

Project Description

This project will provide 3,280 feet of sidewalk, bike lane, and planter strip buffer with street trees along the north side of Pacific Highway E between 54th Avenue E and 65th Avenue E. The project will be similar to the improvements constructed on the south side of the street. The Project will include pedestrian and vehicle lighting, storm water facilities, improved access management of driveways, and replace existing curb ramps that do not meet ADA standards.

The project will also add a second left turn lane from westbound Pacific Hwy E to southbound 54th Ave E.

Project Justification

This is the last section of Pacific Highway in the City of Fife that does not have sidewalks. Currently, only 715 feet of the total 3,280 foot section has sidewalks, and pedestrians walk along the shoulder or informal paths with no buffer from traffic. Pierce Transit provides bus service along Pacific Highway and there are four bus stops located along the north side of this section of Pacific Highway. Multiple vehicle and pedestrian accidents have occurred along this section of Pacific Highway during the last 10 years, including a pedestrian fatality collision. This project will improve the safety and convenience for pedestrians, bicyclists and transit patrons.

The west end of the project will connect with the extensive existing sidewalk network along Pacific Highway and 54th Avenue E. As part of the SR 167 Extension Project, WSDOT will relocate the existing 70th Avenue E bridge over I-5 to the west, and connect with Pacific Highway E at the east end of this project. The new 70th Avenue E Bridge will include sidewalks and bicycle lanes, and will be an important non-motorized connection between the neighborhoods north and south of I-5. The SR 167 Extension will have a shared-use path along the roadway that will connect with the Interurban Trail.

The new storm water facilities will improve water quality and safety by preventing puddles from forming along the roadway.

The additional left turn lane will increase the capacity of the intersection, reducing the time necessary to clear queues for this heavily-trafficked movement and improving the level of service from “F” to “D.”

TASK	2015	2016	2017
Budget and plan	██████		
Design and bid		██████	
Construct			██████

Funding Source	Contribution
Ecology Stormwater Grant	\$533,100
WSDOT Pedestrian Safety Grant	\$1,660,800
Possible “Complete Streets” Grant	2,202,600
Local Match	775,000
Local - aerial utilities to underground	\$876,000
Total Funding	\$6,047,500

