

## THE RECOMMENDED PLAN

### THE KEY COMPONENTS

The key components for the continuing planning, administration, operation and improvement of the future transportation system are the following:

1. The transportation policies that are updated in this Comprehensive Plan
2. The County's highest **regional** project priorities includes the following:
  - a. The Puget Sound Gateway Project- This is the *package of projects* that would complete the SR 509 and SR 167 connections to I-5. This project advances regional mobility and completes critical freight links between the ports of Seattle and Tacoma. This project supports the regional economy and promotes job growth. While this is a state highway project, the County fully endorses it. A critical *piece* of the larger Gateway Project is the extension of SR 167 to the Port of Tacoma as shown in Map 12-15.

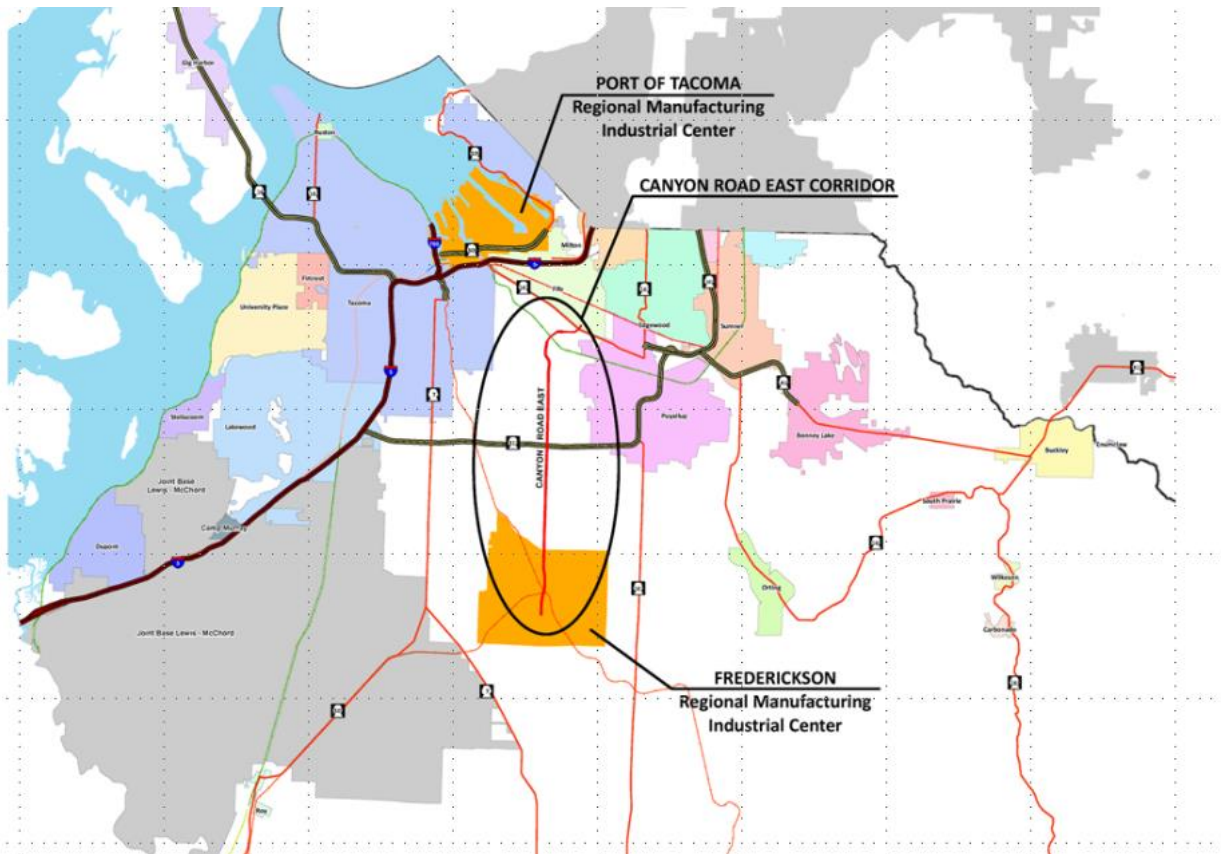
**Map 12-15: Puget Sound Gateway Project**



Source: WSDOT

- b. The Completion of the Canyon Road East Corridor – This project would serve the Frederickson and Port of Tacoma Regional Manufacturing Industrial Centers.

**Map 12-16: Canyon Road East Corridor Project**



*The Canyon Road East Corridor Project would increase connectivity to the Port of Tacoma and also capitalize on the SR 167 Completion or “Gateway” Project*

- c. I-5 Interchange improvements – Starting from SR 16 and moving down to the Joint Base Lewis McChord interchanges, the traffic congestion has become more acute not simply due to JBLM traffic but also due to growth in background traffic.

**Map 12-17: I-5 Interchange Improvements**



WSDOT, JBLM, the City of Lakewood, Pierce County, the City of DuPont, major transit carriers, and other interested parties have participated in a study that has scoped out the interchange and “mainline” needs of the highway.

### 3. The County’s Arterial Network

This list of candidate projects is comprised of the compendium of project recommendations gathered from the [Transportation Plan of 1992](#), The past County Community Plans, the Corridors and Connectors Study, the ongoing Transportation Concurrency Management Program, and the Traffic Impact Fee Program. It is notable that while some of the County road needs relate to transportation concurrency, there are projects are targeted to build more connectivity into our roadway network. These projects are recommended to provide better mobility options for residents in the urban areas.

The [Population, Jobs, Travel Characteristics, and Performance](#) section recommends a specific set of improvements that are categorized as Concurrency, Economic Development, and Corridors and Connectors. These project costs are found in the [Financing the Transportation Future](#) section.

**Map 12-18: County Road Improvement Projects**



It should be noted that among these recommendations are roads that would be designated as “Ultimate Capacity.” A roadway with the designation of ultimate capacity would be improved to a certain operational capacity and would indicate the need to make certain that the full operational and safety needs are met. Also required is a stronger understanding and linkage between the motor vehicular circulation, nonmotorized needs, and transit and ridesharing opportunities.

4. Nonmotorized Planning and Transportation Demand Management

These topics are covered in the [Active Transportation/Nonmotorized Transportation](#) and [Transportation Demand Management \(TDM\)](#) sections.

5. Last here, but in certain terms first, the primary priority of this Element is the maintenance, operations, and preservation of the transportation system. The safety of the system is served in part by sound operations and maintenance but there are also specific safety projects that are part of the larger program.