City of Gig Harbor
2024 Transportation Element

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EXECUTIVE SUMMARY

Gig Harbor is a city rich in natural beauty. Over the past century, Gig Harbor has grown from its maritime roots to become a desirable residential and tourist destination. This Element aims to provide a 20-year vision for Gig Harbor's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Gig Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2044.

Guidance from City staff, the Planning Commission, stakeholders, and community members helped identify several priorities:

- Provide safe and complete connections to encourage active transportation and public health for all users;
- Plan a transportation system that efficiently accommodates growth;
- Prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region;
- Consider the environmental and financial sustainability of transportation investments; and
- Coordinate with a broad range of groups to ensure community understanding.

The Transportation Element sets a framework for building a transportation network that helps Gig Harbor realize its transportation vision. This document includes six chapters:

- **Chapter 1 – Introduction & Vision:**
  This chapter describes the purpose of the Transportation Element and the planning requirements it needs to address. It also provides an overview of Gig Harbor's position in the region.
- **Chapter 2 – Transportation Context:**
  This chapter describes the existing conditions for all travel modes in the existing transportation system. It also identifies current challenges and trends that may impact the transportation network in the future. Additionally, this chapter includes results from the concurrency analysis and future traffic forecasts.
- **Chapter 3 – Community Outreach:**
  This chapter describes the outreach process conducted in 2024 as well as the extensive outreach conducted as part of the 2018 TE update, which also informed this plan.
- **Chapter 4 – Transportation Goals and Policies:**
  This chapter explains Gig Harbor's vision for transportation and the goals that provide the foundation for the Transportation Element.
- **Chapter 5 – The Recommended Plan:**
  This chapter presents a layered network concept to create a complete transportation system in Gig Harbor that accommodates all travel modes. It outlines how to support each mode and establishes the City's level of service standards. Additionally, it includes a capital plan to address identified needs and align with community values expressed during the planning process.
- **Chapter 6 – Implementing the Plan:**
  This chapter evaluates Gig Harbor's financial conditions over the next 20 years and provides guidance on plan implementation.

To serve as a useful document for the community, including both City staff and the general public, this Transportation Element focuses on the City's vision and the projects and programs intended to meet that vision. Technical and supporting information are available in the **Appendices**.

CHAPTER 1: INTRODUCTION & VISION

Gig Harbor, named so by Captain Charles Wilkes, is steeped in maritime history with roots in boat-building, lumber, and fishing. Over the past century, Gig Harbor has continued to grow, aided by the completion of the Tacoma Narrows Bridge. Though the city has seen unprecedented growth in the last 10 years, it remains dedicated to preserving its rich history for all to enjoy.

This Element provides a 20-year vision for Gig Harbor's transportation system, which respects the community's history and character, supports anticipated growth in the region, and builds on Gig Harbor's momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2044.

PURPOSE

This Transportation Element provides a framework for developing a safe, balanced, and efficient multi-modal transportation system that aligns with the City's overall vision and serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and community members helped identify several priorities:

- Provide safe and complete connections to encourage active transportation and public health for all users;
- Plan a transportation system that efficiently accommodates growth;
- Prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region;
- Consider the environmental and financial sustainability of transportation investments; and
- Coordinate with a broad range of groups to ensure community understanding.

This Element outlines the policies, projects, and programs needed to achieve the City's vision for future mobility in and through Gig Harbor. As a key component of the City's 2024 Comprehensive Plan, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends.

REGIONAL COORDINATION

Gig Harbor's location in the region affects the demands put on its transportation system. The city is situated along Gig Harbor Bay in Pierce County, northwest of Tacoma. It is bisected by State Route (SR) 16, which connects to Interstate 5 (I-5), allowing for movement to and from regional destinations in Pierce, King, and Kitsap Counties. **Figure 1** shows the location of Gig Harbor in this regional setting.

Gig Harbor is influenced by many regional travelers and trends. Moreover, due to its proximity to state parks and its historic waterfront, Gig Harbor has become a popular tourist destination. Annual events such as the Maritime Gig Festival draw crowds to the city.

The City must coordinate its transportation planning with a variety of jurisdictions and agencies, including Pierce County, the Pierce County Regional Council (PCRC), the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

Figure 1: Regional Map

GROWTH MANAGEMENT ACT

Transportation planning at the state, county, and local level is governed by Washington's **Growth Management Act (GMA)** of 1990. The GMA requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. This is traditionally accomplished through the adoption of the Transportation Element of the Comprehensive Plan. The GMA [RCW 36.70A.070 (6)] requires that the Transportation Element:

- Use land use assumptions to estimate travel demand.
- Assess multimodal level of service (LOS) impacts on state-owned transportation facilities.
- Inventory air, water, and ground transportation facilities, including transit and active transportation, for future planning.
- Establish multimodal LOS standards for local and state transportation systems.
- Forecast multimodal transportation demand for at least 10 years based on the land use plan.
- Identify and address deficiencies in transportation facilities or services below established LOS standards.
- Coordinate local system needs with state and regional plans.
- Develop a transition plan for ADA compliance, addressing accessibility deficiencies.

This Transportation Element Update fulfills this GMA requirement.

OTHER PLANS

Pierce County's Countywide Planning Policies (CPP) provide a framework for county and municipal comprehensive plans, including the City of Gig Harbor. The framework is intended to ensure that municipal and County comprehensive plans are consistent. The CPP must also be consistent with the Multicounty Planning Policies (MPPs) established in VISION 2050, the regional planning guidance provided by the Puget Sound Regional Council (PSRC).

PSRC is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set MPPs for King, Pierce, Snohomish, and Kitsap Counties through VISION 2050, a planning strategy that lays out the long-term goals for growth management, environmental, economic, and transportation issues in the region.

To better accommodate geographical differences, VISION 2050 divides the region into the following categories, or regional geographies: Metropolitan Cities, Core Cities, High-Capacity Transit (HCT) Communities, Cities & Towns, Urban Unincorporated Areas, Rural, Resource Lands, Indian Reservation Lands, and Major Military Installations.

Gig Harbor is included in the Cities & Towns category which is defined as "communities with smaller downtown and local centers that may be served by local transit." Within the region, Cities & Towns are anticipated to accommodate 6 percent of population growth and 4 percent of employment growth by the year 2050.

VISION 2050 sets the following transportation goal for the region:

The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

The policies identified in VISION 2050 to achieve this goal are organized into the following categories:

- The Regional Transportation Plan
- Supporting the Economy
- Protecting the Environment
- Innovation

This Transportation Element is consistent with VISION 2050 priorities.

Additionally, given the status of SR 16 as a major transportation corridor that travels through Gig Harbor, this plan aims to coordinate with WSDOT to ensure that state facilities can adequately serve the region's needs.

PLAN ORGANIZATION

This Transportation Element includes six chapters:

- **Chapter 1 – Introduction:**
  This chapter describes the purpose of the Transportation Element and the planning requirements it needs to address. It also provides an overview of Gig Harbor's position in the region.
- **Chapter 2 – Transportation Context:**
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- **Chapter 6 – Implementing the Plan:**
  This chapter evaluates Gig Harbor's financial conditions over the next20 years and provides guidance on plan implementation.

CHAPTER 2: TRANSPORTATION CONTEXT

This chapter describes how people use Gig Harbor's transportation network today and how that may change over the next 20 years as the region grows. The way people travel is greatly influenced by the built environment, which includes land use and travel corridors; it also includes the key destinations people travel to, such as where they live, work, shop, and recreate, as well as an understanding of how people are traveling based on anticipated travel growth and travel mode data.

CITY PROFILE

Gig Harbor lies along the shore of the Puget Sound within Pierce County, situated alongside State Route 16, which connects the city to Pierce County and other regional destinations via the Tacoma Narrows Bridge. Embracing its maritime roots, Gig Harbor proudly identifies as the Maritime City and spans a land area of 5.95 square miles. As of the 2022 Census, the population of Gig Harbor was recorded at 11,917 residents.

DEMOGRAPHICS

A Transportation Element must address the diverse needs of the entire community. Therefore, understanding who lives in Gig Harbor and their varying mobility requirements is essential. Individual transportation needs can differ significantly based on personal circumstances. As Gig Harbor's population becomes more diverse, recognizing and addressing these unique needs is increasingly important. The following section explores the current demographics of the city's residents.

INCOME AND POVERTY

In 2022, the median household income in Gig Harbor was $103,688, an increase of 8% over 2021. However, median incomes differ significantly by race and ethnicity. Households that identify as "White" make close to the citywide median income (0.4% less). Households that identify as "Asian alone" have a median household income of 9.1% more than the citywide median income, while American Indian and Alaska Native households have a median household income of 64.9% less than the citywide median income.

In 2022, 6.0% of the population of Gig Harbor was experiencing poverty. Of those experiencing poverty, 75.9% were female.

HOUSING

In 2022, 60.1% of housing units in Gig Harbor were owner-occupied, a decline from 63.4% the previous year. This ownership rate is lower compared to neighboring cities, Pierce County, and the national average.

RACE AND ETHNICITY

As of 2022, the racial and ethnic composition of Gig Harbor's population is as follows:

- White (Non-Hispanic): 81.9%
- Multiracial (Non-Hispanic): 6.2%
- Multiracial (Hispanic): 4.7%
- Asian (Non-Hispanic): 4.1%
- American Indian and Alaskan Native (Non-Hispanic): 0.7%

- Native Hawaiian and Other Pacific Islander (Non-Hispanic): 0.7%
- Black or African American (Non-Hispanic): 0.5%
- White (Hispanic): 0.5%
- Other (Hispanic): 0.2%

FOREIGN-BORN POPULATION

As of 2022, 5.6% of Gig Harbor residents were born outside the United States, reflecting a steady decline in the foreign-born population. Since 2015, this represents a roughly 36% decrease. Of residents born outside of the United States, 44.2% were born in Asia and 29.8% were born in Europe.

AGE

In 2022, the median age of Gig Harbor residents was 44.6 years. About 40% of the population is aged 55 or older.

POPULATION AND JOB GROWTH

Gig Harbor's Comprehensive Plan is consistent with the land use growth identified in Pierce County's growth allocations, which would add 1,000 additional households and 2,747 new jobs in the city by 2044. This is an 18% increase in households and a 21% increase in employment relative to 2020.

LAND USES AND KEY DESTINATIONS

Gig Harbor's zoning map, shown in **Figure 2**, reflects the types of activities and land uses that occur in specific areas of Gig Harbor. Zoning leads to clustering of like uses, such as shopping and other commercial destinations in downtown and along major roadway corridors, with other areas of the city limited to primarily residential development.

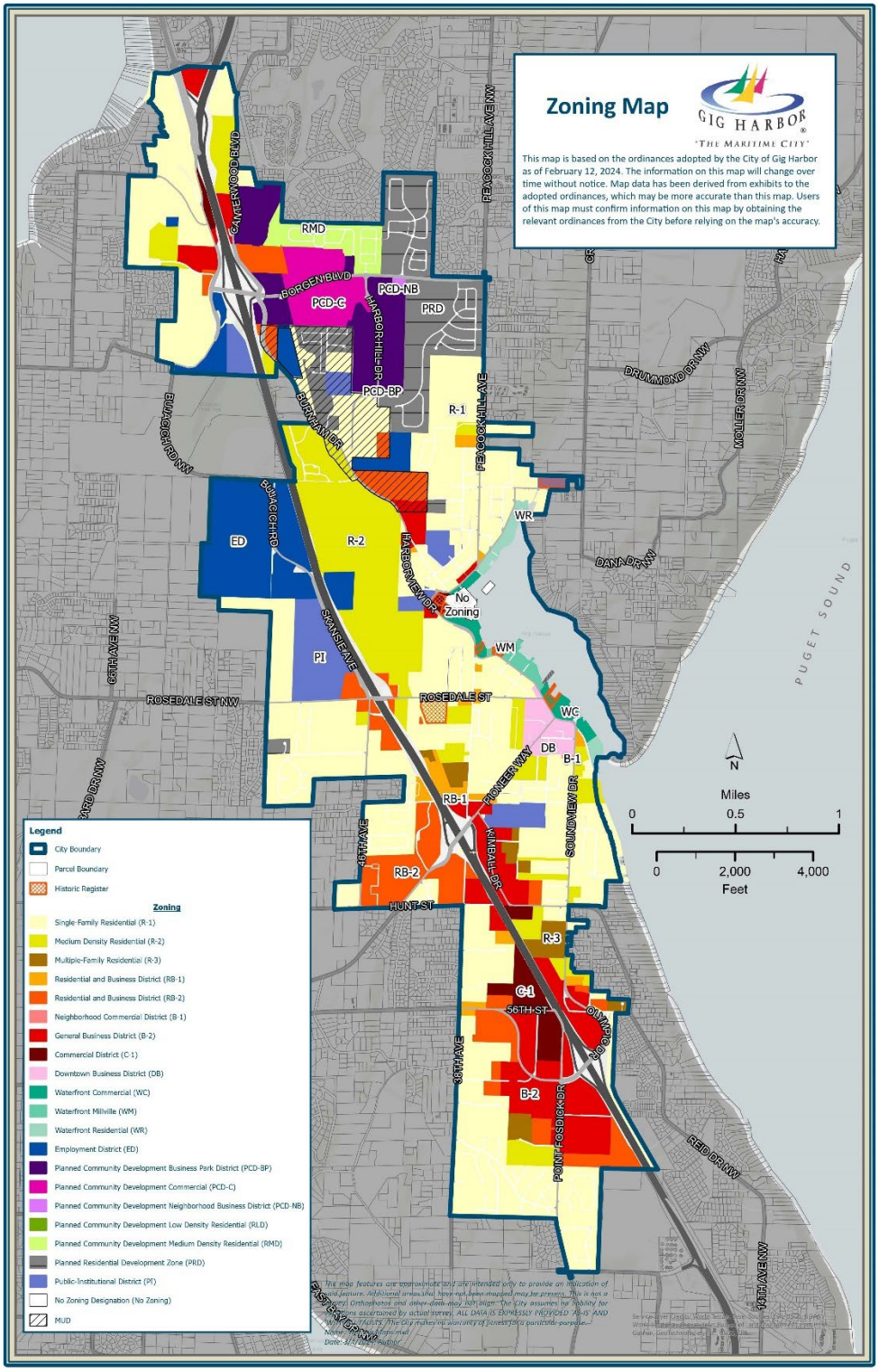


Figure 2: City of Gig Harbor Zoning Map

Source: City of Gig Harbor, 2024

CENTERS OF LOCAL IMPORTANCE

Gig Harbor has five Centers of Local Importance (CoLIs), compact and mixed-use hubs that prioritize pedestrian-oriented development. These CoLIs attract a significant volume of travel across different modes and serve the commercial needs of Gig Harbor and the Key Peninsula areas. These CoLIs play a crucial role in shaping the character and functionality of Gig Harbor, providing a diverse range of services, housing options, and vibrant gathering places for residents and visitors alike.

The five CoLIs include:

- **Westside** – Westside serves as a local and regional retail gathering place, featuring Gig Harbor's highest intensity commercial development. It combines mixed-use spaces and multi-family residential housing. Notable establishments include restaurants, groceries, shops, a theater, banks, and a medical facility.
- **Kimball** – encompasses higher density residential area, 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.
- **Downtown** – a central gathering place for the community with seasonal events, shops and restaurants, parks, easy pedestrian access, and seasonal transit service.
- **Finholm** – small activity node is located by the Bay and features restaurants, a convenience store, and retail establishments. Surrounding the area are single-family homes.
- **Gig Harbor North** – a commercial hub that caters to the retail needs of the surrounding region. It is home to major retailers like Costco, Home Depot, Target, and various fast-food restaurants. Additionally, the St. Anthony's Hospital, the YMCA, and higher density single-family residential developments are present. The CoLI is intersected by the Cushman Trail, facilitating non-motorized connectivity to the city and region.

Figure 3 shows a map of the CoLIs.

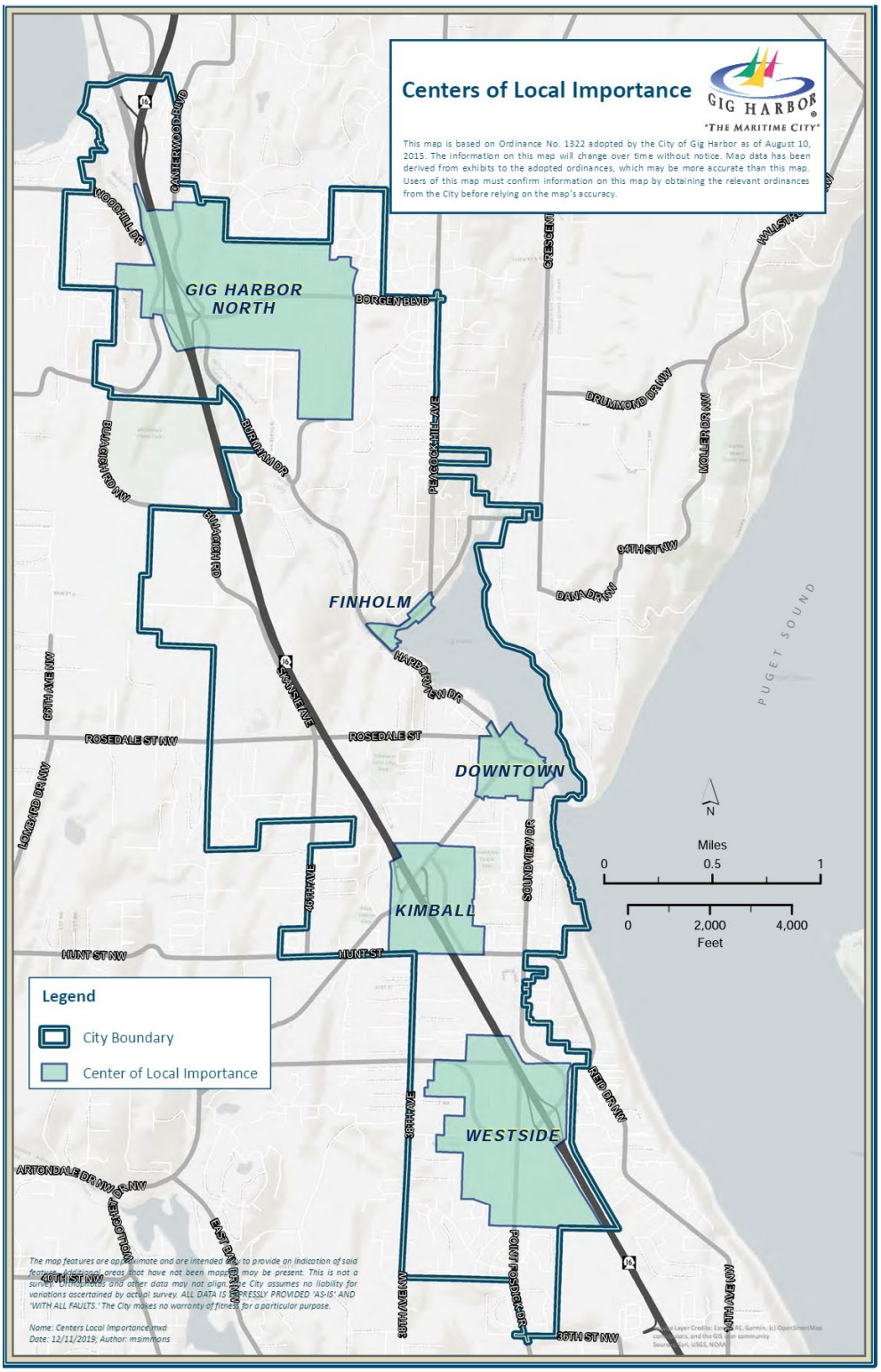


Figure 3: Gig Harbor Centers of Local Importance

Source: 2015 Comprehensive Plan

In addition to the CoLIs, there are several other key destinations in Gig Harbor and the Urban Growth Area (UGA), which are mapped in **Figure 4** and described below. The UGA is an area designated within which urban growth will be encouraged and outside of which growth can only occur if it is not urban in nature.

EARLY LEARNING AND K-12 SCHOOLS

The Peninsula School District serves just over 9,000 students as of June 2023.[1] School District includes seventeen K-12 schools in the region. This includes two elementary schools that have been built since the last Transportation Element was adopted in 2018. Overall, six schools 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
- Swift Water Elementary School
- Pioneer Elementary School
- Purdy Elementary School (UGA)
- Peninsula High School (UGA)

In addition to these public schools, Lighthouse Christian School, St Nicholas, Hosanna Christian School, Harbor Montessori School, Gig Harbor Academy and Harbor Christian Schools are private schools in 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 vehicles queue for pick-up and drop-off. 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. The City has prioritized the development of complete sidewalks to access schools, and has been constructing sidewalk infills, in some cases by constructing sidewalks on one side of the road instead of both.

TACOMA COMMUNITY COLLEGE

Situated within the Kimball CoLI west of SR 16, Tacoma Community College offers a wide variety of courses to the residents of Gig Harbor and the Key Peninsula region. The Running Start program attracts numerous students from Gig Harbor High School who opt to take classes at the college. Since there is no bus service available in this area, most students rely on car commutes to reach the campus, utilizing routes like Wollochet Drive, Hunt Street, or 38th Avenue.

PARKS AND RECREATION AREAS

The City of Gig Harbor owns 14 developed parks ranging in size from 0.06 of an acre to 20 acres. These parks include neighborhood parks, waterfront parks, and a Civic Center with a skate park and green. Parks attract active transportation users such as walkers, bikers, and skateboarders. They also attract users of all ages, so the safety of the transportation network surrounding parks is critical.

[1] Peninsula School District. 2017. "District Profile." https://www.psd401.net/.

CUSHMAN TRAIL

The Cushman Trail is a 6.2-mile regional, paved multi-use trail with three trailheads within the city, located at Borgen Boulevard, Hollycroft Street, and Grandview Street. This popular trail attracts walkers, bikers, and other active transportation users of all ages, running through the heart of Gig Harbor and providing access to several nearby schools and activity centers.

HOSPITAL

St. Anthony Hospital and Gig Harbor Medical Park serve the city and surrounding areas. St. Anthony Hospital provides inpatient and outpatient medical services as well as 24-hour emergency care. It is currently licensed for 80 beds but is undergoing an expansion. The hospital includes parking for 700 cars.[2] A bike lane and sidewalk on the north side of Canterwood Boulevard serve the hospital.

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. A bike lane and well-connected network of sidewalks serve the facility, though the nearest crossing across Point Fosdick Drive is 500 feet north of the facility.

RETIREMENT COMMUNITIES

Retirement communities, along with schools and parks, contribute significantly to travel by modes other than driving. Within these communities, many residents have ceased driving their own vehicles, relying instead on privately operated shuttles, public transportation, and walking (or motorized scooters, in some cases) to reach doctors' appointments, family and friends' residences, as well as shopping and dining destinations. In Gig Harbor, several retirement communities, such as Brookdale Gig Harbor, Heron's Key, Gig Harbor Court, Peninsula Retirement, the Lodge at Mallard's Landing, Rosedale Village, and Sound Vista Village, among others, are present.

OTHER KEY DESTINATIONS

The Gig Harbor Business Park is located on 97th Street just off Burnham Drive, which includes several industrial uses, such as Metagenics Corporation. Chapel Hill Presbyterian Church, which is located on a 10-acre parcel across the street from Discovery Elementary School on Rosedale Street, has large capacity and continues to pull the population from the region. It affects the congestion to Gig Harbor's transportation network before and after services.

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

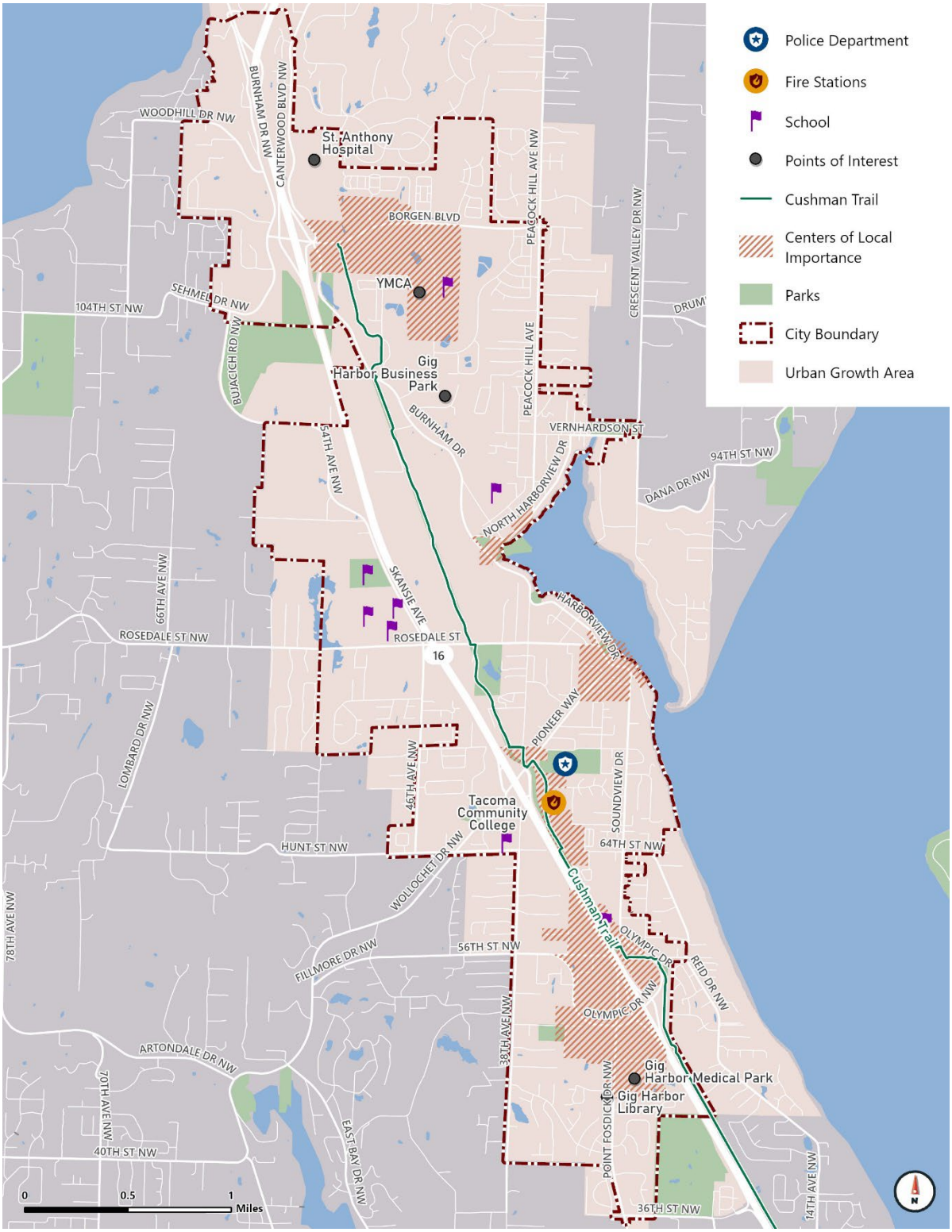


Figure 4: Key Destinations in Gig Harbor

Source: Fehr & Peers, 2024

SAFETY

Collision data was obtained from WSDOT to identify safety hotspots and overall collision trends for Gig Harbor. Data was analyzed for the period of January 2017 through December 2021. In total, 593 collisions occurred in Gig Harbor.[3] A total of 161 injuries were reported, 14 of these collisions involved pedestrians, and 14 involved bicyclists. One fatality was recorded, which was a result of rear-end collision. As expected, more collisions occur on higher volume streets, such as Borgen Boulevard, Olympic Drive, and Point Fosdick Drive. Collisions for all modes are shown in **Figure 5**, and collisions that involved people walking and rolling are shown in **Figure 6**.

[3] Does not include collisions on State Routes.

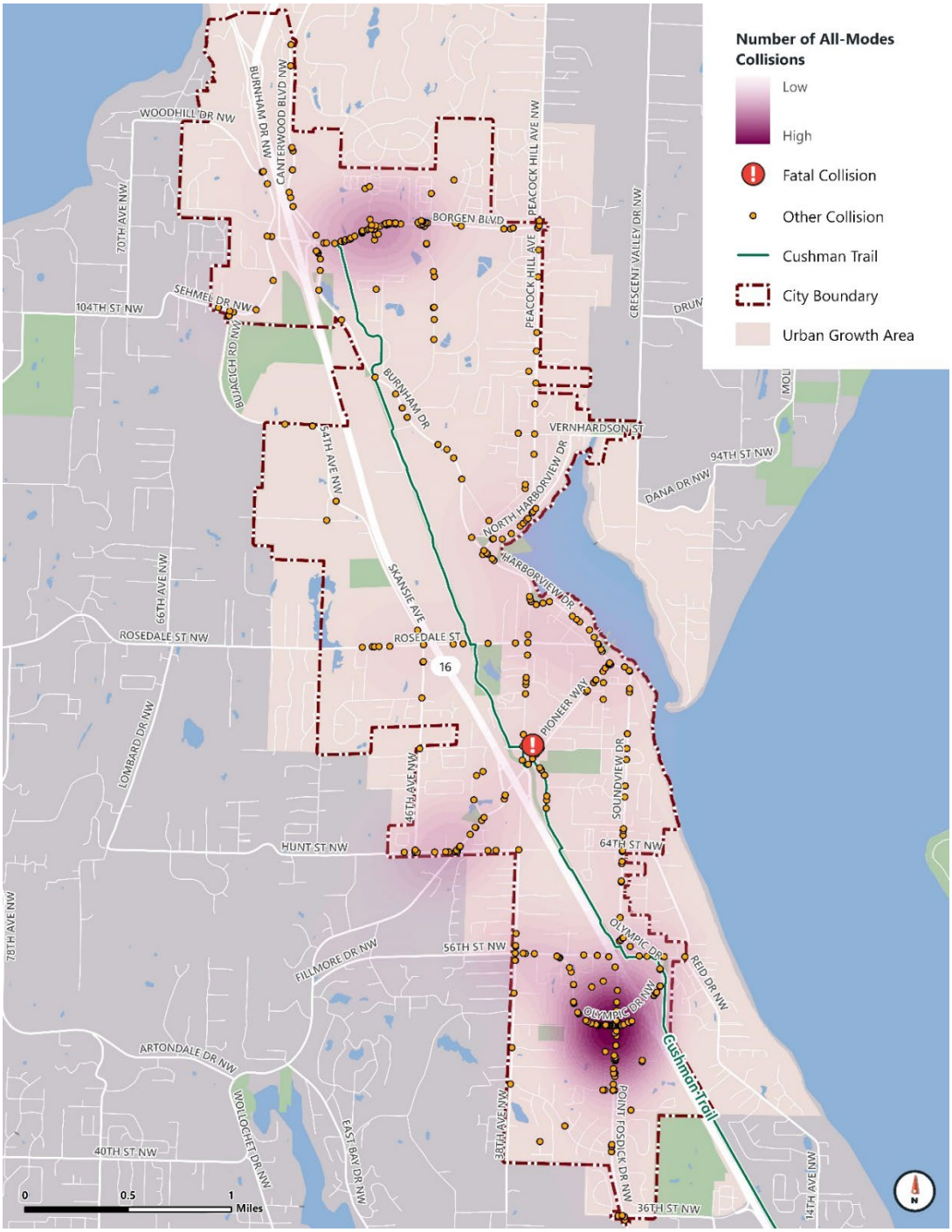


Figure 5: All Modes Collisions (Occurred January 2017-December 2021)
Source: WSDOT, 2021

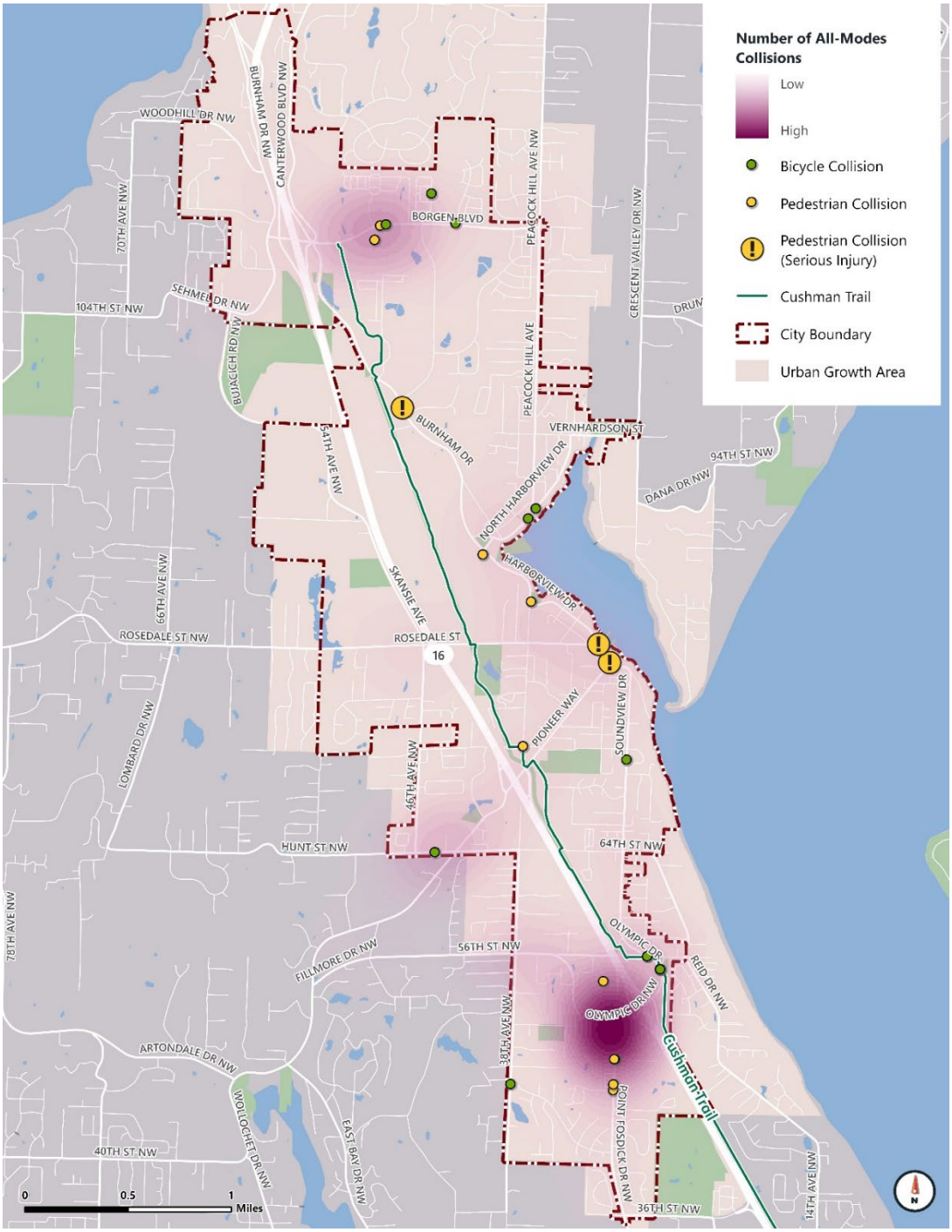


Figure 6: Bicycle/Pedestrian-Involved Collisions (Occurred January 2017-December 2021)
Source: WSDOT, 2021

EXISTING AND FUTURE CONDITIONS BY MODE

Gig Harbor accommodates various modes for getting around, including walking, cycling, public transit, freight transport, and driving.

STREET NETWORK

Gig Harbor's street network is comprised of roadways with varying vehicle capacity and accommodations for other modes of transportation. The street network is an essential backbone that connects all users to local and regional facilities. The city lacks a grid layout, leading to limited connectivity. This is mainly attributed to factors such as the area's topography, cul-de-sacs, private drives, dead ends, and other missing links, which are prevalent in the predominantly residential areas of Gig Harbor.

Gig Harbor is also bisected down the middle by SR 16 – a highway that carries commuters traveling to Tacoma, Kitsap County, and beyond – which is increasingly resulting in through traffic and congestion in the city. The interplay between traffic congestion on SR 16 and Gig Harbor's city streets is undeniable: regional traffic can spill onto Gig Harbor's streets when the highway is congested. Conversely, local trips in Gig Harbor often use SR 16 due to the lack of north-south street connections in the city. SR 16 further exacerbates the strain on east-west connectivity, as there are limited connections across it and those connections are often congested. Key interchanges that serve the city are located at Olympic Drive, Wollochet Drive/Pioneer Way, and Borgen Boulevard. While these interchanges provide convenient access to key destinations such as the Olympic Village and Uptown shopping centers, Downtown Gig Harbor, and the retail district along Borgen Boulevard, congestion near these interchanges remains a prominent issue.

Table 1 describes the different types of roadways in Gig Harbor, also called functional classification, and **Figure 7** maps their locations in the city. **Figure 8** shows the different traffic control devices within Gig Harbor.

Table 1: City of Gig Harbor Functional Classification

Roadway Type	Description	Example	Photo
State Route	State routes are managed by WSDOT, provide connections between cities, and carry high volumes of traffic. They are grade separated and have limited access through ramps.	**SR 16**	
Principal Arterial	Principal arterials tend to carry the highest volumes on the non-State system. They serve regional through trips and connect Gig Harbor with the rest of the region.	**Wollochet Drive** **Olympic Drive** **Borgen Boulevard** **Point Fosdick Drive**	
Minor Arterial	Minor arterials are designed for higher volumes, but they tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections.	**Peacock Hill Avenue** **Burnham Drive** **Harborview Drive** **Pioneer Way** **Canterwood Blvd**	

Roadway Type	Description	Example	Photo
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials and must balance experience for all modes.	**Rosedale Street** **Hunt Street** **Skansie Avenue** **38th Avenue** **Grandview Street**	
Local Roads	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods. Many local streets do not require sidewalks given their lower traffic volumes and speeds.	**McDonald Avenue** **Woodworth Avenue** **Edwards Drive**	

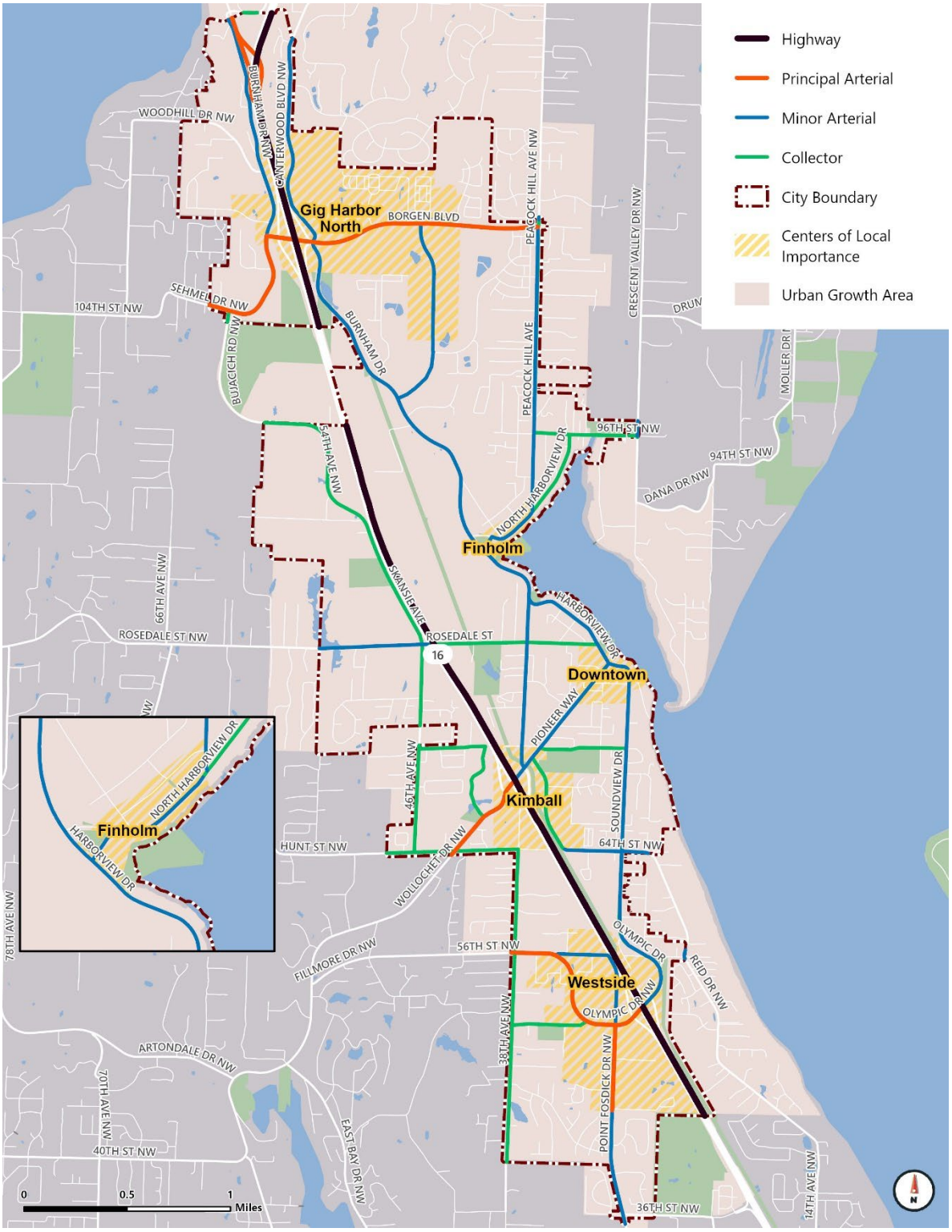


Figure 7: Functional Classification of Roadways in Gig Harbor

Source: Fehr & Peers, 2024

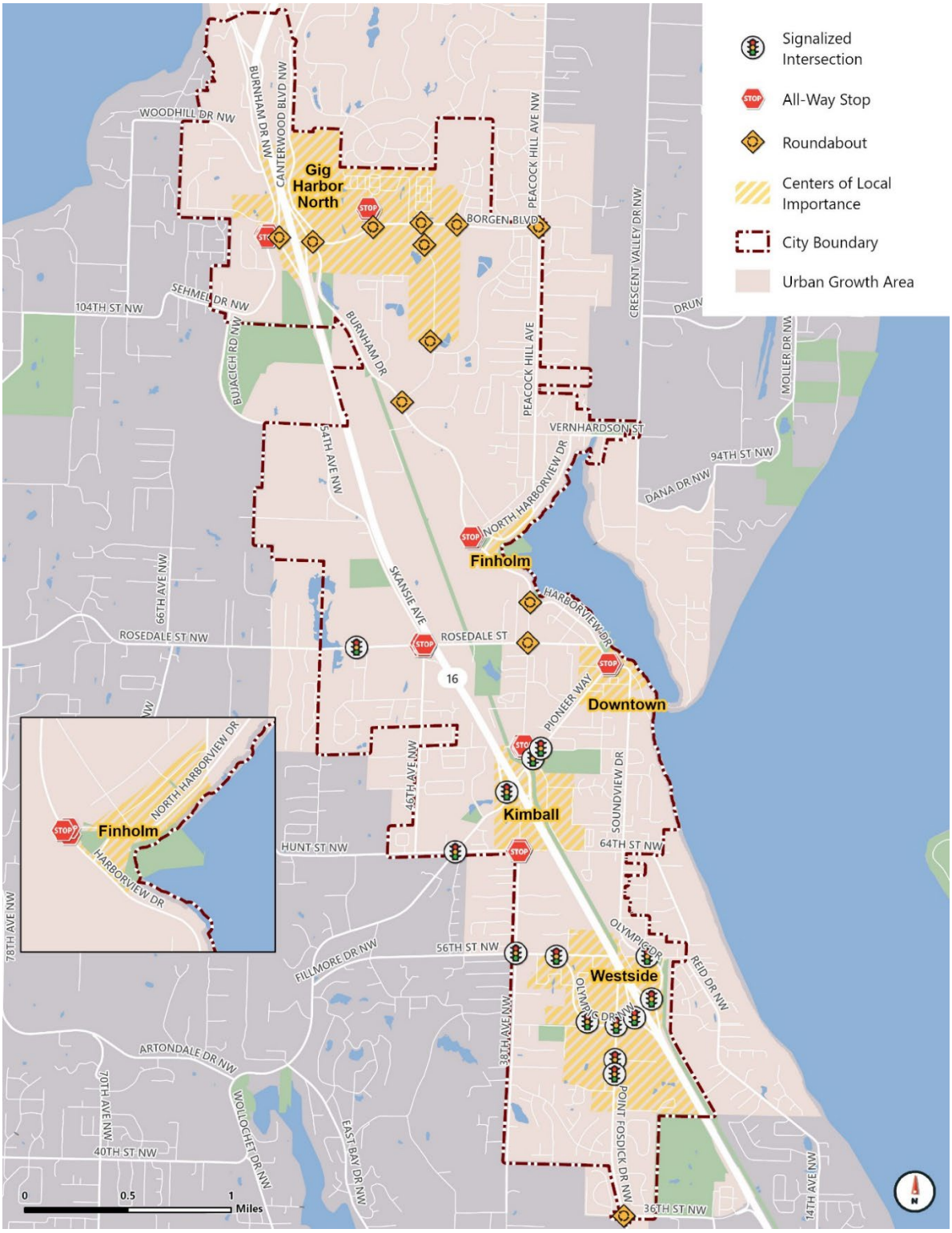


Figure 8: Traffic Control Devices in Gig Harbor at Functionally Classified Intersections

Source: Fehr & Peers, 2024

FREIGHT

Ensuring the smooth movement of freight is crucial for Gig Harbor, as it facilitates the delivery of goods to residents and enables the export of products across the region. To minimize heavy truck traffic on less-trafficked streets, specific routes known as "freight and goods routes" have been designated. The Washington State Department of Transportation (WSDOT) employs a classification system consisting of five categories to assess roadways based on freight tonnage. State Route 16 carries the highest freight tonnage annually, followed by Wollochet Drive. Recently, Burnham Drive south of Borgen Boulevard has transitioned from a T-4 classification to T-3 due to the increasing volume of freight. Other significant truck routes can be found in **Table 2**, while the corresponding route map is illustrated in **Figure 9**.

Table 2: WSDOT Freight Classifications in Gig Harbor

Freight Corridor	Description	Example in Gig Harbor
T-1	More than 10 million tons of freight per year	**SR 16**
T-2	4 million to 10 million tons per year	**Wollochet Drive**
T-3	300,000 to 4 million tons per year	**Point Fosdick Drive, Olympic Drive, 46th Avenue, 56th Street, Bujacich Road, Sehmel Drive, Burnham Drive, Canterwood Boulevard**
T-4	100,000 to 300,000 tons per year	**Harborview Drive**
T-5	At least 20,000 tons in 60 days	**No streets classified**

Source: WSDOT Community Planning Portal. http://arcg.is/1ivD8W.

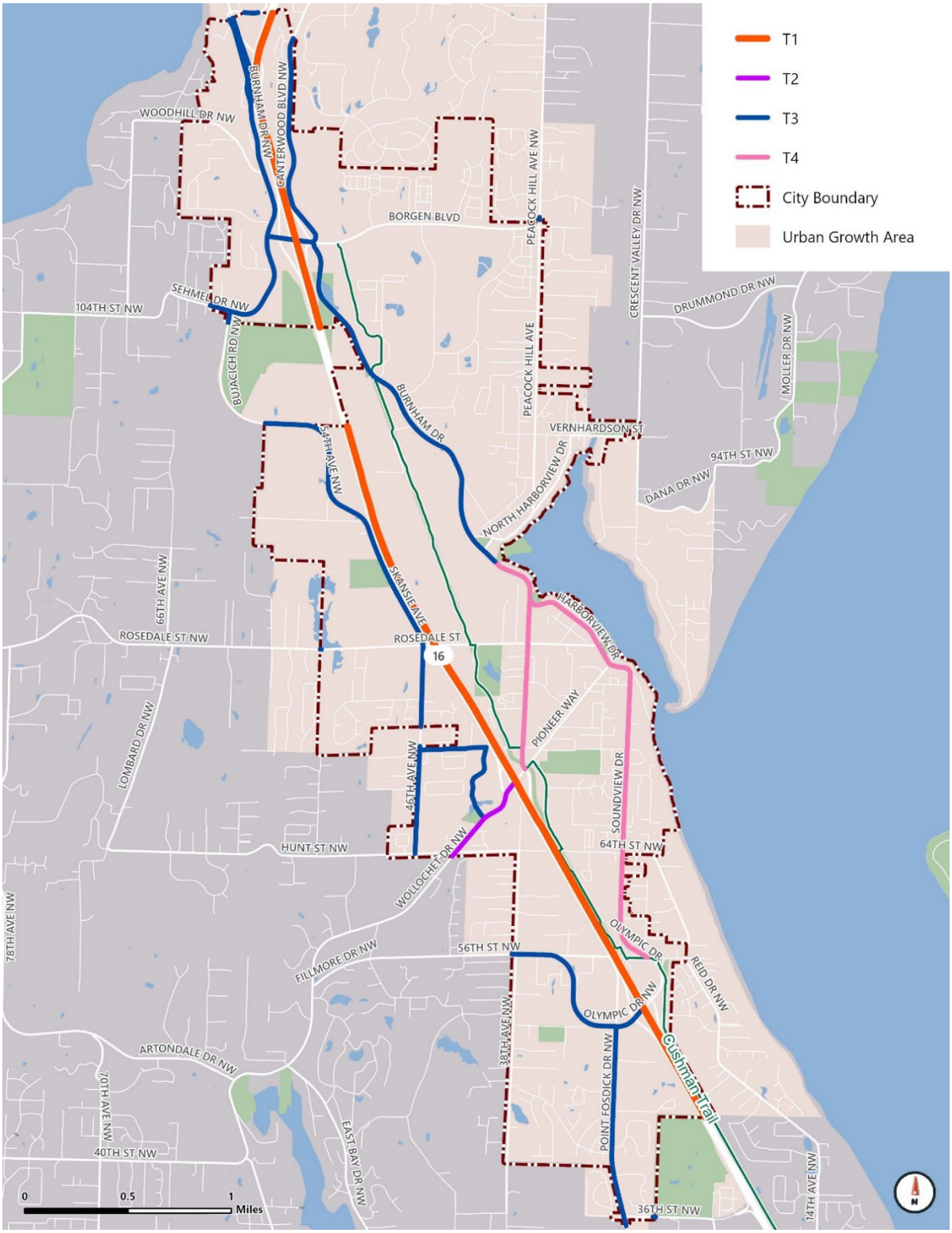


Figure 9: WSDOT Freight Corridors in Gig Harbor
Source: WSDOT, 2024

EXISTING VEHICLE CONGESTION

Transportation Solutions, Inc. (TSI) conducted an analysis of intersections within the city and UGA. The purpose of the analysis was to evaluate the operational performance of these intersections during the PM peak hour, using a measurement called the Level of Service (LOS). The LOS grades provide an indication of congestion levels at an intersection by assessing the amount of delay experienced by vehicles.

The LOS grading system ranges from A to F, with each grade representing a different level of congestion. An intersection operating at LOS A signifies a smooth flow of traffic with minimal or no delays. On the other hand, an intersection operating at LOS F indicates severe congestion, causing significant delays for vehicles and exceeding the roadway's capacity.

Table 3 presents the definitions of each LOS grade, as established in the Highway Capacity Manual (HCM) Sixth Edition, published by the Transportation Research Board in 2016. The HCM serves as a standardized approach for evaluating the operational performance of roadway segments. Analyzing the LOS at various intersections provides valuable insights into the congestion levels and performance of the roadway network within the city and UGA.

Table 3: Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle)	
		For signalized and roundabout controlled intersections	For unsignalized intersections
A	Free-flowing conditions	≤ 10	≤ 10
B	Stable operating conditions	10-20	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	20-35	15-25
D	High density of motorists, but stable flow	35-55	25-35
E	Near-capacity	55-80	35-50
F	Over capacity, with delays	≥ 80	≥ 50

Source: Highway Capacity Manual, 6th Edition

The City's 2018 Comprehensive Plan identified LOS standards for the city's roadway network. It required LOS D or better operations at all functionally classified intersections; however, the City accepted a lower LOS standard in a few locations in recognition of right-of-way constraints and the need to balance limited space among multiple travel modes:

- LOS E - Burnham/Borgen/Canterwood/SR 16 roundabout.
- LOS F - The "Harbor Area", shown in **Figure 10**, which includes the following intersections:
    - Harborview Drive & Austin Street
    - Harborview Drive & Pioneer Way
    - Harborview Drive & Rosedale Street
    - Harborview Drive & Soundview Drive

- Harborview Drive & Stinson Avenue
- N Harborview Drive & Peacock Hill Avenue

In this 2024 Transportation Element update, the City has decided to remove the intersections of Harborview Drive & Stinson Avenue and Burnham/Borgen/Canterwood/SR 16 from the LOS D-exempt list.[4] Therefore, with this 2024 update, the City's LOS standard will be LOS D at all intersections except for:

- LOS F - The "Harbor Area":
  - Harborview Drive & Austin Street
  - Harborview Drive & Pioneer Way
  - Harborview Drive & Rosedale Street
  - Harborview Drive & Soundview Drive
  - N Harborview Drive & Peacock Hill Avenue

Figure 10: Harbor Area
Source: 2018 Comprehensive Plan

[4] A new roundabout has recently been constructed at Harborview Drive & Stinson Avenue, improving current intersection operations to LOS A. At the Burnham/Borgen/Canterwood/SR 16 roundabout, the modeling analysis completed for the 2024 Transportation Element update indicates that the intersection is expected to maintain LOS D operations through the 2029 scenario, and therefore does not require an LOS exemption.

WHY DEFINE LOS F FOR CERTAIN INTERSECTIONS?

LOS E and F indicate systems which are near to or over capacity. These conditions lead to increased congestion and travel delay for drivers. Although this measure seems counter-productive, the City is committed to mobility for all, which means that in addition to considering vehicular travel, it must also consider factors such as:

Cost: Maintaining LOS D operations everywhere would require millions in capital investment. This strategy would not only be impractical but could also hinder investments for other modes. More multimodal travel is expected in the Harbor Area, and therefore LOS F is allowed at five intersections as a fiscally practical and realistic approach to mitigating vehicle delay.

Right of way: Substantial right-of-way impacts, such as street widening, intersection modifications, and removal of parking can be challenging to overcome.

Other modes: Roadway improvements for vehicular travel may negatively impact other modes. For example, adding additional lanes will increase the amount of time it takes pedestrians and cyclists to cross the street.

Local Identity: Some locations are of historical and cultural importance to the city. Widening roadways may detract from the local identity and sense of place that residents and visitors enjoy.

Growth Management Act requirements: The State's concurrency law stipulates that the City must be able to maintain its stated LOS policy in order to continue permitting development. Setting an LOS standard that is unrealistic for the above reasons would put Gig Harbor in jeopardy of being able to permit development, even within CoLIs, which are intended to provide more walkable, bike-able, transit accessible options. As such, this Element sets a realistic LOS standard at key intersections where the conditions above make the City's LOS D standard that applies elsewhere infeasible.

Figure 11 shows existing intersection LOS during the PM peak hour. Of the intersections analyzed, **six intersections (three within the city)** do not meet the current LOS standard, operating at LOS E or F, including:

Inside City of Gig Harbor:

- Soundview Drive & Hunt Street
- Wollochet Drive & Wagner Way
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While this intersection is within the City of Gig Harbor, it is owned and operated by WSDOT.

Outside City of Gig Harbor:

- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue

At city-owned intersections, treatments at failing intersections should be considered to alleviate significant delays:

- **Soundview Dr & Hunt Street/64th Street,** which operates at LOS E, is currently identified in the 2025-2030 TIP. This intersection is considered for a traffic signal to improve vehicle operations and construct safe non-motorized crossings.
- **Wollochet Drive & Wagner Way** is another intersection identified in the TIP, which currently operates at LOS F. A traffic signal is in design and will be installed at this intersection based on the findings of a recent traffic impact assessment (TIA) which determined that a traffic signal is the most effective solution for improving conditions at this location.

To comply with transportation concurrency requirements, capacity improvements should be implemented at these two intersections within the next six years.

Outside the city limits, three LOS-deficient intersections on key access routes to Gig Harbor have been identified. These intersections include Purdy Drive & SR 302 and SR 302 & Goodnough Drive, managed by WSDOT, as well as 144th Street & 54th Avenue, a Pierce County intersection. Although these intersections are mentioned for reference, they do not affect the transportation concurrency compliance for the City of Gig Harbor.

While the intersection LOS analysis method described above represents the typical approach for intersection operation assessments, the standard software, Synchro, includes a technical limitation that assumes vehicles move freely through each intersection, unaffected by congestion and queues from nearby intersections or ramp meters. As a result, these LOS results can sometimes be overly optimistic, especially in corridors where traffic backs up through multiple intersections, such as the Olympic Drive corridor from Point Fosdick Drive to the SR 16 interchange.

To address this limitation, additional planning work was conducted to capture congested conditions that are not reflected in standard LOS analysis. This alternative approach uses the volume-to-capacity (v/c) ratio to identify roadway segments at intersections where vehicle demand exceeds the available lane capacity, a condition known as "oversaturation." This method was applied to assess both current conditions and to forecast future congestion and is used for planning purposes only. The findings were used to inform the project list in Chapter 5.

Appendix A summarizes the existing intersection delay in greater detail.

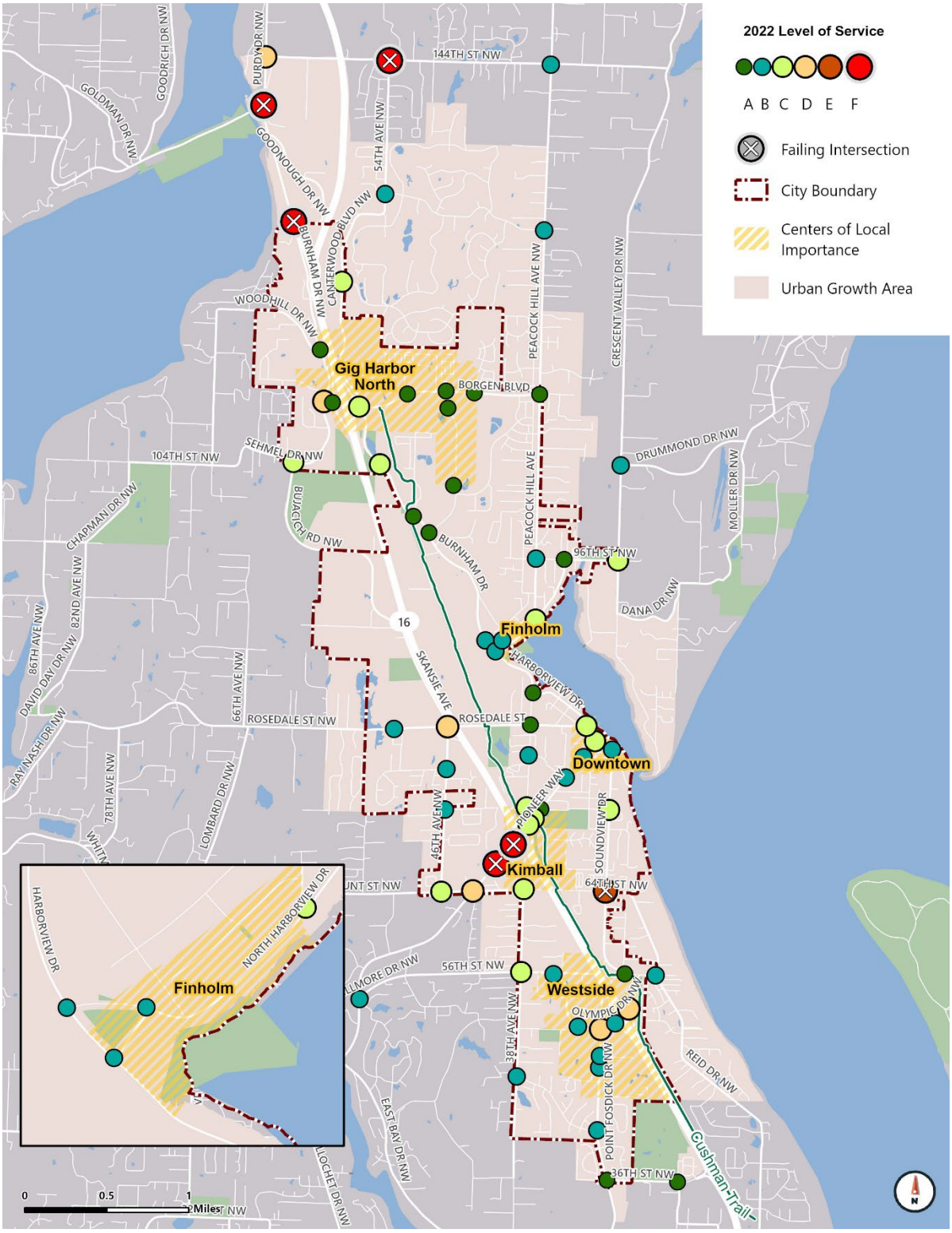


Figure 11: 2022 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.

FUTURE VEHICLE CONGESTION

As Gig Harbor grows, it is important to understand how this citywide and regional growth will impact Gig Harbor's transportation system. In addition to evaluating how intersections perform during current PM peak hours, the Gig Harbor travel demand model was used to forecast traffic volumes for 2029 and 2044, offering a clearer picture of future vehicle congestion.

CONCURRENCY SCENARIO (2029)

The GMA requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation, "concurrent" means that necessary improvements or plans must be in place when development happens, or there must be a financial commitment to complete these improvements within six years.

Transportation concurrency means that increased travel demand from new development should not cause intersection LOS to fall below the City's standards. If a proposed development would reduce LOS below these standards, the City must have an improvement at the failing intersection identified on the six-year Transportation Improvement Plan (TIP). These improvements, which may involve securing funding for projects, must be identified and planned for implementation within six years of the development permit. Or, if the City does not have a relevant project on their TIP, the development must be modified to reduce its expected travel demand or provide corrective transportation improvements.

The 2029 concurrency scenario was run to assess the potential impacts of development in the pipeline on transportation facilities in the City of Gig Harbor. By modeling this scenario, the City can identify areas where deficiencies exist to identify improvements to be constructed in the next 6 years to meet concurrency standards.

Figure 12 presents the citywide intersection LOS for 2029, assuming the construction of 18 development projects currently in the pipeline as of 2022. It also assumes the completion of one transportation improvement project: a new traffic signal at the intersection of Wollochet Drive and Wagner Way, which was under construction at the time of this analysis. The 18 development projects included in the 2029 growth forecast were identified and verified by City staff. These projects were permitted but not fully occupied at the time of analysis. The pipeline growth is expected to add 355 new weekday PM peak-hour trips compared to the 2022 baseline.

Of the intersections analyzed by TSI, **seven intersections** are projected to fall below the current LOS standard by 2029, with **three intersections within the city** expected to operate at LOS E or F, including:

Inside City of Gig Harbor:

- Rosedale Street & Skansie Avenue
- Soundview Drive & Hunt Street
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While this intersection is within the City of Gig Harbor, it is owned and operated by WSDOT.

Outside City of Gig Harbor:

- Purdy Drive & 144th Street
- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue

The two city-controlled intersections forecasted to fall below the current LOS standard already have improvements identified in the current TIP, which are described in detail in the **Existing Vehicle Congestion** section.

Appendix B summarizes the forecasted 2029 intersection delay in greater detail.

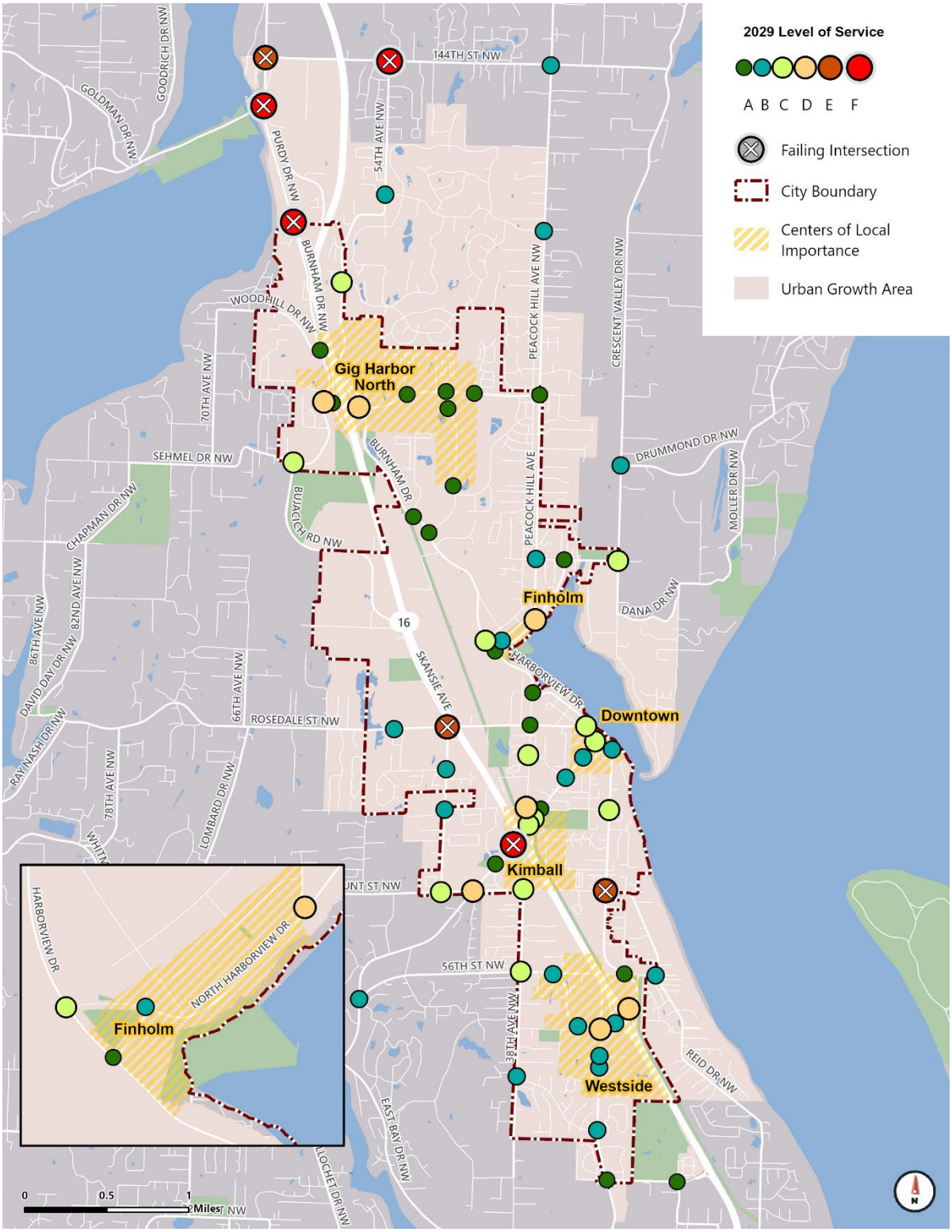


Figure 12: 2029 PM Peak Hour LOS

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.

LONG-RANGE SCENARIO (2044)

Figure 13 shows LOS citywide for 2044, assuming development follows the Comprehensive Plan Land Use Element and assuming the completion of three transportation improvement projects which were funded and in design or under construction at the time of analysis:

1. **Wollochet Drive & Wagner Way**: New traffic signal (under construction at the time of analysis and also assumed in the 2029 Concurrency Scenario)
2. **Wollochet Drive & SR 16 Eastbound Ramp**: New right-turn lane on SR 16 Eastbound off-ramp (funded and in design at time of analysis)
3. **38th Avenue & 56th Street**: New roundabout (funded and in design at time of analysis)

The travel demand model land use inputs included a total of 1,151 new dwelling units and 2,552 new employees in city limits, representing a 19 percent increase in dwelling units and a 23 percent increase in employment relative to 2022. In this scenario, new development is anticipated to generate 3,545 new weekday PM peak hour vehicle trips within city limits, a 19 percent increase relative to 2022.

Of the intersections analyzed by TSI, **fourteen intersections** are projected to fall below the current LOS standard by 2044, with **nine intersections within the city** expected to operate at LOS E or F, including:

Inside City of Gig Harbor:

- Sehmel Drive & Bujacich Road
- Rosedale Street & Skansie Avenue
- Soundview Drive & Hunt Street
- Stinson Avenue & Grandview Street
- Wollochet Drive & Hunt Street
- Hunt Street & Skansie Avenue
- Borgen/Burnham & SR 16 Westbound Off-Ramp*
- Wollochet/Pioneer & SR 16 Westbound On-Ramp/Stinson*
- Wollochet Drive & SR 16 Eastbound On-Ramp*

*While these intersections are within the City of Gig Harbor, they are owned and operated by WSDOT.

Outside City of Gig Harbor:

- Burnham Drive & Sehmel Drive
- Purdy Drive & 144th Street
- Purdy Drive & SR 302
- SR 302/Purdy Drive & Goodnough Drive (south)
- 144th Street & 54th Avenue

Appendix C summarizes forecasted 2044 intersection delay in greater detail. Furthermore, the long-term project list provided in **Chapter 5** includes roadway projects that would maintain the City's LOS standard through 2044, as well as ensure that other components of the city's roadway network offer sufficient capacity to handle anticipated future demand volumes.[5]

[5] In addition to the PM peak hour intersection LOS standard, the City plans for transportation capacity by comparing existing and future traffic volumes to roadway capacities. This practice is most useful for identifying specific movements or approaches at intersections that are over capacity.

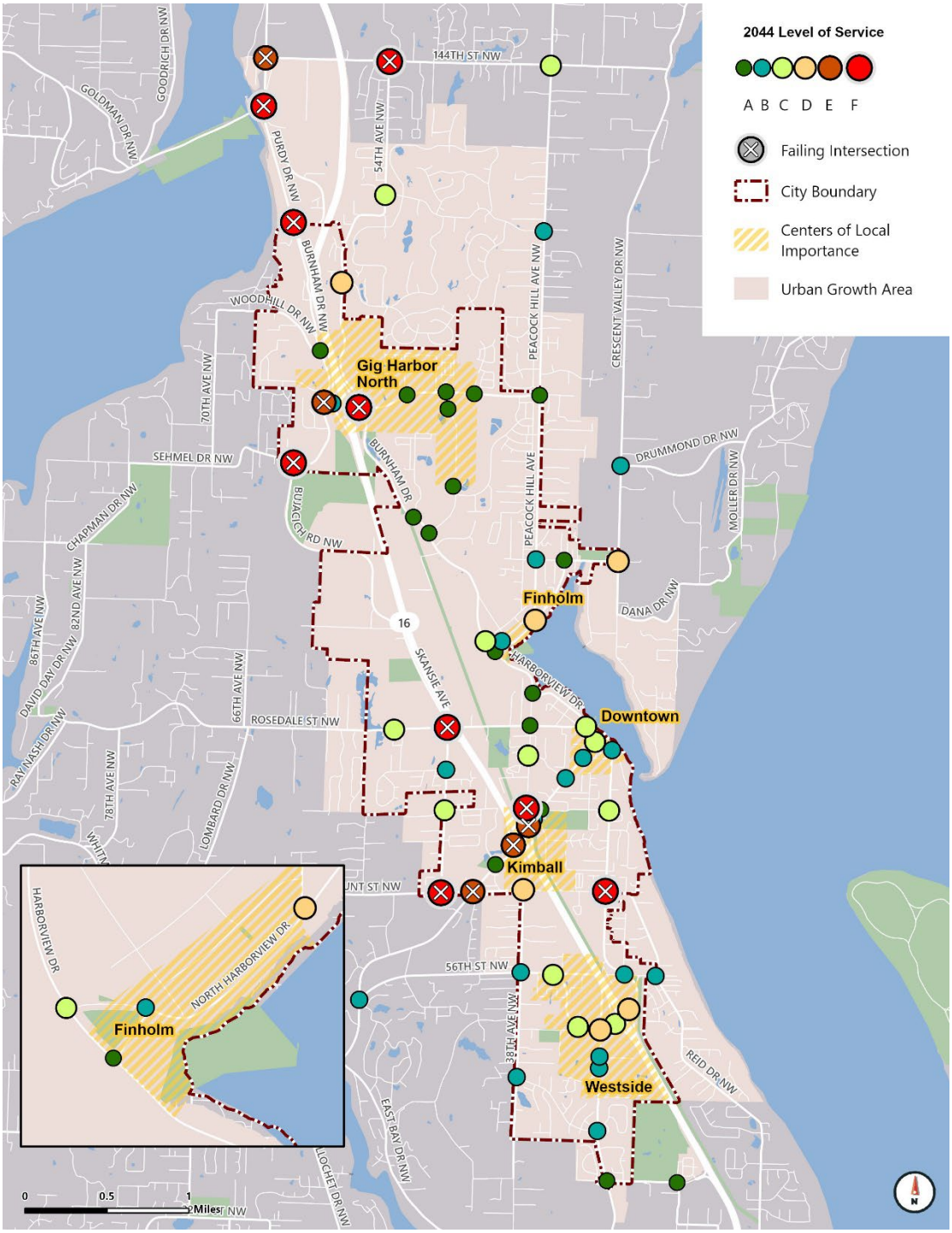


Figure 13: 2044 PM Peak Hour LOS at City Intersections

Source: Fehr & Peers, 2024

Note: LOS at intersections outside city limits or under WSDOT jurisdiction are for informational purposes only.

IMPACTS OF CITY GROWTH ON STATE FACILITIES

As Gig Harbor continues to grow, traffic volumes will increase on SR 16, which is a Highway of Statewide Significance that serves as a critical link for Gig Harbor residents and employees to the rest of the region. WSDOT has set a level of service standard of LOS D for SR 16.[1] To understand the magnitude of change in SR 16 volumes related to Gig Harbor's growth, PM peak hour volume forecasts are shown below.

	Eastbound			Westbound		
SR 16 Segment	**2022**	**2029**	**2044**	**2022**	**2029**	**2044**
North of Borgen Boulevard	2,950	3,200	3,400	3,350	3,500	3,650
North of Pioneer Way/ Wollochet Drive	3,100	3,200	3,300	3,500	3,600	3,700
North of Olympic Drive	3,100	3,250	3,300	3,500	3,650	3,700
South of Olympic Drive	3,100	3,250	3,300	3,500	3,550	4,000

1: https://www.psrc.org/sites/default/files/2024-06/los_hss_pierce.pdf

TRANSIT NETWORK

Pierce Transit and Sound Transit provide bus-based transit service in Gig Harbor. **Figure 16** maps the two Pierce Transit routes and one Sound Transit bus route, including stop locations, and these routes are also described in **Table 4**. Transit service between Gig Harbor and Tacoma is not easily accessible to many Gig Harbor residents. Route 595 caters to peak-period, weekday-only commuters with regular 9-to-5 jobs in Downtown Seattle and Downtown Tacoma. This limited schedule does not adequately serve individuals who have reverse commutes, work non-traditional hours, or otherwise need transit to access daily needs. There is a need for more frequent and reliable transit options to Seattle, Tacoma, and other main destinations for the benefit of Gig Harbor residents and workers. The Pierce Transit Trolley is well-utilized and helps address some of the transit needs, but there has been a decrease in service over time. Many in the community would like to see expanded service that operates year-round.

Pierce Transit is in the process of updating its long-range plan, which will have an impact on transit services in Gig Harbor. The City will actively collaborate with Pierce Transit to advocate for enhanced service and ensure that the community's needs are prioritized in future improvements.

Table 4: Existing Bus Routes within Gig Harbor

Bus Route	Description	Headway	Schedule[1]
Pierce Transit Route 100 (**Figure 15**)	Route 100 runs between the Purdy Park & Ride north of Gig Harbor and the Tacoma Community College Transit Center. This route includes several stops along key corridors in Gig Harbor.	60 minutes	Weekdays: 7:15 AM to 8:15 PM Weekends: 9:45 AM to 5:45 PM
Pierce Transit Route 101 (Trolley) (**Figure 16**)	Route 101 travels between Peacock Hill Avenue & Borgen Boulevard and Uptown Gig Harbor Shopping Center. Along the way, it stops at the Finholm District, Downtown Gig Harbor, the Kimball Drive Park & Ride, and the Uptown Shopping Center.	60 minutes	*July 6th through August 31st only* Thursdays: 3:05 PM and 8:05 PM Saturdays: 12:05 PM and 6:05 PM
Sound Transit Express Bus Route 595	Route 595 is a Sound Transit Express Bus Route that travels between Gig Harbor and Downtown Seattle. The Kimball Drive Park & Ride is the only stop within Gig Harbor City limits, with additional stops in Tacoma at Narrows Park and Ride, TCC Transit Center Zone, and Tacoma Dome Station.	50 to 60 minutes	Weekdays: 5:00 AM to 6:53 AM to downtown Seattle 3:06 PM to 5:09 PM to Gig Harbor

1. *As of September 2024.*

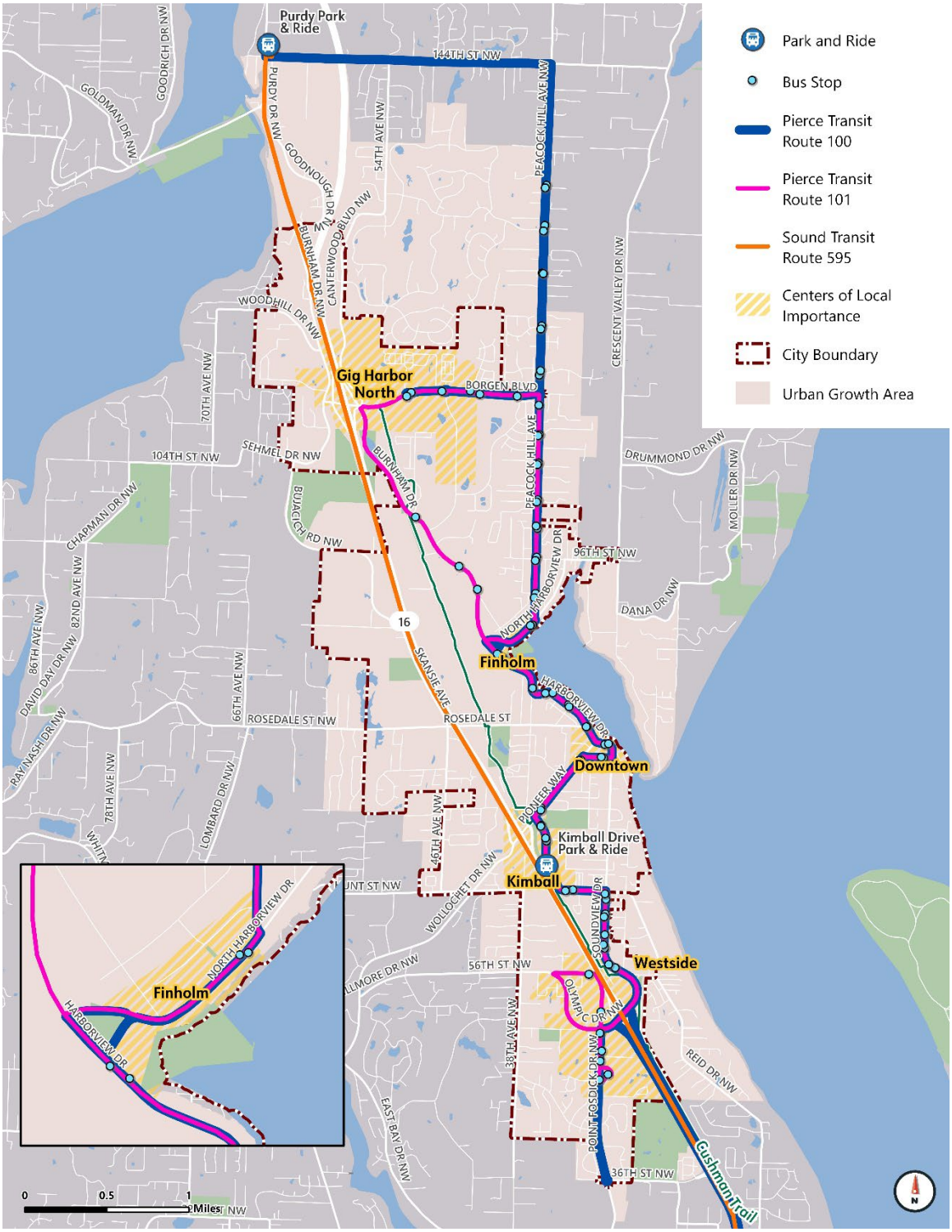


Figure 14: Gig Harbor Transit Service

Source: Fehr & Peers, 2024

Figure 15: Pierce Transit Route 100 (Gig Harbor Route)
Source: Fehr & Peers, 2024

Figure 16: Pierce Transit Route 101 (Pierce Transit Trolley)
Source: Fehr & Peers, 2024

PEDESTRIAN AND BICYCLE NETWORK

Walking and bicycling facilities are essential components of the city's multimodal transportation system. The current pedestrian and bicycle network in Gig Harbor can be seen in **Figure 19**. While sidewalk connections in certain parts of the city are limited, with some sidewalks ending abruptly, the City has made significant efforts to provide sidewalks on one or both sides of most arterial streets, covering the downtown and Uptown areas, shopping districts, and some residential areas.

One notable community asset is the Cushman Trail (Figure 17), which is an off-street trail accessible to pedestrians and bicyclists of all ages and abilities. This trail features a 16-foot-wide pervious pavement with 4-foot gravel shoulders, offering a comfortable path for users. Along the trail, there are seating areas providing rest spots. The City has plans to extend the trail between Borgen Boulevard and Purdy to connect with the regional trail system, further enhancing its value.

Gig Harbor has constructed bicycle lanes on Borgen Boulevard and sections of Canterwood Boulevard, Rosedale Street, Soundview Drive, Point Fosdick Drive, Grandview Street, Olympic Drive, and North Harborview Drive. This bicycle network is largely connected by the Cushman Trail which offers access from one bicycle facility to another. However, even with bike lanes in place, some streets and larger intersections can be uncomfortable to navigate for many cyclists.

Figure 17: Cushman Trail
Source: Fehr & Peers, 2024

Additionally, Gig Harbor boasts three on-street trails: the Harborview Trail along Harborview and North Harborview Streets, the Finholm View Climb, and the Stanich Trail, which is the undeveloped section of Erickson Street. These on-street trails contribute to the overall pedestrian and bicycle network within the city.

The American Community Survey estimates commute mode share (**Figure 18**). The data indicates that only 2 percent of Gig Harbor residents walk to work. However, commute data are not the most accurate indicators of overall walking, as many residents in Gig Harbor work outside of the city and many walking trips are for purposes other than commuting.

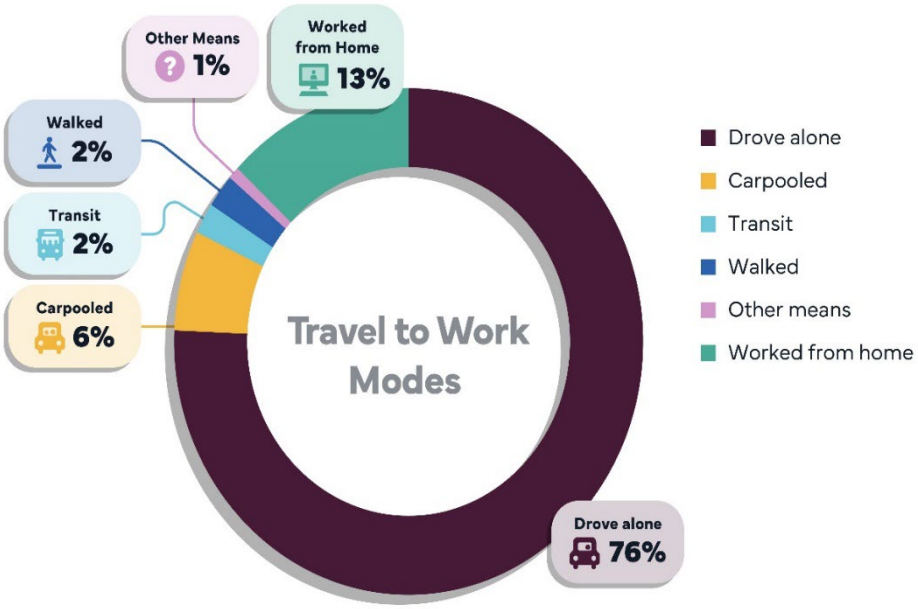


Figure 18: Travel to Work Modes for Gig Harbor
Source: ACS 5-Year Estimates Detailed Tables, 2021

Gig Harbor is dedicated to enhancing infrastructure to benefit all users. In June 2024, the City adopted Ordinance 12.24.040 which mandates the integration of "complete streets infrastructure" into Gig Harbor's public streets as feasible. The purpose of this ordinance is to create a connected and inclusive transportation network for all users in Gig Harbor.

In 2021, Gig Harbor completed an ADA Transition Plan for transportation as required under Title II of the ADA. The City conducted self-evaluations of its existing facilities to determine whether they are readily accessible to and usable by individuals with disabilities. Based on this review, a program access plan was developed to address pedestrian ramp deficiencies. The plan identifies physical obstacles, outlines methods for removing barriers, sets a timeline for necessary modifications, and designates leadership roles responsible for implementation.

Furthermore, the City's Active Transportation Plan (ATP) Gig on the Go outlines the mission to improve and expand walking, biking, and other non-motorized transportation options within Gig Harbor by creating a more connected, safe, and accessible transportation network for pedestrians, cyclists, and other active modes of travel.

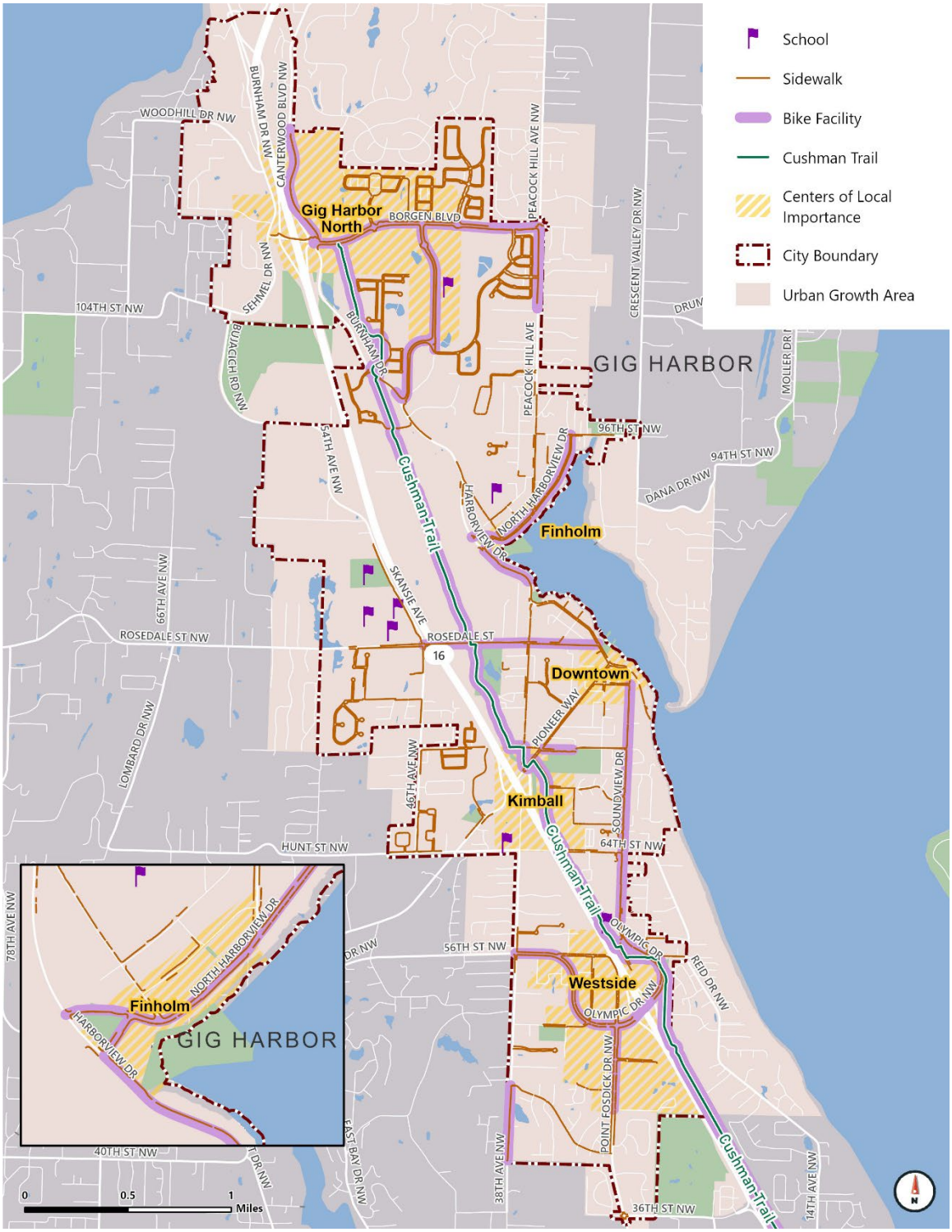


Figure 19: Gig Harbor Bicycle and Pedestrian Network

Source: Fehr & Peers, 2024

OPPORTUNITIES AND CHALLENGES

The City of Gig Harbor is faced with significant challenges as it prepares for future growth and strives to establish a well-rounded, multimodal transportation network where people are less reliant on cars to get around. To address the barriers, the City should aim to develop a smart, efficient, and achievable transportation system, using performance metrics aligned with the City's multimodal goals to ensure the efficient movement of people and goods.

In terms of pedestrian and bicycle infrastructure, while the Cushman Trail serves as a valuable resource for cyclists traveling north and south, the existing bicycle network in the city is limited, with missing links and insufficient separation between modes. These limitations hinder mobility and often result in increased reliance on private vehicles instead of walking or biking, even when trips are short, and those options would be preferable. To overcome these challenges, the City's goal is to establish safe and comprehensive connections for all users, making walking and biking viable choices throughout Gig Harbor.

To address transportation challenges, several roadway capacity and bicycle and pedestrian improvements have been identified as part of the 2025-2030 Six-Year Transportation Improvement Program (TIP). These projects provide a glimpse into the connectivity barriers that exist in the city today, and which major intersections and corridors have been prioritized for near-term improvements.

Considering the anticipated growth in population across the city, the UGA, and the surrounding region, it is crucial to prepare for increased demands on the transportation network. This growth will inevitably contribute to additional traffic on arterials and impact the quality of life for Gig Harbor residents. To maintain and enhance mobility, the City will prioritize transportation projects that improve multimodal connections to CoLIs, while also investing in connections between the city and the regional transportation systems.

Furthermore, Gig Harbor's transportation system does not operate in a vacuum: active coordination with various regional partners and stakeholders, including Pierce County, WSDOT, Kitsap Transit, and the Peninsula School District, is necessary to develop and maintain an efficient transportation system. This coordination ensures that residents, employees, and visitors have a positive experience while using the transportation network.

Safety remains a significant concern, with a particular focus on reducing pedestrian and bicycle collisions, as these vulnerable users require heightened attention. This Transportation Element should emphasize creating an inviting and equitable transportation system that encourages active modes of transportation while ensuring the safety and well-being of all users.

When it comes to funding, Gig Harbor, like many jurisdictions, faces challenges in financing transportation network improvements. Exploring alternative funding sources such as grants and private investments is crucial to supplement local funds and increase investment in transportation infrastructure. This Transportation Element should seek long-term sustainability, both financially and environmentally, by considering the full costs of planning, permitting, construction, and maintenance in transportation investment decisions. Additionally, the plan should include an update of the City's transportation impact fee program and active transportation plan to align with the multimodal vision, potentially making multimodal projects more financially sustainable, including sidewalks, trails, and bike lanes.

By addressing these challenges comprehensively and adopting a forward-thinking approach, Gig Harbor is committed to creating a transportation system that supports future growth, prioritizes safety, enhances connectivity, and provides sustainable and accessible options for all residents and visitors.

CHAPTER 3: COMMUNITY OUTREACH

The Gig Harbor community played a crucial role in shaping this Comprehensive Plan and Transportation Element update. Building on the extensive input gathered during the 2018 Transportation Element, the project team ensured that the 2024 update reflected the community's evolving priorities. Over the course of 2023 and 2024, more than a dozen outreach events were held as a part of the broader Comprehensive Plan update process. These included a kickoff meeting in May 2023, six focus group discussions, and multiple tabling events throughout the summer of 2023. These efforts prioritized aligning potential future projects with community preferences, maintaining a strong connection between the plan and local needs. The insights from these community engagement activities shaped the direction and content of this document.

SUMMARY OF 2018 OUTREACH

The community outreach for this update of the Transportation Element builds on the extensive feedback collected during the 2018 update. That outreach included interviews, a pop-up studio, "walkshops," and various other engagement activities, all of which shaped the direction and content of this document. For more information about the 2018 engagement activities and input received, see **Appendix D**.

PLANNING COMMISSION AND CITY COUNCIL

The project team and city staff presented to the Planning Commission and City Council throughout the process to ensure they were kept apprised of community input and key project milestones. City staff presented to Planning Commission and Council multiple times in 2023 and 2024 to share updates on the overall Comprehensive Plan progress, and the project team presented to Planning Commission in September 2024 to focus on the Transportation Element updates.

WEBSITE AND ONLINE SURVEY

To promote transparency on upcoming short-term projects (2024–2030) and gather feedback on potential long-term projects, the project team developed an interactive project website and survey. The online survey was open for three weeks, during which the public was encouraged to participate through promotions on social media, the city newsletter, flyers, and the community groups' email listserv.

Figure 20: Promotional Flyer for Website and Online Survey

The website provided an overview of the need for public input in updating the Transportation Element and explained its role in shaping Gig Harbor's future. It included a map highlighting short-term projects that were informed by the 2018 Transportation Element update and emphasized the importance of gathering community feedback on the long-term project list.

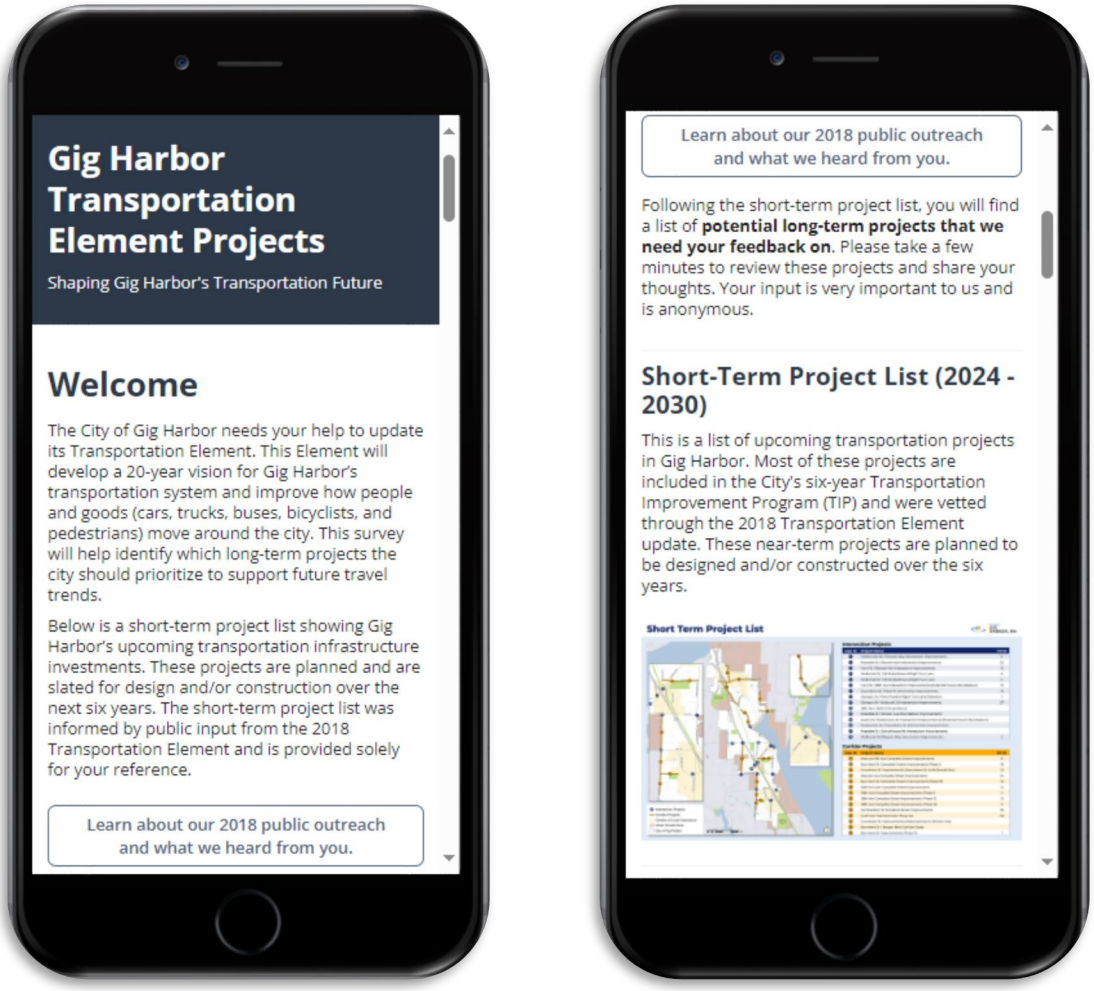


Figure 21: Community Outreach Website

This site featured detailed information about nine potential long-term projects, including their locations, visual renderings, and descriptions, and invited the public to rate each one in a survey (**Figure 22**). Survey participants were also asked to select which projects were their top two priorities and indicate their overall support for the potential long-term project list. Additionally, an open-ended section allowed users to suggest missing projects or offer further feedback on improvements they would like to see.

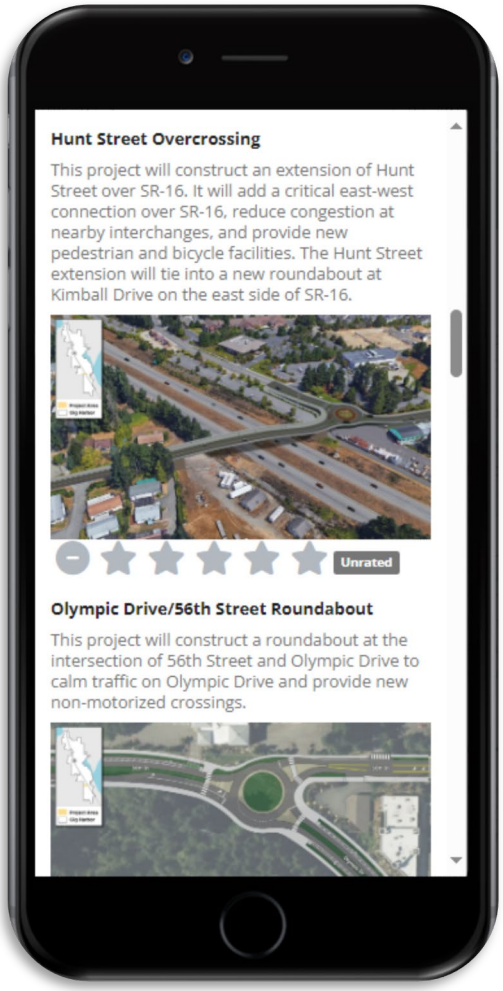


Figure 22: Survey Preview

SURVEY RESULTS

The survey received a total of 180 contributions.

- 85% of respondents **supported** the list of potential long-term projects.
- 13% of respondents **opposed** the list of potential long-term projects.
- 2% of respondents were **neutral**.
- The two projects with the highest support were the Wollochet Drive Interchange Improvements (43%) and the Hunt Street Overcrossing (32%).
    - Many respondents commented about traffic concerns at the SR 16 interchanges in Gig Harbor, so projects that improved existing interchanges, or the new Hunt Street Crossing over SR 16 ranked highly.
- The two projects with the lowest support were the Olympic Drive/56th Street Roundabout (5%) and Rosedale Street/Stinson Avenue Roundabout Improvements (9%).

    - The write-in responses reflected conflicting opinions about roundabouts in general.
- The remaining projects with the most support were centered around sidewalk, intersection, corridor, and bicycle lane improvements.

For more information about survey results, see **Appendix E.**

CHAPTER 4: TRANSPORTATION GOALS & POLICIES

Gig Harbor has established five goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. The consolidated set of goals and policies is included in this chapter.

The City of Gig Harbor seeks to create a transportation system that is:

GOAL 1: INVITING AND ACCESSIBLE, 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.

GOAL 2: SMART, EFFICIENT, AND ACHIEVABLE

The City will plan a transportation system that efficiently accommodates growth.

GOAL 3: EFFECTIVE IN CONNECTING CENTERS TO THE REGIONAL TRANSPORTATION SYSTEM

Gig Harbor will prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the city to the region.

GOAL 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.

GOAL 5: UNDERSTOOD BY THE COMMUNITY

The City's transportation planning process and investment decisions are well-understood by the community. The City actively coordinates with a broad range of groups to develop and ensure operation of the transportation system.

GOAL 1: INVITING AND ACCESSIBLE, ENCOURAGING PUBLIC HEALTH THROUGH ACTIVE TRANSPORTATION

Policy 1.1 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.

Policy 1.2 Improve collector streets to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.

Policy 1.3 Enhance walkability in the Harbor Area and Centers of Local Importance through sidewalk widening and improved sidewalk connections, beautification, and preservation.

Policy 1.4 Update and implement the Active Transportation Plan to provide inviting connections for pedestrians and bicyclists.

Policy 1.5 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.

Policy 1.6 Require public and private transportation improvements to meet the most recently adopted Public Works Standards, which specify inclusion of non-motorized features in the construction and design of new or improved streets.

Policy 1.7 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.

Policy 1.8 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's "Target Zero" plan goal of zero deaths and disabling injuries.

Policy 1.9 Implement pedestrian improvements through a combination of public and private investments by using the Priority Network, Active Transportation Plan (ATP), and ADA Transition Plan as guides.

GOAL 2: SMART, EFFICIENT, AND ACHIEVABLE

Policy 2.1 Define a hierarchy of local, collector, and arterial streets which provides methods for connecting and traversing SR 16 and the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial street system or any single intersection.

Policy 2.2 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.

Policy 2.3 Partner with Pierce Transit to advocate for improved transit connections to key destinations, including the hospital, community center, and library.

Policy 2.4 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.

Policy 2.5 Maintain roadway facilities to achieve the City's intersection Level of Service standard of LOS D or better, except for the following intersections identified within the Downtown Harbor Area:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue
- Harborview Drive & Rosedale Street
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

The above intersections may be allowed to operate at LOS F consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor Area.

Policy 2.6 Require traffic impact mitigation when a proposed development would degrade the LOS below the adopted threshold on a state highway. This traffic impact mitigation shall be based on the recommendation of the City Engineer and consistent with the *Washington State Highway System Plan's Appendix G: Development Impacts Assessment*.

Policy 2.7 Continue to maintain and update a current traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.

Policy 2.8 Where practicable, work toward the development of a multi-modal transportation system that achieves the following LOS metrics:

- **Pedestrian LOS** – provide a minimum of LOS Yellow within the Pedestrian Priority Network, as defined in **Table 5**.
- **Bicycle LOS** – provide a minimum of LOS Yellow within the Bicycle Priority Network, as defined in **Table 6**.
- **Transit LOS** – partner with local and regional agencies to provide a minimum of LOS Yellow, as defined in **Table 7**.

Policy 2.9 Adopt and implement a program which increases public awareness to the City's transportation demand management strategies, including non-motorized transportation and increased use of local transit.

Policy 2.10 Establish appropriate right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter- sidewalk standards for major arterials, collectors and local streets.

Policy 2.11 Establish design standards, which provide for visually distinct roadways that provide increased pedestrian accommodations while providing efficient and cost-effective engineering design.

Policy 2.12 Adopt and implement street construction standards, which consider the objectives of Complete Streets and implement the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

Policy 2.13 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the Urban Growth Areas adjacent to the city.

Policy 2.14 Continuously monitor and analyze individual intersection approach leg LOS to determine if a capacity-related intersection improvement project, whether completed through a private

development project or City capital project, is necessary to remedy a localized deficiency at a particular intersection approach leg. If it is determined that a capacity-related project is available that will remedy failing LOS at a particular leg of an intersection and the project will improve the overall intersection LOS significantly, the City shall consider such projects when generating the 6-year TIP project list.

Policy 2.15 Proactively address the transportation needs of planned developments by prioritizing equitable access for all community members. This includes exploring the feasibility of parking management programs, shared parking strategies, and/or subsidized transit pass programs, with an emphasis on supporting low-income and historically underserved communities

Table 5: Pedestrian Priority Network - LOS Standards

LOS Standards	Principal and Minor Arterials; Collectors (within CoLIs or 0.5 mile of a school)
	Pedestrian facilities* available on both sides of the street
	Pedestrian facilities available on one side of the street
	No pedestrian facilities available

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Table 6: Bicycle Priority Network - LOS Standards

LOS Standards	Arterials	Collectors
	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street.
	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Table 7: Transit Accommodation - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible
	No amenities	General lack of sidewalks and marked crosswalks

GOAL 3: EFFECTIVE IN CONNECTING CENTERS TO THE REGIONAL TRANSPORTATION SYSTEM

Policy 3.1 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity and physical activity for people of all ages and abilities.

Policy 3.2 Prioritize investments in transportation facilities and services in CoLIs that support compact, pedestrian and transit-oriented development.

Policy 3.3 Work with Pierce Transit to satisfy local travel needs, particularly between residential areas, the CoLIs, and major commercial areas along SR 16.

Policy 3.4 Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.

Policy 3.5 Work with the Harbor property owners to determine an effective parking plan, including the establishment of a local parking improvement district for the Harbor.

Policy 3.6 Provide connections between commercial developments for vehicles and pedestrians, when feasible.

Policy 3.7 Implement transportation programs and projects that provide equitable access to essential services and opportunities—including hospitals, nursing homes, and community centers—while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.

GOAL 4: SUSTAINABLE OVER TIME, BOTH FINANCIALLY AND ENVIRONMENTALLY

Policy 4.1 Re-evaluate the Land Use Element, LOS, and revenue sources when funding for projects falls short. Impact fees should be used to the extent possible under GMA to fund capacity project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

Policy 4.2 Give high priority to maintenance and preservation of the existing transportation infrastructure.

Policy 4.3 Implement programs and construct projects that reduce reliance on private vehicles, thereby reducing harmful vehicle emissions, avoiding or mitigating impacts to critical areas and wildlife, manage water quality, and providing a safe environment for people to live and travel in.

Policy 4.4 Implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies. Also, support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.

Policy 4.5 Support the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.

Policy 4.6 Protect the transportation system against natural and manmade disasters, develop prevention and recovery strategies, and plan for coordinated responses by using transportation- related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.

Policy 4.7 Provide for an efficient storm drainage system in road design considering the width of road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.

Policy 4.8 Work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.

Policy 4.9 Reduce the environmental impact of the city's transportation system through expanding zero-emission vehicle infrastructure, with an emphasis on areas with high commercial activity and limited electric vehicle infrastructure.

Policy 4.10 Identify opportunities to increase electric vehicle infrastructure and active transportation options when planning transportation projects or developing new transportation programs and policies.

GOAL 5: UNDERSTOOD BY THE COMMUNITY

Policy 5.1 Coordinate planning, construction, and operation of transportation facilities and programs with the State, County, neighboring cities, Puget Sound Regional Council, transit agencies, and other entities. This coordination will be achieved by:

a. Participating in the transportation- related activities of Pierce County and advisory committees;
b. Working with other jurisdictions to plan, fund, and implement multi- jurisdictional projects necessary to meet shared transportation needs; and
c. Making transportation decisions consistent with this Transportation Element and other regional plans.

Policy 5.2 Work with private property owners to improve connections for automobile and non-motorized travel.

Policy 5.3 Work with neighboring jurisdictions to ensure that new development outside of Gig Harbor does not unreasonably affect transportation systems, levels of service, and the quality of life.

Policy 5.4 Work with business leaders, private owners, and other local organizations to reach mutual transportation goals.

Policy 5.5 Continue to work with WSDOT to lobby for future state transportation monies to be used on City east/west connections that will help alleviate both SR 16 congestion as well as City interchange congested areas.

Policy 5.6 Actively engage the public, especially historically underserved populations, during all phases of the development/update/improvement of a transportation service or facility to identify and reduce negative community impacts.

CHAPTER 5: THE RECOMMENDED PLAN

Gig Harbor envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of sidewalks, trails, bicycle facilities, intersections, and roadways. This chapter describes Gig Harbor's vision for its future transportation network and the needed infrastructure to achieve this vision.

This Element provides a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some roadway improvements are needed to meet the City's vehicular LOS standard, many of the infrastructure enhancements described in this chapter focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all roadway users.

INTRODUCTION TO THE LAYERED NETWORK

It can be a challenge for a single roadway to satisfy the demands and expectations of all modes at any given time. In response to this challenge, the City of Gig Harbor has adopted a layered network approach that focuses on how the city's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. **Figure 23** illustrates the concept of a layered network.

The City will implement this layered network through a system of modal networks that define each street's user priorities and associated infrastructure needs.

Figure 23: Layered Network Concept

THE RECOMMENDED PLAN BY MODE

Streets in Gig Harbor serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Gig Harbor requires identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections outline the networks for each mode and establish their LOS standard.

INTRODUCTION TO MULTI-MODAL LEVEL OF SERVICE

The following sections define LOS for various modes of transportation. As described in Chapter 2, the most commonly used metric of transportation performance is vehicular LOS, as defined by the Highway Capacity Manual (HCM). LOS for auto and freight is reported in an A-to-F letter scale, which represents the amount of delay (measured in seconds) experienced by motorists at intersections. However, this metric does not consider how the system is performing for other modes of transportation, such as walking, cycling, and transit.

The experience of these other modes is often not defined by a metric like congestion or delay. Factors like the quality of built environment, including the presence of dedicated facilities and buffering from vehicle traffic, tend to be more indicative of how well these modes are performing for Gig Harbor residents. As such, LOS for these modes assesses existing infrastructure available for these users and identifies areas of the transportation system that are not safe or comfortable to navigate. LOS for pedestrians, bicycles, and transit is reported as red, yellow, and green. LOS Red indicates locations that need to be addressed due to a lack of dedicated amenities; LOS Yellow indicates the City's minimum standard for providing facilities for each mode; and LOS Green is aspirational and provides a long-term goal for the City.

PEDESTRIAN PLAN

Gig Harbor's pedestrian infrastructure varies across the city. While some areas boast nearly complete sidewalk coverage, other areas suffer from gaps that detract from a safe, continuous walking environment. Coverage is particularly critical on arterial streets, where traffic volumes and speeds are higher, as compared to local streets that generally experience lower traffic and speeds, allowing for easier pedestrian movement. Dense commercial areas and streets serving schools, parks, and churches are also key locations where safe pedestrian facilities are essential, as these areas tend to attract a larger number of vulnerable users.

To guide improvements, the City has established a Pedestrian Priority Network, which focuses on all principal and minor arterials, as well as collectors located within a CoLI or within a half-mile of a school. By prioritizing

pedestrian accommodations on these streets, the City aims to make walking easier and safer in and around major destinations. In addition to ensuring the presence of sidewalks or protected shoulders, safe pedestrian crossings are emphasized, particularly in downtown areas and within a quarter-mile of schools.

PEDESTRIAN LOS

The City uses LOS standards to measure pedestrian accommodations within the Pedestrian Priority Network. **Table 8** outlines the LOS standards, which assess whether streets offer pedestrian facilities on both sides, one side, or lack them entirely.

The City's Public Works Standards already require all new or improved public roadways to have sidewalks on both sides. Additionally, in June 2024, the City adopted **Ordinance 12.24.040**, mandating the integration of "complete streets infrastructure" into public streets where feasible, reinforcing the City's commitment to pedestrian safety and accessibility.

Table 8: Pedestrian Priority Network – LOS Standards

LOS Standards	Principal/Minor Arterials; Collectors (within CoLI or 0.5 mile of school)
	Pedestrian facilities* available on both sides of the street
	Pedestrian facilities available on one side of the street
	No pedestrian facilities available

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb

To achieve the highest level of pedestrian accommodation (LOS Green), all LOS Red and Yellow streets, as indicated in **Figure 24**, must be upgraded. Achieving LOS Yellow would mark significant progress in building out the pedestrian network, as it would involve improving all LOS Red streets. The City's minimum standard for the Pedestrian Priority Network is LOS Yellow.

Gig on the Go, Gig Harbor's 2018 Active Transportation Plan, identifies a list of short-term and long-term projects that will help fill gaps in the pedestrian network and would improve the LOS of roadway segments.

PRACTICAL CONSIDERATIONS

The City recognizes that achieving pedestrian LOS Yellow may not be feasible everywhere shown in the Pedestrian Priority Network due to funding constraints, right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future pedestrian connectivity.

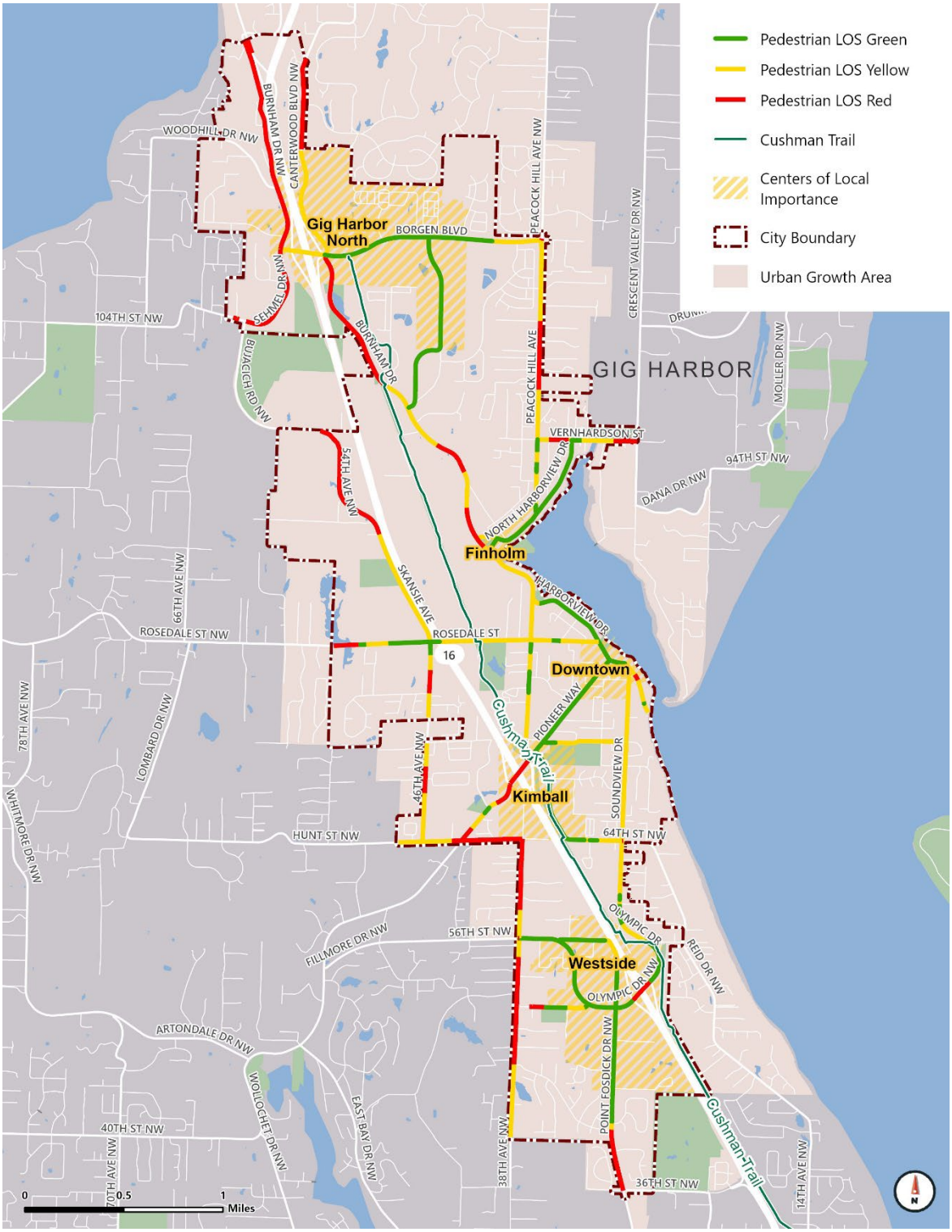


Figure 24: Existing Pedestrian Level of Service

Source: Fehr & Peers, 2024

BICYCLE PLAN

Gig Harbor offers a mix of bicycle infrastructure, with some facilities like the Cushman Trail providing high-quality, protected bicycling environments suitable for all ages and abilities. However, other areas lack sufficient bicycle facilities. The City has established a **Bicycle Priority Network**, which includes all arterial and collector roadways. Prioritizing these roadways will enable residents and visitors to bike more comfortably between major destinations without needing to take longer, less direct routes. The current bicycle network, categorized using the City's LOS standards, is illustrated in **Figure 25**.

BICYCLE LOS

Bicycle LOS evaluates the presence and quality of bicycle facilities along or near roadways. The standards differ for arterials and collectors due to their distinct traffic characteristics, including speeds, volumes, and lane widths. **Table 9** outlines these LOS standards.

Table 9: Bicycle Priority Network - LOS Standards

LOS Standards	Arterials	Collectors
	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street or a shared use path or buffered bike lanes within 700 feet.
	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Bicycle LOS Yellow and Green require bike lanes or similar facilities on both sides of the street as, unlike sidewalks, bike lanes cannot serve two-way traffic. Shared-use paths, which allow two-way travel, are always classified as Bicycle LOS Green. The City's Public Works Standards mandate bike lanes on both sides of all new and improved arterials and collectors. Furthermore, the June 2024 adoption of the complete streets ordinance further emphasizes the City's commitment to bicyclist accessibility and safety. The minimum standard for bicycle accommodation is LOS Yellow on all arterials and collectors.

Gig on the Go, Gig Harbor's Active Transportation Plan, identifies a list of short-term and long-term projects that will help fill gaps in the bicycle network and would improve the LOS of roadway segments.

PRACTICAL CONSIDERATIONS

The City recognizes achieving bicycle LOS Yellow may not be feasible on all collectors and arterials due to funding constraints, right of way needs, sensitive habitats, and topography. However, by setting this LOS standard, the City provides a vision for future bicycle connectivity.

BICYCLE FACILITY TYPES

Buffered Bike Lane

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.

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.

Conventional Bike Lane

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.

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.

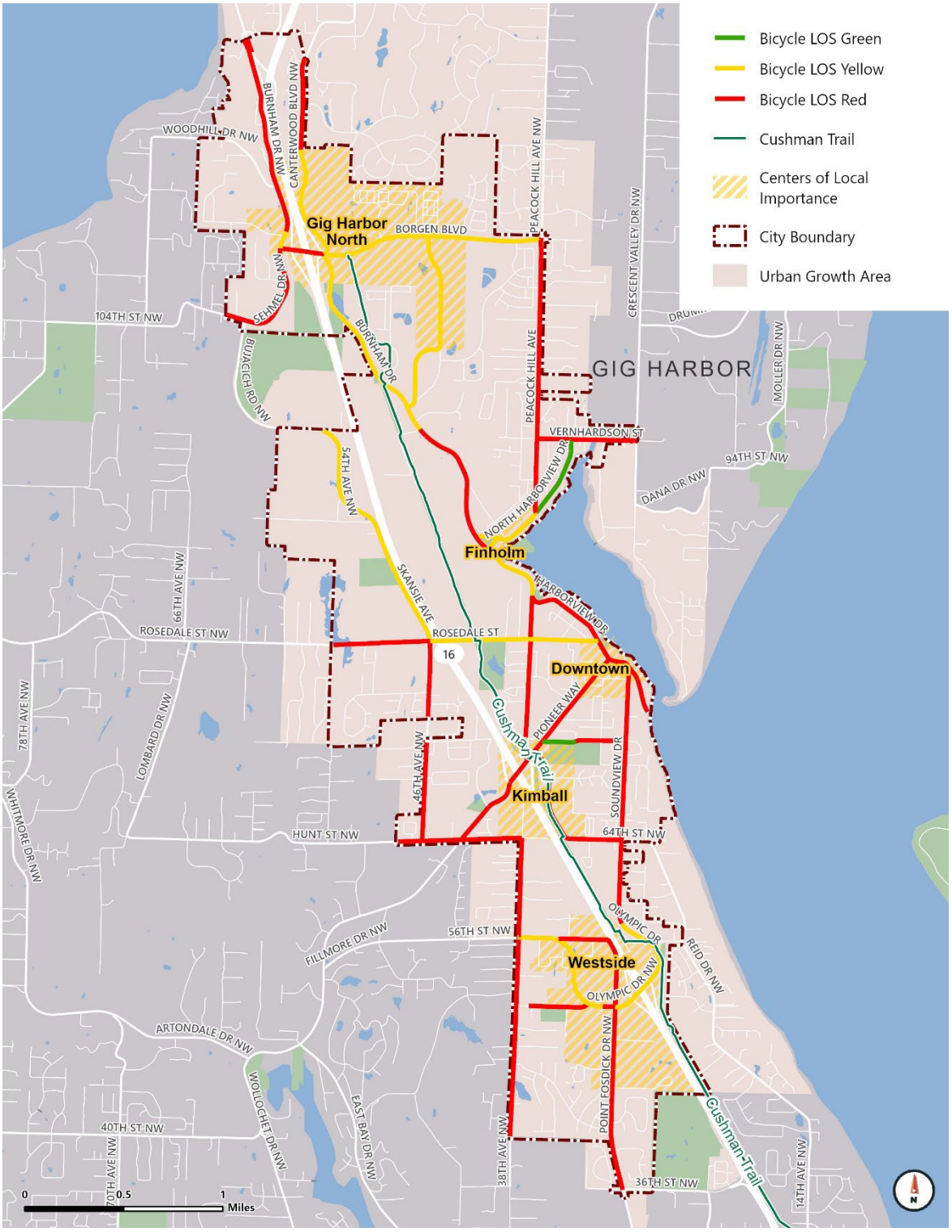


Figure 25: Existing Bicycle Level of Service

Source: Fehr & Peers, 2024

TRANSIT PLAN

The City aims to create corridors that are welcoming to transit and facilities that are comfortable for users. The existing transit system in Gig Harbor can be seen in **Figure 14**. To increase transit use, the City can provide the following amenities:

- Street lighting
- Pedestrian and bicycle facilities for connecting to transit stops
- Stop amenities, such as benches, shelters and real-time arrival information

TRANSIT LOS

Gig Harbor's level of transit accommodation is defined based on the amenities in **Table 10**.The City can reach the highest level of accommodation (LOS Green) by providing amenities such as benches, shelters, garbage cans, and lighting for transit and by ensuring the availability of sidewalks and marked crosswalks for pedestrians.

As a minimum target, the City can strive to provide transit LOS Yellow, which means providing transit stop amenities and pedestrian access improvements where feasible.

Table 10: Transit Accommodation - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible
	No amenities	General lack of sidewalks and marked crosswalks

REGIONAL TRANSIT COORDINATION

Effective coordination with regional transit agencies a top priority in this plan to ensure that the local and regional transportation systems complement one another, especially as each system expands. Pierce Transit is in the process of updating its long-range plan, which will have an impact on transit services in Gig Harbor. The City will continue to work with Pierce Transit and Sound Transit to provide transit alternatives for getting across town and efficient connections to neighboring cities.

Nearly every street in Gig Harbor's roadway network is utilized at some point each day by residents and workers to access homes, jobs, and other destinations. Many of these streets are local streets, which do not see significant traffic volumes throughout the day. Other streets are an important part of the arterial and freight network, which provide critical connections across the city.

AUTO LOS

Auto LOS measures congestion by evaluating vehicle delays at intersections, with grades ranging from A (smooth traffic flow) to F (severe congestion and delays). These grades, based on the 2016 Highway Capacity Manual, help determine how well the roadway network is functioning and where improvements may be needed. **Table 11** presents the definitions of each LOS grade.

Table 11: Level of Service Definitions

Level of Service	Description	Control Delay (seconds/vehicle)	
		For signalized and roundabout controlled intersections	For unsignalized intersections
A	Free-flowing conditions	≤ 10	≤ 10
B	Stable operating conditions	10-20	10-15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists	20-35	15-25
D	High density of motorists, but stable flow	35-55	25-35
E	Near-capacity	55-80	35-50
F	Over capacity, with delays	≥ 80	≥ 50

Source: Highway Capacity Manual, 6th Edition

The city's roadway network maintains a LOS standard of D for all functionally classified intersections, except for those in the downtown Harbor Area. In these intersections, an LOS F is acceptable. The Harbor Area intersections with an LOS F standard include:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue
- Harborview Drive & Rosedale Street
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

For more details on Gig Harbor's auto LOS standards, refer to **Chapter 2**.

CONNECTIVITY

The efficient movement of people and goods, referred to as mobility, is an important focus of any transportation system. Increased mobility not only increases access to jobs, shopping, and recreation, but can also benefit the city's economy and residents' quality of life.

Mobility is often mentioned in the context of connectivity, or the directness and density of connections between locations. A well-connected street grid disperses traffic flow and provides safe and convenient access for all, no matter the mode of travel. This is particularly important in Gig Harbor's CoLIs, where it is anticipated that people will be traveling by means other than their car. However, even outside of the city's centers, it is important that the transportation system be designed to accommodate all modes of travel to truly serve the diverse community that calls Gig Harbor home.

BARRIERS TO MOBILITY

Within the city, barriers to mobility can come from existing infrastructure or a lack of infrastructure. A prominent example of the former is SR 16, which runs through the center of city limits. Although SR 16 provides greater access to the region, it forms a constraint that effectively limits connections between the east and west sides of Gig Harbor to overpasses or underpasses. As a result, these grade-separated crossings have become network chokepoints, contributing to congestion and decreasing mobility.

Other features of the city's existing topography are cul-de-sacs and dead streets, which are prevalent within the residential areas. Currently, few local streets provide connections between collectors and arterials. As a whole, the lack of connections hinders mobility.

For active transportation users, a robust network of sidewalks, trails, and bicycle lanes improves mobility. Within the city, sidewalks are generally available on arterials, although there are some areas where sidewalks are missing or not wide enough to meet modern standards. Pedestrian accommodation at the SR 16 interchanges can be particularly challenging. For cyclists, the Cushman Trail is a great resource for north and south travel in Gig Harbor but beyond it, the city's existing bicycle network is more limited in its coverage and separation between modes. These limitations can lead to increased reliance on driving when a walking or biking trip would otherwise be preferable.

INVESTMENTS

The project list includes the Hunt Street Crossing, a grade separated crossing over SR 16 which would increase the network connectivity for all modes between the east and west of the city. **Figure 26** presents a conceptual design of this project. Moreover, through WSDOT's SR 16 congestion study, the City has expressed an interest in improving the interchanges at Wollochet Drive, Olympic Drive, and Borgen Boulevard to include pedestrian and cyclist safety and access improvements. Other projects to connect streets and add pedestrian and bicycle infrastructure are detailed in the capital project lists later in this chapter.

Figure 26: Hunt Street Crossing Conceptual Design
Source: Fehr & Peers, 2024

Additional investments should be made in the context of a transportation system that is both functional and realistic, using performance metrics tied to the City's multimodal goals and the efficient movement of people and goods. **Table 12** is based on the Connections Chapter of the 1996 City of Gig Harbor Design Manual, which provides detailed guidance on building visual and functional links between districts and parcels in order to create a more cohesive character for Gig Harbor. This is distinct from the City's Public Works Standards which describe the accepted engineering practices for roadway design and guide connectivity.

Gig Harbor's 2024 Comprehensive Plan looks to accommodate growth while maintaining the city's unique character and high quality of life. These future roadway connections would strongly advance both of these objectives.

Table 12: Visual and Functional Connection Standards

Feature	Description	Guidelines for Existing Development	Guidelines for Annexation/Future Development
Activity Centers	Areas of concentrated activity where multiple uses are clustered in such a manner as to facilitate pedestrian movement and be mutually supportive of one another	1. Cluster development around a activity where multiple common outdoor space 2. Provide continuous pedestrian links between each building, site, and common area within activity center and which connect to outlying development 3. Buffer pedestrian areas from moving vehicles 4. Identify locations for common parking lots/garages 5. Incorporate transit stops into activity center design 6. Consider a master sign plan for off-premise directional signs of a unified design in activity centers 7. Coordinate all outdoor fixtures, furnishings, accessories, and right-of-way paving materials in activity centers 8. Incorporate mixed-use building into the activity center which incorporate residential units where practical	1. Identify existing centers in annexation areas 2. Link multiple centers with parkways 3. Confine new commercial development to activity centers 4. Develop master plan for new activity centers which incorporate all activity center standards as reviewed and approved by the Design Review Board
Parkways	Visually distinct roadways which connect activity centers and serve as gateways into defined areas of the city	1. Maintain established parkway setbacks 2. Select front and side yards on corner lots which maintain establish parkway setback 3. Assure similar setback opportunities on newly created lots 4. Reflect mass and scale of adjacent structures 5. Select fencing and wall materials carefully	1. Identify parkways in annexation areas 2. Link multiple activity centers with parkways
Parkways – Parcel development	Applies to all parcels having frontage on designated parkways	1. Maintain established parkway setbacks 2. Select front and side yards on corner lots which maintain establish parkway setback 3. Assure similar setback opportunities on newly created lots 4. Reflect mass and scale of adjacent structures 5. Select fencing and wall materials carefully	
Parkways – Right of way Development	The design of parkway streets so as to compliment the surrounding neighborhood	1. Provide "boulevard-type" landscaping with trees that are regularly-spaced and which preserve views 2. Design parkways for lower speeds by allowing intersecting streets and providing on-street parking 3. Minimize street width at crosswalks by minimizing turning radius at intersections and providing "neck-downs" at crosswalks 4. Provide visual emphasis to pedestrian crossings, i.e. differentiate crosswalk surfaces	

Feature	Description	Guidelines for Existing Development	Guidelines for Annexation/Future Development
Minor Streets	All local streets	1. Provide minor street connections between parkways 2. Incorporate alleys into street layout 3. Limit pavement widths in view basin area	
Harborview Drive Link	A designated parkway linking the downtown and head-of-the-bay activity centers	1. Identify points of interest with directories 2. Provide buffering along sidewalk 3. Provide visual continuity with fixtures and accessories 4. Enhance major intersections 5. Compliance with all other parkway standards	

KEY COMPONENTS

This section presents the key projects and programs that form the basis of this Transportation Element. These capital plans aim to create a transportation system that realizes Gig Harbor's vision, as outlined by the goals in Chapter 4:

- **Goal 1:** 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.
- **Goal 2:** The City will plan a transportation system that efficiently accommodates growth.
- **Goal 3:** The City will prioritize transportation projects that connect and support strong, vibrant centers, as well as investments that connect the City to the region.
- **Goal 4:** 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.
- **Goal 5:** The City's transportation planning process and investment decisions are well-understood by the community. The City actively coordinates with a broad range of groups to develop and ensure operation of the transportation system.

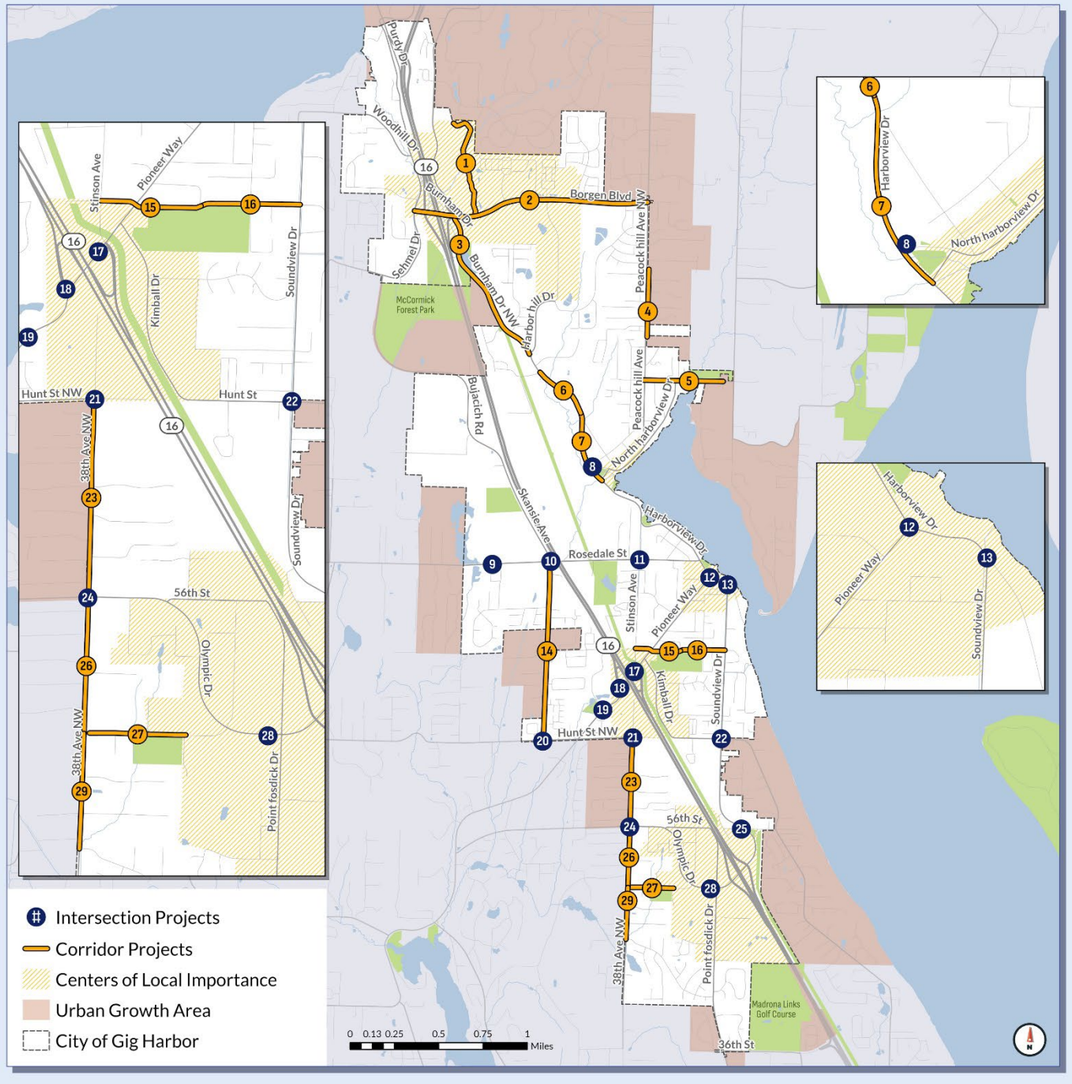
Guided by these goals, community input, and the layered network concept described in the previous chapter, the following project lists were developed. The project lists include a range of initiatives, including:

- **Concurrency-Related Projects**: Essential for maintaining intersection LOS, these projects involve improvements such as traffic signals, intersection channelization, and roadway extensions.
- **Active Transportation Projects**: Addressing pedestrian and cyclist needs, these initiatives include the construction of sidewalks, crossings, bike lanes, and trails.
- **Multimodal Projects**: Aimed at enhancing complete streets, these projects focus on integrating improvements that support all modes of transportation.

SHORT-TERM PROJECT LIST (2024 – 2030)

Figure 27 is a map of the short-term project list showing Gig Harbor's upcoming transportation investments and **Table 13** describes each project in detail. These projects are slated for design and/or construction over the next six years. The short-term project list was informed by public input in the 2018 Transportation Element, and most of these projects are included in the City's six-year Transportation Improvement Program (TIP). Conceptual designs for short-term projects are included in **Appendix F**, **Appendix G**, **Appendix H**, **Appendix I**, and **Appendix J**.

Short Term Project List



Corridor Projects

Map ID	Project Name	TIP ID
1	Cushman Trail Extension Phase 5A	20
2	Burnham Drive / Borgen Boulevard Corridor Study	
3	Burnham Drive Complete Street Improvements Phase 2	18
4	Peacock Hill Avenue Complete Street Improvements	8
5	Vernhardson Street Complete Street Improvements	26
6	Burnham Drive Improvements Phase 1A	1
7	Burnham Drive Complete Street Improvements Phase 1B	16
14	Skansie Avenue Complete Street Improvements	24
15	Grandview Street Improvements	
16	Grandview Street Improvements	23
23	38th Avenue Complete Street Improvements Phase 2	4
26	38th Avenue Complete Street Improvements Phase 1C	10
27	50th Street Court Complete Street Improvements	14
29	38th Avenue Complete Street Improvements Phase 1B	9

Intersection Projects

Map ID	Project Name	TIP ID
8	Austin Street / Harborview Drive Roundabout	
9	Rosedale Street / Schoolhouse Road Intersection Improvements	
10	Rosedale Street / Skansie Avenue Intersection Improvements	22
11	Rosedale Street / Stinson Avenue Roundabout	
12	Harborview Drive / Pioneer Way Intersection Improvements	11
13	Harborview / Soundview Intersection Improvements	
17	Wollochet Drive / SR-16 Westbound Right Turn Lane	5
18	Wollochet Drive / SR-16 Eastbound Right Turn Lane	6
19	Wollochet Drive / Wagner Way Intersection Improvements	2
20	Hunt Street / Skansie Avenue Intersection Improvements	12
21	Hunt Street / 38th Avenue Intersection Improvements (Potential Future Roundabout)	13
22	Soundview Drive / Hunt Street Intersection Improvements	15
24	38th Avenue / 56th Street Roundabout	
25	Olympic Drive / Hollycroft Street Intersection Improvements	27
28	Olympic Drive / Point Fosdick Right Turn Lane Extension	7

Figure 27: Short-Term Project List (2024 – 2030)
Source: Fehr & Peers, 2024

Table 13: Short-Term Project List (2024 – 2030)

Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
1	Cushman Trail Extension Phase 5A	This project will design Phase 5 of the Cushman Trail from the existing Borgen trailhead to the Pierce/Kitsap County line.	Active Transportation Projects	$6,100,000*	20
2	Burnham Drive/Borgen Boulevard Corridor Study	This project will study the Burnham Drive/Borgen Boulevard Corridor to identify low-cost incremental improvements that could be made to roundabouts, such as restriping existing roundabouts. A long-term project may be identified from the corridor study, which could include full reconfiguration of the study corridor and existing roundabouts.	Multimodal Projects	$250,000^	-
3	Burnham Drive Complete Street Improvements Phase 2	This project will reconstruct the roadway, including minor widening, turn lanes, curbs, gutters, sidewalks, storm sewer improvements, landscaped planter strips, and lighting.	Multimodal Projects	$5,400,000*	18
4	Peacock Hill Avenue Complete Street Improvements	The project will construct half-street improvements along the west side of Peacock Hill, from 300 feet north of Ringold to 150 feet north of 105th Street Cour. It will add sidewalks where none exist, bridging a critical sidewalk gap. The project will also include illumination and other pedestrian, bicycle, and roadway improvements.	Multimodal Projects	$3,230,000*	8
5	Vernhardson Street Complete Street Improvements	This project will include pavement restoration and/or overlay, storm sewer improvements, and the construction of curbs, gutters, sidewalks, and bicycle lanes. It is possible to phase the project into two sections: one between Peacock Hill Avenue and North Harborview Drive, and the other between North Harborview Drive and the city limits.	Multimodal Projects	$700,000*	26

Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
6	Burnham Drive Improvements Phase 1A	This project will add a shared use path on Burnham Drive between the Eagles Club and 96th Street. The project includes half street improvements and a new bridge at 96th Street for fish passable culvert improvement.	Multimodal Projects	$5,395,000*	1
7	Burnham Drive Complete Street Improvements Phase 1B	This project will construct a sidewalk or shared use path along Burnham Drive.	Active Transportation Projects	$2,900,000*	16
8	Austin Street/Harborview Drive Roundabout	This project will construct a roundabout at the intersection of Austin Street and Harborview Drive.	Multimodal Projects	$3,100,000^	-
9	Rosedale Street/Schoolhouse Road Intersection Improvements	This project will evaluate the feasibility of converting the existing signalized intersection to a roundabout and will construct ADA-compliant pedestrian facilities at the intersection. *The conceptual design for this project is included in* **Appendix F**.	Multimodal Projects	$3,800,000^	-
10	Rosedale Street/Skansie Avenue Intersection Improvements	This project will widen the intersection of Rosedale Street and Skansie Avenue to provide a left-turn lane on the east leg or, alternatively, design and construct a signal. *The conceptual design for this project is included in* **Appendix G**.	Concurrency-Related Projects	$2,200,000*	22
11	Rosedale Street/Stinson Avenue Roundabout	This project will identify near-term improvements to the roundabout at the intersection of Rosedale Street and Stinson Avenue and will study what right-of-way acquisition is required to increase the diameter of the roundabout.	Multimodal Projects	$75,000^	-
12	Harborview Drive/Pioneer Way Intersection Improvements	This project will explore improvements to this intersection to improve operations, safety, and legibility for all modes of travel.	Multimodal Projects	$140,000*	11

Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
13	Harborview/Soundview Intersection Improvements	This project will update the intersection of Harborview Drive and Soundview Drive and add an ADA-compliant crosswalk. *The conceptual design for this project is included in* **Appendix H**.	Multimodal Projects	$1,200,000^	-
14	Skansie Avenue Complete Street Improvements	This project will construct curbs and gutters as necessary, a landscaped planter strip or swale, storm sewer improvements, bicycle lanes, and sidewalks on both sides of the street. It will also include provisions for a future lighting project as the budget allows.	Multimodal Projects	$800,000*	24
15	Grandview Street Improvements (McDonald Avenue to Stinson Avenue)	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	Multimodal Projects	$2,100,000^	-
16	Grandview Street Improvements (Soundview Drive to McDonald Avenue)	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	Multimodal Projects	$2,600,000*	23
17	Wollochet Drive/SR-16 Westbound Right Turn Lane	This project will construct a right turn slip lane on the westbound SR-16 on-ramp to relieve congestion on the Pioneer/Wollochet overpass. This project is included in a system of coordinated signals between Hunt Street and Kimball Drive along Wollochet Drive.	Concurrency-Related Projects	$1,106,000*	5
18	Wollochet Drive/SR-16 Eastbound Right Turn Lane	This project will construct a right turn lane on the SR-16 eastbound off-ramp approaching the signal. This project is included in a system of coordinated signals between Hunt Street and Kimball Drive along Wollochet Drive.	Concurrency-Related Projects	$1,590,000*	6
19	Wollochet Drive/Wagner Way Intersection Improvements	This project will construct a traffic signal or roundabout at Wollochet Drive and Wagner Way.	Concurrency-Related Projects	$1,227,000*	2

Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
20	Hunt Street/Skansie Avenue Intersection Improvements	This project will construct a roundabout, signal, or other intersection improvement at the intersection of Hunt Street and Skansie Avenue. *The conceptual design for this project is included in* **Appendix I**.	Concurrency-Related Projects	$1,930,000*	12
21	Hunt Street/38th Avenue Intersection Improvements (Potential Future Roundabout)	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	Multimodal Projects	$2,000,000*	13
22	Soundview Drive/Hunt Street Intersection Improvements	This project will construct new intersection control, currently conceptualized as a traffic signal, with associated non-motorized improvements to address poor sight distance and grade issues and improve operations. Coordination with Pierce County will be required for the east leg transition to match the existing conditions. *The conceptual design for this project is included in* **Appendix J**.	Concurrency-Related Projects	$1,500,000^	15
23	38th Avenue Complete Street Improvements Phase 2	This project will complete the design and construction of a two- to three-lane section with left turn pockets, bicycle lanes, curbs and gutters as necessary, a landscaped planter strip or swale, a sidewalk on the east side of the roadway, and storm sewer improvements.	Multimodal Projects	$7,188,000*	4
24	38th Avenue/56th Street Roundabout	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	Multimodal Projects	$2,000,000^	-

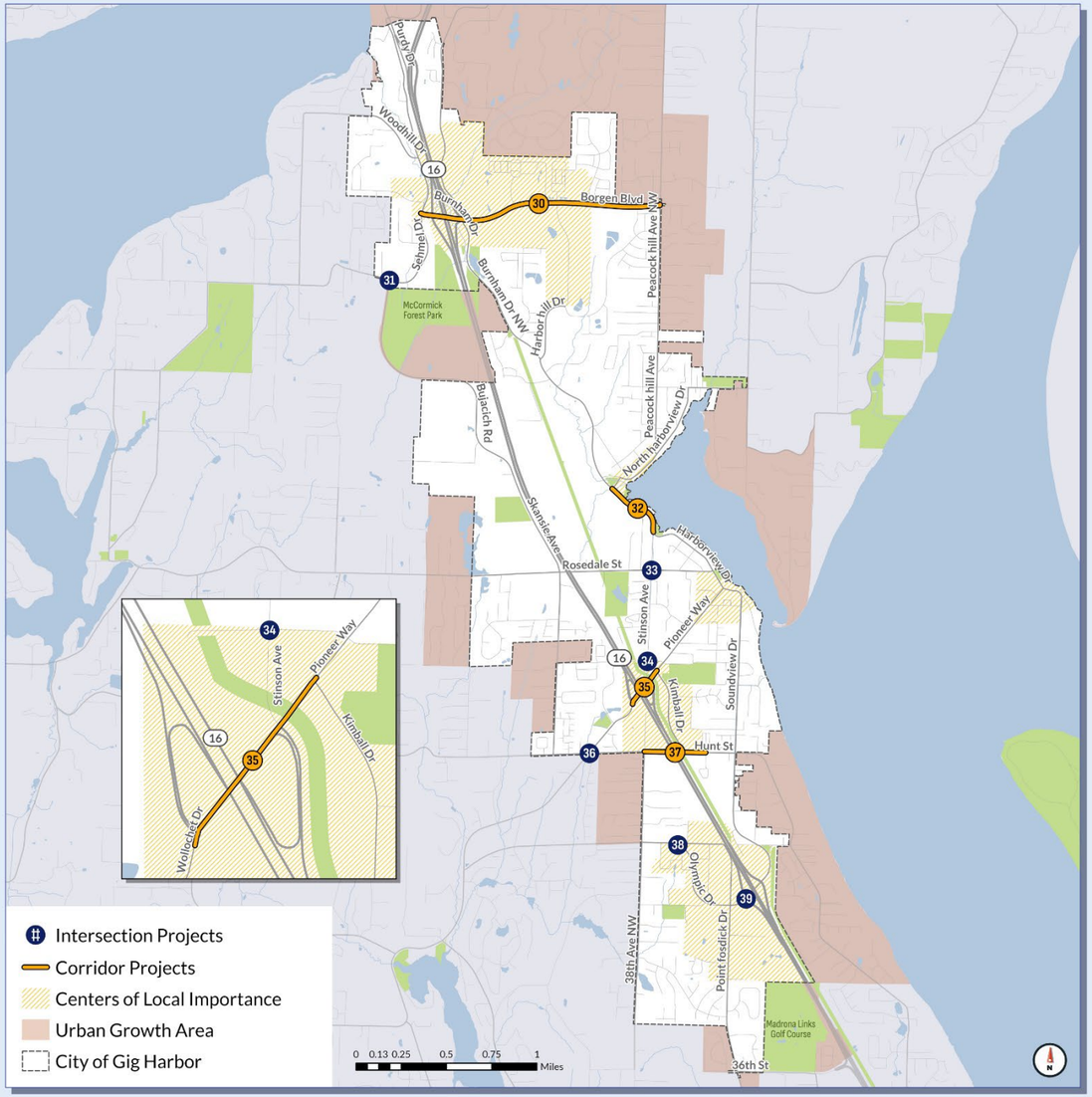
Project List Map ID	Name	Description	Project Type	Total Cost	2025 TIP ID
25	Olympic Drive/Hollycroft Street Intersection Improvements	This project will convert the existing two-way traffic on the spur street that connects Olympic Drive to Hollycroft Street in the southeast quadrant of the intersection to one-way northbound. Angled parking will be added to the spur to support the park located southeast of the spur.	Multimodal Projects	$75,000*	27
26	38th Avenue Complete Street Improvements Phase 1C	This project will complete the design and construction of a two- to three-lane section with turn pockets, bicycle lanes, curbs and gutters on one or both sides as necessary, landscaped planter strips or swales, sidewalks, storm sewer improvements, and provisions for future lighting. Improvements will likely focus on the east side of the street and connect schools as well as the future Hunt Street Overpass.	Multimodal Projects	$2,800,000*	10
27	50th Street Court Complete Street Improvements	This project will construct a new two-lane roadway with curbs, gutters, and sidewalks on one or both sides, along with street illumination, on-street parking, and associated stormwater and/or Low Impact Development (LID) improvements.	Multimodal Projects	$2,000,000*	14
28	Olympic Drive/Point Fosdick Right Turn Lane Extension	This project will extend the right turn lane approximately 225 feet approaching Point Fosdick, traveling eastbound on Olympic Drive.	Concurrency-Related Projects	$510,000*	7
29	38th Avenue Complete Street Improvements Phase 1B	This project will complete the design and construction of a two- to three-lane section with turn pockets, bicycle lanes, curbs and gutters on one or both sides as necessary, landscaped planter strips or swales, sidewalks, storm sewer improvements, and provisions for future lighting.	Multimodal Projects	$2,500,000*	9

* Cost estimate from the Gig Harbor 2025-2030 TIP
^ Cost estimate based on similar projects and need for right-of-way acquisition

LONG-TERM PROJECT LIST (20-YEAR VISION)

Figure 28 is a map of Gig Harbor's potential transportation investments over the next 20 years, and **Table 14** describes each project in detail. This project list was developed in collaboration with City staff, incorporating public feedback from 2018, and refined further with input from 2024. Some projects are part of the City's six-year Transportation Improvement Program (TIP), while others were designed in response to forecast models for 2044. The list includes roadway projects aimed at maintaining the City's LOS standards through 2044 and ensuring sufficient capacity to meet future demand. Some projects build upon earlier studies from the short-term list, while others represent larger investments requiring greater coordination, effort, and funding.

Long Term Project List



Corridor Projects

Map ID	Project Name
30	Burnham Drive / Borgen Boulevard Corridor Improvements
32	Harborview Drive Nonmotorized Improvements
35	Wollochet Drive Interchange Improvements
37	Hunt Street Overcrossing

Intersection Projects

Map ID	Project Name
31	Sehmel Drive / Bujacich Road Intersection Improvements
33	Rosedale Street / Stinson Avenue Roundabout Improvements
34	Stinson Avenue / Grandview Street Intersection Improvements
36	Wollochet Drive / Hunt Street Intersection Improvements
38	56th Street / Olympic Drive Intersection Improvements
39	Olympic Drive / SR-16 Intersection Improvements

Citywide Projects (Not Shown on Map)

Project Name
Citywide Bicycle Lane Network
Citywide Sidewalk Network
Citywide RRFBs and Midblock Crossings

Figure 28: Long-Term Project List (20-Year Vision)
Source: Fehr & Peers, 2024

Table 14: Long-Term Project List (20-Year Vision)

Project List Map ID	Name	Description	Project Type	Total Cost
30	Burnham Drive/Borgen Boulevard Corridor Improvements	This project would develop a full reconfiguration of the Burham Drive/Borgen Boulevard interchange based on the improvements identified in the corridor study (included on the short-term project list). This may include improving the safety of pedestrian and bicycle crossings, redesigning existing roundabouts, and/or considering interchange enhancements.	Concurrency-Related Projects	$25,000,000^
31	Sehmel Drive/Bujacich Road Intersection Improvements	This project would construct a new traffic signal and northbound right-turn lane, or single-lane roundabout.	Concurrency-Related Projects	$3,100,000^
32	Harborview Drive Nonmotorized Improvements	This project would construct shared-use path on east side of the roadway.	Active Transportation Projects	$800,000^
33	Rosedale Street/Stinson Avenue Roundabout Improvements	This project would explore options for widening the roundabout at the intersection of Rosedale Street and Stinson Avenue.	Multimodal Projects	$1,800,000^
34	Stinson Avenue/Grandview Street Intersection Improvements	This project would construct a new traffic signal or single-lane roundabout.	Concurrency-Related Projects	$3,800,000^

Project List Map ID	Name	Description	Project Type	Total Cost
35	Wollochet Drive Interchange Improvements	This project would continue discussions with WSDOT and state representatives to fund a long-range solution at the Pioneer Way/Wollochet Drive interchange. This project would connect with the existing projects that the city and private development are constructing in the near term, including the installation of a new signal at Wagner Way/Wollochet Drive and improvements to the SR-16 eastbound off-ramp and westbound on-ramps. The long-term project would consider reconfiguration of the SR-16 interchange, or replacement of the Wollochet Bridge, to improve vehicle operations and provide pedestrian and bicycle facilities.	Concurrency-Related Projects	$11,500,000*
36	Wollochet Drive/Hunt Street Intersection Improvements	This project would construct a westbound right-turn lane on Hunt Street.	Concurrency-Related Projects	$500,000^
37	Hunt Street Crossing	This project would construct an extension of Hunt Street over SR-16. It would add a critical east-west connection over SR-16, reduce congestion at nearby interchanges, and provide new pedestrian and bicycle facilities. The Hunt Street extension would tie into a new roundabout at Kimball Drive on the east side of SR-16. *The conceptual design for this project is shown in* **Figure 26**.	Multimodal Projects	$40,000,000^
38	56th Street/Olympic Drive Intersection Improvements	This project would explore traffic calming and safety improvements on Olympic Drive and 56th Street, and would construct a roundabout at the intersection of 56th Street and Olympic Drive to facilitate lower vehicle speeds and safer crossings. *The conceptual design for this project is included in* **Appendix K**.	Multimodal Projects	$6,200,000^

Project List Map ID	Name	Description	Project Type	Total Cost
39	Olympic Drive/SR-16 Intersection Improvements	This project would work with WSDOT to identify long-term strategies that improve interchange operations, and align with the SR-16 Corridor Study.	Concurrency-Related Projects	$1,450,000*
-	Citywide Bicycle Lane Network	The city would continue to design and construct bicycle facilities citywide.	Active Transportation Projects	Determined during budgeting
-	Citywide Sidewalk Network	The city would continue to design and construct sidewalks citywide.	Active Transportation Projects	Determined during budgeting
-	Citywide RRFBs and Midblock Crossings	This project would continue to improve the safety of midblock crossings citywide.	Active Transportation Projects	Determined during budgeting

* Cost estimate from the Gig Harbor 2025-2030 TIP
^ Cost estimate based on similar projects and need for right-of-way acquisition

PROGRAMMATIC INVESTMENTS

In addition to the short-term and long-term project lists, several ideas for programmatic improvements were generated by public outreach efforts. These concepts are listed in **Table 15** below and can support the continued implementation of this Transportation Element over time.

Table 15: Programmatic Investments to Support Implementation of this Plan

Program	Description
Parking Study	Perform a parking study in Downtown and Finholm to understand parking demand, availability, and management practices. Based on the findings, this could result in new public parking lots in the Downtown area and Finholm, and/or agreements that allow for the shared use of existing parking, such as church lots. *Note: This would require coordination with the Downtown Waterfront Alliance.*
Citywide Transit Master Plan	Develop a Citywide Transit Master Plan to identify priority areas for future transit service, including nearby schools, the senior center, Tacoma Community College, St. Anthony hospital, high density residential areas, and commercial areas. This Transit Master Plan should also address how Trolley service could be expanded and additional Park and Ride locations, such as one near St. Anthony hospital. *Note: This would require coordination with both Pierce Transit and Sound Transit. A new Park and Ride at St. Anthony would require coordination with the hospital, as the hospital site plan was designed to enable transit to access and turn around in the lot.*
Change Default Lane Width on Local Streets	Consider reducing the width of vehicle travel lanes on future local streets by 1 to 2 feet to create space for potential bike lanes. While this may not provide the full width needed for a dedicated bike lane, it could help accommodate bike infrastructure when combined with other adjustments. The City should explore additional options, such as shared-use paths along local streets, as alternatives for enhancing multimodal access along local streets. *Note: This would require coordination with the Public Works Department as this will require a change to the Public Works Standards.*
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 the awareness of all users.
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 adjust 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.

Program	Description
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.
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.
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.
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 would require a code amendment to the Design Manual.*

CHAPTER 6: IMPLEMENTING THE PLAN

The recommended projects and programs of the Transportation Element were developed through a combination of technical methods (level of service and gaps analysis) and input from the community and stakeholders. Implementing the Transportation Element will require close coordination among the city departments, citizens, businesses, and other agencies within the region.

This Transportation Element provides the foundation for updating the City's six-year TIP and working toward the 2044 planning horizon. This Element should be viewed as a living document. While it can serve as the blueprint for transportation in Gig Harbor over the next several years, realistically, the plan is most useful over the next five years, at which point it should be updated.

OVERVIEW OF COSTS AND REVENUES

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained and responsible Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Gig Harbor contains $185-205 million of transportation investments through 2044, which includes $151-171 million in capital projects that will complete the layered network plan and accommodate future growth, in addition to $34 million in ongoing maintenance to ensure that the city's network is kept in good condition. **Table 16** summarizes how this overall investment would be broken down by transportation improvement category. The capital project list includes many multimodal projects that support safe, non-motorized travel. These projects, such as the Hunt Street Crossing, are eligible for state and federal grants that would contribute substantially to the overall project cost.

Table 16: Costs of Gig Harbor Transportation Element (20+ years)

Project Needs	Description	Total Cost
Concurrency-Related Projects	Traffic signals, intersection channelization, roadway extensions	$56 million
Multimodal Projects	Complete streets improvements	$85-105 million
Active Transportation Projects	Sidewalks, crossings, bike lanes, trails	$10 million
Maintenance	Overlay, pavement repair, ongoing repairs to maintain network condition	$34 million
	Total	**$185-205 million**

It is worthwhile to note that the City of Gig Harbor has spent around $5 million annually across transportation capital projects and operations in recent years. Depending on when capital projects were built, annual expenditures have ranged from $3-7 million over the last 5 years.

The City's transportation revenues include those from outside sources and grants, general city funds, impact fees, hospital benefit zone, gas tax receipts, and a newly implemented Transportation Benefit District (TBD). If the City were able to maintain this level of revenue, approximately $120 million could be spent on transportation over the

next 20 years, including roughly $85 million in transportation capital investments once ongoing maintenance and operations are paid.

While the $120 million in expected revenue is less than the total expected expenditures shown in the table above, the City's share of capital project costs could be significantly reduced, especially for multimodal projects like the Hunt Street Crossing, by securing state and federal grants. Many of these projects align with regional and national transportation goals, such as improving non-motorized travel and enhancing safety, which makes them strong candidates for external funding. By actively pursuing these grants, the City can leverage outside resources to cover a substantial portion of the project expenses, easing the financial burden on local funds and allowing more projects to be realized within the available budget.

In addition to pursuing external funding sources, the City is proactively addressing how to bridge the gap between costs and revenue to meet transportation needs over the 20-year period. To achieve this, the City will carefully prioritize projects and explore a range of options to ensure adequate funding, including:

- **Increasing the amount of revenue from existing sources,** including impact fees, transportation benefit district, or increased general fund revenues.
- **Adopting new sources of revenue** (see text box below).
- **Lowering the level of service standard,** and therefore reducing the need for some transportation improvements.

On the revenue side, the City has a good history of funding its transportation system with innovative sources. In 2006, the City enacted a hospital benefit zone, which funds infrastructure improvements in the vicinity of St. Anthony's Hospital. This program, which is estimated to generate almost $60 million over 30 years, is one of the sources that funded the Harbor Hill Drive extension.

In 2020, the City established a Transportation Benefit District (TBD), which funds transportation improvements within a designated area. A TBD is an independent taxing district that can impose specific taxes or fees through a vote of the people or through a district board action. Gig Harbor's TBD encompasses the entire city limits and enacts a 0.2% sales tax, which can only be used on transportation. In September 2024, City Council approved a 0.1% increase in the TBD sales tax, which would increase annual TBD revenue to approximately $3 million.

As part of the Transportation Element effort, the City is updating its transportation impact fees to advance eligible projects in this Element. This impact fee update will include an update to the project list, underlying growth assumptions, and perhaps the rate charged to development. The City will continuously research and implement other local revenue sources as necessary to support long-range transportation projects.

WHAT ARE POTENTIAL NEW REVENUE SOURCES?

Like all Washington State cities, Gig Harbor has limited dedicated transportation funding options, many of which the City is already using. Additional funding options the City may explore include:

- Proceeds from General Obligation Bonds
- Creation of Local Improvement Districts
- Reciprocal impact fees with adjacent jurisdictions, including Pierce County
- Property tax levy lid lift for transportation
- Business License Fees

APPENDICES

APPENDIX A: 2022 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

APPENDIX B: 2029 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

APPENDIX C: TRAFFIC OPERATIONS ANALYSIS SUMMARY TECHNICAL MEMORANDUM

APPENDIX D: 2018 POP-UP STUDIO COMMUNITY INPUT SUMMARY

APPENDIX E: 2024 SURVEY DOCUMENTATION

APPENDIX F: ROSEDALE ST & SCHOOLHOUSE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX G: ROSEDALE ST & SKANSIE AVE SIGNAL IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX H: HARBORVIEW DR & SOUNDVIEW DR INTERSECTION IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX I: HUNT ST & SKANSIE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX J: HUNT ST & SOUNDVIEW DR SIGNAL IMPROVEMENT CONCEPTUAL DESIGN

APPENDIX K: 56TH ST & OLYMPIC DR ROUNDABOUT CONCEPTUAL DESIGN

APPENDIX A

2022 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

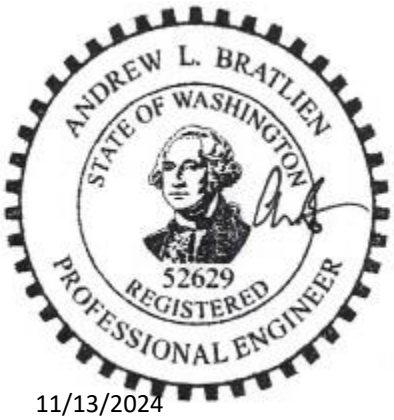
Technical Memorandum

November 13, 2024

TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: 2022 Intersection LOS Update
TSI #223011



11/13/2024

This memorandum documents the methods, findings, and recommendations associated with the 2022 Gig Harbor intersection Level of Service update.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines "concurrent" as any necessary "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency's adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or "pipeline" development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. Per the Sammamish Comprehensive Plan, Level of Service for minor-approach stop-controlled intersections is based on the control delay on the worst movement.

Intersection and segment LOS thresholds are defined in **Table 1**.

Table 1. Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Seven intersections, shown in **Table 2**, are permitted to operate with lower LOS standards due to right-of-way constraints and multimodal considerations.

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Table 2. Level of Service Standards for Other Intersections

ID	Name	Control[1]	LOS Std
5	Borgen Blvd & SR 16 WB Ramp	RAB	E
17	Harborview Dr & Austin St	TWSC	F
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F
23	Harborview Dr & Stinson Ave	RAB	F
24	Harborview Dr & Rosedale St NW	TWSC	F
25	Harborview Dr & Pioneer Way	AWSC	F
26	Harborview Dr & Soundview Dr	TWSC	F

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control

DATA COLLECTION

Traffic Counts

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening "rush hour," characterized by commuters returning home from work and other trip generators.

Intersection Saturation Flow Rate

Saturation flow rate is defined as the flow rate which would occur at a signalized intersection given saturated conditions and no interruption due to signal phasing. Saturation flow data was collected at the intersections of Olympic Drive & Point Fosdick Drive and Olympic Drive & SR 16 EB ramps on Saturday, December 24, 2022. Saturation flow data will be provided upon request.

Saturation flow data indicated an average saturation flow rate of 1,520 vehicles per hour per lane (vphpl). This is significantly lower than the Synchro 11 software default of 1,900 vphpl and the WSDOT recommended value of 1,750 vphpl for urban areas. The observed saturation flow rate was applied to all signalized intersections in this analysis.

Other Data

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

2022 INTERSECTION LEVEL OF SERVICE

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current Washington State Department of Transportation (WSDOT) analysis protocol.

The intersection analysis identified three intersection LOS deficiencies within the City of Gig Harbor. In addition to functionally classified intersections within the City, the analysis evaluated functionally classified intersections on key access routes to Gig Harbor. Intersections with existing LOS deficiencies are identified in **Table 3**.

Table 3. 2022 PM Peak Hour Intersection LOS Deficiencies

ID	Name	Control[1]	LOS Std[2]	Delay	LOS
Inside City of Gig Harbor					
37	Soundview Dr & Hunt St/64th St	TWSC	D	46	E
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	89	F
43	Wollochet Dr NW & Wagner Way	TWSC	D	56	F
Outside City of Gig Harbor					
102	Purdy Dr NW & SR 302	Signal	C	103	F
103	SR 302 (Purdy Dr NW) & Goodnough Dr NW (south)	TWSC	C	198	F
104	144th St NW & 54th Ave NW	TWSC	D	97	F

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;
[2]Minimum LOS standard

The intersection of Soundview Dr & Hunt St/64th St operates at LOS E with 46 seconds of delay per vehicle on the eastbound left-turn movement. The intersection is programmed for improvements, conceptualized as a traffic signal, as priority #14 in the 2023-2028 Transportation Improvement Plan (TIP). The intersection does not satisfy volume-based *Manual of Uniform Traffic Control Devices (MUTCD) 2009* warrants for traffic signalization based on 2022 counts. All-way stop control and roundabout control may be considered as alternative mitigation strategies. The intersection will operate with LOC C with all-way stop control.

The intersection of Wollochet Dr NW & SR 16 EB Ramps operates at LOS F with 89 seconds of delay per vehicle on the southbound (SR 16 EB Off-Ramp) leg. The intersection is programmed for improvements as a traffic signal as priority #5 in the 2023-2028 TIP for a right-turn lane at the off-ramp.

The intersection of Wollochet Dr NW & Wagner Way operates at LOS F with 56 seconds of delay per vehicle on the southbound (Wagner Way) left-turn lane. A total of 63 vehicles on Wagner Way are impacted by the LOS deficiency during the PM peak hour. The intersection is programmed for improvements as a traffic signal or roundabout as priority #9 in the 2023-2028 TIP. The intersection does not currently satisfy volume-based warrants for traffic signalization.

The intersection of Hunt St NW & Skansie Ave operates at LOS E with 37 seconds of delay per vehicle on the southbound (Skansie Ave) left-turn lane. The intersection is programmed for improvements as a traffic signal or roundabout as priority #11 in the 2023-2028 TIP. The intersection does not currently

satisfy volume-based warrants for traffic signalization.

To maintain compliance with transportation concurrency requirements, capacity improvements should be implemented at the three City of Gig Harbor intersections identified above.

This analysis also identified three LOS-deficient intersections outside city limits on key access routes to Gig Harbor. The intersections of Purdy Dr NW & SR 302 and SR 302 & Goodnough Dr NW are WSDOT intersections and 144th St NW & 54th Ave NW is a Pierce County intersection. These intersections are identified for reference but do not impact transportation concurrency compliance for the City of Gig Harbor.

CONCLUSION

Three City of Gig Harbor intersections operate below adopted LOS standards. To maintain transportation concurrency, intersection capacity improvements should be implemented at the intersections:

- Soundview Dr & Hunt St/64th St
- Wollochet Dr NW & SR 16 EB Ramps
- Wollochet Dr NW & Wagoner Way

All LOS-deficient intersections in city limits are programmed for improvement in the 2023-2028 Transportation Improvement Plan.

Attachment 1. 2022 Intersection LOS Results

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

2022 PM Peak Hour Intersection Levels of Service

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
1	Canterwood Blvd NW & Baker Way NW	TWSC	D	18.0	C
2	Burnham Dr NW & Woodhill Dr NW	TWSC	D	9.3	A
3	Burnham Dr NW & Sehmel Dr NW	AWSC	D	25.9	D
4	Burnham Dr NW & SR 16 EB Ramp	RAB	D	9.4	A
5	Borgen Blvd & SR 16 WB Ramp	RAB	E	27.9	C
6	Borgen Blvd & 51st Ave NW	RAB	D	6.8	A
7	Borgen Blvd & Harbor Hill Drive	RAB	D	6.6	A
8	Boregn Blvd & Olympus Way	RAB	D	4.7	A
10	Borgen Blvd & Peacock Hill Ave NW	RAB	D	6.4	A
11	Habor Hill Dr & 51st Ave	RAB	D	8.1	A
12	Harbor Hill Dr & Sentinel Dr	RAB	D	4.5	A
13	Burnham Dr & Harbor Hill Dr	RAB	D	5.5	A
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	D	21.4	C
15	N Harborview Dr & Austin St	TWSC	D	14.6	B
16	Harborview Dr & N Harborview Dr	TWSC	D	15.3	B
17	Harborview Dr & Austin St	AWSC	F	10.9	B
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F	24.3	C
20	N Harborview Dr & Verhardson St	TWSC	D	9.1	A
21	Crescent Vally Dr NW & Vernhardson St NW	TWSC	D	21.4	C
22	Peacock Hill Ave NW & 96th St NW (Vernhardson)	TWSC	D	12.3	B
23	Harborview Dr & Stinson Ave	RAB	F	5.4	A
24	Harborview Dr & Rosedale St NW	TWSC	F	16.6	C
25	Harborview Dr & Pioneer Way	AWSC	F	16.7	C
26	Harborview Dr & Soundview Dr	TWSC	F	12.7	B
28	Rosedale St NW & Schoolhouse Ave NW	Signal	D	14.6	B
29	Rosedale St NW & Skansie Ave	AWSC	D	30.5	D
30	Stinson Ave & Rosedale St NW	RAB	D	7.9	A
31	Pioneer Way & Judson St	TWSC	D	12.5	B
32	Pioneer Way & Edward Dr	TWSC	D	10.8	B
33	Pioneer Way & Grandview St	Signal	D	6.5	A
34	Pioneer Way & Kimball Dr	Signal	D	24.4	C
36	Soundview Dr & Grandview St	TWSC	D	20.5	C
37	Soundview Dr & 64th St NW	TWSC	D	46.2	E
38	Olympic Dr & Hollycroft St	Signal	D	8.9	A
39	Stinson Ave & Edward Dr	TWSC	D	14.0	B
40	Stinson Ave & Grandview St	AWSC	D	18.4	C
41	Pioneer Way & SR 16 WB Ramp/Stinson Ave	Signal	D	25.9	C
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	89.3	F

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
43	Wollochet Dr NW & Wagner Way	TWSC	D	56.2	F
44	Wollochet Dr NW & Hunt St NW	Signal	D	48.0	D
45	Hunt St NW & Skansie Ave	TWSC	D	23.1	C
46	Skansie Ave (46th Ave NW) & 72nd St NW	TWSC	D	11.8	B
47	Skansie Ave & North Creek Ln	TWSC	D	12.0	B
48	Hunt St NW & 38th Ave NW	AWSC	D	18.2	C
49	38th Ave NW & Briarwood Ln NW	TWSC	D	11.6	B
50	56th St NW & 38th Ave NW	Signal	D	25.2	C
51	Olympic Dr & 56th St NW	Signal	D	18.5	B
52	Olympic Dr & 50th St NW	Signal	D	19.4	B
53	Olympic Dr & Point Fosdick Dr NW	Signal	D	39.6	D
54	Olympic Dr & SR 16 EB Ramp	Signal	D	19.3	B
55	Olympic Dr & SR 16 WB Ramp	Signal	D	41.9	D
58	Point Fosdick Rd & 48th St	Signal	D	17.0	B
59	Point Fosdick Rd & 46th St Ct	Signal	D	11.1	B
60	Point Fosdick Dr NW & Briarwood Ln NW	TWSC	D	14.2	B
61	Point Fosdick Dr NW & 36th St NW	RAB	D	5.6	A
Outside City of Gig Harbor					
101	Purdy Dr NW (SR 302) & 144th St NW	Signal	D	41.5	D
102	Purdy Dr NW (SR 302) & SR 302 Spur	Signal	C	103.0	F
103	Purdy Dr NW (SR 302) & Goodnough Dr NW (south)	TWSC	C	198.3	F
104	144th St NW & 54th Ave NW	TWSC	D	96.8	F
105	144th St NW & Peacock Hill Ave NW	AWSC	D	12.3	B
106	54th Ave NW & Canterwood Blvd NW	TWSC	D	12.4	B
107	Peacock Hill Ave NW & Canterwood Blvd NW	TWSC	D	11.9	B
108	Crescent Vally Dr NW & Drummond Dr NW	TWSC	D	11.5	B
109	Reid Dr NW & Hollycroft St	TWSC	D	11.8	B
110	Wollochet Dr NW & Fillmore Dr NW	Signal	D	13.8	B
111	36th St NW & 22nd Ave NW	Signal	D	6.6	A
114	24th St NW & SR 16 WB Ramp	Signal	D	22.0	C
115	24th St NW & 14th Ave NW	TWSC	D	11.4	B

APPENDIX B

2029 INTERSECTION LOS UPDATE TECHNICAL MEMORANDUM

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Technical Memorandum

November 13, 2024

TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: 2029 Intersection LOS Update
TSI #223011

11/13/2024

This memorandum documents the methods, findings, and recommendations associated with the 2029 Gig Harbor intersection Level of Service update.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines "concurrent" as any necessary "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years."

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency's adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or "pipeline" development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period.

Intersection and segment LOS thresholds are defined in **Table 1**.

Table 1. Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Seven intersections, shown in **Table 2**, are permitted to operate with lower LOS standards due to right-of-way constraints and multimodal considerations.

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Table 2. Level of Service Standards for Selected Intersections

ID	Name	Control[1]	LOS Std
5	Borgen Blvd & SR 16 WB Ramp	RAB	E
17	Harborview Dr & Austin St	TWSC	F
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F
23	Harborview Dr & Stinson Ave	RAB	F
24	Harborview Dr & Rosedale St NW	TWSC	F
25	Harborview Dr & Pioneer Way	AWSC	F
26	Harborview Dr & Soundview Dr	TWSC	F

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control

DATA COLLECTION

Traffic Counts

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening "rush hour," characterized by commuters returning home from work and other trip generators.

Pipeline Growth

Pipeline growth was obtained from City staff and permitting data available for projects that are in progress or under construction and incorporated into this analysis and is summarized in **Table 3.**

Table 3. Pipeline Trip Generation

Development Scenario	PM Peak Hour Trips
2023 Existing Conditions	18,301
Pipeline Development	+355
Total Pipeline With-Project Trips	**18,656**

Other Data

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

2029 INTERSECTION LEVEL OF SERVICE

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current Washington State Department of Transportation (WSDOT) analysis protocol.

The intersection of Wollochet Dr NW & Wagoner Way was analyzed as a traffic signal as the improvements are funded for construction.

The intersection analysis identified intersection LOS deficiencies within the City of Gig Harbor. In addition to functionally classified intersections within the City, the analysis evaluated functionally classified intersections on key access routes to Gig Harbor. Intersections with existing LOS deficiencies are identified in **Table 4**.

Table 4. 2029 PM Peak Hour Intersection LOS Deficiencies

ID	Name	Control[1]	LOS Std[2]	Delay	LOS
Inside City of Gig Harbor					
29	Rosedale St NW & Skansie Ave	AWSC	D	39	E
37	Soundview Dr & Hunt St/64th St	TWSC	D	50	E
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	D	109	F
Outside City of Gig Harbor					
101	Purdy Dr NW & 144th St NW	Signal	D	58	E
102	Purdy Dr NW & SR 302	Signal	C	111	F
103	SR 302 (Purdy Dr NW) & Goodnough Dr NW (south)	TWSC	C	242	F
104	144th St NW & 54th Ave NW	TWSC	D	229	F

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;
[2]Minimum LOS standard

The intersection of Rosedale St NW & Skansie Ave operates at LOS E with 39 seconds of delay per vehicle. The intersection is programmed for improvement, including construction of a left-turn lane on the east approach or design and construction of a new roundabout, as priority #21 in the 2023-2028 Transportation Improvement Plan (TIP). The construction of a left-turn lane on the westbound approach will improve intersection operations to LOS D while roundabout control will likely result in LOS A or B.

The intersection of Soundview Dr & Hunt St/64th St operates at LOS E with 50 seconds of delay per vehicle on the eastbound left-turn movement. The intersection is programmed for improvements, conceptualized as a traffic signal, as priority #14 in the TIP. The intersection does not satisfy volume-based *Manual of Uniform Traffic Control Devices 2009* warrants for traffic signalization. All-way stop control and roundabout control may be considered as alternative mitigation strategies. The intersection will operate with LOC C with all-way stop control.

The intersection of Wollochet Dr NW & SR 16 EB Ramps operates at LOS F with 105 seconds of delay per vehicle on the southbound (SR 16 EB Off-Ramp) leg. The intersection is programmed for improvements as a traffic signal as priority #5 in the 2023-2028 TIP for a right-turn lane at the off-ramp.

To maintain compliance with transportation concurrency requirements, capacity improvements should be programmed at the three City of Gig Harbor intersections identified above.

This analysis also identified four LOS-deficient intersections outside city limits on key access routes to Gig Harbor. The intersections of Purdy Dr NW & 144th St NW, Purdy Dr NW & SR 302 and SR 302 & Goodnough Dr NW are WSDOT intersections and 144th St NW & 54th Ave NW is a Pierce County intersection. These intersections are identified for reference but do not impact transportation concurrency compliance for the City of Gig Harbor.

CONCLUSION

Three City of Gig Harbor intersections operate below adopted LOS standards. To maintain transportation concurrency, intersection capacity improvements should be implemented at the intersections:

- Rosedale St NW & Skansie Ave,
- Soundview Dr & Hunt St/64th St
- Wollochet Dr NW & SR 16 EB Ramps

The LOS-deficient intersections in city limits are programmed for improvement in the 2023-2028 Transportation Improvement Plan.

Attachment 1. 2029 Intersection LOS Results

Transportation Solutions
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2029 PM Peak Hour Intersection Levels of Service

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
1	Canterwood Blvd NW & Baker Way NW	TWSC	D	19.8	C
2	Burnham Dr NW & Woodhill Dr NW	TWSC	D	9.4	A
3	Burnham Dr NW & Sehmel Dr NW	AWSC	D	26.9	D
4	Burnham Dr NW & SR 16 EB Ramp	RAB	D	9.9	A
5	Borgen Blvd & SR 16 WB Ramp	RAB	E	46.9	D
6	Borgen Blvd & 51st Ave NW	RAB	D	6.9	A
7	Borgen Blvd & Harbor Hill Drive	RAB	D	6.4	A
8	Boregn Blvd & Olympus Way	RAB	D	4.7	A
10	Borgen Blvd & Peacock Hill Ave NW	RAB	D	6.5	A
11	Habor Hill Dr & 51st Ave	RAB	D	8.1	A
12	Harbor Hill Dr & Sentinel Dr	RAB	D	4.5	A
13	Burnham Dr & Harbor Hill Dr	RAB	D	5.7	A
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	D	24.2	C
15	N Harborview Dr & Austin St	TWSC	D	15.7	C
16	Harborview Dr & N Harborview Dr	TWSC	D	8.1	A
17	Harborview Dr & Austin St	AWSC	F	11.0	B
19	N Harborview Dr & Peacock Hill Ave NW	TWSC	F	25.0	D
20	N Harborview Dr & Verhardson St	TWSC	D	9.1	A
21	Crescent Vally Dr NW & Vernhardson St NW	TWSC	D	21.6	C
22	Peacock Hill Ave NW & 96th St NW (Vernhardson)	TWSC	D	12.5	B
23	Harborview Dr & Stinson Ave	RAB	F	7.8	A
24	Harborview Dr & Rosedale St NW	TWSC	F	17.5	C
25	Harborview Dr & Pioneer Way	AWSC	F	17.9	C
26	Harborview Dr & Soundview Dr	TWSC	F	14.3	B
28	Rosedale St NW & Schoolhouse Ave NW	Signal	D	14.8	B
29	Rosedale St NW & Skansie Ave	AWSC	D	39.4	E
30	Stinson Ave & Rosedale St NW	RAB	D	8.2	A
31	Pioneer Way & Judson St	TWSC	D	12.7	B
32	Pioneer Way & Edward Dr	TWSC	D	10.8	B
33	Pioneer Way & Grandview St	Signal	D	7.5	A
34	Pioneer Way & Kimball Dr	Signal	D	25.3	C
36	Soundview Dr & Grandview St	TWSC	D	21.2	C
37	Soundview Dr & 64th St NW	TWSC	D	49.7	E
38	Olympic Dr & Hollycroft St	Signal	D	9.4	A
39	Stinson Ave & Edward Dr	TWSC	D	15.5	C
40	Stinson Ave & Grandview St	AWSC	D	25.3	D
41	Pioneer Way & SR 16 WB Ramp/Stinson Ave	Signal	D	27.8	C
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	D	108.8	F

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

ID	Name	Control	LOS Std	PM Peak Hr	
				Delay	LOS
43	Wollochet Dr NW & Wagner Way	Signal	D	9.3	A
44	Wollochet Dr NW & Hunt St NW	Signal	D	50.0	D
45	Hunt St NW & Skansie Ave	TWSC	D	23.6	C
46	Skansie Ave (46th Ave NW) & 72nd St NW	TWSC	D	12.0	B
47	Skansie Ave & North Creek Ln	TWSC	D	12.2	B
48	Hunt St NW & 38th Ave NW	AWSC	D	19.1	C
49	38th Ave NW & Briarwood Ln NW	TWSC	D	11.6	B
50	56th St NW & 38th Ave NW	Signal	D	25.8	C
51	Olympic Dr & 56th St NW	Signal	D	19.2	B
52	Olympic Dr & 50th St NW	Signal	D	19.6	B
53	Olympic Dr & Point Fosdick Dr NW	Signal	D	39.5	D
54	Olympic Dr & SR 16 EB Ramp	Signal	D	19.9	B
55	Olympic Dr & SR 16 WB Ramp	Signal	D	43.2	D
58	Point Fosdick Rd & 48th St	Signal	D	17.1	B
59	Point Fosdick Rd & 46th St Ct	Signal	D	11.1	B
60	Point Fosdick Dr NW & Briarwood Ln NW	TWSC	D	14.3	B
61	Point Fosdick Dr NW & 36th St NW	RAB	D	5.7	A
Outside City of Gig Harbor					
101	Purdy Dr NW (SR 302) & 144th St NW	Signal	D	58.0	E
102	Purdy Dr NW (SR 302) & SR 302 Spur	Signal	C	110.6	F
103	Purdy Dr NW (SR 302) & Goodnough Dr NW (south)	TWSC	C	242.0	F
104	144th St NW & 54th Ave NW	TWSC	D	229.4	F
105	144th St NW & Peacock Hill Ave NW	AWSC	D	12.9	B
106	54th Ave NW & Canterwood Blvd NW	TWSC	D	13.7	B
107	Peacock Hill Ave NW & Canterwood Blvd NW	TWSC	D	12.1	B
108	Crescent Vally Dr NW & Drummond Dr NW	TWSC	D	11.5	B
109	Reid Dr NW & Hollycroft St	TWSC	D	13.3	B
110	Wollochet Dr NW & Fillmore Dr NW	Signal	D	13.8	B
111	36th St NW & 22nd Ave NW	Signal	D	6.6	A
114	24th St NW & SR 16 WB Ramp	Signal	D	22.6	C
115	24th St NW & 14th Ave NW	TWSC	D	12.0	B

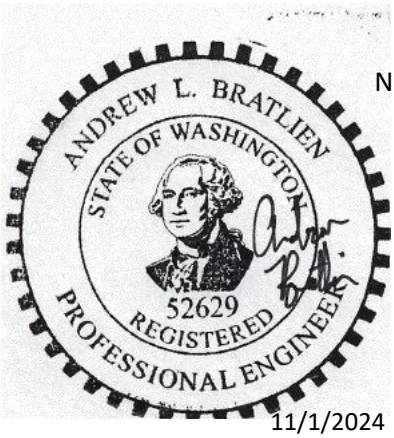
APPENDIX C

TRAFFIC OPERATIONS ANALYSIS SUMMARY TECHNICAL MEMORANDUM

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Technical Memorandum

November 1, 2024



TO: Aaron Hulst, PE
City Engineer
City of Gig Harbor

FROM: Andrew L. Bratlien, PE, PTOE
Daniel Hodun, EIT

SUBJECT: Traffic Operations Analysis Summary
TSI #224037

This memorandum documents the methods, findings, and recommendations associated with the 2044 Gig Harbor intersection Level of Service update.

STUDY AREA

The City of Gig Harbor maintains a transportation concurrency management system (TCMS) which monitors intersection and street segment operations on functionally classified collector and arterial routes, consistent with Washington State Growth Management Act (GMA) requirements. The TCMS includes 48 intersections, of which six intersections are located at SR 16 interchanges, and 71 collector and arterial street segments.

In addition to the intersections and street segments on the TCMS, this analysis included 15 intersections and 22 street segments on collector and arterial routes in the Urban Growth Area (UGA) outside city limits. These routes are not subject to City of Gig Harbor minimum LOS standards but are included herein for reference.

TRANSPORTATION CONCURRENCY BACKGROUND

Concurrency Definition and Statutory Basis

The Washington State Growth Management Act (GMA) requires cities and counties to provide public infrastructure, including transportation facilities and services, concurrent with new development. For transportation facilities, the GMA defines “concurrent” as any necessary “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”

Transportation concurrency requires that the impacts of new development do not reduce transportation Level of Service (LOS) below the responsible agency’s adopted LOS standards. If it is determined during the development review process that the proposed land use action would reduce LOS below the adopted standard, and the deficiency is not programmed for improvement by the responsible agency within a six-year period, the development must be modified to reduce its transportation impact or provide corrective transportation improvements. Transportation improvements, which may include project funding, must be identified and programmed within a six-year period from development permitting. Should any of these requirements fail to be met, the development proposal cannot be granted approval.

Transportation concurrency requires that local agencies maintain a plan to correct existing deficiencies, bringing transportation facilities up to adopted LOS standards. If meeting the adopted LOS standard is not feasible, local agencies must revise their adopted LOS standards via Comprehensive Plan update.

Gig Harbor Transportation Concurrency Management System

The City of Gig Harbor maintains a transportation concurrency management system which monitors the transportation impacts of all permitted development within the City. The technical basis for the concurrency management system consists of three traffic models: a travel demand model, an intersection operations model, and a segment operations model.

The travel demand model forecasts the trip distribution and assignment patterns of all existing and permitted or "pipeline" development. It is based on the model that was the technical foundation for the most recent Transportation Element of the Gig Harbor Comprehensive Plan and reflects the best available tool for forecasting near-term traffic forecasts in the City of Gig Harbor. The travel demand model calculates traffic volume forecasts resulting from new development.

The intersection operations model analyzes intersection capacity, delay, LOS, and queuing impacts of the traffic volume forecasts generated by the travel demand model. The model uses industry-standard *Highway Capacity Manual* and *Sidra* analysis methodologies to identify LOS deficiencies which will result from new development.

The segment operations model analyzes segment capacity, volume-to-capacity (v/c) ratio, and LOS based on the volume forecasts generated by the travel demand model. The intersection and segment operations models are used to identify LOS deficiencies on City-owned facilities to maintain compliance with transportation concurrency requirements.

LEVEL OF SERVICE

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. Intersection LOS thresholds are defined in **Table 1**.

Table 1. Intersection Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Intersection Level of Service Policy

The City of Gig Harbor has adopted a minimum LOS D standard for most functionally classified intersections. Five intersections in the Harbor area are permitted to operate with LOS F due to right-of-way constraints and multimodal considerations:

- Harborview Drive & Austin Street
- N Harborview Drive & Peacock Hill Avenue NW
- Harborview Drive & Rosedale Street NW
- Harborview Drive & Pioneer Way
- Harborview Drive & Soundview Drive

Level of Service standards for state routes are established by the Washington State Department of Transportation (WSDOT). SR 16 through Gig Harbor is a WSDOT Highway of Statewide Significance (HSS) with an adopted LOS D standard. SR 302 is a non-HSS WSDOT route with an adopted LOS C standard from the Purdy Bay Bridge to SR 16.

Intersection Operations Analysis Methodology

Intersection delay, LOS, and movement volume-to-capacity (v/c) ratio were analyzed for every intersection on the Gig Harbor transportation concurrency management system (TCMS). The analysis also included several key arterial and collector intersections in the Gig Harbor Urban Growth Area (UGA) outside city limits. UGA intersections are summarized herein for reference only and are not subject to Gig Harbor minimum LOS standards.

Stop-controlled and signal-controlled intersections were evaluated in Synchro 11 software using *Highway Capacity Manual 6th Edition* (HCM) methodologies. Roundabouts were evaluated in Sidra Intersection 9 software using the current WSDOT analysis protocol.

Borgen/Burnham/Canterwood/SR 16 Roundabout

The roundabout Borgen Boulevard/Burnham Drive/Canterwood Boulevard/SR 16 westbound was initially analyzed using the methods and assumptions defined in the WSDOT Sidra analysis protocol. However, a review of historical travel speed data obtained from the TomTom Traffic Stats analytics platform, which aggregates real-world data from personal smartphones and other location-enabled devices, indicated that modeled 95th percentile queues were less than real-world queues for westbound Borgen Boulevard. Field observations and feedback from City staff supported this observation.

To allow the roundabout operations model to more closely capture real-world conditions at this location, critical gap and follow-up headway parameters were adjusting using multilane roundabout driver behavior data published in the *Highway Capacity Manual* (2010), *National Highway Cooperative Research Project (NCHRP) Report 572* (2007), and an evaluation of multilane roundabouts published in the *Journal of the Transportation Research Board* #207 (2008).

An average critical gap of 4.6 seconds and an average follow-up headway of 2.25 seconds yielded westbound queuing which more closely reflected real-world queuing data. These input values were applied to all analysis scenarios for the Borgen/Burnham/Canterwood/SR 16 roundabout.

Assumptions and Constraints

The intersection operations analysis methods described above represent the state of practice for planning-level intersection operations analyses. However, it is important to understand the assumptions and constraints of these HCM-based methodologies.

HCM (Synchro) and Sidra-based intersection operations analysis methodologies assume no queuing interaction between study intersections. In other words, the analyses assume that vehicles can move freely through each study intersection without being impeded by queue stacking from downstream intersections or ramp meters. Therefore, intersection LOS results may appear unrealistically optimistic on corridors where vehicle queues regularly stack through multiple intersections. Queuing interaction, for example, has been observed on the Olympic Drive corridor from Point Fosdick Drive through the SR 16 interchange. These queuing interactions can occur where vehicle demand on one or more lane groups exceeds the available capacity for an extended period.

To provide greater transparency and to indicate where the fundamental HCM queue interaction assumption may be violated, this memorandum identifies intersections where at least one lane group includes a volume-to-capacity (v/c) ratio greater than 1.00, which indicates vehicle demand exceeds the available lane group capacity during the study period. This phenomenon is known as oversaturation. Intersections with oversaturated conditions are more likely to create queuing interactions with adjacent intersections, even if they do not operate below their minimum adopted LOS standard.

Signalized Intersection Saturation Flow Rate

Saturation flow rate is defined as the flow rate which would occur on a single through-lane at a signalized intersection given saturated conditions and no interruption due to signal phasing. A saturation flow rate study was developed using video data collected at the intersections of Olympic Drive & Point Fosdick Drive and Olympic Drive & SR 16 EB ramps on Saturday, December 24, 2022.

The saturation flow rate study indicated an average saturation flow rate of 1,520 vehicles per hour per lane (vphpl). This rate was applied to all signalized intersections in this analysis.

SR 16 Ramp Metering

At the time of this analysis, ramp meters were active at each of the three SR 16 interchanges within city limits. Ramp metering may induce vehicle queuing on the City street network during periods of peak demand, which may impact the study intersections and street segments analyzed herein. However, because the queuing is not the result of intersection or street capacity constraints, the operational impacts of ramp meter queues cannot be reflected in this analysis. This memorandum acknowledges the potential impacts of SR 16 ramp meter queuing but focuses on traffic operations and capacity constraints on the City of Gig Harbor street network, consistent with GMA requirements for Transportation Element certification and transportation concurrency management. The City is in continuous coordination with WSDOT to adjust the sensitivity of the meters, as necessary, to ensure severe stacking does not impact City arterials.

Street Segment Maximum Service Volume

Maximum service volume (MSV) for City collector and arterial streets were analyzed based on planning-level capacity concepts described in the *Highway Capacity Manual*. A base MSV of 800 vehicles per hour per lane (vphpl) is applied. An additional 200 vehicle per hour (vph) MSV is allocated to street segments with a median left-turn lane or with left-turn access restrictions to reflect the operational benefits of removing left-turn delays from through-lanes. A 200 vph allocation is applied to street segments with parallel sidewalks on both sides or a multi-use pathway on one side, to reflect the operational benefit of providing physical separation between vehicles and pedestrians or wheeled mobility users.

EXISTING CONDITIONS

Data Collection

Intersection turning movement counts were collected from 4:00 PM to 6:00 PM on Tuesday, October 11; Wednesday, October 12; and Thursday, October 13, 2022. Turning movement counts were analyzed to identify the peak hour at each intersection. The peak hour is defined as the four consecutive fifteen-minute intervals with the highest volume during the count period. The afternoon or PM peak hour typically corresponds to the evening "rush hour," characterized by commuters returning home from work and other trip generators.

Signal timing plans were obtained from City, WSDOT, and Pierce County staff in April 2023. Intersection control, channelization, and geometry were verified via review of publicly available aerial and street-level photography, discussion with City staff, and field observations.

Street Segment Operations

All collector and arterial street segments operate below their maximum service volume standard during the 2022 weekday PM peak hour. 2022 street segment MSV analysis results are summarized in Attachment 1.

Intersection Operations

Three intersections within city limits operate below their minimum LOS standards. Additionally, three intersections on collector and arterial routes in the UGA operate below LOS D. UGA intersections are identified for reference but do not impact Gig Harbor transportation concurrency compliance.

2022 intersection LOS deficiencies are summarized in **Table 2**.

Table 2. 2022 Intersection LOS Deficiencies

ID	Name	Control[1]	LOS[2] (Delay)	Critical v/c[3]
Inside City of Gig Harbor				
37	Soundview Dr & Hunt St NW	TWSC	E (46)	0.27
42	Wollochet Dr NW & SR 16 EB Ramp	Signal	F (89)	1.53
43	Wollochet Dr NW & Wagner Way	TWSC	F (56)	0.49
Outside City of Gig Harbor (within Urban Growth Area)				
102	Purdy Dr NW & SR 302	Signal	F (103)	1.40
103	SR 302/Purdy Dr & Goodnough Dr NW (south)	TWSC	F (198)	0.87
104	144th St NW & 54th Ave NW	TWSC	F (97)	0.96

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = one-way stop control;
[2]Level of Service; [3]Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio

In addition to the intersection LOS deficiencies identified above, three intersections within city limits operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.02. This may result in periods of significant queuing along Borgen Boulevard east of the roundabout. The intersection operates at LOS C overall.

- Wollochet Drive NW & Hunt Street NW (#44): The westbound (Hunt St) through-left lane operates with v/c ratio of 1.04, resulting in LOS F on the westbound approach. The intersection operates at LOS D overall.
- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane operates with a v/c ratio of 1.08. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection operates at LOS D overall.

TRAFFIC FORECASTING

Travel Demand Model

Future traffic volume forecasts were calculated using the Gig Harbor travel demand model. The travel demand model, based in PTV Visum software, was calibrated using 2022 traffic counts, land use inventory, and transportation network inventory to reflect current travel behavior in and near Gig Harbor. The model will be the technical basis for the 2024 update to the Transportation Element of the Comprehensive Plan and subsequent transportation concurrency management system updates.

Scenario Design

Weekday PM peak hour travel demand and traffic operations forecasts were developed for 2029 and 2044 analysis horizons. Each future year scenario is described below.

1. Pipeline (2029): Based on development permitted but not occupied as of 2022, representing a six-year forecast consistent with GMA transportation concurrency management requirements.
2. Long-Range (2044): Three alternatives were considered in the 2044 travel demand and operations analysis:
   A. **2044 No Action**: Development forecast consistent with draft Land Use Element and transportation improvement projects consistent with funded Transportation Improvement Program (2025-2030 TIP) projects.
   B. **2044 Single-Family Focus**: Residential development forecast focused on single-family growth in the City and UGA, with no new multifamily development through 2044. Transportation improvement projects consistent with funded TIP projects.
   C. **2044 Hunt Street Crossing**: No Action development forecast with new SR 16 overcrossing at Hunt Street consisting of a two-lane bridge, new traffic signal or roundabout at Hunt Street & 38th Avenue NW, realignment of Kimball Drive, and new traffic signal or roundabout at Hunt Street & Kimball Drive.

Development Forecast

Pipeline Development

The Pipeline growth forecast included 18 developments, provided and confirmed by City staff, which were permitted but not fully occupied at the time of analysis. Pipeline growth includes 355 new weekday PM peak hour trips relative to the 2022 analysis year.

Long-Range Development

Long-range housing and employment growth were identified by the Comprehensive Plan project team and were allocated to the Transportation Analysis Zones (TAZs) used in the Gig Harbor travel demand

model. The development forecast included a total of 1,151 new dwelling units and 2,552 new employees in city limits, representing a 19 percent increase in dwelling units and a 23 percent increase in employment relative to 2022.

In the No Action alternative, new development is anticipated to generate 3,545 new weekday PM peak hour vehicle trips within city limits, a 19 percent increase relative to 2022. In the Single-Family Focus alternative, new development is anticipated to generate an additional 190 trips relative to the No Action alternative.

Trip growth external to Gig Harbor was forecast using a 1.0 percent annual growth rate, which is approximately equal to the anticipated Gig Harbor trip generation growth forecast.

The trip generation growth forecasts described above represent weekday PM peak hour passenger vehicle trips, which are the basis for the Gig Harbor travel demand model and the transportation concurrency management system.

Transportation Network Improvements

The 2029 analysis assumed completion of one transportation improvement project: a new traffic signal at Wollochet Drive NW and Wagner Way, which was under construction at the time of this analysis. The 2044 analysis assumed completion of two additional transportation improvement projects which were funded and in design at the time of analysis:

- Wollochet Drive & SR 16 EB ramp: New right-turn lane on SR 16 EB off-ramp
- 38th Avenue NW & 56th Street: New roundabout

2029 CONDITIONS

Street Segment Operations

All collector and arterial street segments will operate below their maximum service volume through 2029. 2029 street segment MSV analysis results are summarized in Attachment 3.

Intersection Operations

Three intersections within city limits will operate below their minimum LOS standards in 2029. Additionally, four intersections on collector and arterial routes in the UGA operate below LOS D. UGA intersections are identified for reference but do not impact Gig Harbor transportation concurrency compliance. 2029 intersection LOS deficiencies are summarized in **Table 3**.

Table 3. 2029 Intersection LOS Deficiencies

ID	Name	Control[1]	LOS[2] (Delay)	Critical v/c[3]
Inside City of Gig Harbor				
29	Rosedale St NW & Skansie Ave	AWSC	E (39)	0.94
37	Soundview Dr & Hunt St NW	TWSC	E (50)	0.28
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	F (109)	1.59
Outside City of Gig Harbor (within Urban Growth Area)				
101	Purdy Dr NW & 144th St NW	Signal	E (58)	1.03
102	Purdy Dr NW & SR 302	Signal	F (111)	1.56
103	SR 302/Purdy Dr & Goodnough Dr NW (south)	TWSC	F (242)	0.97
104	144th St NW & 54th Ave NW	TWSC	F (229)	1.34

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = one-way stop control;
[2]Level of Service; [3]Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio

In addition to the intersection LOS deficiencies identified above, three intersections within city limits operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.22. The southbound Canterwood Blvd approach (v/c = 0.89) and the northeastbound SR 16 WB off-ramp approach (v/c = 0.94) will operate near capacity. The intersection will operate at LOS D overall.
- Wollochet Drive NW & Hunt Street NW (#44): The westbound (Hunt St) through-left lane will operate with v/c ratio of 1.06, resulting in LOS F on the westbound approach. The intersection will operate at LOS D overall.
- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane will operate with a v/c ratio of 1.08. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection will operate at LOS D overall.

2044 CONDITIONS

Street Segment Operations

One street segment will exceed its MSV in each 2044 alternative. Harborview Drive from Stinson Avenue to N Harborview Drive will operate with 1,735 vehicles per hour (vph), exceeding its 1,700 vph MSV by 35 vph. Mitigation may include construction of a sidewalk on the west side of Harborview Drive or a multi-use pathway on the east side of Harborview Drive.

The Hunt Street crossing is anticipated to serve approximately 1,150 vehicles during the 2044 weekday PM peak hour. By providing an alternate east-west crossing to the existing Olympic Drive and Wollochet Drive interchanges, the new crossing will remove approximately 320 vehicles from the Olympic Drive crossing and 310 vehicles from the Wollochet Drive crossing during the 2044 PM peak hour. The new Hunt Street bridge will operate below its maximum service volume.

Intersection Operations

Intersection LOS deficiencies for each of the 2044 alternatives are summarized in **Table 4**.

Table 4. 2044 Intersection LOS Deficiencies

ID	Name	Control [1]	No Action		Single-Family Focus		Hunt Street Crossing	
			LOS[2] (Delay)	Critical v/c[3]	LOS[2] (Delay)	Critical v/c[3]	LOS[2] (Delay)	Critical v/c[3]
Inside City of Gig Harbor								
5	Borgen/Burnham & SR 16 WB Ramp	RAB	**F (80)**	**1.44**	**F (84)**	**1.45**	**F (81)**	**1.38**
14	Sehmel Dr NW & Bujacich Rd NW	TWSC	**F (97)**	**1.10**	**F (105)**	**1.12**	**F (93)**	**1.09**
29	Rosedale St NW & Skansie Ave	AWSC	**F (131)**	**1.51**	**F (140)**	**1.56**	**F (106)**	**1.31**
37	Soundview Dr & Hunt St	TWSC	**F (74)**	**0.41**	**F (75)**	**0.42**	**F (183)**	**0.91**
40	Stinson Ave & Grandview St	AWSC	**F (60)**	**1.18**	**F (61)**	**1.18**	**F (64)**	**1.20**
41	Wollochet/Pioneer & SR 16 WB Ramp/Stinson	Signal	**E (62)**	**1.09**	**E (63)**	**1.09**	D (49)	1.03
42	Wollochet Dr NW & SR 16 EB Ramps	Signal	**E (57)**	**1.34**	**E (59)**	**1.38**	C (33)	1.02
44	Wollochet Dr & Hunt St	Signal	**E (63)**	**1.02**	**E (65)**	**1.02**	D (46)	0.94
45	Hunt St & Skansie Ave	TWSC	**F (55)**	**0.84**	**F (56)**	**0.84**	**F (81)**	**0.96**
Outside City of Gig Harbor (within Urban Growth Area)								
3	Burnham Dr NW & Sehmel Dr NW	AWSC	**E (48)**	**1.02**	**E (50)**	**1.03**	**E (47)**	**1.00**
101	Purdy Dr & 144th St NW	Signal	**F (83)**	**1.18**	**E (74)**	**1.14**	**E (70)**	**1.10**
102	Purdy Dr NW & SR 302	Signal	**F (143)**	**1.82**	**F (138)**	**1.81**	**F (142)**	**1.84**
103	SR 302/Purdy Dr & Goodnough (south)	TWSC	**F (>300)**	**1.68**	**F (>300)**	**1.65**	**F (>300)**	**1.55**
104	144th St NW & 54th Ave	TWSC	**F (180)**	**1.22**	**F (171)**	**1.20**	**F (182)**	**1.23**

ID	Name	Control [1]	No Action		Single-Family Focus		Hunt Street Crossing	
			LOS[2] (Delay)	Critical v/c[3]	LOS[2] (Delay)	Critical v/c[3]	LOS[2] (Delay)	Critical v/c[3]

[1]AWSC = all-way stop control; RAB = roundabout; TWSC = minor-approach stop control;
[2]Level of Service; [3]Volume-to-capacity ratio for the lane group with the highest volume-to-capacity ratio
Intersection LOS deficiencies identified in bold

Level of Service Deficiencies

In the 2044 No Action alternative, nine intersections within city limits will operate with LOS deficiencies. The 2044 Single-Family Focus alternative will not result in any new intersection LOS deficiencies.

The Hunt Street Crossing alternative will result in five intersection LOS deficiencies within city limits. The traffic redistribution resulting from the new SR 16 crossing will mitigate LOS deficiencies at the Borgen/Burnham/Canterwood/SR 16 roundabout, at the Wollochet Drive interchange, and at Wollochet Drive & Hunt Street.

Oversaturated Conditions

In the 2044 No Action alternative, two intersections within city limits will operate with oversaturated conditions (v/c ratio greater than 1.00) on at least one lane group. These intersections, summarized below, do not trigger intersection LOS deficiencies but may operate with significant queuing during periods of peak demand:

- Olympic Drive & Point Fosdick Drive NW (#53): The northbound (Point Fosdick Dr) through-left lane will operate with a v/c ratio of 1.11. This may result in significant queues which impact the adjacent left-turn and right-turn lanes on Point Fosdick Drive, as well as the signalized intersection at 48th St NW to the south. The intersection will operate at LOS D overall.
- Olympic Drive & SR 16 westbound ramps (#55): The SR 16 westbound off-ramp left-turn lane will operate with a v/c ratio of 1.02. The intersection will operate at LOS D overall.

In the 2044 Hunt Street Crossing alternative, the Olympic Drive corridor from Point Fosdick Drive to the SR 16 interchange will no longer be oversaturated during the PM peak hour. The following intersections will operate with at least one oversaturated lane group:

- Borgen/Burnham/Canterwood & SR 16 WB ramps (#5): The westbound (Borgen Blvd) approach will operate at LOS F with a v/c ratio of 1.20. The southbound Canterwood Blvd approach (v/c = 1.02) and the northeastbound SR 16 WB off-ramp approach (v/c = 1.38) will also operate with oversaturated conditions in the PM peak hour. The intersection will operate at LOS E overall.
- Wollochet/Pioneer & SR 16 WB Ramp/Stinson (#41): The eastbound (Stinson Ave) right-turn lane will operate with v/c ratio of 1.03 and LOS F. The intersection will operate at LOS D overall.
- Wollochet Drive NW & SR 16 EB Ramp (#42): The southbound (Wollochet Drive) through-right lane will operate with v/c ratio of 1.02. This may result in queues interrupting the adjacent intersection of Wollochet & SR 16 WB ramp, exacerbating delay at that intersection.

TRANSPORTATION IMPROVEMENT PROJECT RECOMMENDATIONS

Transportation improvement projects which are recommended to mitigate the LOS deficiencies and oversaturated conditions identified in this analysis are summarized in **Table 6**. Projects which are also identified in the Gig Harbor Transportation Improvement Program (TIP) are identified with their respective TIP project number.

Table 6. Transportation Improvement Projects Recommended to Mitigate 2044 LOS Deficiencies

Project Name*	Project Description
Projects Required to Mitigate Existing LOS Deficiencies	
Wollochet Dr NW & Wagner Way (TIP #2)	New traffic signal (under construction in 2024)
Wollochet Drive/SR 16 EB Ramp Intersection Improvements (TIP #6)	Add right-turn lane on SR 16 eastbound off-ramp
Soundview Drive/Hunt Street Intersection Improvements (TIP #15)	New traffic signal
Projects Necessary to Mitigate Near-Term (2029) LOS Deficiencies	
Rosedale Street/Skansie Avenue Intersection Improvements (TIP #22)	New traffic signal; widen WB approach to include LT lane; rechannelize SB and EB approaches
Projects Necessary to Mitigate Long-Range (2044) LOS Deficiencies	
Hunt Street/Skansie Avenue Intersection Improvements (TIP #12)	New single-lane roundabout
Burnham Drive/Borgen Boulevard Intersection Improvements	Long-range capacity improvements to be determined through coordination with WSDOT
Sehmel Drive/Bujacich Road Intersection Improvements	New traffic signal and northbound right-turn lane, or single-lane roundabout
Stinson Avenue/Grandview Street Intersection Improvements	New traffic signal or single-lane roundabout
Wollochet/Pioneer/SR 16 WB Ramp Intersection Improvements (TIP #25)	Add northeastbound (Wollochet/Pioneer) right-turn lane
Wollochet Drive/Hunt Street Intersection Improvements	Add westbound (Hunt St) right-turn lane
Harborview Drive Nonmotorized Improvements	Construct shared-use path on east side (N Harborview to Stinson Ave)
Wollochet Drive/SR 16 EB Ramp Intersection Improvements (TIP #25)	Add southwestbound (Wollochet/Pioneer) right-turn lane; may require bridge widening
Projects Necessary to Mitigate Oversaturated Conditions	
Hunt Street Overcrossing (Mitigates congestion at SR 16 Olympic & Wollochet interchanges)	New SR 16 overcrossing at Hunt Street consisting of a two-lane bridge, new traffic signal or roundabout at Hunt/38th Ave, realignment of Kimball Drive, and new traffic signal or roundabout at Hunt/Kimball
Olympic Drive/SR 16 Interchange Improvements (TIP #21)	Long-range capacity improvements to be determined through coordination with WSDOT

*2025-2030 TIP project numbers are shown in parentheses

Attachment 1. 2022 Street Segment MSV Results
Attachment 2. 2022 Intersection LOS Reports
Attachment 3. 2029 Street Segment MSV Results
Attachment 4. 2029 Intersection LOS Reports
Attachment 5. 2044 No Action Street Segment MSV Results
Attachment 6. 2044 No Action Intersection LOS Reports
Attachment 7. 2044 Single-Family Focus Street Segment MSV Results
Attachment 8. 2044 Single-Family Focus Intersection LOS Reports
Attachment 9. 2044 Hunt Street Crossing Segment MSV Results
Attachment 10. 2044 Hunt Street Crossing Intersection LOS Reports

APPENDIX D

2018 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.

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

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.

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.

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

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.

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.

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

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.

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.

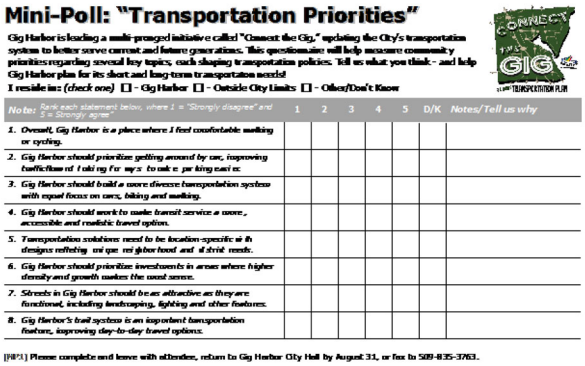
Parking

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 leading 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

Note: Rank each statement below, where 1 = "Strongly disagree" and 5 = 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 at key [illegible] to make [illegible]							
3. Gig Harbor should build a more diverse transportation system with equal focus on cars, biking and walking.							
4. Gig Harbor should work to make transit service a more [illegible] accessible and realistic travel option.							
5. Transportation solutions need to be location-specific with designs reflecting unique neighborhood and district 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.							

[illegible] Please complete and leave with attendee, 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:

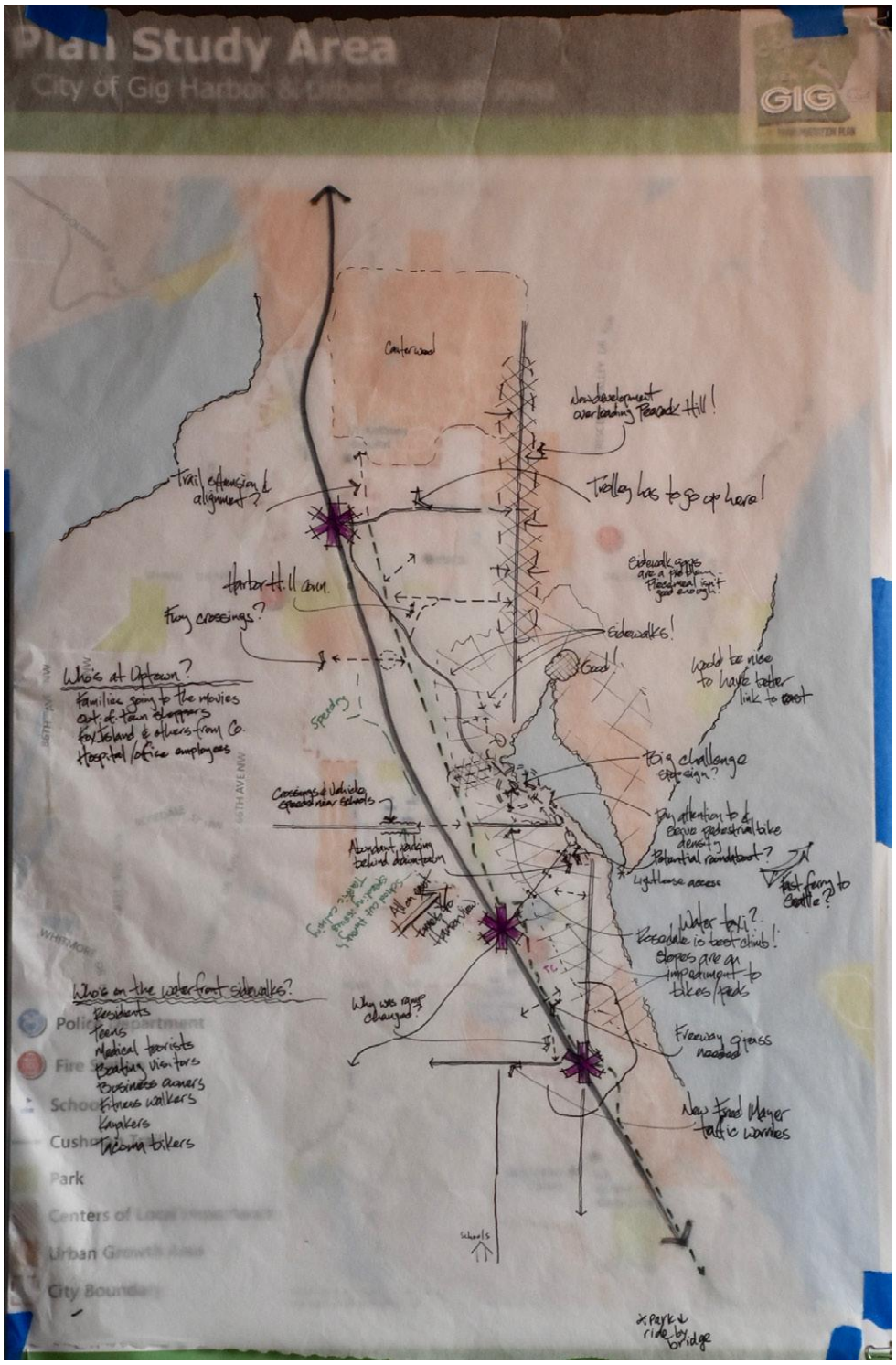
Gig Harbor	19
Outside City limits	16

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	• 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	• 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	• 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	• Some areas are pretty far from bus stops • More trails, less growth
5. Transportation solutions need to be location-specific, with designs reflecting unqiue neighborhood and district needs	3	0	8	10	17	38	152	4.00	4	• 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	• 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	• 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	• Day to day... ehhh • 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 last 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 Downton
    - 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)

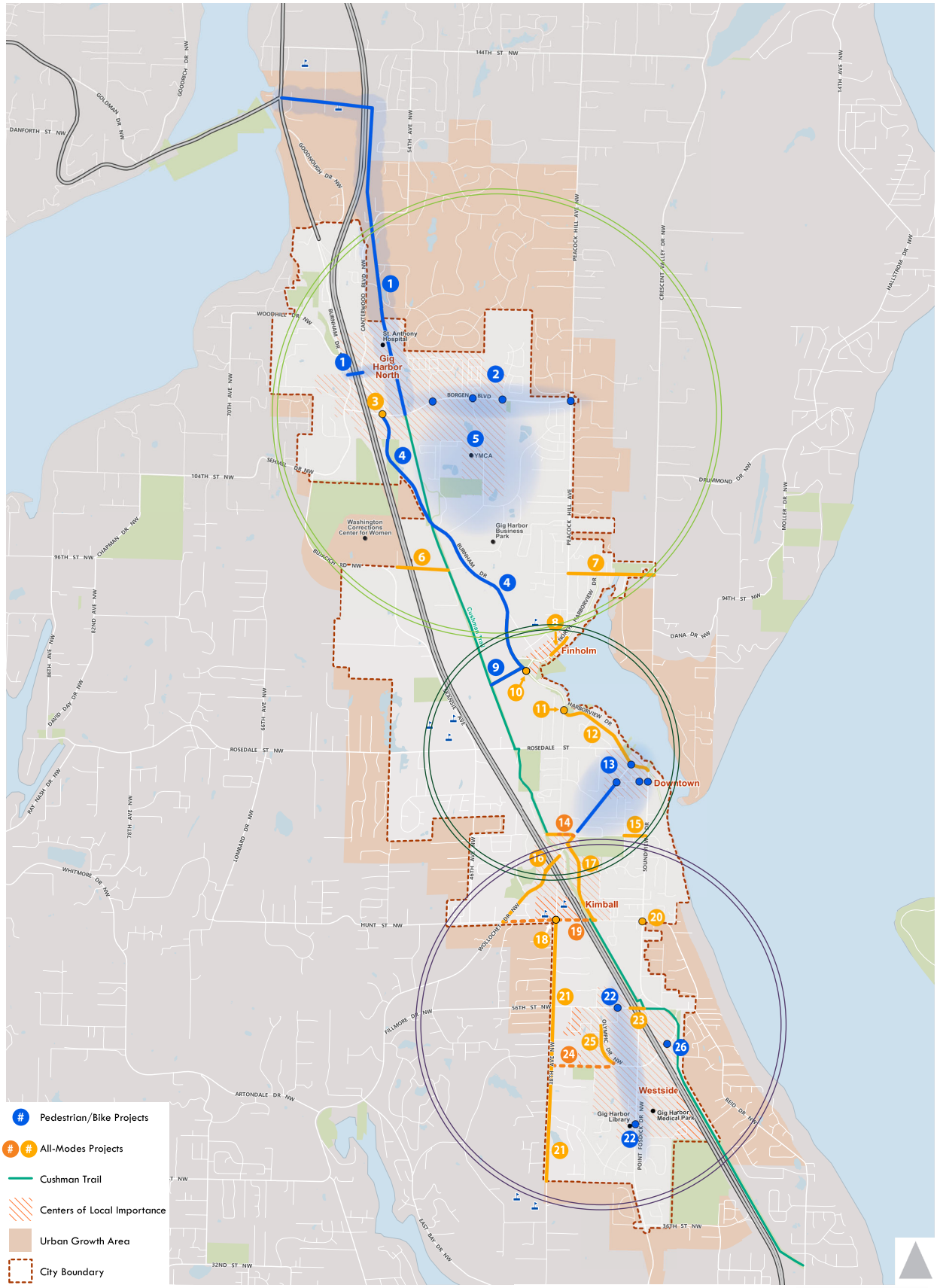
- Access to Fox Island – Transit
- Come to Gig to walk
- Boats as a transportation mode too!
- Find easy opportunities to improve sidewalks downtown – Finholm
- SR 16 bypass causes
- Concentrate growth rather than a ¼ -acre sprawl
- Feels safe – all hours
- Regular transit services
- One-way street at 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!

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	● Crossing must be elevated above Borgen Blvd
2	Borgen Boulevard roundabout crosswalks		1	1	● 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	● Number one priority ● Meter in traffic circle is NOT WORKING
4	Sidewalks on Burnham	2	4	6	● 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	● 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	● Option 1, small roundabout ● Option 2 ● None of the ideas, except lighted crosswalk ● Option 2
9	Twawelkax Trail			0	● Excellent idea
10	Pedestrian Improvements near Donkey Creek Park		2	2	
11	Roundabout at Stinson Avenue/Harborview Drive	5	2	7	● 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 not 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	● Combine 13 and 15 if post office is built there
14	Reconstruct Grandview Street between Stinson and Pioneer		1	1	● 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	● 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	● 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	● 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	● NO, make this part of 17+19
24	Reconstruct 50th Street Court from Olympic Drive to 38th Avenue			0	● Re-engineer this
25	Olympic Drive crosswalk and landscaped medians		3	3	● 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
33	Bus Transit Improvement			0	● Expand bus/transit hours + pickup/dropoff areas + parking network to Seattle/Tacoma/Olympia
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 usuable area. Needs parking!
41	Overpass from Hunt to Kimball	1		1	● Priority number 3
42	Bring back exit ramp near Project 19	1		1	● Priority number 2 ● Bring back exit ramp to pro built to relief Fred Meyer
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

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.

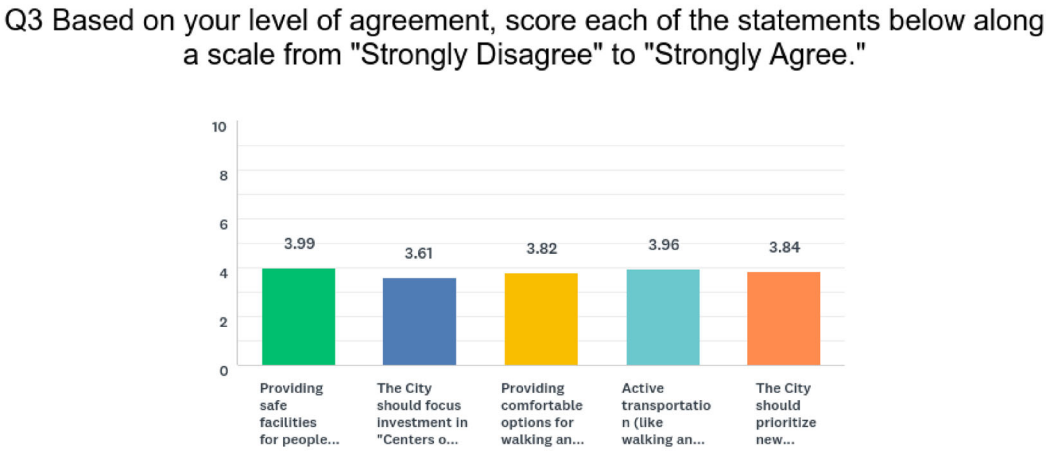
Q.2: Please provide three words that best describe what you'd like walking and biking in Gig Harbor to be like in the coming years.

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.



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 E

2024 SURVEY DOCUMENTATION

Survey Documentation

A survey was conducted to determine community interest in long-term projects identified by City of Gig Harbor staff and public feedback from the 2018 Transportation Element. The survey was open for three weeks and received a total of 180 contributions. Respondents rated each of the nine projects on a scale of 1 to 5 stars. Additionally, respondents were asked to identify which two projects should be given top priority and explain why they did or did not support the proposed list of projects. Finally, there was an option to offer any projects of personal importance that were not listed in the survey.

- 85% of respondents supported of the list of potential long-term projects.
- 13% of respondents opposed the list of potential long-term projects.
- 2% of respondents were neutral.
- The two projects with the highest support were the Wollochet Drive Interchange Improvements (43%) and the Hunt Street Overcrossing (32%).
    - Many respondents commented about traffic concerns at the SR 16 interchanges in Gig Harbor, so projects that improved existing interchanges, or the new Hunt Street Crossing over SR 16 ranked highly.
- The two projects with the lowest support were the Olympic Drive/56th Street Roundabout (5%) and Rosedale Street/Stinson Avenue Roundabout Improvements (9%).
    - The write-in responses reflected conflicting opinions about roundabouts in general.
- The remaining projects with the most support were centered around sidewalk, intersection, corridor, and bicycle lane improvements.

Summary of Themes

Feedback from respondents who supported the list of potential long-term projects (either 'strongly' or 'somewhat') acknowledged that most projects will be necessary to support the population growth that Gig Harbor is currently experiencing. Overall, there was broad support for infrastructure upgrades that help keep pace with expansion, improve safety, and enhance quality of life. Many commentors stressed the urgency of addressing congestion through improved traffic flow, particularly at key interchanges like Wollochet and Olympic, as well as enhancing sidewalks and bike lanes near schools and busy streets. While some felt bicycle infrastructure was less critical due to limited usage, there was significant support for safe, protected bicycle infrastructure across the city to improve livability and multimodal transportation options.

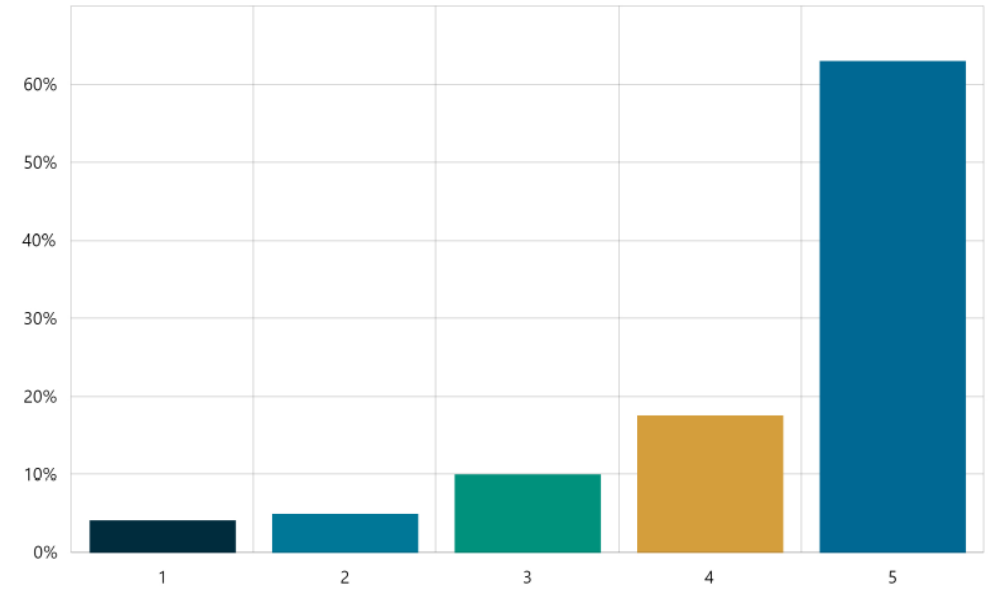
Feedback from respondents who opposed the list of potential long-term projects (either 'strongly' or 'somewhat') was heavily focused on optimizing traffic flows, implementing traffic calming solutions, improving safety, and promoting sustainability goals. Some commentors expressed frustration that the

project list does not prioritize multimodal investments enough and focuses too heavily on vehicle efficiency improvements. Other feedback emphasized concerns about congestion both along and accessing Highway 16. Specifically, comments focused on improving existing Highway 16 interchanges, and/or construction of new crossings or interchanges. Further criticism is heavily aimed at the numerous roundabouts, which are seen as ineffective and poorly designed, especially at locations like Stinson and Rosedale. The feedback argues that these roundabouts fail to slow down traffic, waste taxpayer money, and are unnecessary in many areas.

Analysis of Long-Term Project Ratings

The top two projects that respondents selected, which also had the highest star-ratings, were the Wollochet Drive Interchange Improvements (*Figure 1*) and the City Sidewalk Network (*Figure 2*), with 43% and 38% of the total votes respectively. These projects embody emergent themes from the survey that highlight community interest in infrastructure that improves the flow of traffic through Gig Harbor and helps create a safer environment for pedestrians and bicyclists.

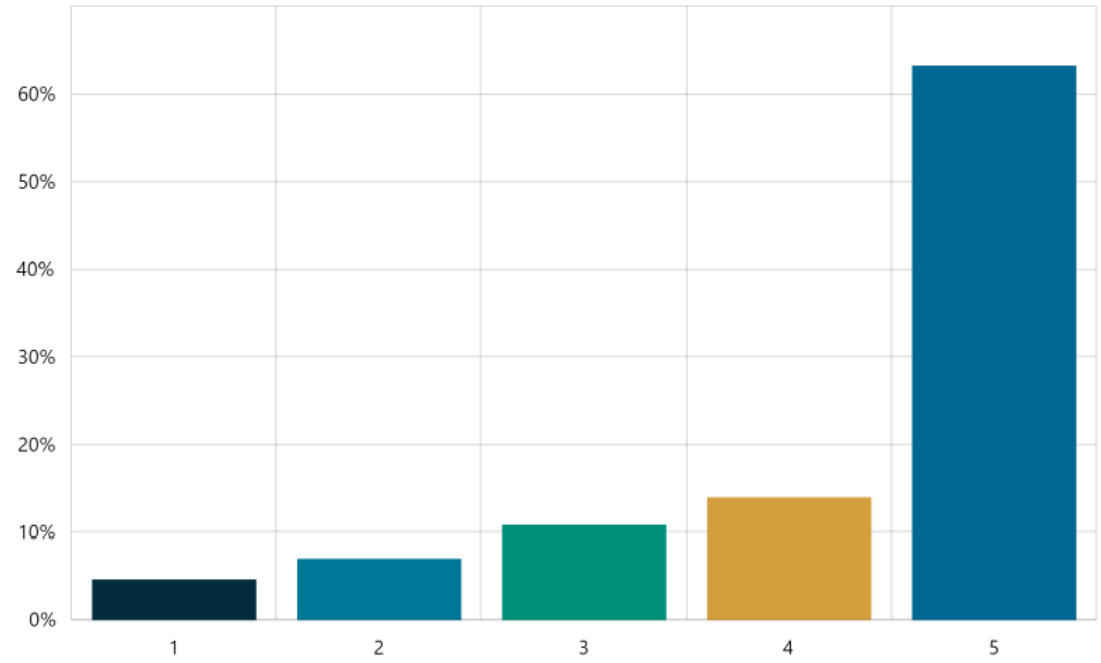
3. Wollochet Drive Interchange Improvements
Rating | Skipped: 61 | Answered: 119 (66.1%)



1	2	3	4	5	Count	Weighted average
4.20% 5	5.04% 6	10.08% 12	17.65% 21	63.03% 75	119	4.30

Figure 1: Wollochet Drive Improvements

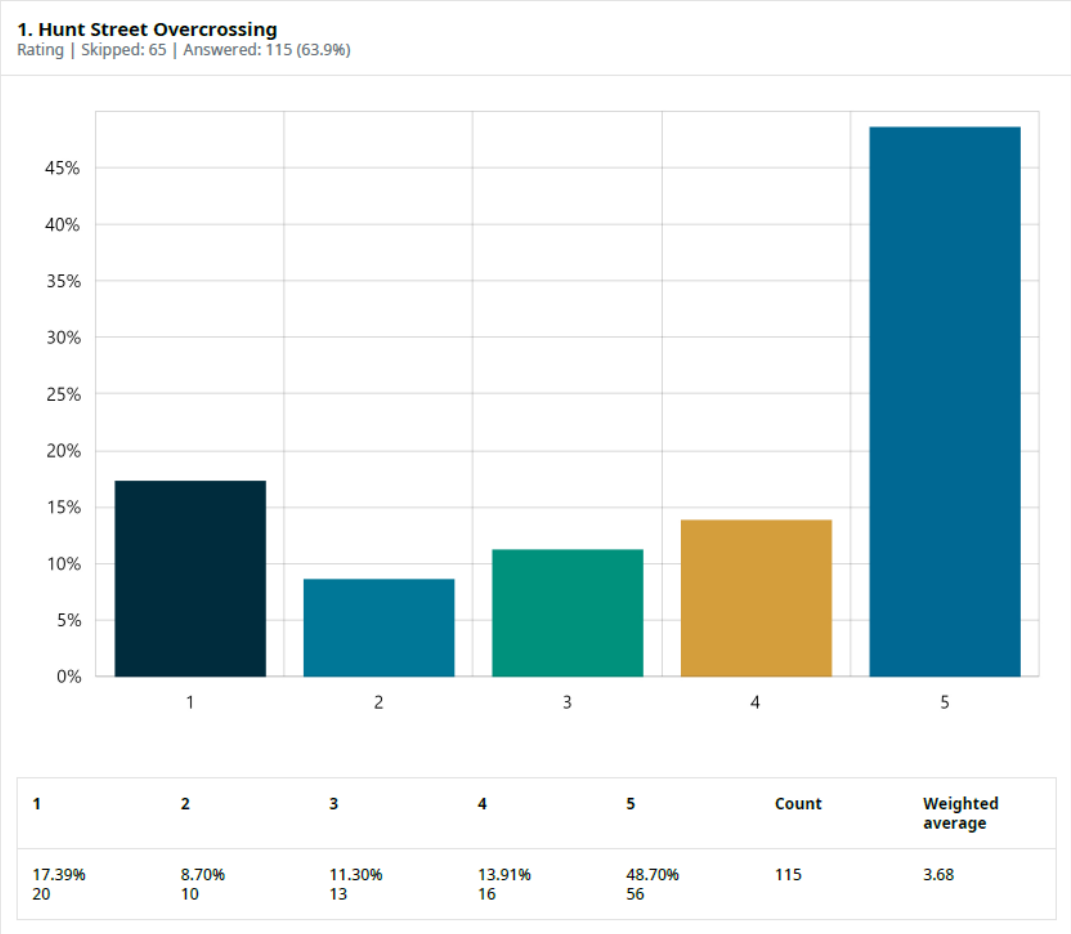
8. Citywide Sidewalk Network
Rating | Skipped: 52 | Answered: 128 (71.1%)



1	2	3	4	5	Count	Weighted average
4.69% 6	7.03% 9	10.94% 14	14.06% 18	63.28% 81	128	4.24

Figure 2: Citywide Sidewalk Network

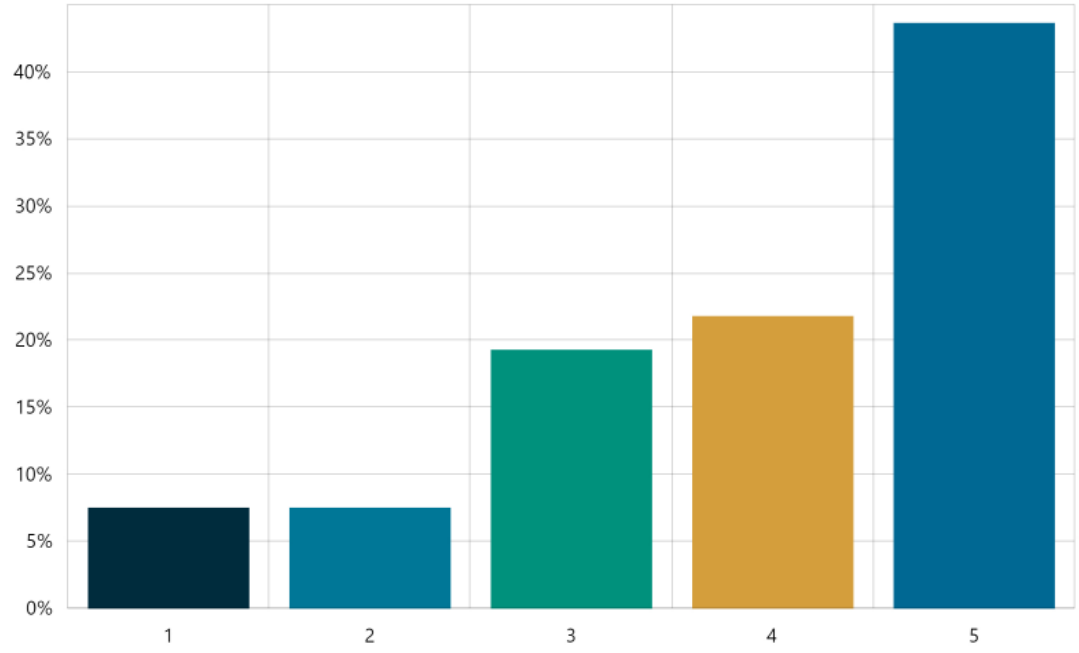
The Hunt Street Overcrossing (*Figure 3*) and Olympic Drive/SR-16 Intersection Improvement (*Figure 4*) projects also ranked quite high, at 32% and 30% respectively. All remaining projects had <17% of the total votes (*Figure 5*).



1	2	3	4	5	Count	Weighted average
17.39% 20	8.70% 10	11.30% 13	13.91% 16	48.70% 56	115	3.68

Figure 3: Hunt Street Crossing

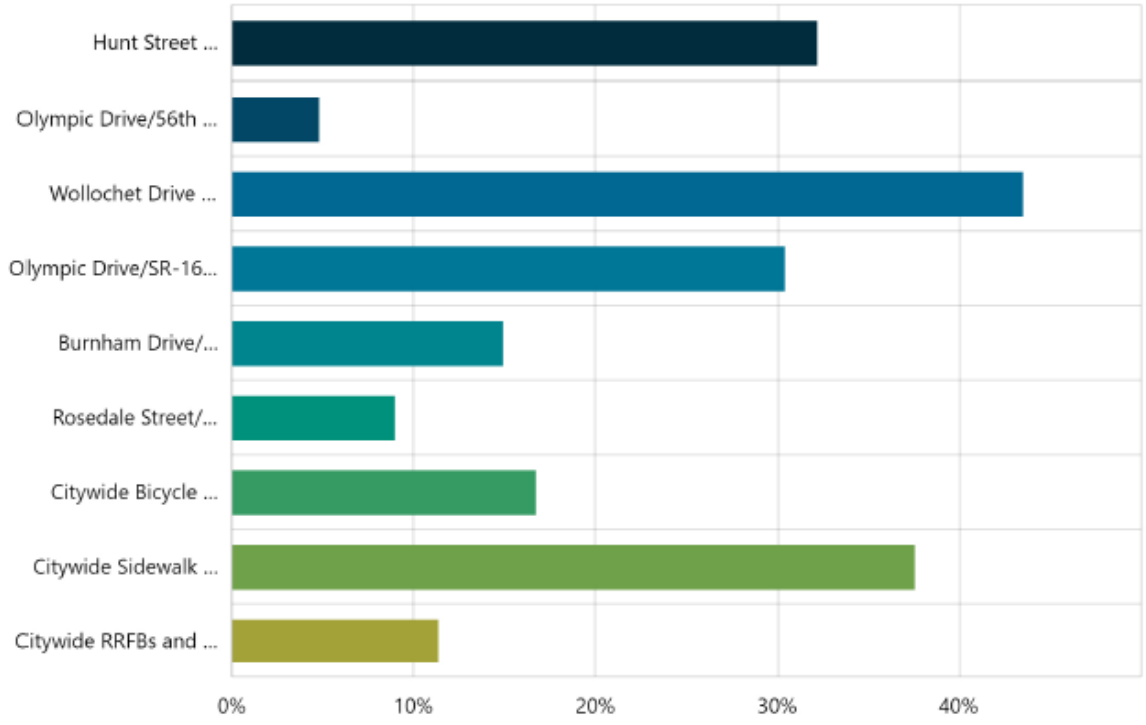
4. Olympic Drive/SR-16 Intersection Improvements
Rating | Skipped: 61 | Answered: 119 (66.1%)



1	2	3	4	5	Count	Weighted average
7.56% 9	7.56% 9	19.33% 23	21.85% 26	43.70% 52	119	3.87

Figure 4: Olympic Drive/SR 16 Improvements

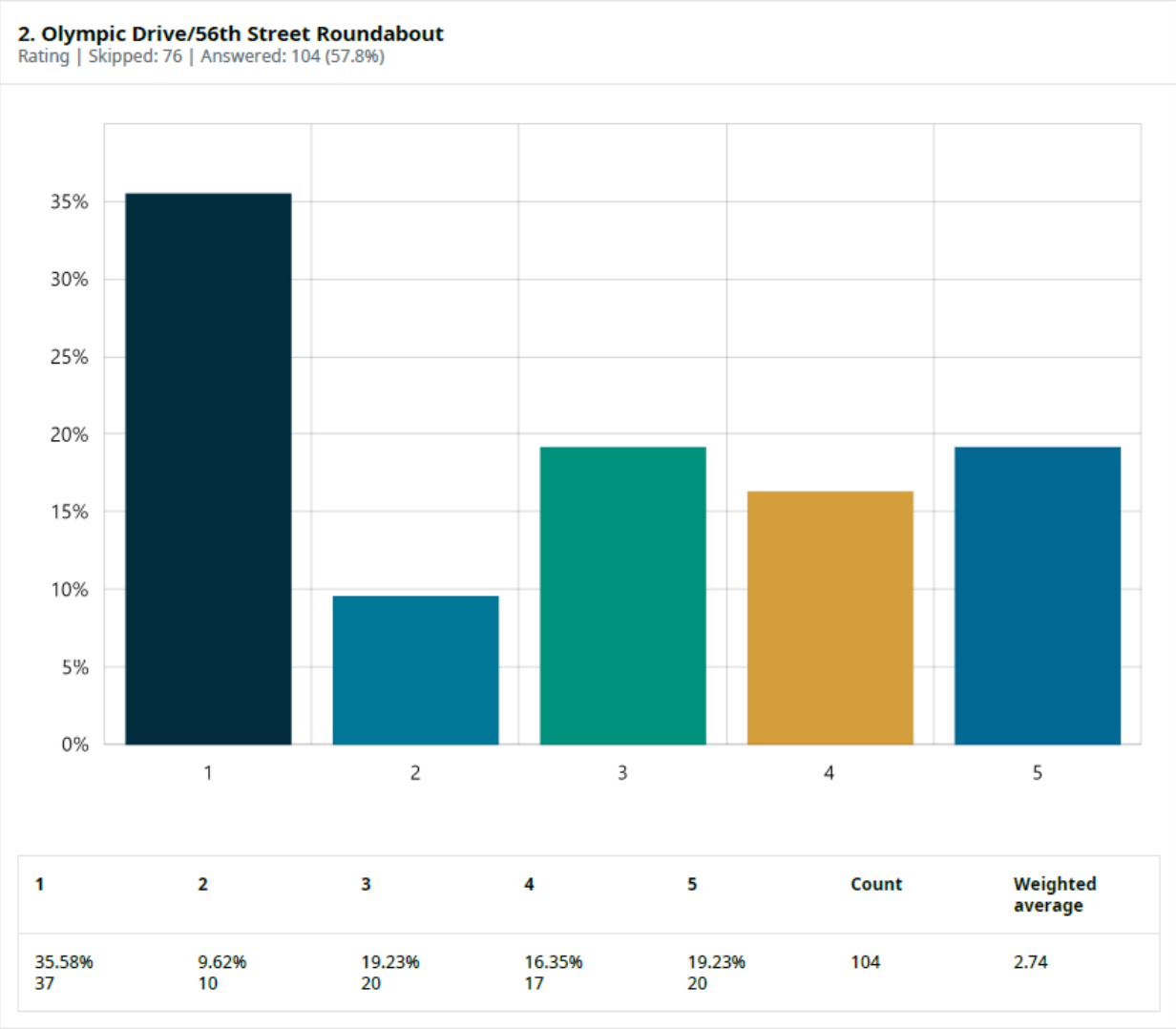
10. Please pick your top two projects from the list.
Multi Choice | Skipped: 12 | Answered: 168 (93.3%)



Answer choices	Percent	Count
Hunt Street Overcrossing	32.14%	54
Olympic Drive/56th Street Roundabout	4.76%	8
Wollochet Drive Interchange Improvements	43.45%	73
Olympic Drive/SR-16 Intersection Improvements	30.36%	51
Burnham Drive/Borgen Boulevard Corridor Improvements	14.88%	25
Rosedale Street/Stinson Avenue Roundabout Improvements	8.93%	15
Citywide Bicycle Lane Network	16.67%	28
Citywide Sidewalk Network	37.50%	63
Citywide RRFBs and Midblock Crossings	11.31%	19

Figure 5: Long-Term Project Rankings

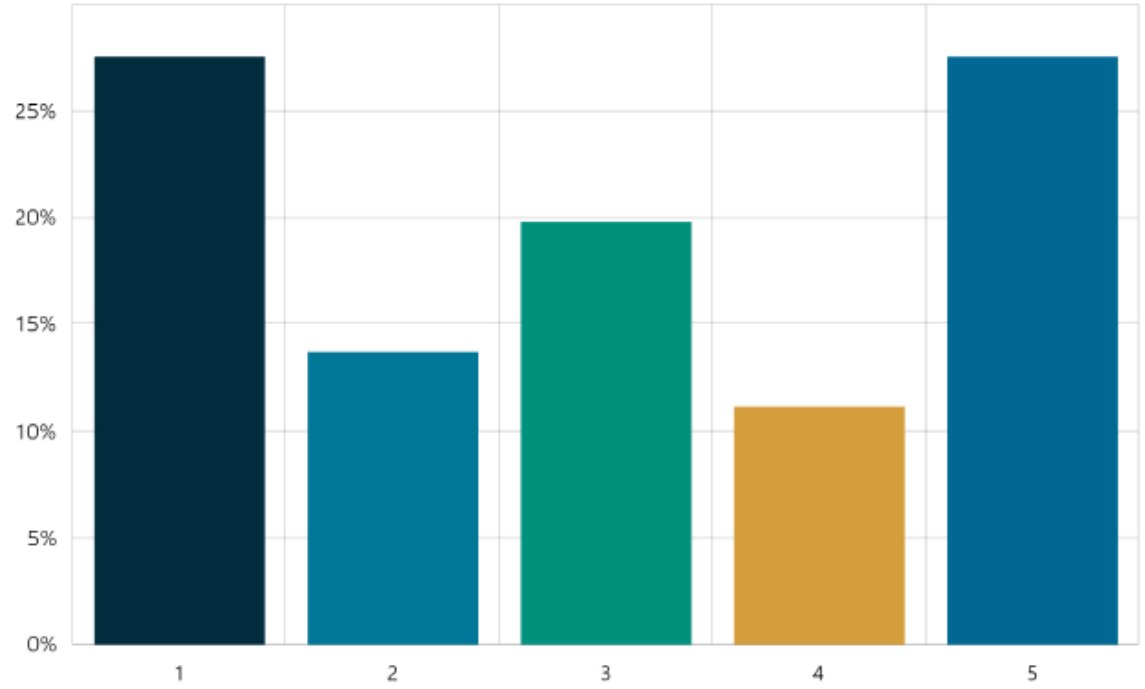
Overall, ratings for the proposed list of projects were skewed heavily in favor of or against each of the projects. The most notable exceptions to this were the Olympic Drive/56th Street Roundabout (*Figure 6*), the Rosedale Street/Stinson Avenue Roundabout (*Figure 6*) and Burnham Drive/Borgen Boulevard Corridor Improvements (*Figure 7*), which had a much more even distribution of votes compared to other projects. Additionally, these projects received the lowest ratings, garnering 9% and 5% of votes respectively for respondents' top two projects. The polarizing nature of these projects was reflected in the qualitative section of the survey, where respondents expressed frustration over roundabouts as a traffic calming solution. Many felt that roundabouts do not effectively mitigate speeding or provide enough safety for pedestrians or drivers.



1	2	3	4	5	Count	Weighted average
35.58% 37	9.62% 10	19.23% 20	16.35% 17	19.23% 20	104	2.74

Figure 6: Olympic Drive/56th Street Roundabout

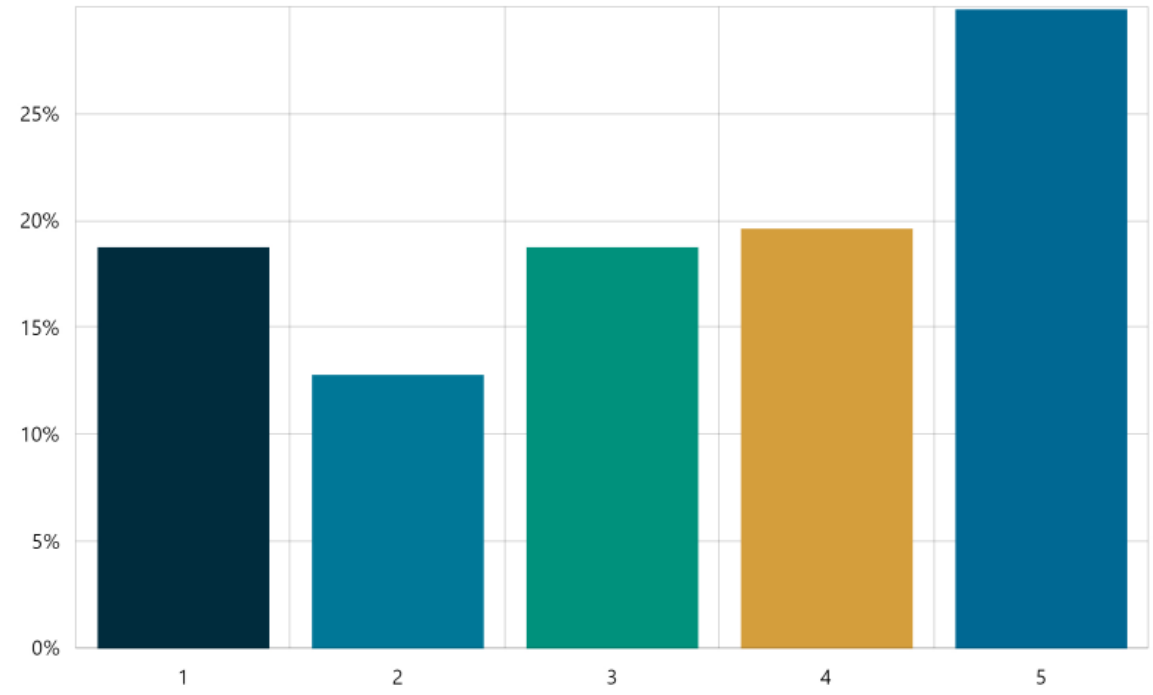
6. Rosedale Street/Stinson Avenue Roundabout Improvements
Rating | Skipped: 64 | Answered: 116 (64.4%)



1	2	3	4	5	Count	Weighted average
27.59% 32	13.79% 16	19.83% 23	11.21% 13	27.59% 32	116	2.97

Figure 7: Rosedale Street/Stinson Avenue Roundabout Improvements

5. Burnham Drive/Borgen Boulevard Corridor Improvements
Rating | Skipped: 63 | Answered: 117 (65%)

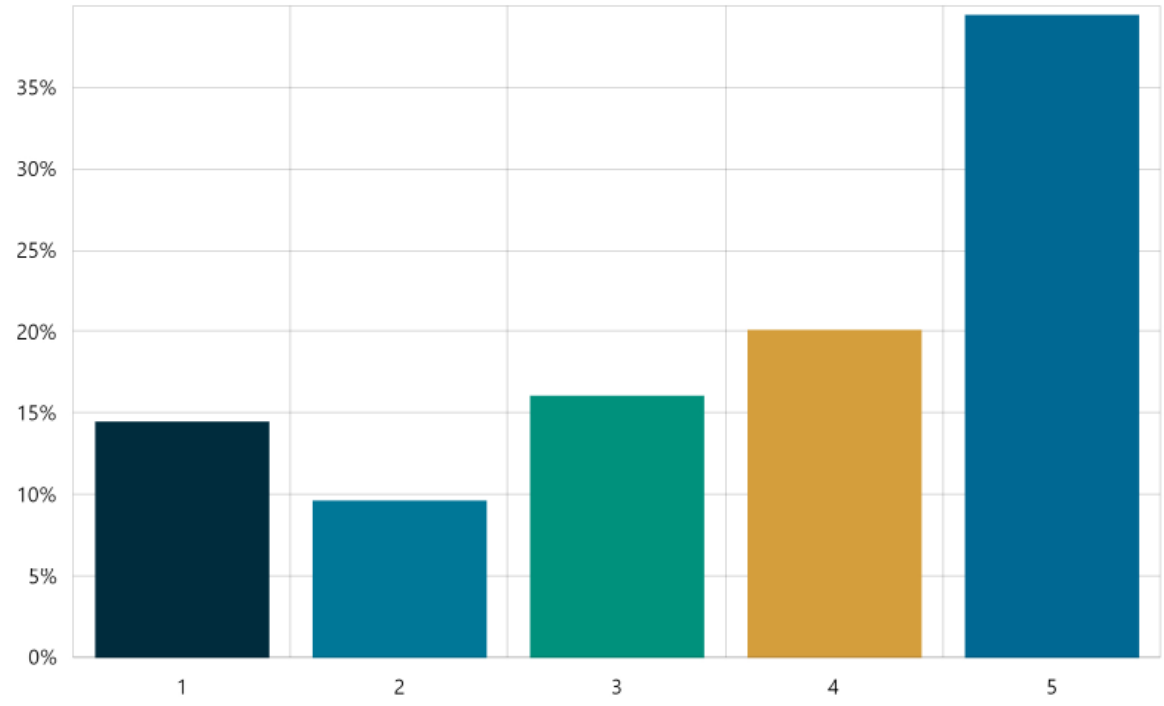


1	2	3	4	5	Count	Weighted average
18.80% 22	12.82% 15	18.80% 22	19.66% 23	29.91% 35	117	3.29

Figure 8: Burnham Drive/Borgen Boulevard Corridor Improvements

Several respondents expressed strong support for improving bicycle infrastructure (*Figure 9*), emphasizing the importance of dedicated bike lanes and safe multi-use paths. They believe that enhancing bikeability is crucial for accommodating the growing population and promoting alternative transportation options. There were also mentions of the need for more midblock crossings (*Figure 10*), particularly in areas with heavy pedestrian traffic. This would improve safety for pedestrians crossing busy streets and encourage walking within the community.

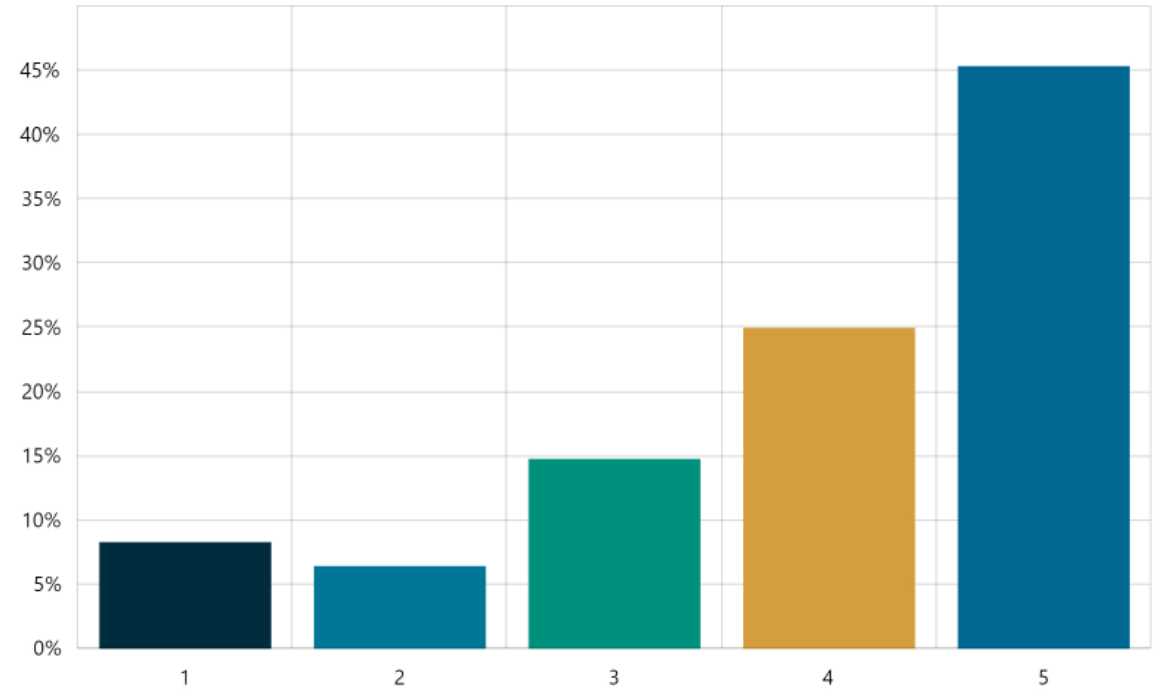
7. Citywide Bicycle Lane Network
Rating | Skipped: 56 | Answered: 124 (68.9%)



1	2	3	4	5	Count	Weighted average
14.52% 18	9.68% 12	16.13% 20	20.16% 25	39.52% 49	124	3.60

Figure 9: Citywide Bicycle Network

9. Citywide RRFBs and Midblock Crossings
Rating | Skipped: 72 | Answered: 108 (60%)



1	2	3	4	5	Count	Weighted average
8.33% 9	6.48% 7	14.81% 16	25.00% 27	45.37% 49	108	3.93

Figure 10: Midblock Crossings

Additional Projects

The final survey question asked respondents to identify additional projects not covered within the scope of the survey. The feedback is summarized by general location (*Table 1*) and highlights the frequency of how often a project was mentioned.

Table 1: Suggested Projects

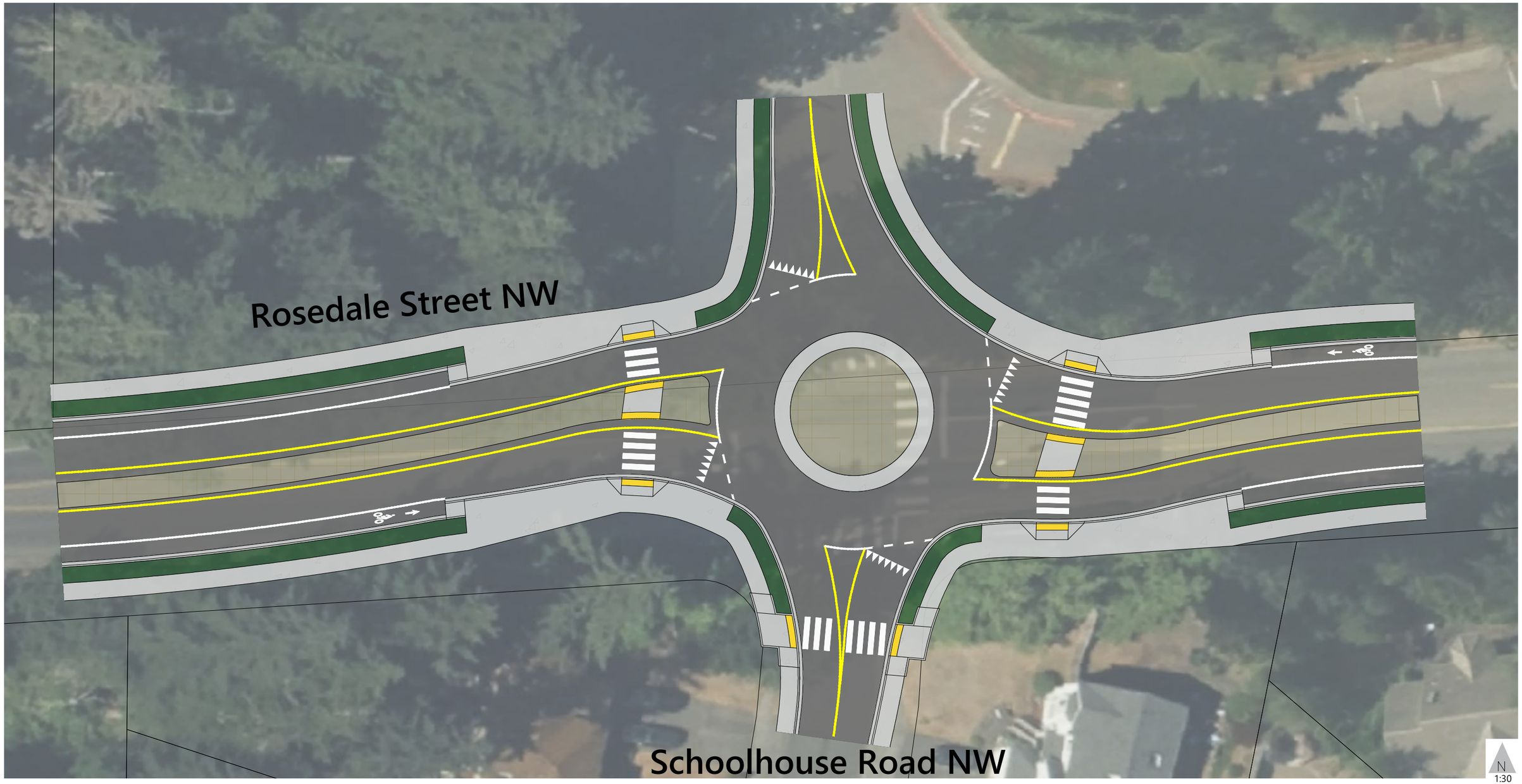
Location	Feedback	Frequency
Borgen Blvd	Speed enforcement	
Borgen Blvd/Peacock Hill Ave NW	Pedestrian crossing on east side of roundabout	
Borgen Blvd/Crescent Valley Dr NW	Connect	2
Borgen Blvd/Burnham Dr	RRFB	
Briarwood Ln	More sidewalks	
Burnham Dr	More sidewalks	2
Burnham Dr	Traffic calming	
Burnham Dr/Bujacich Rd	Pedestrian facilities	
Cushman Trail	Connect to waterfront	2
Cushman Trail	Connect to Scott Pierson Trail	
Cushman Trail	Connect to Donkey Creek Park	
Cushman Trail	Extend past Borgen Blvd	
Downtown	Increase parking	4
Downtown	Pedestrian facilities	
Downtown	Remove parking	
Franklin Ave	Traffic calming	
Franklin Ave	Improved pedestrian infrastructure	
Grandview St	Traffic calming	
Harborview Dr	Change to one-way street	
Harborview Dr	Traffic calming	2
Harborview Dr	More sidewalks	
Harborview Dr	Speed enforcement	
Harborview Dr/Peacock Hill Ave	Roundabout	
Harborview Dr/Peacock Hill Ave	RRFB	

Harborview Dr/Pioneer Wy	Traffic light	
Hollycroft St/56th St	Bridge across SR-16	
Kimball Dr	Improved bicycle infrastructure	
Peacock Hill Ave NW	More sidewalks	
Peacock Hill Ave NW/Vernhardson St	Redesign connection	
Prentice Ave	Traffic calming	
Randall Dr	More sidewalks	
Randall Dr	More lighting	
Randall Dr/Crescent Creek Park	Pedestrian bridge	
Rosedale St NW/Stinson Ave	Interchange	
Rosedale St NW/72nd St NW	Speed bumps	
Skansie Ave	Speed bumps	
Soundview Dr	Traffic calming	3
Soundview Dr	Speed enforcement	
Soundview Dr/Hunt St NW	Four-way stop	
SR-16	Widen to 3 lanes	8
SR-16/north of Wollochet Dr	Additional interchange	
Vernhardson St	More sidewalks	
Wollochet	pedestrian bridge	
Wollochet Dr/38th Ave NW	Connect	
General	Access-on-demand service	
General	Elevated crosswalks/speed bumps	
General	More roundabouts	
General	More pedestrian facilities	2
General	Unique pavement for pedestrian crossings	1
General	More public transportation	
General	Larger, more visible street signs	
General	Rounded curb design for sidewalks	
General	Improved lighting for pedestrians	2
General	Separate protected lanes for bicycles	

Source: Fehr & Peers, 2024.

APPENDIX F

ROSEDALE ST & SCHOOLHOUSE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN



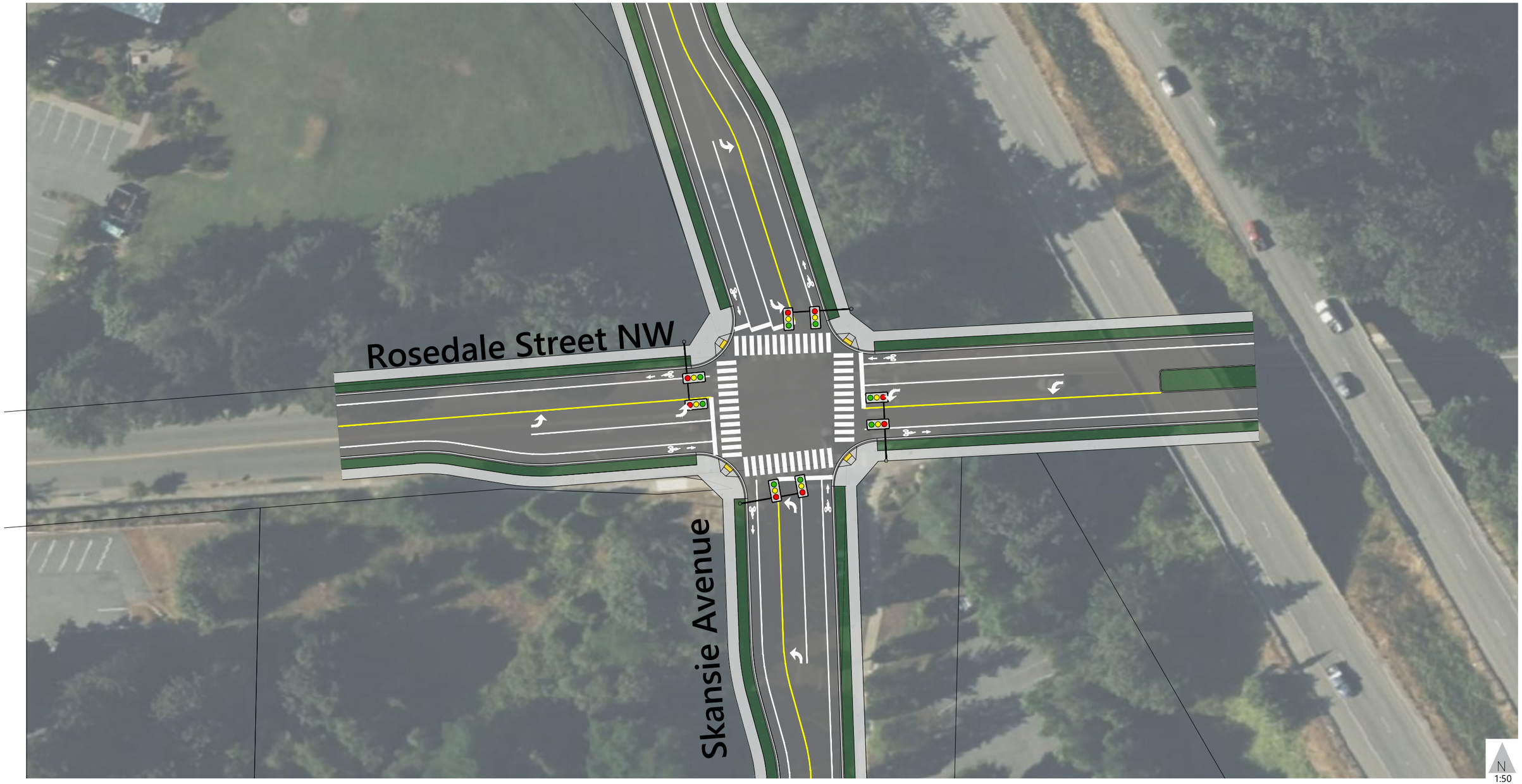
Rosedale Street NW & Schoolhouse Avenue NW

Roundabout Improvement

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX G

ROSEDALE ST & SKANSIE AVE SIGNAL IMPROVEMENT CONCEPTUAL DESIGN



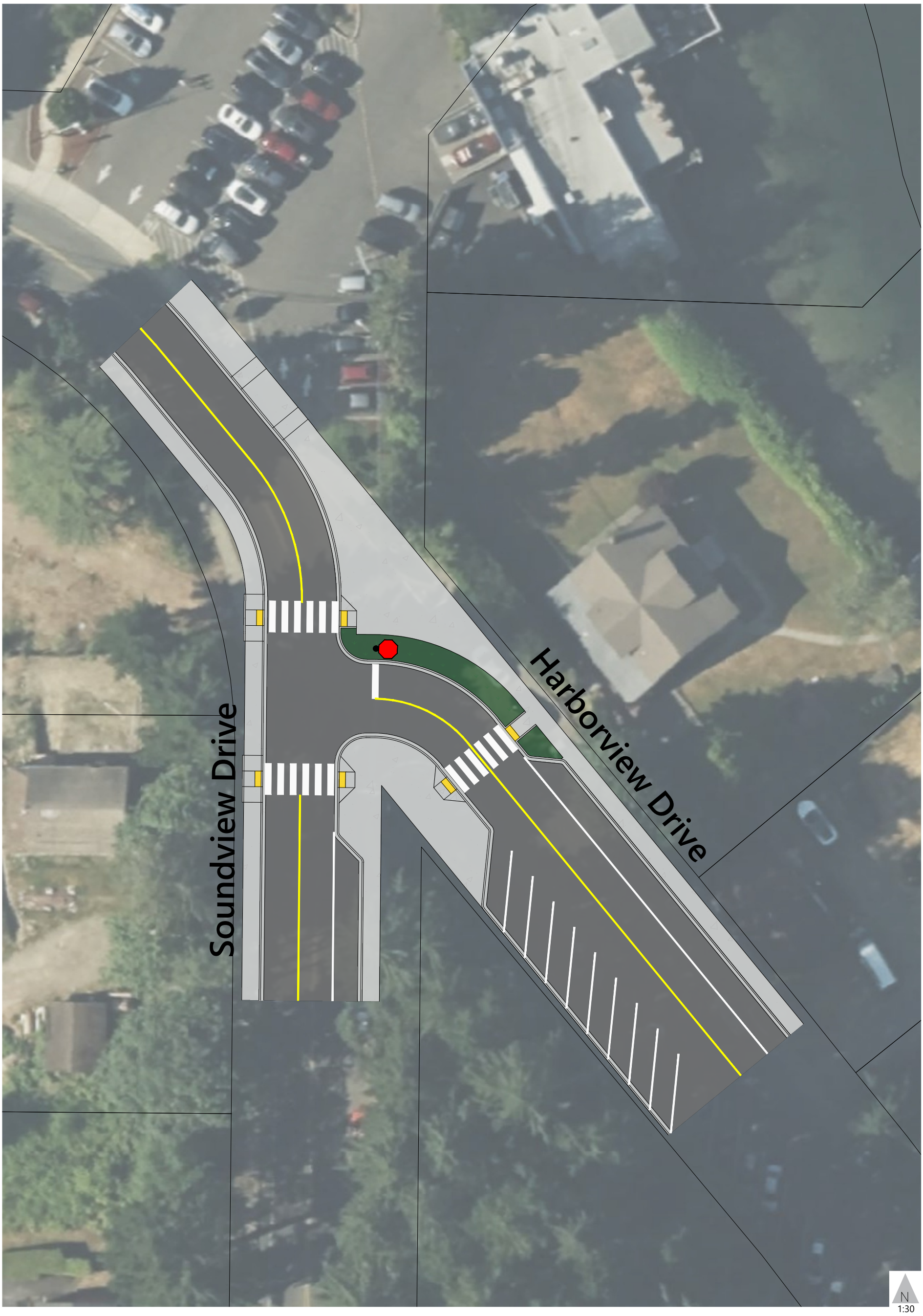
Rosedale Street NW & Skansie Avenue

Signal Improvement

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX H

HARBORVIEW DR & SOUNDVIEW DR INTERSECTION IMPROVEMENT CONCEPTUAL DESIGN



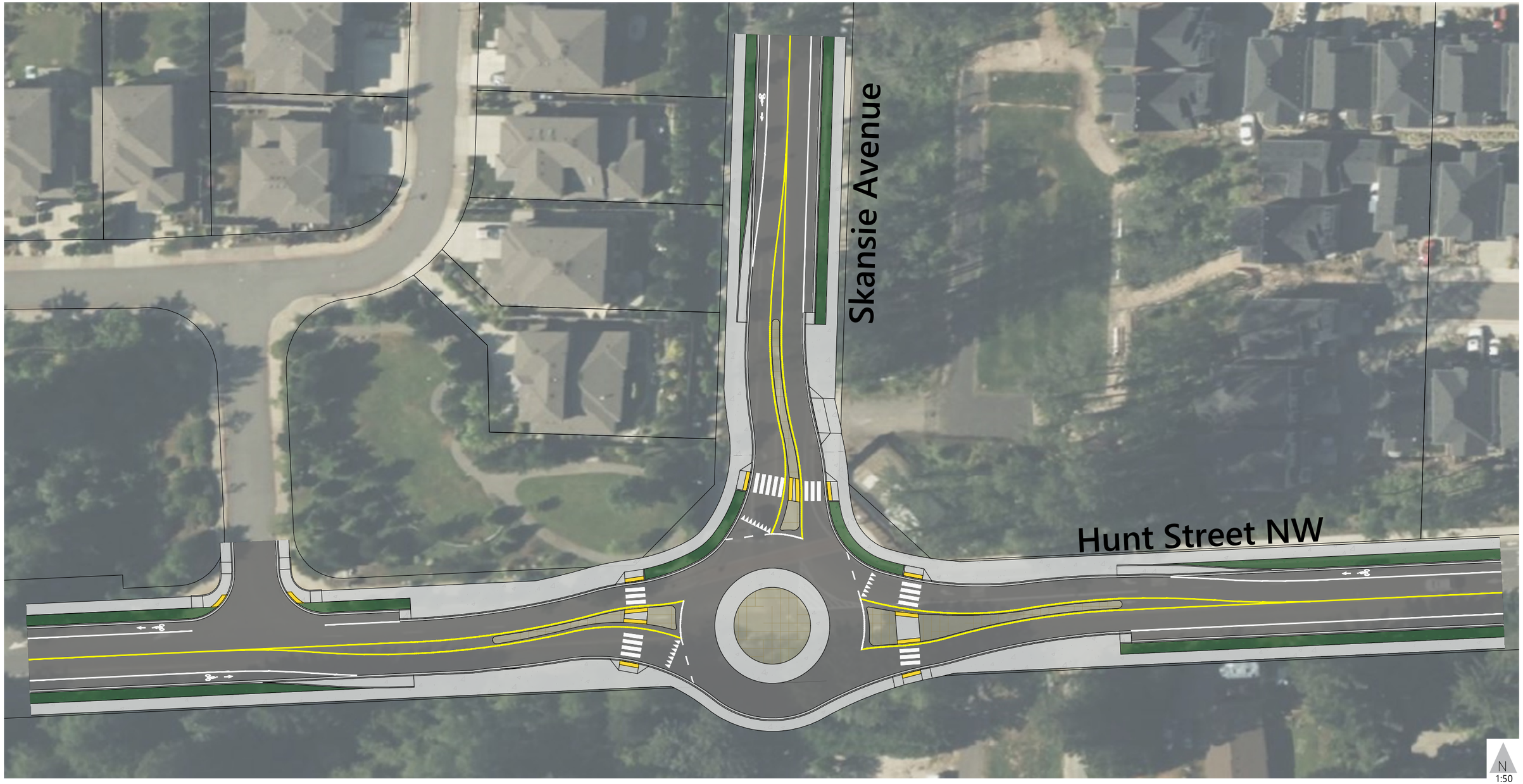
Harborview Drive & Soundview Drive

Intersection Improvement

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX I

HUNT ST & SKANSIE AVE ROUNDABOUT IMPROVEMENT CONCEPTUAL DESIGN



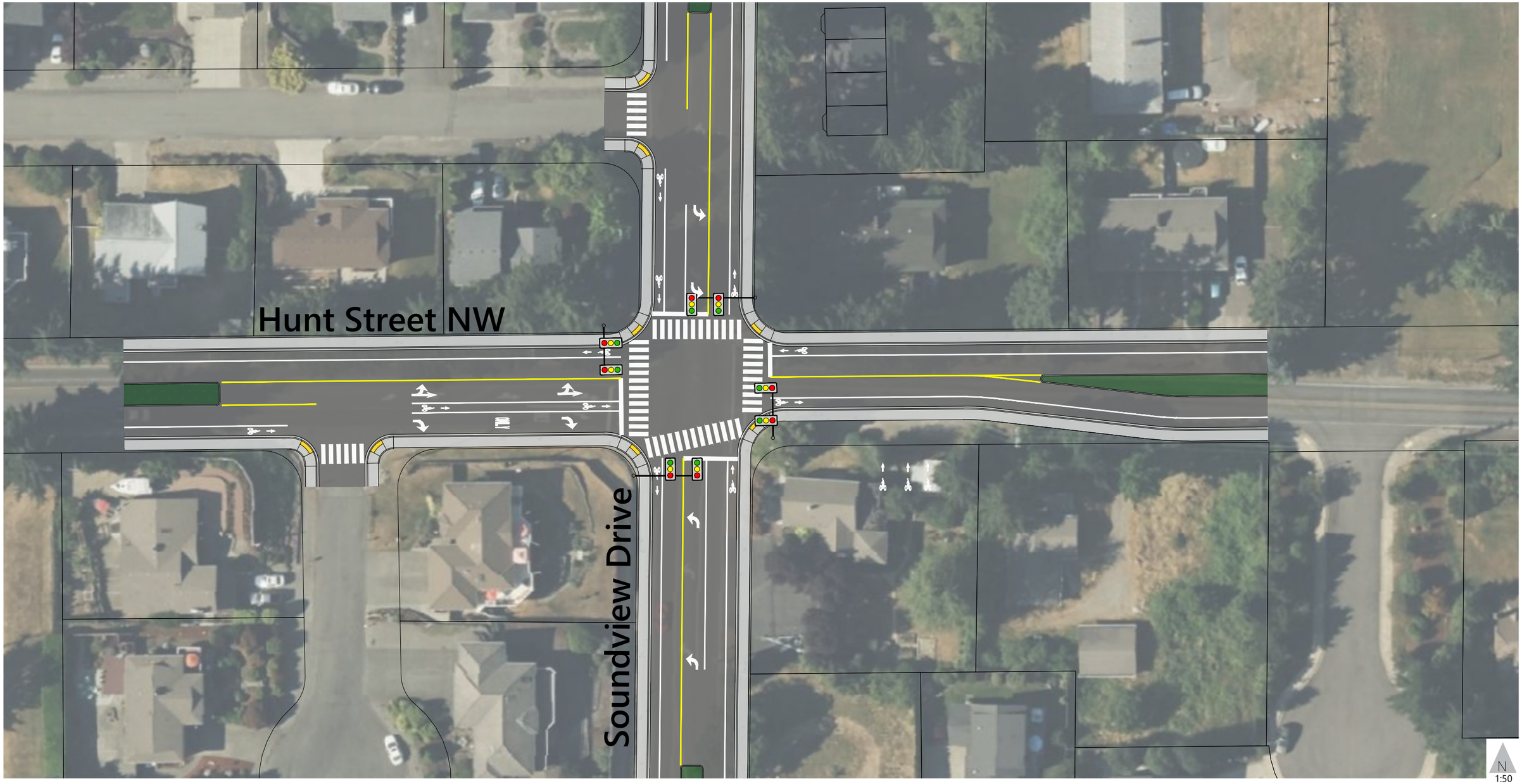
Hunt Street & Skansie Avenue

Roundabout Improvement

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX J

HUNT ST & SOUNDVIEW DR SIGNAL IMPROVEMENT CONCEPTUAL DESIGN



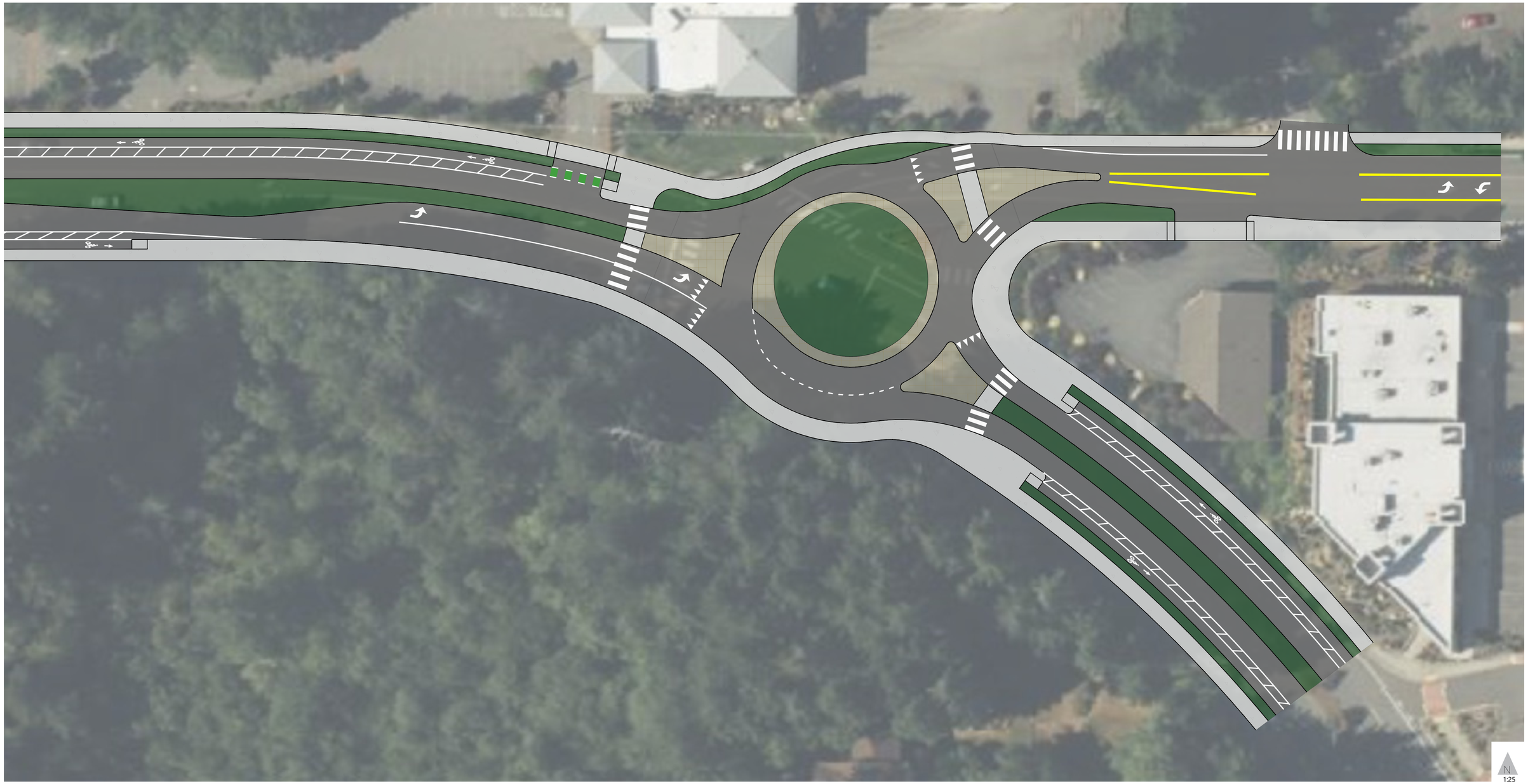
Hunt Street NW & Soundview Drive

Signal Improvement

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

APPENDIX K

56TH ST & OLYMPIC DR ROUNDABOUT CONCEPTUAL DESIGN



CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

56th St & Olympic Dr

ACKNOWLEDGEMENTS

MAYOR TRACIE MARKLEY

FORMER MAYOR KIT KUHN

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Le Rodenberg
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Aaron Hulst, PE, City Engineer
Chloe Wiser, Associate Engineer

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