Harbor is a walking town, there are few pedestrian crossing opportunities along Pioneer Way, Stinson Ave, and Rosedale St. From the perspective of studio participants, more crosswalks may lead to increased pedestrian access and safety, helping calm traffic flows near the waterfront and encouraging residents and employees to walk downtown. Crosswalks in other parts of the community seem to be less of a concern, as long as they’re addressing basic safety considerations in those areas of town designed predominantly for the auto.

Trails

Gaps – The Cushman Trail was identified by participants as a key community trail asset, with potential for becoming even more widely used if it is better connected to other “trail-friendly” parts of town. Connections to Donkey Creek Park and to St. Anthony Hospital could provide important trail linkages, making the Cushman Trail a more attractive option for walking and biking.

Slope strategy – Gig Harbor is a waterfront town, and much of the community’s development lies upland from the narrow waterfront district. The Cushman Trail generally parallels Highway 16, about 120’ higher than the waterfront. Pop-up visitors identified this grade difference as a major reason why the trail does not really contribute to waterfront access and vitality, and that it is a defining element in the community’s neighborhood identities. While the grade contributes to residential vistas overlooking the harbor, it makes walking or biking difficult. Community members are interested in additional routes to help overcome the difficulty of the slope and suggested identifying “easy ways” up as part of a non-motorized wayfinding program. Rosedale Street now functions as a primary climbing route, but there may be other routes that could improve access to upland neighborhoods and the Cushman Trail.



Kendra Breiland of Fehr & Peers discusses transportation approaches with a pop-up visitor on June 22.

Crossings – The City has invested in upgrading locations where the Cushman Trail crosses roadways, but there is still some work to be done to ensure they are both safe and intuitive, according to participants. The trail crossing at Rosedale is a notable example of the City’s efforts, where crossing beacons and a pedestrian median refuge announce the crossing and protect non-motorized users.

Wayfinding – The Cushman Trail benefits from a routing that is generally linear and parallel to the highway. However, its alignment gets more complex near the Olympic, Wollochet, and Burnham interchanges. The trail may also get more complex with its future expansion north. In addition, some segments of the trail work their way through forested areas, where orientation by landmarks can be difficult. In response, pop-up participants suggested that the City consider an enhanced wayfinding strategy for the trail, one designed to help those traveling along the trail and help guide users to its trailheads and entry points.

Extension – Participants noted that the trail’s popularity would be enhanced if it were extended to the north through Canterwood with an alignment that accesses the hospital and the developing areas of North Gig Harbor.

Bicycles

Route plan/strategy – Pop-up participants felt there was little in the way of a coordinated bicycling route plan or strategy. The City should work towards developing an interconnected network of bike lanes rather than one-off segments.

Climbs – Building on the discussion in the trail section, casual cyclists and bicycling commuters are discouraged by Gig Harbor’s steep slopes and desire shallower grades. Identifying and designing climbing routes for these specific cycling groups may help the community take advantage of its compact form, facilitating the choice to use cycling as a transportation alternative. Some pop-up visitors arrived on bikes with electric assist motors, and these may become a more popular choice among cyclists in town.

Transit

Trolley enhancement – Almost all participants identified the trolley as an asset, something that helps locals and visitors navigate from Uptown to Downtown to Finholm during the community’s busy season. Most also believe the trolley should be extended, connecting North Gig Harbor, too. And most would like the trolley to operate with increased frequency, reinforcing its attractiveness to folks who want to use it as a convenient and intuitive service. Nobody complained about the fare, gladly contributing the \$0.50 per ride/\$1.00 per day to help offset costs.



Everybody loves the trolley. Participants repeatedly endorsed its operation and wish for extended service.

Commuter service – Most pop-up visitors understand the challenges of increasing transit frequency, but many also feel frustrated by the difficulty of accessing the community’s regional transit links and by the incompatibility of their work schedules and the transit service design. Regional transit stops are located near the SR 16 corridor, which is uphill and a difficult cycle or walk from a large part of transit’s potential ridership. And many of those who would consider riding the bus also have work schedules in Tacoma or Seattle that are incompatible with the service’s operating schedules. Both Pierce Transit and Sound Transit have indicated that there are no resources available to enhance transit service in Gig Harbor, so any increased community ridership may be reliant on making it easier to access those commuter routes.

Roads

Roundabouts enhancement – Visitors had thoughts about the roundabouts in North Gig Harbor, with the general consensus calling for their enlargement in areas closer to the interchange. While they noted they seem to be functioning well now, there is concern that increased development nearby will likely swamp the roundabouts’ ability to move traffic efficiently. Some also warned that the pedestrian/roundabout interface can be awkward, but these commenters seemed to believe that a combination of driver and pedestrian education should solve most of those problems.

Peacock Hill widening – Development in North Gig Harbor is incrementally increasing traffic volumes on Peacock Hill Avenue, which according to participants, has impeded driveway access along Peacock Hill and created unsafe situations. Participants expressed concern that future housing development may exacerbate these problems and swamp the existing roadway. Some would like to see additional travel lanes to serve the forecasted residential development, particularly in light of plans to promote the magnetism and vitality of the waterfront. There is also a desire to make it easier and safer to ride a bike, walk, or take the trolley, creating a more attractive non-motorized connection to the waterfront.

Methods

Opportunistic action – Gig Harbor has already demonstrated its willingness to try out transportation solutions, taking opportunities to install crossing beacons at popular pedestrian intersections, enhance

roundabouts, rearrange travel lanes, and install mid-block pedestrian refuges in roadway medians. Pop-up participants generally encourage these types of low-cost, opportunistic interventions. They believe these may be more necessary as the City experiments with ways to optimize the transportation system's performance for all modes of travel.

Transformational Approaches

Some of the strategies discussed are a bit more expensive and would have a more transformational impact on Gig Harbor's transportation and community landscape. Whether it's reconfiguring the freeway interchanges or rerouting waterfront traffic, participants opened up on what might help Gig Harbor solve its transportation issues and promote economic vitality. The following section provides an overview of key ideas discussed.

Roads

Overcrossings – Almost all participants agree that crossing SR 16 is far more difficult than it needs to be, and many recommend installing non-motorized or all-mode over or underpasses. They identified many areas where opportunities exist, such as Hunt Street and north of the Wollochet Drive interchange.

Waterfront couplet – For those who believe that slow-moving autos on Harborview is an inconvenience to drivers, a danger to pedestrians, or an obstacle to economic prosperity, a “couplet” (or a pair of two one-way streets) emerged as a potential solution. Two proposals emerged from the discussion. One was adapting Soundview, Harborview, Pioneer, and Judson to serve as a large circuit, operating either clockwise or counter-clockwise, relieving traffic congestion at the southernmost segment of Harborview and routing drivers along the now-underused parking areas on Judson. The other would adapt Harborview, Rosedale, and Stinson with one-way traffic northbound on Harborview and a counter-clockwise rotation ascending the hill on Stinson and descending on Rosedale.



City and consultant team staff speak with Uptown studio visitors about traffic concerns on June 23.

Esplanade – One potential benefit of a one-way conversion is that it may enable widening the sidewalk width on the water side of Harborview. Participants believe an enhanced pedestrian and cyclist experience is key to the district's uniqueness and vitality, and an enhanced, widened, and continuous esplanade is an attractive objective.

North Gig Harbor network – Participants called for better connectivity in North Gig Harbor and reducing demand on the arterials of Peacock Hill Avenue, Borgen Boulevard, and Burnham Drive to carry all of the traffic demand.

Freeway

Interchange enhancements – Most pop-up visitors are frustrated by traffic at the community's three freeway interchanges. But they also acknowledge that much of the demand placed on those interchanges is due to development beyond the city limits and urban growth area. They would like to see better interchange design, something capable of handling the area's forecasted growth without doing too much damage to the developed character of the areas surrounding the interchanges. Participants believe this is a regional or statewide problem, so solutions should be funded by the larger population.

Parking

Waterfront structures – Some participants advocated for the construction of parking structures downtown, with suggested locations including the Judson/Pioneer/Harborview area and Finholm. Both would coincide with trolley stops, and both would introduce pedestrians at roughly waterfront level, facilitating non-motorized travel for the length of the waterfront.



Members of City staff, Fehr & Peers, BlueZones, and Studio Cascade discuss findings from the “walkshops” and pop-up studio conversations, charting the process ahead to address the issues and opportunities raised during the community conversation.

Mini-Poll Results

More than 45 pop-up participants completed the eight-question mini-poll. This short questionnaire asked respondents to weigh different transportation priorities, which will help the consultant team and City craft a transportation plan and implementation strategy that makes sense and is acceptable to the community. These results represent a first-cut tabulation. Further analysis and interpretation will continue throughout the process, ensuring that recommendations are in line with community thought.

Mini-Poll: “Transportation Priorities”

Gig Harbor is launching a multi-pronged initiative called “Connect the Gig,” updating the City’s transportation system to better serve current and future generations. This questionnaire will help measure community priorities regarding several key topics, each shaping transportation policies. Tell us what you think – and help Gig Harbor plan for its short and long-term transportation needs!

I reside in: (check one) ☐ - Gig Harbor ☐ - Outside City Limits ☐ - Other/Don't Know

Notes: Rate each statement below, where 1 is “Strongly disagree” and 5 is “Strongly agree”	1	2	3	4	5	D/K	Notes/Tell us why
1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling.							
2. Gig Harbor should prioritize getting around by car, improving traffic flow and taking for us to take parking spaces.							
3. Gig Harbor should build a more efficient transportation system with equal focus on cars, biking and walking.							
4. Gig Harbor should work to make transit service a more accessible and reliable travel option.							
5. Transportation solutions need to be location specific as it changes reflecting on our neighborhood and street needs.							
6. Gig Harbor should prioritize investments in areas where higher density and growth makes the most sense.							
7. Streets in Gig Harbor should be as attractive as they are functional, including landscaping, lighting and other features.							
8. Gig Harbor’s trail system is an important transportation feature, improving day-to-day travel options.							

[8/11] Please complete and leave with address, return to Gig Harbor City Hall by August 31, or fax to 509-835-3763.

Respondents seemed to generally support all of these statements, with a balance advocating for increased investment on non-motorized transportation improvements and on improvements for congestion relief. Participants also take pride in their community’s appearance and want their streets and trails to complement the beauty of the community’s natural setting and neighborhoods.

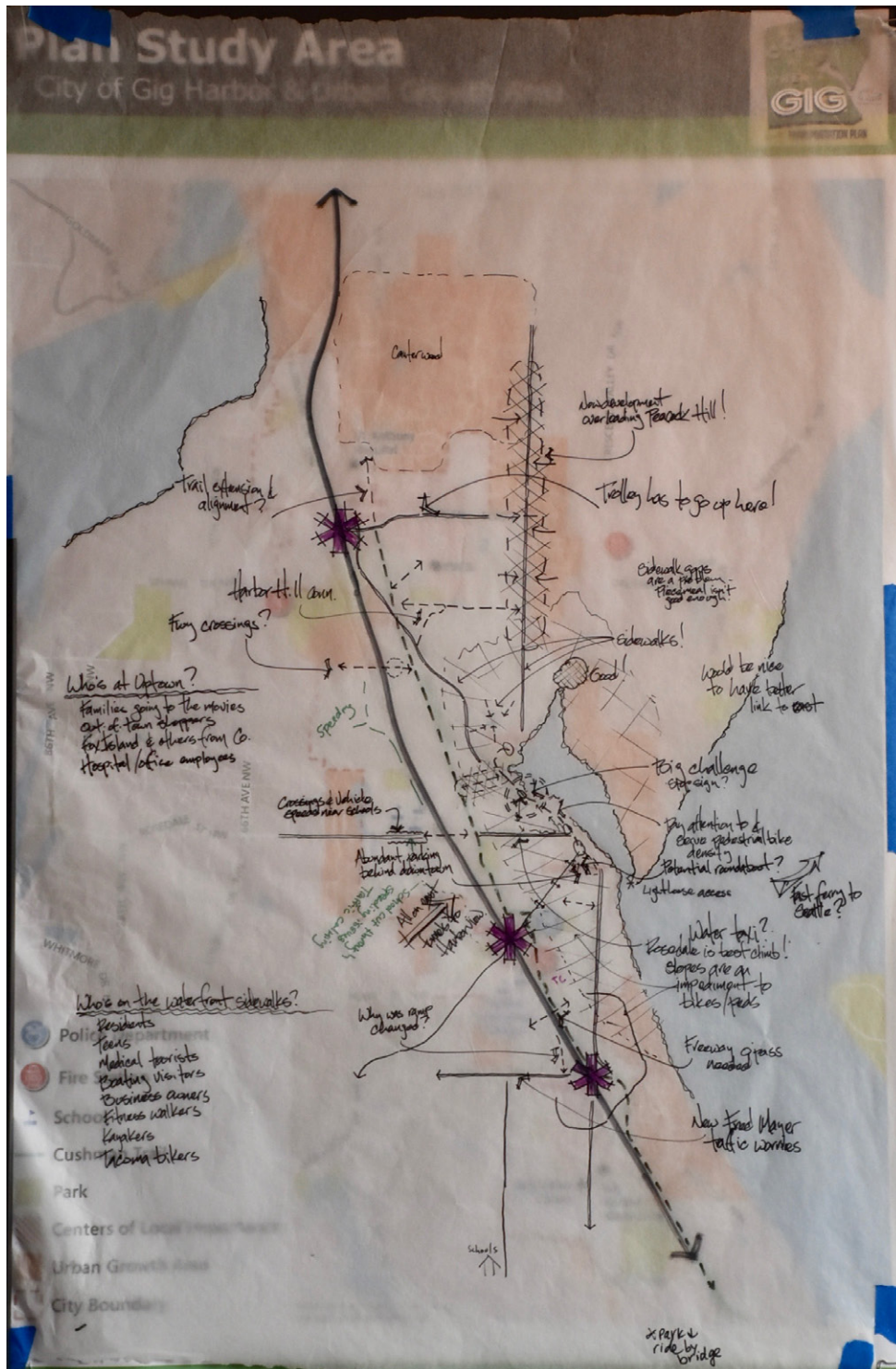
Mini-Poll: "Transportation Priorities" - Results

Reside in:
Gig Harbor 19
Outside City limits 16

	Total votes									
	1	2	3	4	5	n	Total	Mean	D/K	Notes
1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling	2	4	4	14	21	45	183	4.07	0	<ul style="list-style-type: none"> • I cycle • Everything is close together • Need bike lanes • Outside of downtown our sidewalks are very limited • Not a lot of crime but trails need more security • Low crime, pretty safe • Nice roads and safe crosswalks • Cycling is more difficult, walking is good • Within city limits need to continue Cushman trail • There is respect here • Traffic with questionable crosswalks
2. Gig Harbor should prioritize getting around by car, improving traffic flow and looking for ways to make parking easier	3	4	7	13	13	40	149	3.73	2	<ul style="list-style-type: none"> • Absolutely • Our lights are horrid off HW 16 and the roundabouts • Traffic isn't awful but parking is hard • Im fine with how it is slow so I can look around and I always find parking within walking distance • Too much development downtown • More trails, less growth
3. Gig Harbor should build a more diverse transportation system with equal focus on cars, biking and walking	3	3	8	9	15	38	144	3.79	5	<ul style="list-style-type: none"> • Cushman trails are pretty accommodating • Downtown NO, outlining areas YES • More trails, less growth • Trolleys more often • Zero priority
4. Gig Harbor should work to make transit service a more accessible and realistic travel option	3	3	5	17	18	46	182	3.96	3	<ul style="list-style-type: none"> • Some areas are pretty far from bus stops • More trails, less growth
5. Transportation solutions need to be location-specific, with designs reflecting unique neighborhood and district needs	3	0	8	10	17	38	152	4.00	4	<ul style="list-style-type: none"> • Harder to get places like fox island • More trails, less growth • Certain areas have bigger population
6. Gig Harbor should prioritize investments in areas where higher density and growth makes the most sense	4	1	4	9	23	41	169	4.12	3	<ul style="list-style-type: none"> • Too much density now! • Too much density • Not downtown • More trails, less growth
7. Streets in Gig Harbor should be as attractive as they are functional, including landscaping, lighting and other features	3	1	7	6	23	40	165	4.13	1	<ul style="list-style-type: none"> • Property value • Keep small scale • More trails, less growth
8. Gig Harbor's trail system is an important transportation feature, improving day-to-day travel options	2	2	7	8	17	36	144	4.00	6	<ul style="list-style-type: none"> • Day to day... eh • Look at Anchorage • Add lane to Cushman trail for golf courts

Sketch Map

A fundamental part of the pop-up studio is the ability for participants to see how their suggestions may influence emerging transportation policy. The sketch map below was prepared during studio conversations, identifying challenges, potential actions, and actors within Gig Harbor's transportation environment.



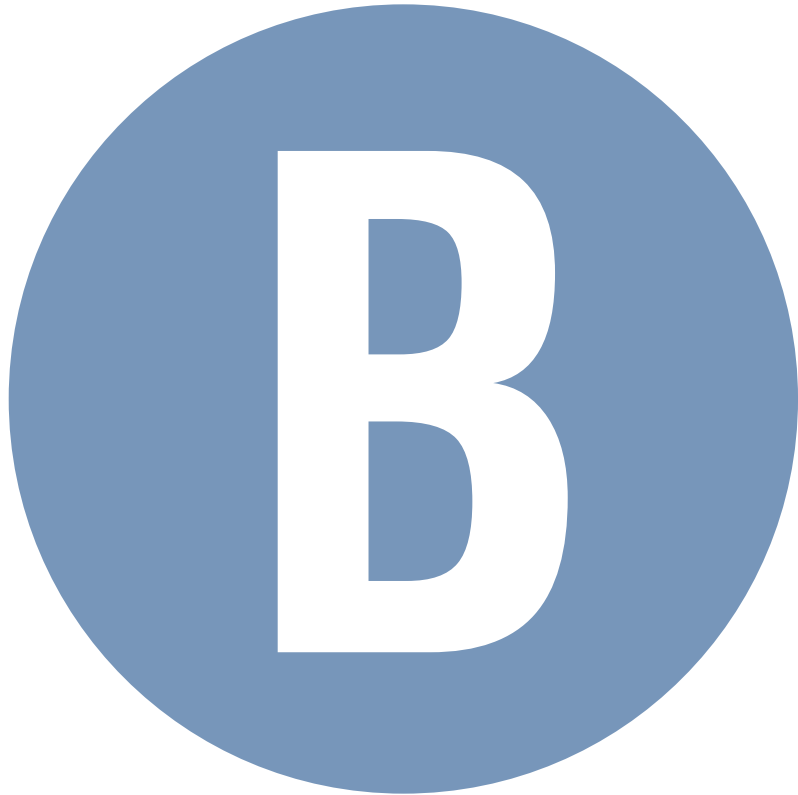
Transcriptions

The items below are verbatim transcriptions from the pop-up studio flipchart. Participants were encouraged to identify specific issues, opportunities, or actions that we should consider as the plan evolves. Some recommendations are specific, and other ideas are more abstract. In total, they represent a spectrum of community viewpoints that will influence the plan's direction.

- 38th – Repave, not tar
 - Sidewalk – at least one side – eastside of street to connect with schools – would require coordination with Pierce County
 - “without sidewalks you are in a ditch in the weeds”
- Pt Fosdick and Olympic – congestion
- More mass transit needed
 - Added P&R near Bridge
- Chinook → unofficial ped path connecting Rosedale and Stinson. Not steep. City work with church to formalize?
- Shared parking opportunities with the churches?
- Slow down growth!!
- Water taxi – would love to see
- School House Ave. – speeding, cut through to High School
 - Speeding, red light cameras?
 - RRFBs & speed bumps and then traffic calming elements
- New development (owe Harbor Point) and parking Downtown
 - Soundview to Harborview
- Growth in Pierce Co and rural areas and impact on regional/ local network
- Parking availability downtown
- Opticon function for EMS transport
- Access to Artondale
- More downtown parking
- Sidewalks on Burnham to connect to Cushman
- Water fountains along walking routes
- Consolidated parking strategy – structures, etc.
- Overall strategy for bike lanes
- Expanded transit service for nearby areas
- Trolley is great
- Managed growth is ok – maybe essential
- Never had an issue with downtown parking – always something within a short walk
- Reduce property taxes!
- Concern about new public docks and lack of adjacent parking
- Want bike lanes downtown!
 - Connect to Cushman trail
- Non-motorized transportation should be focus in CoLIs (x2)

- Access to Fox Island – Transit
- Come to Gig to walk
- Boats as a transportation mode too!
- Find easy opportunities to improve sidewalks downtown – Finholm
- SR 16 bypass causes
- Concentrate growth rather than a ¼ -acre sprawl
- Feels safe – all hours
- Regular transit services
- One-way street at Harborview downtown? – Peds and waterfront views
- Peacock Hill traffic?
- Options for commuters – Inappropriate traffic routing
- Pedestrian density downtown
- Dual purpose parking – marinas and dual use
- Harborview and bike safety
- Bike trails away from traffic
- More boat slips for yacht club visitors
- Rosedale neighborhood = good sidewalk coverage
 - Doesn't like locations where sidewalk ends and you have to cross the street to get on another sidewalk
- Husband takes SR16 to job in Tacoma – it works great!
- Sidewalks are too narrow along Harborview, ok on Soundharbor
- Need to find ways for cars to get around downtown without taking Harborview
- Biking is not “friendly” in town – due to lacking amenities, topography
 - Cars are watchful for bikes, but not obvious where bike should be
- Have to drive to get anywhere in Gig Harbor
- Good things to do for transportation:
 - ID bottleneck and address- cars idle only during peak
 - Police enforcement when SR16 has issues since City streets are overwhelmed
 - Like roundabouts
- Need new overpass of SR16 s/o Wollochet
- Peacock Hill resurfacing made it un-bikeable
 - City specs should require overlays to be bike-friendly – maintain shoulder width and use smooth materials. No hard edges
- Harborview – one way? – would provide space for wide sidewalk, bike land, parking (Stinson to Pioneer)
- Rosedale, Stinson, Harborview triangle
- Harborview and Stinson Roundabout? – model to be sure it operates better than a traffic signal
- Cushman trail needs more signage; Kimball intersection was a missed opportunity to provide bike treatments
- Bridge for peds in Harbor!
- Trolley must go to Target!
- Golf carts should be legal!

- Shrubs and trees intruding into sidewalks
- More crosswalks on Pioneer and Soundview
- Speeding on Skansie nearby Boys and Girls club
 - More enforcement?
 - Engineering solutions
 - One-way Pioneer east of Judson
 - Big roundabout at Judson/ Harborview/ Pioneer
- Focus on public realm maintenance
- Desire for shovel ready projects!

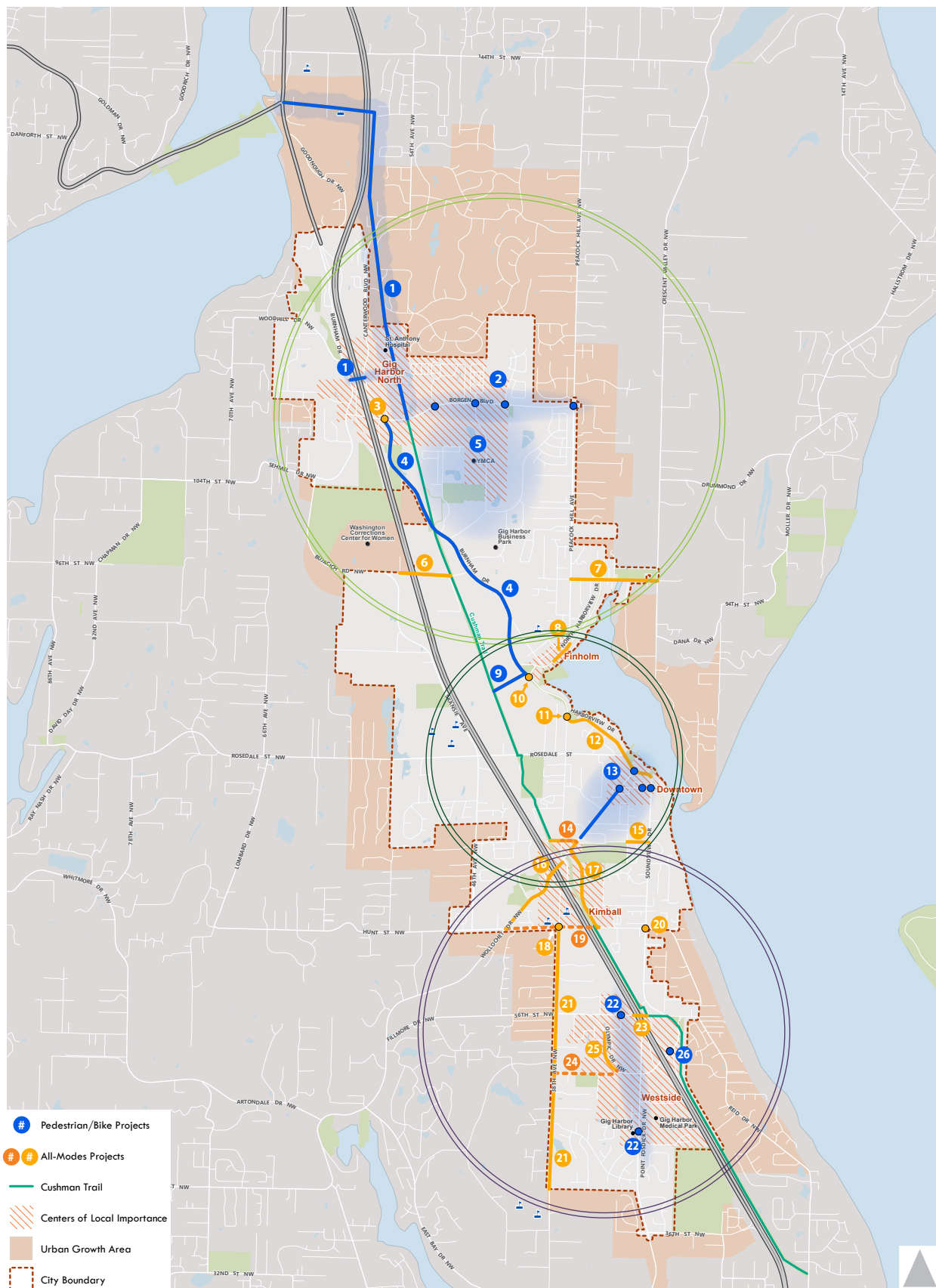


**APPENDIX B:
OCTOBER 7
OPEN HOUSE
PRIORITIZATION
RESULTS**

October 7 Open House - Summary of Prioritization Results

Project #	Description	Green Dots (Top project)	Blue Dots (Other prioritized projects)	Total Dots Received	Written Comments on Activity Sheets
Projects Ideas Generated Before Open House					
1	Extend the Cushman Trail north of Borgen Boulevard to Purdy		4	4	<ul style="list-style-type: none"> ● Crossing must be elevated above Borgen Blvd
2	Borgen Boulevard roundabout crosswalks		1	1	<ul style="list-style-type: none"> ● Relocate crosswalks away from roundabouts on busy roads ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout
3	Metering at SR 16/Burnham Drive	1	1	2	<ul style="list-style-type: none"> ● Number one priority ● Meter in traffic circle is NOT WORKING
4	Sidewalks on Burnham	2	4	6	<ul style="list-style-type: none"> ● Request to include bike lanes as well from 96th to N Harborview
5	Harbor Hill trail connections			0	
6	All-Modes Bridge over SR 16 at 96th Street		3	3	
7	Improvements on Vernhardson Street		1	1	<ul style="list-style-type: none"> ● 4-Stop or better crossing ● Cannot be done because when the bridge(sp) is out, there is no way to get from East Gig to civilization unless you go to 144th. Do Not Do This. Wayne Miller WRMgig@comcast.net ● Bridge Crescent Creek culvert or daylight?
8	Finholm District bike/ped improvements (2 options)		2	2	<ul style="list-style-type: none"> ● Option 1, small roundabout ● Option 2 ● None of the ideas, except lighted crosswalk ● Option 2
9	Twawelkax Trail			0	<ul style="list-style-type: none"> ● Excellent idea
10	Pedestrian Improvements near Donkey Creek Park		2	2	
11	Roundabout at Stinson Avenue/Harborview Drive	5	2	7	<ul style="list-style-type: none"> ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout ● Need bigger roundabout not small ● Group prioritized this roundabout but <u>not</u> other 2 ● Ped safety - Crosslight and/or raised crosswalk ● Roundabouts Stinson/Harborview, Stinson/Rosedale ● Make Rosedale Village help pay for roundabout
12	Traffic Calming on Harborview Drive			0	
13	Pedestrian Improvements Downtown (various crosswalks, raised intersection at Harborview & Pioneer, and sidewalk on east side of Pioneer Way)		4	4	<ul style="list-style-type: none"> ● Combine 13 and 15 if post office is built there
14	Reconstruct Grandview Street between Stinson and Pioneer		1	1	<ul style="list-style-type: none"> ● Post office provides improvements as part of relocation
15	Reconstruct Grandview Street between Soundview and McDonald			0	
16	Wollochet Drive interchange redesign	3	4	7	<ul style="list-style-type: none"> ● Exit needs right turn lane - 1 car that's stopped holds up traffic
17	Kimball Street Improvements		2	2	
18	Roundabout at Hunt Street & 38th Avenue		1	1	<ul style="list-style-type: none"> ● Yes, if SR16 and Hunt bridge is built ● Traffic circle pedestrian warnings need to flash on all car entrances before cars enter the roundabout
19	Hunt Street All-Modes Bridge	6		6	<ul style="list-style-type: none"> ● 18-21 tied together ● If 16 and 19 are done, traffic circle needed at Hunt and Wollochet ● If 19 built, 18 and 20 must be included. Judy 253-222-7602 ● Need additional projects on Soundview and Kimball - should be a group of projects
20	Intersection improvements at Soundview Drive & Hunt Street		1	1	
21	38th Avenue Redesign, including sidewalks and bike lanes		2	2	
22	Westside crosswalks	1	1	2	
23	All-Modes Bridge over SR 16 at 56th Street	2		2	<ul style="list-style-type: none"> ● NO, make this part of 17+19
24	Reconstruct 50th Street Court from Olympic Drive to 38th Avenue			0	<ul style="list-style-type: none"> ● Re-engineer this
25	Olympic Drive crosswalk and landscaped medians		3	3	<ul style="list-style-type: none"> ● No left at Harbor Greens
26	Pedestrian Improvements at westbound SR16 onramp		2	2	

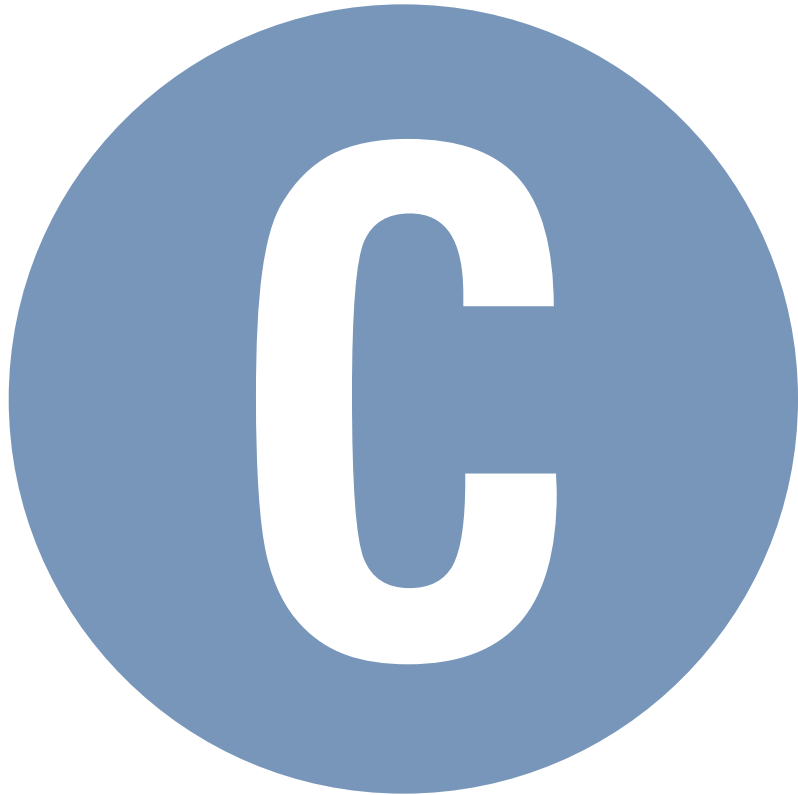
Project #	Description	Green Dots (Top project)	Blue Dots (Other prioritized projects)	Total Dots Received	Written Comments on Activity Sheets
Projects Ideas Generated at the Open House					
27	More Traffic Calming Measures			0	● Speeding contributes to many of these problems
28	Make a downtown one way loop: Harborview -> left up Pioneer -> left onto Judson			0	
29	Transit to schools and Senior Center		1	1	
30	Regional Rural Connect Consideration			0	
31	Widen SR 16 in Both Directions			0	
32	Olympic Dr Overpass + Wollochet Dr Overpass			0	● Make HUGE - as big/many lanes as possible ● Expand bus/transit hours + pickup/dropoff areas + parking network to Seattle/Tacoma/Olympia
33	Bus Transit Improvement			0	
34	Extend Borgen Blvd to go to Crescent Valley		2	2	
35	Rosedale/Stinson Roundabout or Traffic Light		1	1	
36	Commuter Alternatives	1		1	● To Harborview & N Harborview ● Hwy 16 Ingres/Egress overpass near 96R to NE Bides(sp) Rd ● East/West alternative - Peacock, Crescent Valley, etc
37	On/Off ramp on SR 16 at 144th St		1	1	
38	Roundabout at Hwy 302/Purdy Dr			0	
39	On/Off ramps onto Rosedale from Hwy 16		1	1	
40	Parking in Finholm			0	● Make Finholm a more usable area. Needs parking! ● Priority number 3 ● Priority number 2 ● Bring back exit ramp to pro built to relief Fred Meyer
41	Overpass from Hunt to Kimball	1		1	
42	Bring back exit ramp near Project 19	1		1	
43	Widen the sidewalk on Rosedale from the Cushman Trail to the High School	1		1	
45	Provide two lanes existing the proposed Village at Harbor Hill onto Borgen			0	
46	SR 16 SB off-ramp onto 56th WB only. No left turn onto SB Point Fosdick			0	



Small Group Activity 2

Prioritization of Potential Projects





**APPENDIX C:
VISION
QUESTIONNAIRE
SUMMARY**

Results Summary

Transportation Plan Survey

Vision Questionnaire, December 4-31, 2017



Introduction

From Monday, December 4 through Sunday, December 31 2017, the City of Gig Harbor hosted an online questionnaire to help inform the creation of a vision statement and policy framework for the “Connect the Gig” active transportation plan.

The questionnaire was promoted in a variety of ways, including a post on the City’s Facebook feed, direct email to the project list serve, and on the project-specific website www.connectthegig.com. Notice also included details regarding a prize drawing, specifically, a City-donated FitBit™ activity tracker awarded to one lucky winner.

In all, 264 respondents provided input. Participants were self-selected, i.e., not screened according to place of residence or other criteria. Based on results from one question providing approximate location of residence, an estimated 90 percent of respondents live within the City of Gig Harbor.

The questionnaire included three basic types of questions designed to advise plan policy:

1. Two “Word Cloud” questions requesting three words participants would use to describe current and desired future walking and biking conditions in the City. (Q.1, Q.2)
2. A ratings-scale question seeking levels of agreement with five statements concerning non-motorized transportation. (Q.3)
3. An open-ended question seeking approximate location of residence via identification of the street and nearest cross-street (referenced above).

Participants were asked to provide typewritten comments regarding their choices on Q.3. Between 130 and 145 comments were provided for each ratings statement. A database including all results and open-ended replies has been provided to the City as part of the project record and to facilitate further analysis, should it be desired.

Survey Results

Word Cloud

Current (Q.1) - Words used by participants to describe “walking and biking in Gig Harbor today” generally recognize the beauty and topography typical of Gig Harbor (“Beautiful” “Pleasant” “Scenic” “Hilly”), but indicate dissatisfaction in terms of perceived safety, scope and organization (“Dangerous” “Disjointed” “Limited” “Unsafe” “Scary”).

Future (Q.2) – Words used by participants to describe “what you’d like walking and biking in Gig Harbor to be like in the coming years” express a desire for improved safety, accessibility, connectivity, and range of features (“Safe” “Accessible” “Connected” “Expanded” “Sidewalks” “Convenient” “Crosswalks”).

Q.1 and Q.2 results are provided below as generated by two online programs.¹

¹ Survey generation, hosting and results tabulation by www.surveymonkey.com. Word clouds generated by <https://www.jasondavies.com/wordcloud/>

Q.1: Based on your impressions, please provide three words that best describe walking and biking in Gig Harbor today.



Q.2: Please provide three words that best describe what you'd like walking and biking in Gig Harbor to be like in the coming years.



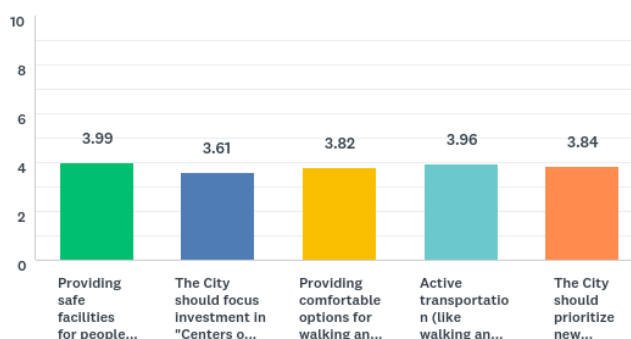
Concept Rating

Q.3 presented five statements concerning non-motorized mobility in Gig Harbor, asking respondents to rate each on a scale of five, where 1 = "Strongly Disagree" and 5 = "Strongly Agree." Scoring from all five statements is presented below, but may be summarized as follows:

- All five statements received solid support, with weighted averages (mean) ranging from a low of 3.61 to a high of 3.99
- Standard deviation (spread from average scoring) was relatively constant, ranging from a low of 1.24 (*"Providing comfortable options for walking and biking is critical to providing an equitable transportation system"*) to a high of 1.32 (tied between *"The City should focus investment in 'Centers of Local Importance' for things like sidewalks, trails, and bike lanes"* and *"The City should prioritize new connections (like new streets, trails and the Hunt Overpass) to improve access to key destinations on foot or by bike."*)

In short, respondents expressed substantial support for concepts that: prioritize walk/bike infrastructure; provide additional focus for designated Centers of Local Importance (Gig Harbor North, Finholm, Downtown, Kimball, and Westside); are comfortable to use; are tied to City public health goals; and provide new connections to key destinations.

Q3 Based on your level of agreement, score each of the statements below along a scale from "Strongly Disagree" to "Strongly Agree."



Statements are copied below as they appeared online; the collection was presented to participants in random order:

Providing safe facilities for people walking and biking should be a top priority.

The City should focus investment in "Centers of Local Importance" (Gig Harbor North, Finholm, Downtown, Kimball and Westside) for things like sidewalks, trails, and bike lanes.

Providing comfortable options for walking and biking is critical to providing an equitable transportation system.

Active transportation (like walking and biking) will help achieve the community's goal of improving public health.

The City should prioritize new connections (like new streets, trails and the Hunt Overpass) to improve access to key destinations on foot or by bike.

Active Transportation Plan Vision Statement (draft)

Based on questionnaire results, City-established goals, and input by participants at workshops and other project events, the following is presented as the Vision Statement for the Active Transportation Plan:

Gig Harbor residents greatly value their City, including its small-town feel, its waterfront setting, varied topography, and proximity to diverse urban and natural features. Today and in the future, residents want access to all areas of Gig Harbor to be easy, safe, and enjoyable, including for those that choose not to drive. To achieve this, residents support ongoing efforts to create and enhance active transportation infrastructure and to improve connections Citywide. These improvements should fit within each neighborhood's character and express Gig Harbor's unique beauty and character.



APPENDIX D: PROJECT PRIORITIZATION SPREADSHEET

Proj ID	Description	CoLI or Geography	On 2018 6- Yr TIP?	Part of 10/7 Event?	Scoring by Project Goals										Composite Score	
					Goal 1A	Goal 1B	Goal 1C	Goal 2A	Goal 2B	Goal 2C	Goal 3A	Goal 3B	Goal 4A	Goal 4B		Goal 4C
44	Add new sidewalks in Downtown CoLI necessary to achieve Pedestrian LOS Green (approximately 2,851 linear feet, or 0.54 miles)	Downtown			2	2	1	2	1	2	3	3	1	1	2	20
45	Add new sidewalks in Westside CoLI necessary to achieve Pedestrian LOS Green (approximately 2,534 linear feet, or 0.48 miles)	Westside			2	2	1	2	1	2	3	3	1	1	2	
7	Add new sidewalks in Downtown CoLI necessary to achieve Pedestrian LOS Yellow (approximately 174 linear feet)	Downtown			0	2	1	2	2	2	3	3	1	2	2	
8	Add new sidewalks in Westside CoLI necessary to achieve Pedestrian LOS Yellow (approximately 656 linear feet)	Westside			0	2	1	2	2	2	3	3	1	2	2	
9	Add new sidewalks in Finholm CoLI necessary to achieve Pedestrian LOS Yellow (approximately 109 linear feet)	Finholm			0	2	1	2	2	2	3	3	1	2	2	
38	Extend the Cushman Trail north of Borgen Boulevard to Purdy, which would potentially include a pedestrian over/under pass across SR 16 in vicinity of the Burnham Drive Interchange. The exact route is not determined yet. The crossing should be elevated above Borgen Boulevard.	GH North	Y - #1 & 18	Y	0	2	2	2	2	1	3	3	2	0	2	19
3	Add the following pedestrian improvements in Downtown: • Crosswalk on Judson Street near the bus stops. • Crosswalk on Soundview Drive at Judson Street. • Crosswalk on Pioneer Way at Judson Street. • Non-motorized safety improvements at the intersection of Harborview Drive & Pioneer Way. This could include adding a raised intersection or other improvements. • Sidewalk on the east side of Pioneer Way between Judson Street and Grandview Street, and a speed warning sign for uphill traffic.	Downtown	Y - #16	Y	0	2	1	2	1	2	3	3	1	2	2	
47	Add new sidewalks in Finholm CoLI necessary to achieve Pedestrian LOS Green (approximately 1,373 linear feet, or 0.26 miles)	Finholm			0	2	1	2	1	2	3	3	1	2	2	
12	Add new bike facilities citywide necessary to achieve Bicycle LOS Yellow (approximately 45.2 lane-miles of new bicycle facilities and upgrades to approximately 8.2 lane-miles of existing facilities)	Citywide			1	2	1	2	2	2	3	3	1	0	2	
10	Add new sidewalks in Kimball CoLI necessary to achieve Pedestrian LOS Yellow (approximately 2,059 linear feet, or 0.39 miles)	Kimball			0	2	1	2	2	2	3	3	1	1	2	
11	Add new sidewalks in Gig Harbor North CoLI necessary to achieve Pedestrian LOS Yellow (approximately 3,432 linear feet, or 0.65 miles)	GH North			0	2	1	2	2	2	3	3	1	1	2	19
41	Add new bike facilities citywide necessary to achieve Bicycle LOS Green (approximately 45.2 lane-miles of new bicycle facilities and upgrades to approximately 19 lane-miles of existing facilities)	Citywide			1	2	1	2	1	2	3	3	1	0	2	
48	Add new sidewalks in Kimball CoLI necessary to achieve Pedestrian LOS Green (approximately 4,858 linear feet, or 0.92 miles)	Kimball			0	2	1	2	1	2	3	3	1	1	2	
1	Build an all-modes bridge with separated pedestrian/bike facilities over SR 16 at Hunt Street. This project would also add: • Sidewalks on Hunt Street west of SR 16 to 38th Avenue as a first phase, and to Wollochet Drive as a second phase. • Landscaped medians in the center turn lane on Kimball Drive in strategic locations (five segments proposed) where left turns are not allowed, which will help calm traffic.	Kimball	Y - #17 (partial)	Y	0	2	2	2	2	0	3	3	2	0	2	
	• A crossing island at the existing crosswalk on Kimball Drive at Erickson Street, which will provide refuge for crossing pedestrians. • Wayfinding (e.g. signs, pavement markings, green paint) for the Cushman Trail between the trailheads on Grandview Street (west of Stinson Avenue) and Kimball Drive at Hunt Street.															

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					Goal 1A	Goal 1B	Goal 1C	Goal 2A	Goal 2B	Goal 2C	Goal 3A	Goal 3B	Goal 4A	Goal 4B	Goal 4C	
13	Fill the Cushman Trail gap between Grandview (west of Stinson) and Hunt Street to provide a safe route for bicyclists. There is not room for bike lanes on Kimball Drive, so this could potentially be a shared use path east of the WSDOT controlled access line and west of the property lines along Kimball Drive and Stinson Avenue, or bike lanes/sharrows on adjacent streets. This project would require coordination with WSDOT and Pierce Transit.	Kimball		Y	0	2	1	2	2	1	3	3	1	0	2	17
46	Add new sidewalks in Gig Harbor North CoLI necessary to achieve Pedestrian LOS Green (approximately 11,194 linear feet, or 2.12 miles)	GH North			0	2	1	2	1	2	3	3	1	0	2	17
6	To improve safety and connectivity in the Westside: • Add a high-visibility crosswalk on Point Fosdick Drive NW connecting the library, medical center, and bus stops. • Add a crosswalk and bulb out on 56th Street NW connecting the Inn at Gig Harbor to Tanglewood Grill.	Westside		Y	1	2	2	1	0	2	3	3	1	2	0	17
14	On Grandview Street between Stinson and Pioneer, reconstruct the road to provide sidewalks on both sides of the street, stormwater infrastructure, and lighting improvements.	Kimball	Y - #27	Y	0	2	1	2	1	2	3	3	2	0	0	16
15	Change the crosswalks at the Borgen Boulevard roundabouts to be raised and/or high visibility, increasing visibility of pedestrians. Relocate the crosswalks away from the roundabout and enhance visibility of pedestrians	GH North		Y	0	2	2	2	0	2	3	0	1	2	2	16
4	Add the following street improvements to Olympic Drive from 50th Street Court NW to 56th Street NW: • A high-visibility crosswalk on Olympic Drive connecting Harbor Greens and Olympic Square to apartments across the street. • Landscaped medians in the center turn lane in strategic locations where left turns are not allowed, which will help calm traffic and provide refuge for crossing pedestrians. Turn pockets will remain where cars can turn left.	Westside		Y	0	2	2	1	0	2	3	0	2	2	2	16
43	Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Green (approximately 18.73 miles)	Not in CoLI			2	2	1	1	1	2	0	3	1	0	2	15
16	Provide the following improvements on Vernhardson Street from Peacock Hill Avenue to Crescent Valley Drive NW: • Pavement restoration and/or overlay • Storm sewer infrastructure • Curbs and gutters • Sidewalk(s) • Bicycle lanes • Improved crossing treatment at N Harborview Drive.	Northeast (not a CoLI)	Y - #20	Y	0	2	1	1	2	1	0	3	1	2	2	15
17	Build a gravel trail (Twawelkax Trail) that connects the Cushman Trail to Donkey Creek Park. (This is in the 2016 Parks, Recreation, and Open Space Plan.)	just outside Finholm CoLI		Y	0	0	2	1	2	1	0	3	2	2	2	15
39	Reconfigure the Wollochet Drive interchange corridor to increase vehicular capacity and better accommodate cyclists and pedestrians: • Widen the roadway from Hunt Street to Kimball to provide 11 foot motor vehicle lanes, bicycle lanes, sidewalks, landscaping, and illumination on at least one side of the roadway. • Add sidewalks over SR16 and improved pedestrian crossings. • Potentially reconfigure ramps to improve efficiency.	Kimball (partial CoLI)	Partially - #22	Y	0	0	1	2	2	1	3	3	1	0	2	15
18	Build new trails that connect the Harbor Hill trail system to the Cushman Trail, sports complex, YMCA, and parks.	GH North and Citywide		Y	0	0	2	1	0	1	3	3	1	2	2	15
2	Add sidewalks on Burnham Drive NW on at least one side of the street between N Harborview Drive and Borgen Boulevard, and bike lanes on both sides of the street between N Harborview Drive and 96th Street, where cyclists can access the Cushman Trail. Given high traffic speeds observed on Burnham Drive, buffered bike lanes are preferable if enough right of way is available.	South of GH North (partially CoLI)		Y	0	2	2	1	2	1	0	3	1	1	2	15

Proj ID	Description	CoLI or Geography	On 2018 6- Yr TIP?	Part of 10/7 Event?	Scoring by Project Goals											Composite Score
					Goal 1A	Goal 1B	Goal 1C	Goal 2A	Goal 2B	Goal 2C	Goal 3A	Goal 3B	Goal 4A	Goal 4B	Goal 4C	
19	Build a "shared street" (i.e. flush with the sidewalks) in the Finholm District on N Harborview Drive from the Bogue Viewing Platform to Anthony's crosswalk. Cars, pedestrians, and bicycles would all have priority in the street and share the space. This project includes unique street pavers and back-in angle parking on the north side of the street, roughly doubling the number of spaces on the north side. (Paint could potentially be a more cost effective option to pavers, though additional research would be necessary on the efficacy of this treatment, as there is not much precedent for it.) There are no designated bike lanes since the space is shared. The project also adds signage to welcome visitors to the Finholm District. At Peacock Hill Avenue, a travel lane could be removed to add a mini roundabout.	Finholm		Y	0	2	2	2	0	1	3	0	2	0	2	14
	Alternatively, the City could opt for a more modest transformation of the Finholm District by adding "gateways" on either side of the Finholm District as a placemaking feature. This would include raised crosswalks at the Bogue Viewing Platform and at Peacock Hill Avenue, as well as landscaping. The project could convert the crosswalk in front of Anthony's to be raised and/or high visibility. Bike lanes through the Finholm District could be removed and replaced with sharrows, enabling sidewalks on the waterfront side to be widened to at least 7 feet.															
20	Add a roundabout (or other appropriate improvement) at the intersection of Stinson Avenue & Harborview Drive (a T-intersection) to improve operations for all users. This would include crosswalks.	Just outside Downtown CoLI	Y - #11	Y	0	2	1	2	2	1	0	3	1	0	2	14
21	At Soundview Drive & Hunt Street, intersection improvements, such as a traffic signal or roundabout, and non-motorized improvements, such as crosswalks.		Y - #10	Y	0	2	1	2	2	1	0	3	1	0	2	14
22	On 50th Street Court NW from Olympic Drive NW to 38th Avenue NW, construct a new 2-lane roadway with sidewalks on one or both sides of street, street illumination, on-street parking, and associated storm water and/or LID improvements. This will include replacing the undersized cross culvert.	Westside (partial CoLI)	Y - #8	Y	1	2	1	1	2	1	0	3	1	0	2	14
42	Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Yellow (approximately 5.93 miles)	Not in CoLI			0	2	1	1	2	2	0	3	1	0	2	14
40	Add pedestrian improvements at the westbound SR16 on-ramp on Olympic Drive. This would include: • A small landscaped island east of the westbound on-ramp where there is currently a painted island, which would provide a refuge for pedestrians crossing Olympic Drive. • Complete the sidewalk on the NE corner of the intersection of Olympic Drive & SR16 westbound on-ramp (near Olympic Village). The sidewalk abruptly ends here currently. This project requires WSDOT concurrence and coordination.	Westside		Y	0	0	1	0	1	0	3	3	2	1	2	13
23	Add the following pedestrian improvements near Donkey Creek Park: • A raised, high-visibility crosswalk on Harborview Drive just north of N Harborview Drive. • Prohibit parking on the west side of Harborview Drive north of N Harborview to improve the visibility of pedestrians crossing the street. • At the intersection of Harborview Drive & N Harborview Drive, reduce "corner radii" to minimize cars speeding around the corner, add bulb outs to reduce the crossing distance for pedestrians, and add landscaping. This could potentially be a raised intersection.	Finholm		Y	0	2	2	1	0	2	3	0	2	1	0	13
24	Provide traffic calming improvements on Harborview Drive. Potential treatments could include horizontal treatments, such as bulb outs, landscaped median islands, or narrowed vehicular lanes	Downtown		Y	2	2	0	2	0	2	3	0	1	1	0	13
25	On Grandview Street between Soundview and McDonald, construct road, stormwater, and lighting improvements. Includes sidewalks.	Kimball	Y - #26	Y	0	2	1	2	2	2	0	0	2	0	2	13

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					Goal 1A	Goal 1B	Goal 1C	Goal 2A	Goal 2B	Goal 2C	Goal 3A	Goal 3B	Goal 4A	Goal 4B	Goal 4C	
5	On 38th Avenue from City Limits to Hunt Street, redesign the street to include: 2-3 lanes with turn pockets, bicycle lanes, sidewalks on one side of the roadway, a landscaped buffer next to the sidewalk, curbs and gutters as necessary, storm sewer improvements, and provisions for future lighting.	Southwest (not a CoLI)	Y - #9 & 21	Y	0	2	2	1	2	1	0	0	2	1	2	13
26	Add a mid-block, high-visibility crosswalk on 50th Street Court NW from Peninsula retirement community to KLM park	Westside			0	2	2	1	0	2	3	0	1	2	0	13
27	Add high-visibility crosswalk on Stinson Avenue at Edwards Drive	Rosedale (not a CoLI)			0	2	2	1	0	2	0	0	1	2	2	12
28	On Stinson Avenue between Grandview Street and Rosedale Street NW, add sidewalk on west side of roadway, including additional pedestrian amenities and required ADA upgrades.	between DT and Kimball CoLI	Y - #7		0	2	1	1	1	2	0	0	1	1	2	11
29	On Skansie Avenue from Rosedale Street NW to Hunt Street NW, widen the roadway to provide curb and gutter as necessary, landscaped planter strip/swale, storm sewer improvements, and conventional bike lanes and sidewalks on both sides of street. Include provisions for future lighting, as the budget allows.	Center (not a CoLI)	Y- #24		0	2	2	1	2	1	0	0	1	0	2	11
30	Narrow the center turn lane on Rosedale Street NW near Discovery Elementary and Gig Harbor High School, and add strategically placed landscaped medians that still allowing for parent queuing. The medians will help serve as a gateway into Gig Harbor. Extend the climbing bike lane on Rosedale Street NW west of Skansie Avenue to City Limits.	Rosedale (not a CoLI)			1	2	1	2	0	2	0	0	2	1	0	11
31	Add sidewalk (or potentially a boardwalk) on Harborview Drive between Austin St & Burnham Drive	just outside Finholm CoLI			0	2	1	1	2	1	0	0	1	1	2	11
32	Swap the sidewalk and landscaping buffer on Rosedale Street NW near Discovery Elementary (City owns the right of way next to the sidewalk) and widen the sidewalk all along Rosedale Street between the High School driveway circle and Skansie Avenue.	Rosedale (not a CoLI)			0	0	2	2	0	2	0	0	2	0	2	10
33	Continue the sidewalk on the west side of Harborview Drive to connect to the Gourmet Burger Shop and other retail	just outside Finholm CoLI			0	2	1	0	1	2	0	0	1	2	0	9
34	Build a formal connection between Judson Street and Harborview Drive that goes through parking lots for people walking and biking – a "Grand Connection" – via public-private partnership. This would include public gathering space.	Downtown			0	0	2	2	0	0	3	0	2	0	0	9
35	Perform study to evaluate the removal of parking to make room for bike lanes and/or widened sidewalks on Harborview Drive from Boat Shop to Austin Estuary Park				1	2	1	1	0	2	0	0	1	1	0	9
36	Narrow the travel lanes to add conventional bike lanes on Skansie Avenue north of Rosedale Street to the Boys and Girls Club.	Rosedale (not a CoLI)			0	2	1	0	1	2	0	0	1	1	0	8
37	Pedestrian walkway connecting Shyleen Street to Lewis Street in utility easement	Kimball			0	0	2	0	0	0	0	0	1	2	2	7



APPENDIX E: CAPITAL COST ESTIMATE ASSUMPTIONS

Table E-1 gives the planning level cost assumptions used to determine project cost estimates. Unit costs are intended to represent typical costs in the Puget Sound area as of 2018. While they reflect typical costs, unit costs do not consider project-specific factors such as right-of-way acquisition, intensive grading, landscaping, or other location-specific factors that may increase actual costs. For some segments, project costs may be significantly higher. For some of the projects that are on Gig Harbor's 2018-2023 Transportation Improvement Program (TIP) list, this Plan includes the TIP cost estimates instead.

TABLE E-1: Planning Level Cost Estimates

Treatment	Unit	Cost Estimate	Source
Sharrow Marking*	Each	\$250	Fehr & Peers engineering staff
Shared Use Path	Mile	\$3.5 million	City of Berkeley
Conventional Bike Lane	Mile	\$130,000**	Fehr & Peers engineering staff & Bushell et al
Buffered Bike Lane	Mile	\$180,000	City of Berkeley
RRFB	Intersection	\$50,000	City of Berkeley
Crossing Island	Each	\$35,000	Fehr & Peers engineering staff
Landscaped Median	Square Foot	\$20	Fehr & Peers engineering staff
Raised Intersection	Intersection	\$500,000	Recent example in Bellevue, WA and planned example in Newcastle, WA
Traffic Signal	Intersection	\$750,000	City of Gig Harbor
Roadway Redesign	Mile	\$24 million	City of Gig Harbor, based on recent Harbor Hill development assumptions
Roundabout	Each	\$0.5-1.5 million	City of Gig Harbor
Shared Street	Square Foot	\$100	Fehr & Peers engineering staff
Crosswalk – marking only	Each Leg	\$770	Bushell et al
Sidewalk	Linear Foot	\$500	Other Puget Sound cities
Sidewalk Widening	Linear Foot	\$100	Fehr & Peers engineering staff
Curb and Gutter	Linear Foot	\$80	Fehr & Peers engineering staff
Bulb Out/Curb Extension	Each	\$20,000	Fehr & Peers engineering staff
Speed Hump	Each	\$4,000	Fehr & Peers engineering staff

* Assume two sharrow markings per intersection

** Cost estimate assumes some roadway widening and/or parking repurposing. Bushell et al. reports median cost is \$90,000.

Sources:

- City of Berkeley Bicycle Plan. Adopted May 2, 2017. <http://www.bikeberkeley.com/wp-content/uploads/2017/07/Berkeley-Bicycle-Plan-2017-Final.pdf>.
- Bushell, Max A., Bryan W. Poole, Charles V. Zegeer, and Daniel A. Rodriguez. "Costs for Pedestrian and Bicyclist Infrastructure Improvements: A Resource for Researchers, Engineers, Planners, and the General Public." UNC Highway Safety Research Center, October 2013. http://www.pedbikeinfo.org/cms/downloads/Countermeasure%20Costs_Report_Nov2013.pdf (accessed January 8, 2018). Prepared for the Federal Highway Administration and supported by the Robert Wood Johnson Foundation through its Active Living Research program.





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