



**APPENDIX G:
TRAIL PLANNING
FRAMEWORK**

TRAIL PLANNING FRAMEWORK

Multiple planning documents and regulations guide growth and development in Pierce County. State, county, city and local planning efforts create layers of goals and policies. To prevent contradiction or conflict, this appendix provides an overview of planning efforts that relate to the Pierce County Regional Trails Plan (PC RTP).

WASHINGTON STATE TRAILS PLAN

The State Recreation and Conservation Office (RCO) is responsible for the Washington State Trails Plan. Accepted by the National Park Service in 1991, the Plan is an element of the Statewide Comprehensive Outdoor Recreation Planning (SCORP) program. The Plan establishes a number of trail related goals and identifies different trail users. Specific goals related to the Pierce County Regional Trails Plan include:

Develop new trails and paths in city and county jurisdictions;
Connect trail systems and populated areas via trails and paths; and
Increase the miles of trail available in semi-primitive and other remote settings.

Trail Settings

The Washington State Trails Plan classifies trails by the setting that trail users prefer, which can range from primitive to urban. These trail settings can be restricted or designed for one specific use, or they may be designed for different types of uses (a multi-use trail). The State also identifies water trails as a distinctive trail type. As defined in the State Trail Plan, trail settings include:

- **Primitive.** The most remote parts of the forest where you will meet few if any people. Access is by cross-country travel or by trails. No motorized use is allowed. Recreation facilities are generally not provided.
- **Semi-Primitive.** Mainly a natural setting where you will occasionally meet other people. Access is by trails, although some primitive roads may exist. Motorized vehicles are generally prohibited. Few recreation facilities are provided, and those that exist are minimal and rustic.
- **Roaded Modified.** Nature has obviously been altered by logging, mining, farming, or grazing. Many roads and some developed campgrounds exist. You will meet other people in cars,

trucks, and motorbikes. You may be able to get away from others in remote camp spots.

- **Roaded Natural.** Forest, range, and coastal settings that look natural or slightly altered. Access is by trail, road, and highway. Recreation facilities such as developed campgrounds may exist. There may be opportunities to camp away from other people with no facilities.
- **Rural.** Farms, forests, and other managed lands that provide a sense of open space but not necessarily a natural appearance. Access is by trail, road, and highway. There will be many fences, with moderate to sparse populations.
- **Urban.** Cities, towns, large resorts, and major ski areas with buildings, paved roads, and lots of people. Many developed recreation facilities and easy vehicle access.
- **Water Trails.** Provides a route or path to, on, or along a body of water. Water trails serve as a route linking water-accessible camps and havens for non-motorized watercraft.

Trail Users

The State Trail Plan planning process used a number of public involvement techniques to identify and categorize trail users and their preferred trail settings. The purpose is to show that different trail users have different preferred trail settings. The following provides a list of trail users identified in the State Trail Plan, including the preferred trail setting.

- **Hiking-Walking.** Hikers/walkers prefer less developed settings, especially the semi-primitive and primitive.
- **Road Bicycling.** Road bicyclists typically prefer roaded settings outside of cities and towns and other developed areas where there is less vehicular traffic.
- **Mountain Bicycling.** Because mountain bikes can be used on the road, for commuting, or on an off-road trail, the preferred setting is varied. The State Trail Plan indicates the urban setting is most preferred. It can be assumed that semi-primitive and roaded modified trail settings are also popular among recreational mountain bikers.

- **Pack and Saddle.** Equestrian related trail users prefer roaded settings outside of cities and towns and other developed areas where there is less vehicular traffic.
- **Off-Road Vehicles.** Off-road vehicle trail users typically prefer roaded modified and roaded natural settings.
- **Cross-Country Skiing and Snowshoeing.** The State Trail Plan indicates that the urban setting is most preferred. The Plan suggests that this may be due to the increasing popularity at developed ski sites that offer groomed trails.
- **Snowmobiling.** Similar to cross-country skiing and snowshoeing, the State Trail Plan identifies the urban setting as the most preferred among snowmobilers.
- **Watercraft (Water trails).** Preferred settings for watercraft and boating were not included in the State Trail Plan. Existing water trails follow river banks and shorelines, while destinations primarily include camps or havens for non-motorized watercraft. These trail types are identified in the following section.

PIERCE COUNTY PLANNING POLICIES

As required by the State of Washington, Pierce County has adopted Countywide Planning Policies, or written policy statements that are used for establishing a countywide framework from which the county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that the county and municipal comprehensive plans are consistent, as required by the Washington statutes. Specific policies that relate to a regional trail system in Pierce County include:

- Require non-motorized facilities as part of the transportation network; and,
- Provide facilities to encourage alternatives to automobile travel and/or to reduce the number of vehicle miles traveled including non-recreational bicycle facilities.

Pierce County Comprehensive Plan (1994):

Developed in response to the requirements of the Washington State Growth Management Act, the Plan integrates citizen's ideas, concerns and preferences into statements of how the county should be

developed, what development regulations should accomplish, what facilities and services levels are needed, and how publicly-funded improvements should support these objectives. The Comprehensive Plan is codified as Title 19A of the Pierce County Code. Section 19A.30.160 deals with recreation and Section 19A.30.170 addresses open space. The County Comprehensive Plan has two goals and several more specific objectives and criteria related to trails. The goals related to trails include the following.

- Transportation - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- Open Space and Recreation - Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

County Code

Pierce County's Code contains the requirements for the official establishment of the Parks and Recreation Services Department, along with regulations regarding the park and recreation system. Title 14 of the Code addresses parks and recreation. Chapter 2.96 in Title 2 addresses the establishment of the Conservation Futures Program. Title 4A specifies impact fee requirements. Title 19E contains a six-year financing plan for capital facilities, including level of service (LOS) standards for parks and recreation facilities. Title 14 also provides code provisions for the "Adopt-A-Trail Maintenance Program" which allows volunteer organizations to maintain portions of county trails.

Trail requirements are discussed in Title 18J: Development Regulations. This section of code provides development requirements and regulations for nine of the eleven community planning areas. Section 18J.15 discusses County-wide design standards. Several of the community planning areas have similar requirements for trails. Some of these common elements include:

- Identification of trails and trail system development application;
- Require connection of trails to other parks and trails where possible;
- Trails shall be at least 3.5-5 feet in width and made of a pervious surface; and
- Mandatory trail dedications shall be required when the site is within or adjacent to an identified trail alignment.

Park, Recreation, & Open Space Plan (2008)

Pierce County's recently adopted Park, Recreation & Open Space Plan creates a vision for the county park system, recreation facilities, programs, and services. It addresses the recreation needs of residents county-wide, while reflecting diverse community priorities within Pierce County. The Plan establishes specific goals, objectives, recommendations, and actions for developing, conserving, and maintaining quality parks, trails, facilities, and open space. In addition, the Plan recommends a strategy for the implementation of capital and non-capital projects that will most benefit the community. The plan's vision also calls out an interconnected system of parks and recreation services. Of the plan's ten goals, Goal 2 speaks directly to trails.

- Goal 2: Provide a regional system of off-street trails and corridors that links parks, open spaces, significant environmental features, public facilities, and areas of interest.

Non-Motorized Transportation Plan (1997)

This plan is based from policies within the Pierce County Transportation Plan and Transportation Element of the Comprehensive Plan, which calls for a non-motorized transportation plan. The plan was developed with the Pierce County Regional Trails Advisory Commission and the Public Works and Utilities Department and contains a vision statement and policies that were to later be codified into the County Code and Design Standards. The Plan also identifies projects related to non-motorized transportation improvements. Almost all of the numerous policies relate to the regional trail system. Some of the key themes of the policies that relate to the PCRTP include:

- Provide a system that is safe and accessible to a variety of users;
- A system that supports improved personal mobility and reduced traffic congestion; and
- A regional system that is coordinated with adjacent jurisdictions and public transit.

PARK DISTRICTS

All of Pierce County's park districts have adopted a park and recreation related plan. Similar to city and county plans, park district plans contain policies and goals related to connectivity to neighboring communities, and coordination among affected agencies and user groups.

Key Peninsula Metropolitan Parks

The 2007 Key Peninsula Metropolitan Comprehensive Park Plan contains several goals related to the PC RTP. These include:

- Enhance water access for non-motorized water craft users.
- Create off-road walking trail and on-road bike route networks accessing historic areas, scenic vistas, parks, public facilities, and business districts, that link to regional routes to provide greater access and recreation opportunities for local resident hikers, tourists, and bicyclists of all levels.
- Create an interconnected off-road multipurpose hike, equestrian, and bike trail system providing access to major parks, schools, public facilities, business districts, and other trail corridors.

Metro Parks Tacoma

Metro Parks Tacoma adopted the Metro Strategic Parks and Programming Services Plan in 2006. The Plan calls for several action items that relate to the PC RTP. These include:

- Provide public access to the Puget Sound for water-related recreation and trail uses, including boating facilities along Thea Foss Waterway, Ruston Way, Point Defiance Park and other community parks.
- Provide internal pathways connecting park elements in all parks.
- Seek opportunities to connect neighborhood parks to nearby schools, libraries, community centers, etc.
- Coordinate trail planning efforts with public agencies such as City of Tacoma, Pierce County and Washington State Department of Transportation, to ensure that city and regional trails connect with major destinations, such as community and regional parks, greenspace, community centers, schools, libraries, business districts and transportation centers.

Peninsula Metropolitan Park District

The Peninsula Metropolitan Park District (PenMet) is guided by the Comprehensive Park, Open Space, and Recreation Plan, 2006. The Plan provides a park system inventory, and outlines park related issues and opportunities. The Plan also establishes several goals related to the future of the park district. The plan recognizes the significance of a regional trail, there are two goals related to the PC RTP, including:

- Provide park and recreation opportunities for our constituents through partnerships with Peninsula School District, City of Gig Harbor, Pierce County, Washington State, Key Peninsula Metropolitan Park District, and other public agencies or private organizations.
- Acquire land, facilities, and other park assets necessary to provide high quality recreational opportunities.

In addition to the above stated goals, Section 2 pgs 2-6, there are several references to: Partnering with Pierce County & “...continued development of the Cushman Trail and at least two east-west connections across the Gig Harbor Peninsula.” Section 3A-93 references the Cushman Trail and “Trail corridors provide access to park sites, environmental areas, as well as community facilities, commercial districts, and residential neighborhoods. Trail corridors are linear parks that may have local as well as regional significance.”

COMMUNITY PLANS

The purpose of a community plan is to provide a local voice for how a community will comply with the county’s Comprehensive Plan and its development regulations. Community plans will exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. Pierce County identifies several community areas in various geographic urban, suburban, and rural areas of unincorporated Pierce County. Currently, eleven of these community areas have developed plans that include strategies for providing and maintaining parks and open space. Once adopted, a community plan is considered to be a direct amendment to the Comprehensive Plan. All of the adopted community plans have specific goals, objectives, or action items that call for a regional network of trails. (Adoption dates are noted in parenthesis where applicable).

- **Alderton-McMillan Community Plan:** This community planning area is situated between Bonney Lake and Puyallup, south of the City of Sumner and northeast of the City of Orting. An upland area west of the City of Bonney Lake is also included. Plan policies that relate to the PCRTP include:
 - Explore interests and concerns of surrounding communities and others related to expanding a trail system in the area.

- Pierce County Parks should evaluate the feasibility of connecting the Foothills Trail with the Bonney Lake trail system.
- A community trail system should strive to connect public river access areas along the Carbon and Puyallup Rivers.

- **Anderson and Ketron Islands Community Plan:** The planning area covers both Anderson and Ketron Islands, which are located in Puget Sound. Draft plan recommendations involve areas within the Town of Steilacoom, as related to the ferry dock that provides the sole method of access to both islands. Although results of the planning process indicate the desire to plan for an efficient transportation system, draft goals do not specifically identify connection to a regional trail system.
 - Browns Point/Dash Point Community Plan: This planning sub-area is located in northern Pierce County, bordered by the cities of Tacoma and Federal Way and situated on the eastern side of Commencement Bay. This community is located entirely within the urban growth area. The plan identifies one objective that relates to the PCRTP:
 - Develop a trail linkage that safely connects the Browns Point and Dash Point areas along SR-509.

- **Frederickson Community Plan:** Frederickson is centrally located in Pierce County between Spanaway and South Hill. The plan area encompasses approximately 8,000 acres (12.5 square miles). Elements of the Plan that relate to the PCRTP include the transportation portion of the community plan vision, which states:
 - “Non-motorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.”

- **Gig Harbor Peninsula Community Plan:** This planning area covers 37,120 acres (58 square miles) in northwestern Pierce County, including the Gig Harbor Peninsula and Fox Island. It is located west of the Tacoma Narrows Bridge, north to Kitsap County

and east of Burley Lagoon and the Purdy Bridge. Puget Sound marine waters surround the area on three sides. The Plan recommends trail connectivity to the community of Purdy, as well as other more local connections. The Plan relates to the efforts of the PCRTP through one of the plan policies.

- Link trail systems on the Longbranch Peninsula, in Kitsap County and the regional trail system on the east side of the Tacoma Narrows Bridge.

- **Graham Community Plan:** Graham is located in south central Pierce County at the fringe of the county’s urban growth area. The planning area encompasses approximately 48,640 acres (76 square miles) and is bounded on the north by the communities of Spanaway, Frederickson, and South Hill, on the west by Fort Lewis, and on the east by the City of Orting and the community of Alderton-McMillan. The City of Eatonville is located about four miles south of the Graham planning area. Several of the Plan policies directly relate to the PCRTP and include:
 - Provide a community-wide system of trails for non-motorized transportation, nature viewing, and passive recreation.
 - The trail system should extend through the plan area and connect with the county’s regional trail system in the Orting Valley.
 - The trail system should reflect the trail corridors included in the Forever Green Council’s recommendations regarding regional and countywide trail connections spanning from the Cascade Mountains to Puget Sound.
 - Require the dedication of regional trails during the site development process.

- **Key Peninsula Community Plan:** This planning area is located in northwestern Pierce County, bordered by Kitsap County on the north and Mason County on the west. It is surrounded on three sides by Puget Sound water, including the Henderson Bay, North Bay, Case Inlet, and Carr Inlet. The Key Peninsula Community Plan is particularly focused on a regional trail system. Some of the policy statements that relate to the PCRTP include:

- Develop a community-wide system of recreational trails. The system of trails should link neighborhoods with parks, school sites, and other public property. Public lands and existing rights-of-way should be used for trail purposes whenever feasible.
 - A community-wide system of public trails should be created to complement the non-motorized transportation system.
 - The trail system on the Key Peninsula should eventually be linked with trail systems on the Gig Harbor Peninsula, in Kitsap and Mason counties, and the regional trail system on the east side of the Tacoma Narrows Bridge.
 - Partner with Tacoma Public Utilities to develop an east-west regional trail segment within the Tacoma-Cushman transmission corridor/144th Street KPN right-of-way.

- **Mid-County Community Plan:** The planning area is located in south central Pierce County at the fringe of the county’s urban growth area. The area is bordered by the City of Tacoma and the communities of Midland and Parkland to the west, the City of Puyallup and South Hill to the east, the City of Fife to the north and Frederickson to the south. The planning area encompasses 14,652 acres (23 square miles) of rural, urban, and natural resource lands. The Plan identifies several potential trail segments and policies that relate to the PCRTP including:
 - Design a trail system to connect with regional trail systems that exist or are planned in the surrounding communities of South Hill, Frederickson, Midland, and the Cities of Puyallup and Tacoma. Priorities for new trail development include the Tacoma Pipeline Road regional trail, Tacoma Rail regional trail, 112th Street and Canyon Road non-motorized bicycle and pedestrian improvements.

- **Parkland-Spanaway-Midland Community Plan:** The Parkland-Spanaway-Midland (PSM) Communities Plan area encompasses approximately 13,003 acres (20.3 square miles) and is located in west-central Pierce County. The planning area is bounded on the north by the City of Tacoma, the west by the City of Lakewood, McChord Air Force Base, and Fort Lewis, on the south

by Fort Lewis, and on the east by the Summit-Waller/North Clover Creek and Frederickson Community Plan areas. Policies outlined in the Plan that relate to the PC RTP include:

- Provide a community-wide system of trails for non-motorized transportation, nature viewing, and passive recreation.
 - Maintain the countywide level of service for regional linear trails (major trails) within the plan area.
 - Address the current 34.1 acre regional linear trail deficit occurring within the plan area in the next annual update to the Capital Facilities Plan.
 - Within the next six years, amend the Capital Facilities Plan to address the projected additional 2.9 acre regional linear trail deficit within the plan area.
- **South Hill Community Plan:** South Hill is centrally located in Pierce County and encompasses approximately 12,160 acres (19 square miles). The community is known as South Hill due to its location south of the valley containing the City of Puyallup and west of the valley containing the City of Orting. The Plan relates to the efforts of the PC RTP through the following policy:
- Design the trail to connect to regional trail systems that exist or are planned in surrounding communities such as the City of Puyallup, Frederickson, and the Orting Valley. Coordinate trail design and seek funding opportunities jointly with surrounding communities such as the City of Puyallup, Frederickson, and Orting.
- **Upper Nisqually Valley Community Plan:** The Upper Nisqually Valley consists of approximately 27,000 acres (42.2 square miles) in southeast Pierce County, including the communities of Alder, Elbe, and Ashford and terminating at the Nisqually entrance to Mt. Rainier National Park. Roughly 50% of this area is public land held by the Federal, State, or local government. The majority of the public lands are designated forests which provide significant recreational opportunities and conservation of wildlife habitat. The specific plan policy that relates to the PC RTP includes:
- Develop a barrier-free trail system for walkers, hikers, and cyclists that provides access to the Nisqually River,

public lands, and the National Park along the trail system.

City and Town Planning Efforts

Several cities and towns in Pierce County have adopted trail related plans, or have existing or planned trails within their jurisdictions. Of Pierce County's cities and towns, nine have adopted a plan related to trail development and four have either drafted a trail related plan or are in the process of trail development. Several of these communities have identified specific trail classifications as well as trail design standards. All of these communities identify the need for a regional trail network, or trail connectivity to neighboring destinations.

Auburn

The 2005 Auburn Parks, Recreation, and Open Space Plan calls for a network of trails that provides connections to surrounding communities. The city continues to participate in development of countywide and regional trail systems, including the Interurban, Lakeland Hills, and White River Trails. The city also participates in planning for regional trails in South King County.

Regional Trail Planning Policies

- A network of trails created or extended to provide adequate coverage for both commuting and recreational cyclists. Locations for east/west trails shall be identified and developed. Acquisition of land for the proposed Green River Trail shall continue to be a priority.
- The city should participate in planning activities for regional trails in South King County and North Pierce County. Explore possibilities for new trail connections between neighboring communities.

Identified Regional Connections

- Surrounding communities.
- Interurban and Green River Trails.

Trail Classifications and Design

- Recreational Loop Trails – shared-use, hard or soft surface.
- Linear Trails – shared-use, hard surface.
- Recreation/Transportation Trails – shared-use, hard surface, accommodate two-way traffic.
- ADA and AASHTO guidelines.

Planning Horizon – 2020.

Bonney Lake

The City of Bonney has two documents that discuss trail planning. The 2007 Non-Motorized Transportation Plan (NMTP) calls for connectivity to recreational and open spaces. The 2007 Fennel Creek Corridor Plan (FCCP) includes plans to connect its 4.5-mile portion of the Fennel Creek Trail with the Foothills Trail. Inside the city limits, the Fennel Creek Trail is planned to connect Allan Yorke Park to the Foothills Trail and the future Pierce County Flume Trail. Outside of the city, the trail is planned to connect with the Foothills Trail, Flume Trail, and Ehli Rim Road Loop.

Regional Trail Planning Policies

- Map the location of the proposed trail and connections to local sidewalks, feeder trails, and the Foothills Trail system.

Identified Regional Connections

- Allan Yorke Park, Flume Trail, Ehli Rim Road Loop, Pierce County Foothills Trail via Fennel Creek.

Trail Classifications and Design (NMTP)

- Designated Bicycle Routes (Class III Bikeway).
- Shared Roadway (Class II Bikeway).
- Shared-Use Path (Class I Bikeway).
- ADA and AASHTO standards.

Trail Classifications and Design (FCCP)

- Standard Trail Section – paved, 12' width.
- Equestrian Trail – 2' width, native soil, woodchips or sand, separated from standard section minimum of 5'.
- ADA guidelines.

Planning Horizon – Not specified

Buckley

Through a grant from the Washington Wildlife and Recreation Coalition in 2005, the City of Buckley plans to complete development of the regional Foothills Trail within its city limits. The city has no formal trail plan. This project will extend the trail north from the

Armory along the abandoned railroad grade alignment (now owned by the city) to the southerly boundary of the Puget Sound Energy's flume. The trail will parallel the flume eastward to the River Avenue right-of-way, where it will cross the flume using the old highway bridge, then continue north on the River Avenue right-of-way to the south side of the White River. This Foothills Trail segment will end at Riverside Park.

Regional Trail Planning Policies – The city has no formal trail related plan.

Identified Regional Connections

- Existing portion of the Foothills Trail.

Trail Classifications and Design

- Paved, 11' width.
- ADA guidelines.

Planning Horizon – Not applicable.

DuPont

Goal 5 of the 2007 DuPont Parks, Recreation, and Open Space Plan discusses a comprehensive network of trails and pathways, and linkages with the regional trail system, with connections to regional points of interest, such as the Nisqually National Wildlife Refuge. The Plan identifies 14 potential trail alignments throughout the city. The plan outlines several trail design guidelines, although no trail classifications are provided.

Regional Trail Planning Policies

- Pursue a regional trail linkage to Nisqually Wildlife Preserve.
- Provide linkages throughout the community, to Puget Sound and other natural resources, and to regional destinations.

Identified Regional Connections

- Entire frontage of Puget Sound.
- Nisqually National Wildlife Refuge.

Trail Classifications and Design – Not specified.

Planning Horizon – 2013.

Eatonville

Eatonville's Draft Trail System Plan outlines a regional trail system with connections to Mt. Rainier National Park, surrounding cities, existing trails, and other nearby destinations and attractions.

Regional Trail Planning Policies

- Integrate the Eatonville trail system with other existing area and regional trails.

Identified Regional Connections

- The communities of Elbe, Ashford, Alder, Mineral, Morton, Orting, Graham, and Yelm.
- Pack Forest (University of Washington).
- Northwest Trek Wildlife Park.
- Future Nisqually River State Park.
- Alder Lake Campgrounds and Day Use Area.
- Pioneer Farm and the Ohop Valley.
- Elbe Hills (Department of Natural Resources).
- Ohop Lake, Clear Lake, Silver Lake, Mineral Lake, and Lake Kapowsin.
- Mount Rainier National Park.
- Bald Hills/Clear Lake (south of Nisqually River).

Trail Classifications and Design

- Sidewalks and bike lanes.
- Paved trails – multi-use asphalt trails separated from motorized vehicle traffic in an independent right-of-way.
- Forest roads – gravel logging roads designated by signs suitable for walking, bicycling, and/or equestrian use.
- Hiking trails – dirt foot paths for hiking and backpacking.
- Interpretive trails – short loop trails with interpretive features (signs or brochures) explaining natural and/or cultural features found along the trail.
- Water trails (put in/take out sites).

Planning Horizon – Not specified

Edgewood

The City of Edgewood plans to connect to the City of Pacific and Sumner, through completion of the Interurban Trail. The 2005

Interurban Trail Master Plan establishes a trail network that will join Edgewood with the Pacific and Sumner portions of the Interurban Trail.

The Edgewood Interurban Trail project encompasses the remaining 2.66 miles of the historic Seattle to Tacoma Interurban Electric Railway Line right-of-way that runs through the City of Edgewood as well as the connecting segments of trail corridor in the City of Milton and City of Pacific. This trail corridor will link the regional trail system of converted historic Interurban rail-to-trail and Green River Regional Trails that will link key urban centers and areas of southern King County and Northern Pierce County.

Regional Trail Planning Policies

- Completion of missing gap(s) in regional trail systems.
- Coordination with adjoining cities and approving agencies needed to make the linkages possible.

Identified Regional Connections

- Cities of Pacific, Fife, Tacoma, and King County.

Trail Classifications and Design

- Typical trail section (Class 1 Trail/Bikeway) – paved, shared-use, 12' width.
- Non-typical trail sections:
 - Jovita Canyon/Bluffs Slopes Trail Section – Similar to Typical Trail standards with a width of 10' to account for topography.
 - Equestrian Trail Section – adjacent to paved trail, minimum 2' wide shoulder.
- WSDOT, FHWA, AASHTO and ADA design guidelines for Class 1 trails.

Planning Horizon – 2030

Fife

The City of Fife's recently adopted 2008 Park, Recreation, and Open Space Plan identifies several trails that provide connectivity to the region. The plan contains specific trail design standards, and specifies a goal to extend the Interurban Trail through the community.

Regional Trail Planning Policies

- Create a network of interconnected, multipurpose non-motorized trails for walking, hiking, cycling and to promote connectivity between parks, neighborhoods and public amenities.
- Extend the Interurban Trail through the Gathering Place to the Fife Community Center.

Identified Regional Connections

- Cities of Edgewood and Tacoma.
- Interurban Trail.

Trail Classifications and Design

- Regional trail – paved, shared-use, 12-14' width.
- Community trail – paved, shared use, 8-10' width.
- Rustic trail – earthen or soft surface.
- Bike routes and sidewalks.
- Rail trail.

Planning Horizon – 2027

Gig Harbor

Gig Harbor's 2001 Park, Recreation, and Open Space Plan includes specific goals that call for a network of trails throughout the city and beyond. The Plan calls for collaboration with Pierce County, Tacoma, the Washington State Department of Transportation, and other appropriate jurisdictions to link and extend Gig Harbor trails to other community and regional trail facilities.

Regional Trail Planning Policies

- Develop a multipurpose trail system on the powerline and Swede Hill/SR-16 right-of-way to provide effective support to regional and local resident interests.
- Create a comprehensive system of multipurpose off-road trails using alignments of the Bonneville Power Administration's (BPA) powerline and SR-16 rights-of-way where appropriate.
- Work with Pierce County, Tacoma, the Washington State Department of Transportation, and other appropriate jurisdictions to link and extend Gig Harbor trails to other community and regional trail facilities.

Identified Regional Connections

- Key Peninsula.
- Kitsap County.

- The Tacoma Narrows Bridge.
- The Mount Rainier/Nisqually Delta Trail through Tacoma and Steilacoom.

Trail Classifications and Design – Not specified

Planning Horizon – 2007

Milton

Based on the Interurban Trail Plan, the City of Milton prioritizes a trail that will extend beyond the corporate boundaries of the City of Milton. Through a grant from the Washington Wildlife and Recreation Coalition in 2003, the city will acquire 19.88 acres of the abandoned Interurban Railroad right-of-way, along with an existing 1.74 mile city-owned right-of-way, to develop a regional trail network. The trail will ultimately connect west through the City of Fife, to the Port of Tacoma, westward to the Tacoma waterfront, and east through the City of Edgewood, into the Sumner Pacific Trail, and ultimately northward through the Kent Valley, into the King County Regional Trail Network.

Regional Trail Planning Policies – The city has no formal plan related to trails.

Identified Regional Connections

- Cities of Tacoma, Edgewood.
- Sumner Pacific Trail.
- Kent Valley.
- King County Regional Trail Network.

Trail Classifications and Design – Not specified.

Planning Horizon – Not applicable.

Puyallup

The 2008 Puyallup Parks, Recreation, and Open Space Plan promotes a network of off-street trails using natural open space areas, parks, utility corridors, and other features. The Plan promotes the development of a non-motorized circulation system providing access to park and recreation facilities. The Plan identifies numerous trail segments including the Riverwalk Trail, the Puyallup Loop Trail, Walk the Valley Routes, and linkages to the Foothills Trail.

Regional Trail Planning Policies

- Promote the development of trails for bicycle and pedestrian recreational and commuter use, linking community activity areas and focusing on areas suited to interpretive activities and facilities.
- Tie Puyallup's trail network into Pierce County's regional trail network, and prioritize completing a connection to the Foothills Trail.
- Promote a network of off-street trails using natural open space areas, parks, utility corridors, and other features.

Identified Regional Connections

- Foothills Trail.

Trail Classifications and Design

- ADA Standards.

Planning Horizon – 2014.

Sumner

The 2008 Sumner Trail Master Plan identifies a system of separated, multi-purpose trails that will connect with adjacent communities to facilitate regional connectivity. Together, Sumner and Pacific prepared and adopted a Trail Master Plan in 1996. The Plan was later amended to show alternate trail routes and connections, including the Edgewood Interurban Trail. The proposed Sumner Trail is planned to link four major regional trails: Foothills Trail, Puyallup River Trail, Interurban Trail, and White River Trail.

Regional Trail Planning Policies

- Develop a trail system connecting to similar trails to the west, north and south for recreation and transportation purposes.

Identified Regional Connections

- Cities of Puyallup, Sumner, Auburn, Pacific, Edgewood.
- Interurban Trail.
- Foothills Trail.
- Puyallup River Trail.
- White River Trail.

Trail Classifications and Design

- Class I bikeway (Primary trail) – Paved, separated, 12' width.

- Class II bikeway (Bike lane) – Striped bike lane in public right-of-way.
- Class III bikeway (Bike route) – Signed bike route in public right-of-way.
- Secondary trail – soft surface, separated 8' width.
- Social footpath – soft surface, narrow walking path.
- WDOT standards for Class II bikeways.
- ADA standards.

Planning Horizon – Not specified.

Tacoma

Tacoma's trail system is guided by Metro Parks Tacoma, and Tacoma's Open Space Habitat and Recreation Plan Draft. The Plan calls for coordinating trail planning efforts with public agencies to ensure that city and regional trails connect with major destinations, such as community and regional parks, habitat areas, schools, libraries, business districts and mixed-use centers. The Plan identifies the need to provide trails and trail corridors both within open space lands, connect destinations across the city, and create trail linkages with regional trail systems.

Regional Trail Planning Policies

- Develop or partner with others to provide trails and trail corridors both within open space lands and connecting destinations across the city, and create trail linkages with regional trail systems. Coordinate trail planning efforts with public agencies to ensure that city and regional trails connect with major destinations, such as community and regional parks, habitats areas, schools, libraries, business districts and mixed-use centers.
- Develop opportunities for public access to the Puget Sound for water-related recreation and recreation along shorelines and within the water.

Identified Regional Connections – Not specified, although plan recommends regional coordination.

Trail Classifications and Design – Not specified.

Planning Horizon – 2014.

University Place

The 2007 University Place Parks, Recreation, and Open Space Plan Update encourages the connection of parks, open spaces and greenbelts. The Plan does not specify trail design standards or preferred alignments.

Regional Trail Planning Policies

- Encourage the connection and linkage of parks, open spaces, and greenbelts.

Identified Regional Connections

- Along frontage of Puget Sound.

Trail Classifications and Design

- ADA standards.

Planning Horizon – 2012.

NEIGHBORING COUNTIES

Pierce County is surrounded by six counties. King, Mason, Thurston and Yakima Counties all have adopted county-wide trail master plans. Lewis County does not currently have an adopted plan related to trail planning. Kitsap County has several trail-related plans including the Bicycle Facilities Master Plan, the Greenways Plan, The Mosquito Fleet Master Plan and the Corridor Master Plan. However, these documents are related to specific design elements or specific areas and do not set forth region-wide goals related to a regional trail.

King County

King County has an extensive trail network and a long history of trail planning. The county adopted its first trails plan in 1971. Currently, the county bases its trail planning priorities on the 2004 Regional Trail Inventory and Implementation Guidelines. The document focuses on specific trails, gaps in the trail network, and long-range improvement strategies. Some of the trails specified in the document are adjacent to Pierce County. Trails, such as the section between the cities of Pacific and Milton, specifically call-out Pierce County as a key partner. The document identifies other potential trail alignments linking the cities of Federal Way and Enumclaw with Pierce County.

Regional Trail Planning Policies

- Connect existing trails into a system that will interconnect the communities of King County with each other as well as tie in the major recreational attractions. Such a system would primarily

serve the citizens of King County and make connections to other opportunities beyond its borders.

Identified Regional Connections

- Cities of Auburn, Pacific, Edgewood.
- Green River Trail.
- Interurban Trail.
- Foothills Trail.

Kitsap County

To the west of Pierce County, Kitsap County has a network of on and off-street pedestrian and bike routes. In 2001 the county adopted the Mosquito Fleet Trail Master Plan which focused on trail planning along the eastern shoreline of Kitsap County. More recently the county developed a non-motorized transportation system report to address non-motorized transportation needs County-wide. The county also developed the 2001 Bicycle Facilities Plan. The plan contains goals and policies related to bicycle facilities throughout the County, including a goal that calls for regional connectivity.

Regional Trail Planning Policies

- Develop a system of non-motorized transportation facilities primarily in the public right-of-way that provide safe transportation between a variety of regional, inter-community and local destinations for bicyclists and pedestrians
- Provide bicycle connections to regionally significant destinations.
- Coordinate with the Pierce County to provide a continuous bicycle system.

Mason County Trail Master Plan

Mason County borders Pierce County to the west. The vision for the Mason County Regional Trails Plan is to cultivate a public and systematic approach to developing trails and bikeway systems in Mason County that include on- and off-street facilities linking communities, neighborhoods, parks, points of interest, schools and other public facilities throughout Mason County, while also providing links to regional trail systems.

Regional Trail Planning Policies

- Trails should lead to or between communities, parks, schools, libraries, community centers, and other specific points of interest or attractions (including Pierce County).

- Promote a regional sense of community and improved quality of life for county residents.

Identified Regional Connections

- Cascadia Marine Trail (Water Trail).

Thurston Regional Trails Plan

Thurston County borders Pierce County to the west. The 2007 Thurston Regional Trails Plan defines the county trail network and contains a set of guidelines and recommendations for all of Thurston County and its cities, towns, and communities. The plan contains several policies and goals that have a relationship with the Pierce County trail planning process.

Regional Trail Planning Policies

- Building a functional regional network of contiguous and connected north-south and east-west off-street shared-use trail corridors that will serve as the backbone of the non-motorized transportation system; and
- Ensuring that trail design, development, and programs function seamlessly across community borders and between regions.

Identified Regional Connections

- City of Dupont.
- Town of Roy.
- Yelm Prairie Line Trail.

Yakima County Trails Plan

Yakima County borders Pierce County to the east along the edge of the Mt. Rainier National Park. The Yakima County Trails plan was adopted in May of 2008 and contains goals, policies, standards, and implementation strategies for improving and expanding Yakima County's trails network, particularly for the unincorporated areas of the county.

Regional Trail Planning Policies

- Support efforts to establish a regional and statewide trail system.
- A countywide system of safe, efficient, and interconnected trails will be provided over time, including on and off-street facilities that link populated areas of the county with important travel destinations.

- The need for trails will be met through appropriate planning, design, construction, and maintenance of facilities. This includes single-use and shared use trails, roads and road shoulders, sidewalks, bike lanes and related improvements. Design will address the needs of both experienced and less experienced trail users and users of all ages and abilities.

Identified Regional Connections

- Mount Rainier National Park.
- William O. Douglas Trail.