



**CHAPTER 7.1:
REGIONAL TRAILS PLAN**

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In the summer of 2008, Pierce County began a planning process to improve its existing trail system and prepare for future population growth, implementing a key recommendation and project identified in the PROS Plan. Following the recommendations of the PROS planning process, the intent of the regional trail system is to provide recreational opportunities, promote healthier lifestyles, create connections to major developed areas and destinations, and enhance non-motorized transportation options throughout the County.

Pierce County P&RS plans for and develops the regional trails system throughout Pierce County. P&RS seeks partnerships with other agencies such as, Pierce County Public Works, Pierce County Water Management, and other cities and towns within the County. The regional trails element of the PROS Plan takes into account the issues, needs and opportunities identified during the planning process regarding on- and off-street trails. It also presents a set of goals and policies, a regional trail concept and a set of trail design guidelines that will assist the County and its departments, as well as other jurisdictions within the County, in creating a regional trails system; improving connectivity between major destinations and throughout the County's extensive park and recreation system. This section provides an overview of the regional trails planning process.

TRAILS PLANNING PROCESS

The trails planning process involved a four-step approach for developing the plan and was guided by input from the project team and the technical working group in research, analysis and development of individual plan elements. This approach, along with the review and refinement of the inventory, maps and reports ultimately resulted in the final plan. Summarized below is an overview of the four phased planning process.

- **Phase I: Trails Planning Context.** The first phase of the planning process included a review of existing County policies and planning documents that address trails. The Planning Context Report (November 2008) summarizes the trail planning efforts conducted by multiple jurisdictions and organizations within the County as well as the planning efforts of neighboring counties. This phase of also involved a review of federal, state and local regulations that relate to trail planning, design and construction of trails.

- **Phase II: Trails Inventory and Analysis.** Using information and data collected from the previous phase, the planning team created and refined a countywide regional trails inventory, analyzed the existing and planned trails network for gaps, presented alternative trail alignments to close the gaps, classified alignments into a regional trails classification and presented a regional trails system concept. The Needs Assessment Summary Report (May 2009) documents the inventory and analysis phase of the project.
- **Phase III: Trails Plan Development.** Based on the first two phases, the planning team developed the core elements of the administrative draft regional trails plan. This included the draft regional trail network, trail goals and policies, trail design guidelines and amenities and costs for development. This phase also included the development of trail project prioritization criteria and the development of a public involvement model that will provide guidance for future trail project implementation.
- **Phase IV: Trails Plan Refinement and Adoption.** After the County's initial review of the Administrative Draft, the final phase of the planning process involved the County's formal review of the revised Draft Plan. This includes Technical Working Group (TWG) meetings and, a meeting of the Parks & Recreation Citizen Advisory Board. The Draft Plan was then forwarded to the County Council for inclusion in the PROS Plan. The final Regional Trails Plan was adopted by Council as Chapter 7 of the PROS Plan on October 27, 2009.

TRAILS PUBLIC INVOLVEMENT

The planning team gathered public input for the plan from the following primary sources.

- **Parks, Recreation, and Open Space Plan (PROS), 2008.** The Regional Trails Plan is a continuation of the PROS Plan process. Through the PROS planning effort, the public indicated a need for trail facilities for both recreation and transportation purposes. Key findings from the recreation questionnaire indicate that trails are popular among Pierce County residents. The Regional Trails Plan has incorporated several of the findings from the PROS Plan public involvement process.

- **Technical Working Group.** The TWG was formed to review project materials, provide guidance for the Plan's direction and to provide technical trails information. This group included County staff and representatives of other agencies including: Parks & Recreation staff, Planning and Land Services, Public Works Transportation, Public Works Water Program, Tacoma-Pierce County Health Department, City of Tacoma Transportation Planning, the National Park Service, the Foothills Trail Coalition, the Tacoma Wheelmen, the Washington Water Trails Association and other trail advocates and community leaders. The TWG members provided first hand information regarding the existing and proposed trail alignments, as well as desired linkages to meet existing deficiencies in the trail system. The TWG met at key project milestones to provide review, technical advice and input on plan directions.
- **Project Website.** A project website was developed using MIG's Townsquare™ software for use by the planning team and public. The Pierce Regional Trails Plan website (www.piercetrailsplan.org) served as a resource for information about the Plan and was specifically designed for communication between the project team and the TWG.

TRAILS PLAN FRAMEWORK

The Trails Plan Framework serves as a guide for the future development of the Pierce County's regional trails system. This framework is centered on the Regional Trails Plan's vision which is carried-out by goals and specific policies that will be used to develop a successful and well planned regional trails system.

TRAILS VISION

The desired future of the regional trails system has been condensed into a statement that summarizes the vision for the preferred regional trails system. The vision reflects the preferences of Pierce County residents and decision makers, and builds on the efforts of the State of Washington Trails Plan, Goal 2 of Chapter 5 and the strategies outlined in Chapter 6.

The Regional Trail Vision

The Pierce County Regional Trails System will be an accessible and seamless trails network used by people of all ages and abilities for recreation and transportation. Pierce County trails will provide users with the opportunity to experience recreation, solitude or companionship, and provide a practical transportation option. It will offer connections to major developed areas and attractions within the County, provide opportunities for appreciation of nature, and connect the County to the greater region.

TRAIL GOALS & POLICIES

Goals and policies implement the Plan's vision and are primarily directed towards the development of the off-street trails network, but in order to develop a comprehensive and seamless trail system on-street trails are included. While goals describe the ultimate outcome of for the regional trails system, policies are more specific and measurable statements designed to achieve the goals. Goals and policies are based on needs and trends discussed throughout this Plan, as well as the direction of the trails planning Technical Working Group. Along with local desires, trail policies must comply with Washington State guidelines.

Goal 2A: Healthy Communities

Create healthy communities throughout the County by promoting active lifestyles, reducing reliance on personal motor vehicle travel and offering free opportunities for recreation and physical activity.

- **2A.1.** Accommodate all non-motorized transportation modes safely and comfortably.
- **2A.2.** Improve transportation demand management by encouraging use of the regional trails system for commuting.
- **2A.3.** Encourage other County agencies to develop "Complete Streets" that incorporate regional trail routes.

Goal 2B: Accessibility

Develop regional trail routes, crossings and trail facilities that are accessible to all.

- **2B.1.** Follow or exceed Americans with Disabilities Act (ADA) and Architectural Barriers Act (ABA) guidelines to ensure equal accessibility for all users.
- **2B.2.** Reduce accessibility barriers and provide safe crossing of the I-5 corridor, railways and other busy transportation routes.

Goal 2C: Safety

Develop a trail system that is safe for users through the provision of well maintained, visible and open trail corridors and adequate emergency access.

- **2C.1.** Ensure safe trail intersection design based on AASHTO, WSDOT, ADA and ABA guidelines and requirements that takes into consideration visibility, pavement markings, signage, intersection angle, pavement texture, use of color and lighting.
- **2C.2.** Incorporate Crime Prevention through Environmental Design (CPTED) concepts and techniques through the design of open and visible corridors for both users and public safety services and personnel.
- **2C.3.** Accommodate maintenance crews and emergency response to the extent practicable. If deemed necessary, techniques such as emergency call boxes, geographic positioning identifiers (GPS), lighting, security vehicle access and landscaping may be designed and installed to increase safety.
- **2C.4.** Consider establishing a neighborhood trail watch program where property owners adjacent to trails can be encouraged to monitor nearby trails and report maintenance or operation problems to the County or other jurisdictions, and report vandalism or other suspicious activity to the appropriate agency.
- **2C.5.** Develop trail systems that are safely separated from motor vehicles where possible, with clearly visible stripping for high traffic segments, trail crossing and intersection markings.

Goal 2D: Regional Connectivity

Provide and enhance connectivity to important County and regional destinations, between multiple jurisdictions and to neighboring counties.

- **2D.1.** Create connections between key community destinations such as regional and county park sites, schools, employment centers, transit centers and significant natural areas and landmarks.
- **2D.2.** Connect to neighboring counties and nearby jurisdictions throughout Pierce County.
- **2D.3.** Provide linkages to the water trails network where possible.
- **2D.4.** Acquire trail segments that complete the regional trails system through a variety of methods including land dedication, purchase, use of vacated rail lines (rail-banking) and other rights-of-way, donation of land, and public easements and use agreements.
- **2D.5.** Work with other Federal, State and Local agencies to identify public property that could be used to further the regional trail system.

Goal 2E: Awareness & Education

Strengthen the awareness of the regional trails network through a widespread promotional campaign, and promote trail safety and user education.

- **2E.1.** Provide current and easily accessible information about the regional trails system using multiple means of communications.
- **2E.2.** Provide information on the County's website and include items such as trail route and access information.
- **2E.3.** Provide interpretive and historical signage along the regional trails and include interpretive and historical signage in all regional trail planning and construction reviews.
- **2E.4.** Hold public events that bring awareness and attention to the regional trails system.
- **2E.5.** Monitor trail use over time by conducting trail counts and seeking input from trail users.
- **2E.6.** Support and expand safety education programs for adults and children, as well as different user groups and motorists to

increase knowledge of safe trail use, and encourage positive individual behavior change.

- **2E.7.** Work with area school districts to create trail use and safety education programs for students.
- **2E.8.** Work with area trail partner groups to promote trail use and provide safety education for the general public.

Goal 2F: Trail Design

Incorporate innovative design techniques that minimize impacts to the natural environment and neighboring uses, and that offer a variety of experiences and diverse facilities.

- **2F.1.** Design trails that provide recreation opportunities, as well as transportation routes for pedestrians, bicyclists, equestrians and boaters.
- **2F.2.** Design trails that provide a variety of trail lengths and destinations, and offer loops that are interconnected.
- **2F.3.** Plan, size, and design trails in accordance with the County's Low Impact Development (LID) techniques, American Association of State Highway and Transportation Officials (AASHTO) design guidelines, ADA and ABA guidelines, Crime Prevention Through Environmental Design (CPTED), Washington State Department of Transportation (WSDOT) requirements and Federal Highway Administration (FHWA) standards.
- **2F.4.** Provide trails signage in accordance with the Manual on Uniform Traffic Control Devices, as published by the FHWA.
- **2F.5.** Develop planting standards and/or guidelines that prohibit vegetation or landscaping from negatively impacting the on-going and long-term maintenance of the regional trails network.
- **2F.6.** Locate trails outside natural hazards areas, such as flood zones, as much as practicable.

Goal 2G: Facilities & Services

Offer sufficient facilities and trail support services to accommodate the needs of various trail users.

- **2G.1.** Provide clear signage, pavement markings, interpretive signs and historical markers for way-finding, education, points of interest rules and regulations, and traffic safety targeted to equestrians, bicyclists, pedestrians, boaters and motorists.

- **2G.2.** Provide rest stations, restrooms, seating, picnic tables, water fountains, bike racks and recycling/trash receptacles along the trail and trailheads where feasible.
- **2G.3.** Design centralized staging areas and trailheads for trail access. Trailheads should include parking, trail orientation and information, kiosks, and any necessary specialized unloading features (ADA accessibility, equestrian facilities, etc.).
- **2G.4.** Maximize the number and diversity of viewing and education opportunities.

Goal 2H: Maintenance

Provide routine trail maintenance that is responsive, effective and resourceful, to ensure the long term success of the regional trails system.

- **2H.1.** Maintain the regional trails system and related facilities so they provide safe and comfortable conditions for users, while preventing conflicts between users on shared routes.
- **2H.2.** Respond to damaged trail sections quickly and provide effective trail repair and maintenance.
- **2H.3.** Implement an on-line reporting system, with response time goals, for trail maintenance needs, safety concerns and general suggestions.
- **2H.4.** Use appropriate and specialized maintenance equipment, durable and cost saving materials and effective maintenance products that have a low impact on the natural environment.
- **2H.5.** Continue the adopt-a-trail maintenance program so organizations, groups or individuals can adopt trail segments or corridors by volunteering or providing donations for maintenance and development.

Goal 2I: Coordination

Coordinate with cities and local communities, federal agencies, tribes, park districts, user groups and organizations, and neighboring counties to ensure the successful development of a regional trails system.

- **2I.1.** Coordinate and cooperate with surrounding jurisdictions and providers to create a seamless regional trails system.
- **2I.2.** Encourage special purpose districts, cities, towns, ports, tribes and community plan areas to provide trail connections

through their jurisdictions and provide access to the regional trails system.

- **2I.3.** Encourage developers and private land owners to provide trail connections through their developments and provide access to the regional trails system.
- **2I.4.** Promote public/private partnerships in development, implementation, operation and maintenance of trail projects.
- **2I.7.** Coordinate with local trail interest groups and advocates in development, implementation, operation and maintenance of trail projects.
- **2I.5.** Enhance coordination for improved response time to trail maintenance issues.
- **2I.6.** Coordinate with utility providers for scheduling maintenance along trail corridors to ensure user notification of disruptions, and anticipate opportunities for trail improvements.

PLANNING FOR TRAILS

Well planned and designed trails offer several significant benefits to Pierce County and its surrounding communities. Along with recreational opportunities, trails promote healthier lifestyles and provide non-motorized connections to destinations in and around the County. This section discusses trail-related benefits and public interest in trails, provides a description of the County and its land uses and physical characteristics, and summarizes trail providers and advocates within the County. The Planning Context Report (November 2008) available under separate cover from the County, provides additional information in greater detail.

BENEFITS OF TRAILS

With changes in the economy including increasing gas prices and the downward trend of discretionary dollars, the provision of outdoor recreation and trails close to home has become increasingly more important. The current mainstreaming of active outdoor lifestyles is characterized by wellness and quality time with family and friends. To meet this new and changing demand people are looking for ways to be outdoors yet close to home, while connecting to these areas by non-motorized means. Due to time demands of family and jobs, convenience and accessibility to recreational opportunities are important considerations. If the County can deliver a quality recreational experience by connecting its unique open spaces and

allowing access to rivers and other water bodies, all while providing functional options for commuters, it will have a competitive advantage in retaining residents and businesses and attracting tourists.

- **Health.** Trails provide an opportunity for physical activity and promote healthy lifestyles. Trail facilities can provide safe locations for activities such as running, walking and bicycling. Communities with convenient access to trails offer residents low cost options to get active and enjoy the benefits of physical activity. The health benefits of physical activity include a reduced risk of premature mortality and reduced risks of cardiovascular disease, hypertension, stroke, some cancers and diabetes. Active lifestyles and regular physical activity can also reduce obesity, depression, stress and anxiety. Trails and trail related activities also create healthy families by offering places parents can bicycle or walk with their children.
- **Transportation.** Transportation systems in cities today are tasked not only with efficient and effective circulation networks, but with promoting a community's livability. A well designed trail system reduces reliance on personal vehicle travel and reduces traffic congestion. An approach to transportation planning that is gaining popularity is the concept of 'Complete Streets' which safely incorporates pedestrian, bicycle and transit modes of travel into the design and development of all roadways. Complete Streets create an inviting environment for cyclists and pedestrians with separated wide sidewalks and marked street shoulders for cyclists. The development of complete streets can contribute to creating connections in urban areas to off-street trail corridors, while at the same time making active transportation—bicycling and walking—a viable option for residents.
- **Environment.** The two major non-fuel consuming and non-polluting forms of transportation are bicycling and walking. Increasing non-motorized transportation modes can decrease the cumulative affects of motorized transportation on the environment. Vehicle exhaust and carbon monoxide impact air quality and can lead to respiratory disease symptoms. Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children and persons with illness. Storm water runoff collects motor oil, metals and other chemicals from streets and parking lots and pollutes water systems, negatively impacting drinking water quality and wildlife habitat. With motorized transportation accounting for one-third of the U.S. carbon dioxide

emissions—impacting climate and air quality ¹—communities are implementing trail programs and educational campaigns encouraging active transportation and individual and environmental health.

- **Economic.** Trails are a desirable amenity as they provide inexpensive transportation options and increase property values. With the continued and projected rise of gas prices and the desire to saving money, individuals and families are turning to less expensive modes of transportation. Trails can also increase property values.² According to the National Association of Home Builders trails have become the top ranking outdoor community asset. Their study found that 57% of prospective homebuyers would like to see trails in their new community. This could be attributed to the recreation, transportation, property and aesthetic value trails can bring to a community. Well planned and designed trails can also benefit local businesses with increased tourism by attracting bicyclists, equestrians and other outdoor enthusiasts.

PUBLIC INTEREST & TRENDS

Interest in trail activities and trail development has increased nationwide. Communities across the country are building trails along waterways, rail corridors, and greenways and vacated rights-of-way. Communities are recognizing that trails provide opportunities to improve quality of life and individual health. Trail advocates and organizations have a wide base of support and have been successful in securing funding, implementing trails projects and active transportation programs. Trends in the State of Washington and Pierce County indicate that trails and trail related activities are desirable throughout the region.

- **State & County Trends.** Trails and trail-related activities are popular in the State of Washington and the County. Trail activities including walking, jogging or running and observing or photographing wildlife or nature are the most frequently occurring outdoor activities in the state. According to the Washington State Outdoor Recreation Survey, the activity with the most participation is walking. Walking in a park or on a trail is the most popular setting, second to walking on a sidewalk. Trails are also popular for jogging or running, second to streets and sidewalks.

¹ Rails-to-Trails Conservancy, August 2007

² Ibid.

- **Pierce County.** As the fourth most densely populated county in Washington State, population growth is rapidly changing the character and land use patterns within Pierce County. The increase in population has triggered the need for a regional trail system that connects communities and destinations across the County.

Pierce County encompasses a large area and includes a complex mix of urban and rural environments, urban centers, small towns, suburban communities, scenic natural areas and widely varied topography. At 1,680 square miles, Pierce County stretches from the Puget Sound to the north and west, to Mt. Rainier in the east, and includes portions of Kitsap Peninsula, as well as several islands in the Sound.

2008 Questionnaire Highlights

- 80% believe more trails and pathways are needed;
- 44% think the top benefit of parks and recreation is providing opportunities to enjoy nature and the outdoors;
- 24% cited using parks for walking or biking for exercise; and
- 28% felt that using trails and paths for non-motorized transportation purposes is a high priority.

Pierce County is surrounded by several counties with existing trail systems and trail plans. These include King and Kitsap Counties directly to the north, Yakima County to the east, Lewis County to the south and Thurston and Mason County to the west. While planning for a regional trail system, it is important to consider trail connections to these surrounding areas. Not only can a regional trail system link communities in Pierce County to one another, but it can also provide opportunities to connect with larger regional destinations such as Seattle and Olympia. Several of these outer-county trail segments already exist.

Figure 5: Regional Context



As noted in Chapter 1, Pierce County is required to develop its planning under the state’s Growth Management Act (GMA). Therefore, the Pierce County Regional Trails Plan must consider and coordinate with the counties outside of Pierce County.³ Thurston, Kitsap, King, Pierce and Yakima Counties and their respective trail plans are addressed in greater detail in Appendix F: Trail Providers, Advocates and Plans. There are two County departments responsible for trail operations and maintenance in unincorporated areas of Pierce County:

- *Pierce County Parks & Recreation Services.* This department provides public parks and recreation services to the residents of unincorporated Pierce County. The Parks Department maintains over 5,000 acres at over 50 park sites. Additionally, the Pierce County Conservation Futures system administers the acquisition of passive open space areas.

³ RCW 36.70A.100 Comprehensive plans — Must be coordinated. The comprehensive plan of each county or city that is adopted pursuant to RCW 36.70A.040 shall be coordinated with, and consistent with, the comprehensive plans adopted pursuant to RCW 36.70A.040 of other counties or cities with which the county or city has, in part, common borders or related regional issues.[1990 1st ex.s. c 17 § 10.]

- *Pierce County Public Works & Utilities.* This Department is responsible for non-motorized transportation facilities within County road right-of-ways and maintains the on street bikeways. Public Works & Utilities only performs trail maintenance work when requested by Pierce County Parks & Recreation.

TRAIL LAND USE & PHYSICAL CHARACTERISTICS

The impacts of growth are evident near urbanized areas and are felt by rural land owners, and residents living near newly built subdivisions. Among more urbanized communities, increasing density, smaller lot sizes and disappearing open spaces create a demand for places for recreation and interaction with the natural environment. At the same time many people living in rural areas want assurance that new development will not affect their way of life. The central county area, beyond existing municipalities, anticipates a majority of higher density residential development and master planned communities. This area is also planned for employment, activity centers and urban villages. New development will require new transportation infrastructure to connect with the existing system. Trail planning in this area should be a priority to prepare for this new growth. Once new development has taken place, trail planning and development becomes increasingly more complex and costly.

- **Land Ownership.** Understanding land ownership patterns helps identify potential partnerships, as well as lands that may require heightened regulatory review. Development in the southeastern portion of the County is generally scattered and sparsely populated. This area is predominantly reliant on agriculture and forestry. The southeastern portion includes privately-owned forests and parts of three nationally protected wilderness or wildlife areas; Mt. Baker-Snoqualmie National Forest, Nisqually National Wildlife Refuge and Mt. Rainier National Park. These three unique areas present numerous opportunities for trail expansion and improvement of connectivity throughout the county's abundant natural areas.
- **Topography.** Topography is a critical consideration in the design and construction of a trail. Gradual or flat terrain is also popular and can provide interest and challenge when incorporating other natural or even built features. Pierce County is fortunate to have a variety of physical terrain. From Mt. Rainier and the foothills of the Cascades to the east, to the flatter areas of west-

central Pierce County, topography plays an important role in the design and construction of trails in the county. The County's diverse topography will require creative and environmentally sensitive solutions unique to each setting. Drainage patterns in the various topographies will be an important factor in the engineering and construction of proposed trails.

- **Geology & Soils.** Like topography, geology and trail surface composition are other important design components. Pierce County is located geologically in the Seattle Fault zone, which creates a seismic hazard for the populated regions in the Puget lowland. The County has created a seismic activity map as well as Hazard Mitigation Plan that includes sections on earthquakes and tsunamis among other natural disasters. The County has established evacuation requirements in the event of a lahar, debris flow, flood, and/or avalanche affecting the area's major waterways, including the Nisqually, Puyallup, Carbon and White Rivers. Some existing trails are already located along the Carbon and Puyallup Rivers.
- **Water Resources.** Water resources are popular for recreation, nature and wildlife observation and photography among other activities. Waterways in the County include both saltwater and freshwater bodies, and range from large rivers and lakes to creeks and wetlands. To the west, the Puget Sound is the most prominent water feature in Pierce County. The Sound is a significant regional resource with ecological, environmental, economic and recreational value. Freshwater resources, including lakes, wetlands, rivers and streams, all provide great settings for trails. Several cities and towns in the County have rivers that flow in close proximity. The four major rivers in Pierce County—the Nisqually, White, Puyallup, Carbon—all are fed by the glacial melt waters of Mt. Rainier and flow through Pierce County into the Puget Sound.

TRAIL PROVIDERS & ADVOCATES

Overlapping jurisdictions, goals and strategies create complexity in planning for the network of trail corridors, parks and natural open space areas in the County. As a region-wide system, there are a number of stakeholders involved in the provision of trails on local, county, regional, state and federal levels. The following section provides a summary of important trail providers and advocates.

- **Cities & Towns.** Pierce County has 23 cities and towns. A successful regional trail system takes into account and enhances the unique physical and cultural characteristics of these communities. Some Pierce County cities such as Tacoma, Gig Harbor and Steilacoom overlook the Puget Sound, while others such as Eatonville and Carbonado are located further inland in more agricultural and forested areas. Most of the larger cities including Lakewood, University Place and Puyallup are located in close proximity to the Tacoma area.
- **Park Departments & Districts.** Park and recreation departments and metropolitan park districts play an important role in the provision of local and regional trails. Of the 23 cities and towns in Pierce County, six have a parks department, 12 assign park and recreation responsibilities to other city departments and five do not have park responsibilities assigned to city staff. Pierce County’s Metropolitan Park Districts (Metro Park Districts) are another important partner in trail development. Metro Park Districts are separate and distinct governments that have taxing and other funding available to them that Pierce County Parks Department does not. There are four Metro Park Districts in Pierce County: Metro Park District of Tacoma; Key Peninsula Metropolitan Park District; Peninsula Metropolitan Park District; and Anderson Island Park and Recreation District.
- **Advocacy Groups & Organizations.** A variety of different organizations and agencies are involved with trails planning and trail-related issues. These entities are active in lobbying for a variety of issues related to trails and trail corridor acquisition. Seven major entities that are actively or have previously been involved with trails planning and development in Pierce County include:

 - *Green Tacoma Partnership.* The goal of the partnership is to “promote a viable, healthy network of natural spaces throughout Tacoma.”
 - *Cascade Land Conservancy.* This organization develops strategies for land acquisition and collaborative relationships with other agencies, jurisdictions and organizations.
 - *ForeverGreen Council.* The Council is dedicated to “facilitating the implementation of a system of multi-use trails which links each community and jurisdiction in Pierce County.”

- *Foothills Rails to Trails Coalition.* The mission of the Coalition is to “assist Pierce County communities in the creation, maintenance and usage of a connected system of non-motorized trails for healthier people from Mt. Rainier to Puget Sound.”
- *Tacoma Wheelmen’s Bicycle Club.* The Club’s mission is “to promote and develop safe bicycling for recreation, health and alternative transportation.”
- *Washington Wildlife & Recreation Coalition.* The Coalition works to protect wildlife habitat and secure public access to parks, trails, shorelines and other outdoor recreation areas.
- *Washington Water Trails Association.* The mission of the Association is to promote advocacy, education and stewardship of public access to Washington's waterways for people in human and wind powered beachable watercraft.

