

RESOLUTION 1347

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GIG HARBOR, WASHINGTON, ADOPTING THE 2025 ACTIVE TRANSPORTATION PLAN

WHEREAS, the City of Gig Harbor recognizes the importance of providing a safe, connected, and accessible multimodal transportation network for all residents and visitors; and

WHEREAS, the city adopted its 2018 Comprehensive Plan on December 11, 2018, via Ordinance 1400, which included the 2018 Active Transportation Plan as a supporting document to guide non-motorized transportation planning and investment; and

WHEREAS, the city adopted its updated 2024 Comprehensive Plan on April 14, 2025, via Ordinance 1538, which included revisions to the Transportation Element and Technical Appendix B, or “Connect the Gig,” the city’s All Modes Transportation Plan; and

WHEREAS, the 2025 Active Transportation Plan (ATP) has been prepared as an update to the 2018 Active Transportation Plan, aligning with both the 2024 Transportation Element and Technical Appendix B, or “Connect the Gig,” and reflecting updated goals, data, and community priorities; and

WHEREAS, the 2025 ATP identifies short-term, long-term, and “quick-win” active transportation projects, and serves as a key resource for future project development, grant funding, and capital programming; and

WHEREAS, the city conducted a public survey from July through August 2025 to gather community input on walking, biking, and rolling in Gig Harbor, and the results were presented to the city council at its August 14, 2025, study session; and

WHEREAS, the final version of the 2025 ATP was made available for public review and comment for a one-week period prior to Council consideration; and

WHEREAS, the city council finds that the 2025 Active Transportation Plan supports the community’s vision for a safe, healthy, and accessible transportation system, and that adoption of the plan is in the public interest;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Gig Harbor:

Section 1. The city council hereby adopts the 2025 Active Transportation Plan, attached hereto as Exhibit A, as the city’s guiding document for planning, programming, and implementation of active transportation projects.

Section 2. This resolution shall take effect immediately upon its adoption.

ADOPTED by the City Council of the City of Gig Harbor at a regular meeting thereof, held this 24th day of November, 2025.


Mary Barber
Mayor

Attest:



Joshua Stecker, CMC
City Clerk

EXHIBIT A



GIG
ON THE GO



2025 Active Transportation Plan

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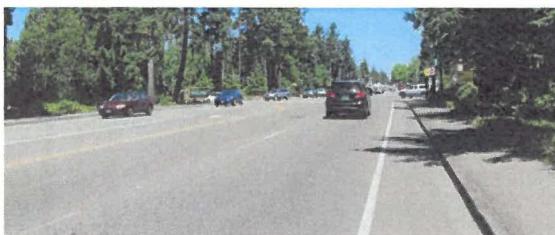
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Buffered Bike Lane



Conventional Bike Lane



Fog Line



Shared Use Path



Sharrow

Glossary

ATP = Active Transportation Plan

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.

CoLI = Centers of Local Importance. Gig Harbor has five CoLIs – Westside, Kimball, Downtown, Finholm, and Gig Harbor North. They are compact, mixed-use centers that promote pedestrian-oriented development, provide diverse services, and include a variety of high and medium density housing. The CoLIs and their associated transportation corridors tend to accommodate and attract a high level of travel by all modes and include clustered commercial services to support the greater Gig Harbor and Key Peninsula areas.

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.

Fog Line = A fog line is a solid white line painted on the side of the roadway that defines the travel lane for vehicles. 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.

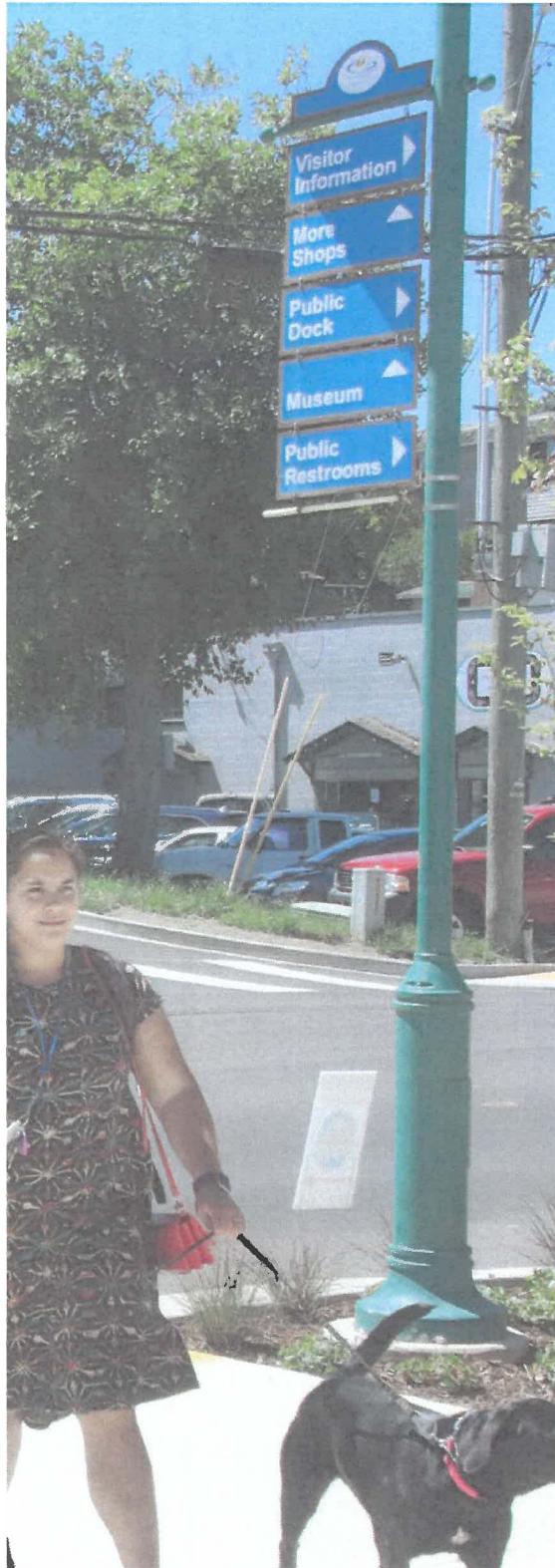
Shared Use Path = Shared Use Paths are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor.

Sharrow = Sharrows or "shared-use arrows" are pavement markings that indicate bicycles and automobiles must share the lane. They are typically provided on low-speed, low traffic-volume streets. This facility type provides drivers with a visual warning to expect that cyclists are present.

1

Introduction





The Active Transportation Plan (ATP) was updated as part of the City of Gig Harbor's 2024 Comprehensive Plan process, in alignment with the 2024 Transportation Element (TE).

Gig Harbor's picturesque waterfront, vibrant downtown, peaceful trails, and quiet woods make it an ideal setting for outdoor activity and an active lifestyle. Whether it's bustling sidewalks in the Finholm District at lunchtime, full bike racks at the farmers market, or steady streams of people walking and biking along the Cushman Trail, it's clear that residents and visitors alike are eager to embrace active modes of travel.

Active transportation, which refers to any form of human-powered travel, is an important part of a transportation system. This can include walking, cycling, use of an electric bike or a wheelchair, skateboarding, or roller-skating for any portion of a trip between origin and destination. These modes not only support individual health and environmental sustainability, but also enhance community livability by reducing roadway congestion, improving air quality, and fostering social interaction and vibrant public spaces.

The 2024 TE establishes a 20-year vision for Gig Harbor's transportation system and guides how people and goods, including motor vehicles, bicyclists, and pedestrians, move throughout the city. As a supporting document to the TE, the ATP advances the City's goals by placing a focused lens on active transportation, ensuring that walking, biking, and other forms of human-powered travel are prioritized and integrated into the transportation network.

The 2025 ATP aims to promote and expand active transportation opportunities for people of all ages and abilities by identifying priority projects and policies that will improve the safety, connectivity, and convenience of nonmotorized travel. The 2025 ATP evaluates projects to determine high priority investments and incorporates public feedback to ensure the active transportation system continues to evolve in a way that reflects community values and future growth.

Chapter Overview

Chapter 1: Introduction

This chapter outlines the purpose of this plan, an overview of the plan organization, vision and goals, benefits of active transportation, and the public outreach process.

Chapter 2: Short-Term Investments and "Quick Wins"

This chapter details the short-term projects for the pedestrian and bicycle network, including projects identified as the first step towards implementing the long-term vision for walking and biking in Gig Harbor. This chapter also explains the methodology used to identify these priority projects.

Chapter 3: Longer Term Investments

This chapter details the long-term projects for the pedestrian and bicycle network.

Chapter 4: Programs, Policies, and Design Guidance

This chapter outlines programs and policies that will support active transportation in Gig Harbor. Additionally, it provides a high-level overview of changes that will be necessary to the City's Public Works Standards.

Chapter 5: Performance Measurement

This chapter identifies performance measures that will be used to evaluate the City's progress toward implementing all the Plan's recommendations. They will keep the City accountable throughout the implementation process.

Appendices

- A. Summary of Previous Engagement
- B. Summary of Online Survey Responses
- C. Project Prioritization Spreadsheet

Vision and Goals

This ATP's policy framework consists of:

- » **Vision** – the desired future outcome of the Plan
- » **Goals** – what to expect to accomplish to meet the vision
- » **Performance measures** – how we track progress in achieving goals and objectives

The 2025 ATP retains the vision and mission statement originally developed in the 2018 ATP through collaboration with a Steering Committee and community members. It aligns with the 2024 Comprehensive Plan and TE, as well as applicable federal Americans with Disabilities Act (ADA) standards.

The vision and goals continue to guide the evaluation of the project list presented in [Chapter 2](#) and the performance measures outlined in [Chapter 5](#).



Vision

Gig Harbor offers easy, safe, and enjoyable access to all areas of the City by foot and bike.



Mission

Residents greatly value Gig Harbor's small-town feel, waterfront setting, varied topography, and proximity to diverse urban and natural features. Today and in the future, residents want access in Gig Harbor to be easy, safe, and enjoyable, including for those who choose not to drive. To achieve this, residents support ongoing efforts to create and enhance active transportation infrastructure and to improve connections citywide.

Transportation Element Goals



Goal 1: Create a Transportation System that is inviting and accessible for all community members, 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: Promote and plan for a transportation system that is smart, efficient, and achievable.

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



Goal 3: Provide a transportation system that is 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: Promote a transportation system that is 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: Ensure the transportation system planning process and investment decisions are 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.

Active Transportation, Health, and Access

Active transportation offers a variety of benefits that span transportation affordability, protecting the environment, physical health, and social well-being. All of these benefits contribute to the overall well-being of a community.

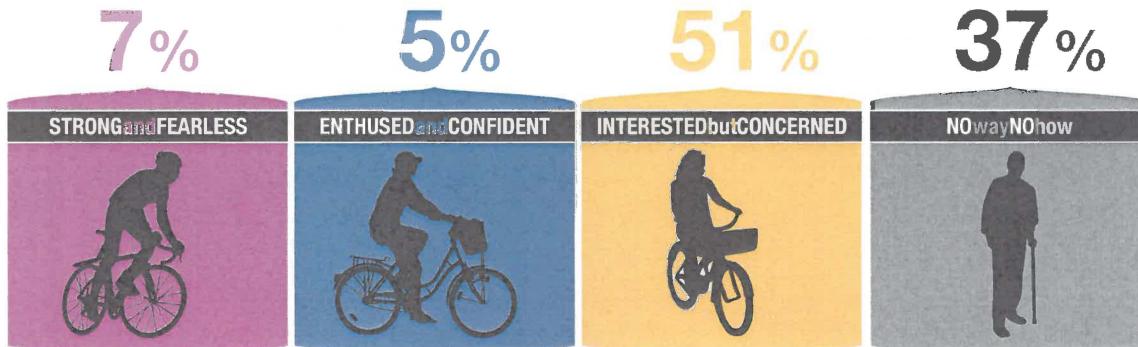
Walking

Walking is the simplest form of transportation, yet it provides many benefits to an individual and community. Almost everybody incorporates some form of walking or rolling into their daily trips, but for most, it does not make up a significant portion of those trips. This can be due to a variety of factors such as convenience, ease of access, actual and perceived safety, and walkability of the environment. This Plan strives to create an environment where people of all ages and abilities feel safe and comfortable getting around Gig Harbor on foot or with mobility aids.

Health

There are many health benefits associated with active transportation. Regular physical exercise has been linked to an increase in personal health and a lower risk of obesity, heart disease, and Type 2 diabetes. Active transportation not only benefits the user, but also the natural and built environment. Increasing the number of trips made by walking or cycling helps to decrease the pollution that would have been emitted by using motorized transportation. Studies have shown that when infrastructure for walking and biking is in place, there is an associated increase in active transportation. Neighborhoods that are walkable and bikeable have more people on the streets, which promotes resident interaction and decreases crime rates, improving overall neighborhood livability.

Figure 1: The Four Types of Cyclists¹



¹ Roger Geller, "Four Types of Cyclists" <https://www.portland.gov/sites/default/files/2022/Four%20Types%20of%20Cyclists%20updated%202009.pdf>

Cycling

Cycling requires more investment than walking, but it is still an affordable, healthy mode of transportation that is becoming more popular nationwide. As shown in Figure 1, the population generally falls into four categories of potential cyclists: **Strong and Fearless**, **Enthused and Confident**, **Interested but Concerned**, and **No Way No How**. Research has shown that the Interested but Concerned are a large segment of the population, and they require highly comfortable bicycle facilities in their communities to feel safe while riding. This Plan strives to create an environment where people of all ages and abilities feel safe and comfortable riding a bike.

Access for All Citizens

Transportation equity is an essential component of this Plan. Pedestrian, bicycle, and rolling projects, programs, and policies should benefit all Gig Harbor residents. One component of this is geographic equity. This means investments in new active transportation facilities and programs should be balanced throughout all parts of Gig Harbor. While socio-economic and geographic equity cannot be achieved overnight, these long-term goals are factored into the planning process.

Strong and Fearless cyclists will ride regardless of roadway conditions, with limited or no bicycle-specific infrastructure.

Enthused and Confident cyclists are comfortable riding on most types of streets, but prefer having designated bicycle infrastructure and may be uncomfortable in some situations.

Interested but Concerned cyclists enjoy riding and would like to ride more, but are afraid to do so without physical bicycle infrastructure improvements.

No Way No How individuals will not ride a bicycle, regardless of the circumstances.

Progress Since 2018 ATP

Since the 2018 ATP, the City has made progress toward achieving the plan's vision and goals. Several completed projects have enhanced pedestrian and bicycle safety and connectivity, including the Rosedale Street/Stinson Avenue and Harborview Drive/Stinson Avenue roundabouts. The City has also installed numerous Rectangular Rapid Flashing Beacon (RRFB) midblock crossings across Gig Harbor and delivered "quick win" improvements, such as crosswalk enhancements at the Discovery Elementary School driveway, identified in the 2018 ATP. In June 2024, the City adopted [Ordinance 1525](#), which requires the integration of complete streets infrastructure into public streets where feasible, further reinforcing the City's commitment to pedestrian safety and accessibility.

In addition, the City continues to implement its Americans with Disabilities Act ([ADA](#)) [Transition Plan](#), removing barriers and improving accessibility at numerous locations throughout Gig Harbor.

Work is complete on two key projects, including: signal upgrades at Wollochet Drive and Wagner Way, which improves intersection safety and enhances pedestrian and bicycle crossings, and Burnham Drive Phase 1A, which adds a new shared-use path between Eagles Club and 96th Street.

[These projects continue to advance the City's vision of making Gig Harbor more walkable and bikeable.](#)



Boys biking in Gig Harbor North

While the ATP focuses on strategies, projects, and programs to enhance walking, rolling, and bicycling in Gig Harbor, the 2024 TE provides the broader planning context. [Connect the Gig](#), the Appendix to the TE, outlines current conditions for active transportation, available travel corridors, alternative travel modes, and key destinations. It also summarizes existing plans and programs, including policies related to active transportation and details on the City's current bicycle and pedestrian networks.

Planning Process and Community Engagement

The Gig Harbor community has played a vital role in shaping both the original 2018 ATP and the 2025 ATP. Building on the robust input gathered through the 2018 “Connect the Gig” initiative which was developed in conjunction with the 2018 Transportation Element and ATP, the 2025 ATP continues to prioritize community voices. The current engagement effort focused on identifying community priorities and preferences to help guide the budgeting and sequencing of the high priority active transportation and multimodal projects outlined in [Chapter 2](#).

Summary of 2018 Outreach

The 2025 ATP builds on the strong foundation of public input collected during the 2018 planning process. At that time, the City hosted a variety of engagement activities including stakeholder interviews, a pop-up studio, interactive “walkshops,” and more. Feedback gathered through those events directly influenced the goals, strategies, and project priorities included in the original plan. A detailed summary of the 2018 engagement process and the input received can be found in [Appendix A](#).

Website and Online Survey

To gather community input for the 2025 ATP, the City launched an [interactive project website](#) and public survey. These tools were designed to gather clear guidance on how to prioritize and phase the implementation of high-priority active and multimodal transportation projects identified in [Chapter 2](#).

The website provided background on the importance of the ATP and explained how public input would shape the City’s future investments in walking and biking infrastructure. It featured a map of the proposed high-priority projects, visual renderings, and descriptions of each project. Visitors were invited to complete a short survey where they could rate each project and select their top three projects. The website will remain a permanent resource for the community, serving as a central hub to learn about the current ATP, track implementation progress, and stay informed about future updates.

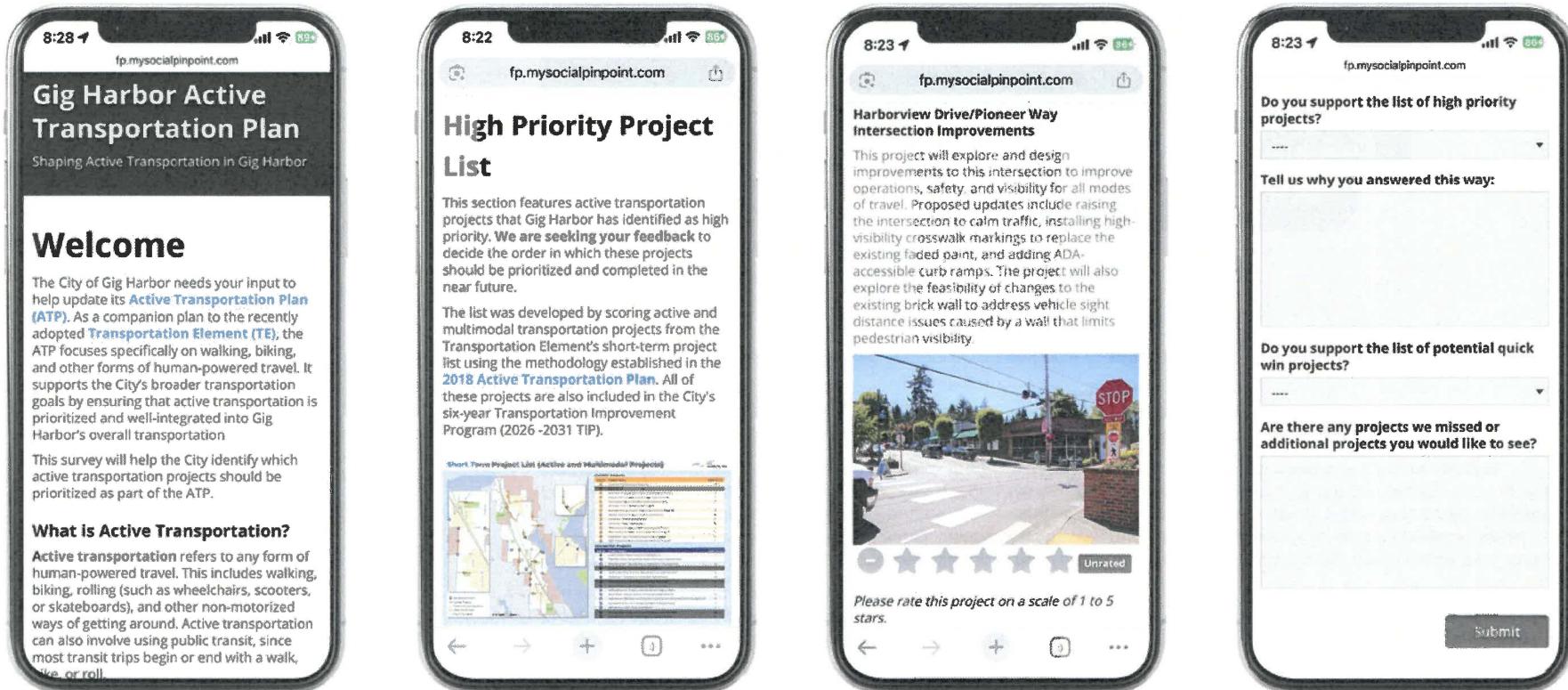
The online survey remained open for three weeks and was promoted through multiple channels, including social media and the City’s newsletter ([Figure 2](#) and [Figure 3](#)). This broad outreach helped ensure a diverse set of perspectives informed the plan.

For a summary of the feedback received and how it shaped project prioritization, see [Chapter 2](#).

Figure 2: Social Media Ad

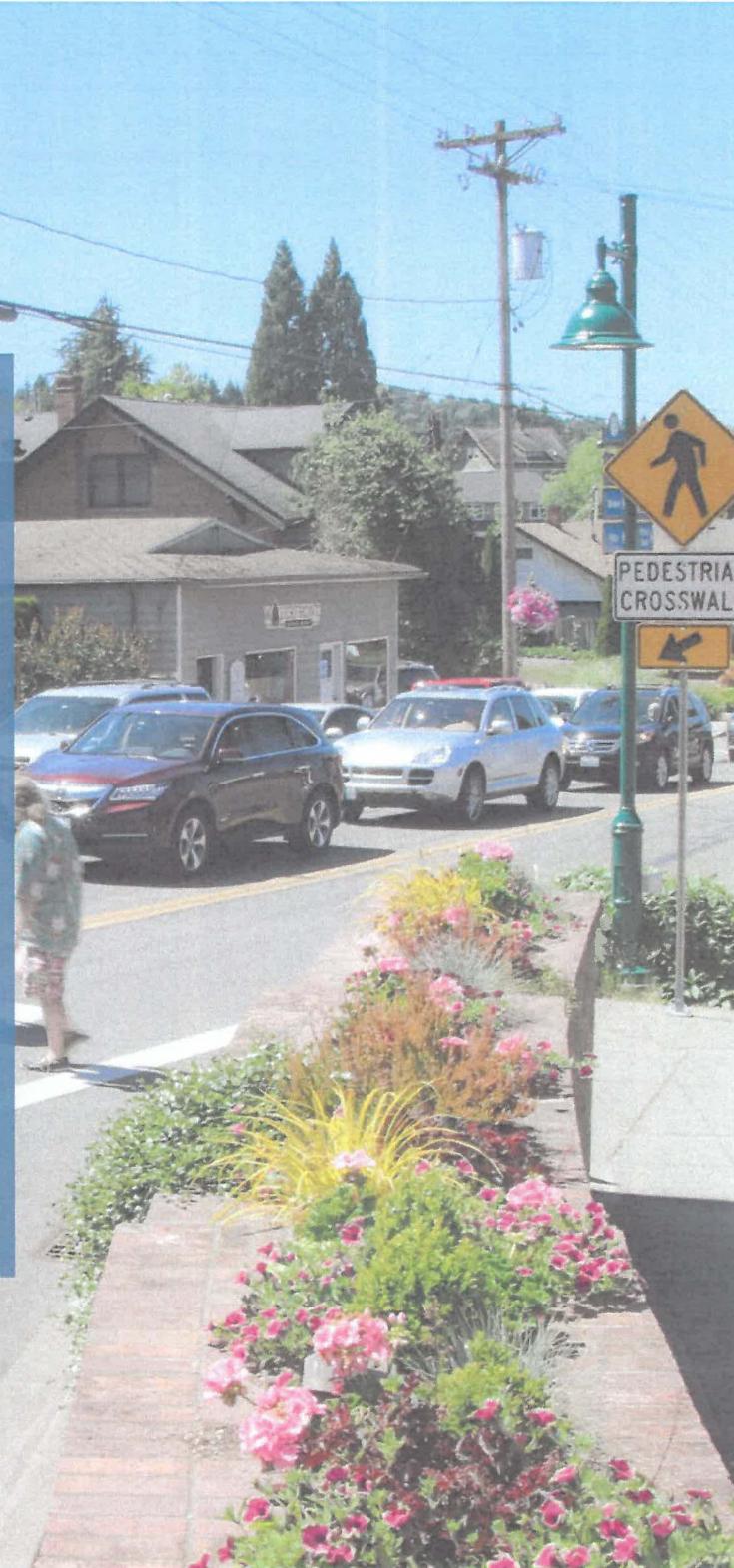


Figure 3: Public Social Pinpoint Page



2

Short-Term Investments and “Quick Wins”





The ATP presents a vision for making Gig Harbor a safer, more accessible, and more enjoyable place to walk, bike, and roll. This chapter explains the methodology used to identify the highest priority projects from the broader list of active and multimodal transportation short-term projects from the TE. This chapter also outlines short-term investments that focus on improving safety and connectivity for people walking and biking. These projects include high-priority investments that the City would like to construct in the near-term, as well as low-cost "quick win" projects that could be implemented relatively quickly. Each project would contribute to providing more complete active transportation facilities in Gig Harbor, ultimately enhancing access and mobility for all users.

Short-Term Project List Prioritization Methodology

To arrive at the list of highest priority investments outlined in this chapter, the project team evaluated the active transportation and multimodal projects from the Short-Term Project List of the TE (**Figure 4**) using the methodology established in the 2018 ATP. These near-term projects, which are planned for design and/or construction over the next six years, were vetted through the 2024 TE and align with the City's six-year Transportation Improvement Program (TIP).²

The project prioritization was grounded in the City's active transportation goals and objectives, applying 11 criteria to assess how effectively each project supports those goals. As detailed in **Table 1**, the criteria include

factors such as feasibility, cost, location within a Center of Local Importance (CoLI), and the project's potential to encourage walking and biking. Each project received a **Community Benefit Score**, calculated as the sum of points earned across all criteria. The 12 highest scoring projects were designated as high priority investments.

For the full prioritization spreadsheet, see [Appendix C](#).

² Some projects on this list were already under construction or completed since the release of the 2024 Transportation Element and were therefore not scored.

Figure 4: Active and Multimodal Transportation Projects from the Transportation Element Short-Term Project List

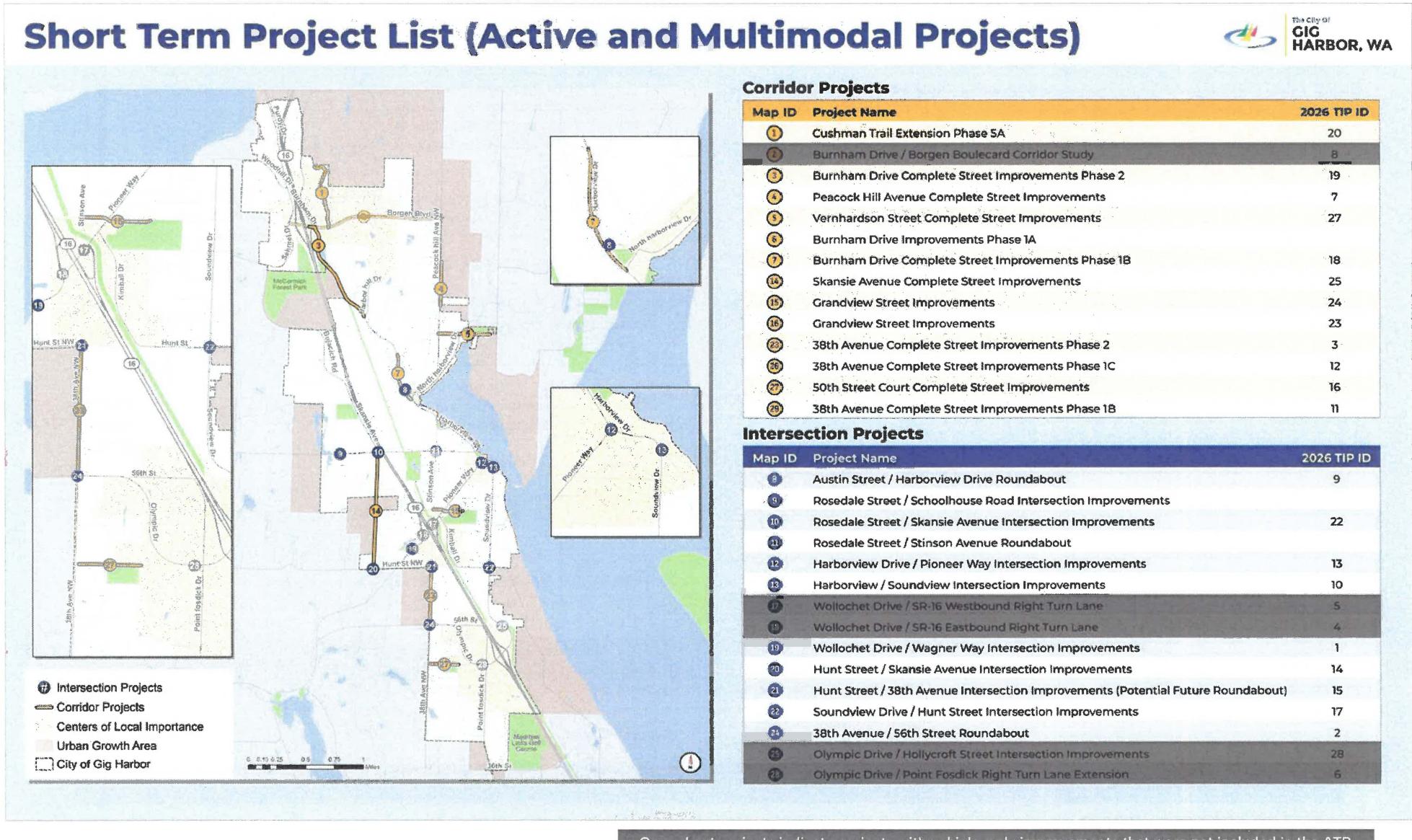


Table 1: Project Evaluation Criteria

Goal	Objective	Evaluation Criteria
1. Inviting and accessible, encouraging public health through active transportation	Addresses location with a history of bike/ped injury collisions	2 = Serious Bike/Ped Injury 1 = Not serious bike/ped collision 0 = No bike/ped collision
	Fixes an identified sight distance issue or identified modal conflict point	2 = Yes 0 = No
	Encourages pedestrian and/or bike travel	2 = Exclusive facility (e.g. buffered sidewalk, trail, buffered bike lane, RRFB or enhanced crosswalk) 1 = Shared facility (e.g. sidewalk w/o buffer or one side, conventional bike lane, sharrows, non-enhanced crosswalk, wayfinding, ADA improvements) 0 = Other
2. Smart, efficient, and achievable	Project will have positive impact on many users	2 = Impacts a high number of users 1 = Impacts a medium number of users 0 = Impacts a low number of users
	Improves or eliminates a congestion choke point to LOS standard under current or future conditions	2 = Solves auto LOS deficiency or brings bike/ped LOS from red to yellow or green 1 = Improves auto operations (but does not fix an identified deficiency) or brings bike/ped LOS from yellow to green 0 = Does not improve LOS deficiency or no LOS deficiency in project vicinity
	Project is feasible and achievable	2 = Under City control, can be done quickly (within 6 years) 1 = May require some coordination, could take 7-20 years to implement 0 = May take more than 20 years to implement, or the City is not in control
3. Effective in connecting the CoLIs to the regional transportation system	Project is located in a CoLI	3 = Yes 0 = No
	Improves connection to the regional transportation system (i.e. transit, trails, SR16)	3 = Yes 0 = No
4. Sustainable over time, both financially and environmentally	Supports sustainability (e.g. adds vegetation to reduce heat island effect, reduces street width, utilizes permeable surfaces, encourages mode shifts, etc.)	2 = Increases vegetation, reduces street width, and/or utilizes permeable surfaces/other stormwater treatments 1 = Encourages mode shift, but doesn't make other sustainability improvements 0 = Does not include sustainability improvements
	Project's costs are aligned with city budget constraints	2 = High 1 = Medium 0 = Low
	Competitive for grant funding	2 = Yes 0 = No

High Priority Investments

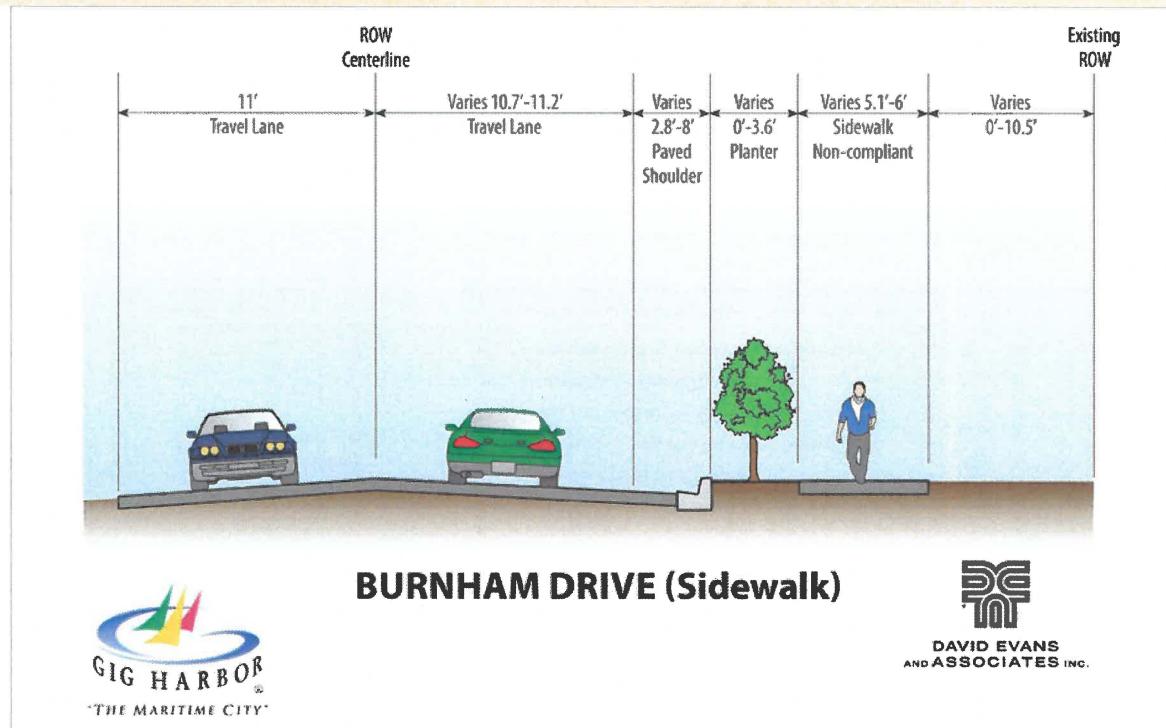
The following section presents the high priority projects identified using the previously described methodology. Each project description includes:

- » Project ID from the TE Short-Term Project List
- » Project type
- » Project name
- » Extents
- » Description
- » Cost estimate
- » Community Benefit Score
- » Average rating from public outreach ³

When asked in the online survey, **81%** of community members expressed support for this list of high priority projects. **Cushman Trail Extension Phase 5A, Harborview Drive/Pioneer Way Intersection Improvements, and Burnham Drive Complete Streets Improvements Phase 2** were the top three project priorities selected by community members.⁴

Projects are listed in descending order of the Community Benefit Score, such that the projects that received the highest scores are listed first.⁵

Graphics included in this document are for visualization and illustrative purposes only. They are intended to convey general concepts and do not represent conceptual or final designs.



Burnham Drive Complete Street Improvements Phase 2

- » **Extents:** Harbor Hill Drive Extension to SR-16 Interchange
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 3
- » **Cost Estimate:** \$5,400,000*
- » **Community Benefit Score:** 20
- » **Average Rating from Public Outreach:** 3.6 out of 5 stars

This project will reconstruct the roadway, including minor widening, turn lanes, curbs, gutters, sidewalks, storm sewer improvements, landscaped planter strips, and lighting. This project adds to the improvements made in Phase 1A (a shared used path from Eagle's Club to 96th Street).

*Cost estimate from the Gig Harbor 2026-2031 TIP

³ Each project was rated on a scale of 1 to 5 by community members in the online survey. This is the average rating of each project. For more details, see Appendix B.

⁴ For a summary of community feedback from the online survey, see Appendix B.

⁵ For the Community Benefit Score of all scored projects, see Appendix C.

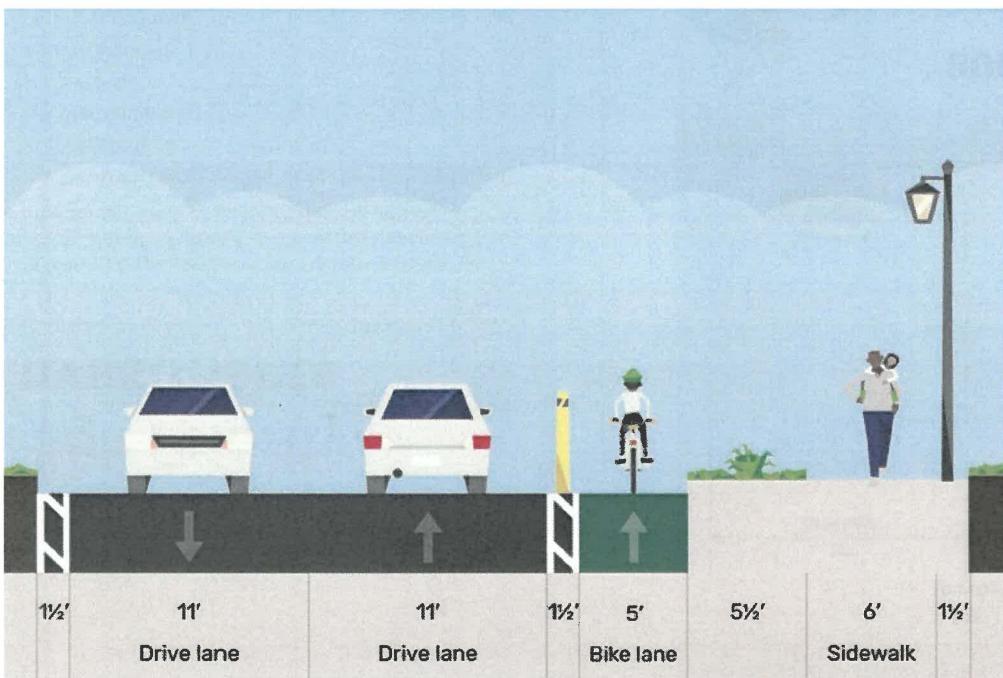


Harborview Drive/Pioneer Way Intersection Improvements

- » **Extents:** Harborview Drive/Pioneer Way
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 12
- » **Cost Estimate:** \$1,750,000[▲]
- » **Community Benefit Score:** 18
- » **Average Rating from Public Outreach:** 4.1 out of 5 stars

This project will explore and design improvements to this intersection to improve operations, safety, and visibility for all modes of travel. Proposed updates include raising the intersection to calm traffic, installing high-visibility crosswalk markings to replace the existing faded paint, and adding ADA-accessible curb ramps. The project will also explore the feasibility of changes to the existing brick wall to address vehicle sight distance issues caused by a wall that limits pedestrian visibility.

[▲] Cost estimate based on similar projects and need for right-of-way acquisition



38th Avenue Complete Street Improvements Phase 1C

- » **Extents:** 50th Street to 56th Street
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 26
- » **Cost Estimate:** \$2,800,000*
- » **Community Benefit Score:** 18
- » **Average Rating from Public Outreach:** 3.7 out of 5 stars

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 be from 56th Street to Hunt Street and will likely focus on the east side of the street and connect schools as well as the future Hunt Street Overpass. This is one of three phases of the 38th Avenue Complete Street Improvements Projects. As of October 2025, Phase 1B (Briarwood Lane to 50th Street) is on the 2025 – 2030 TIP and Phase 2 (56th Street to Hunt Street) will begin construction soon.

*Cost estimate from the Gig Harbor 2026-2031 TIP



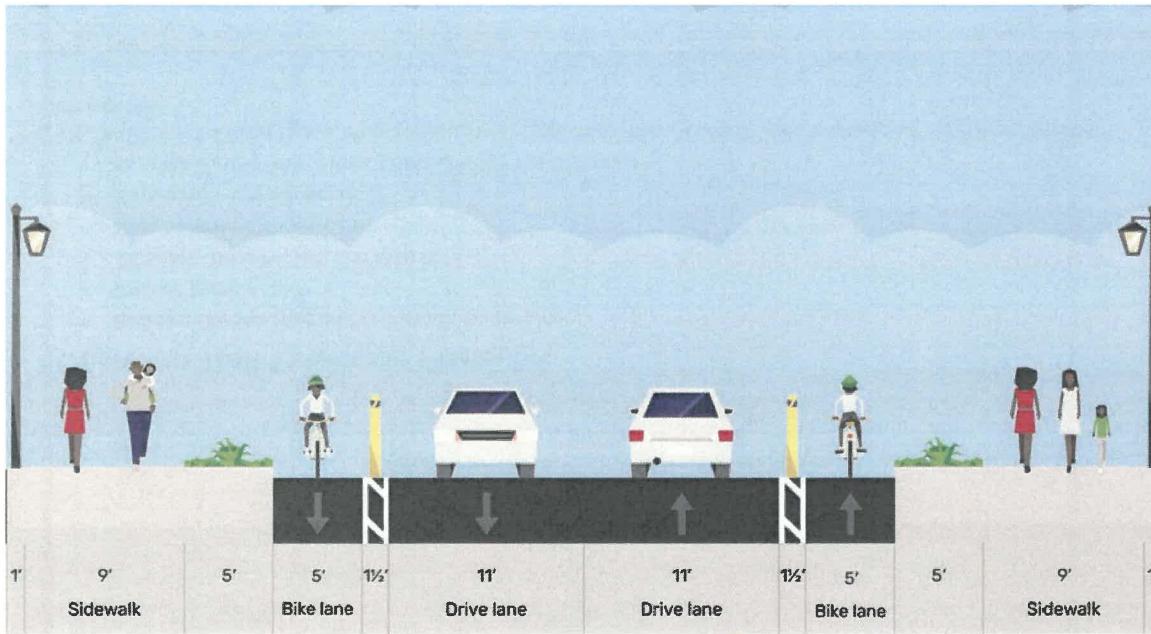
CUSHMAN TRAIL PHASE V PLANNING STUDY
PROPOSED BORGEN BLVD CROSSING - LOOKING NORTH

Cushman Trail Extension Phase 5A

- » **Extents:** Borgen Trailhead to Kitsap County Line
- » **Project Type:** Active
- » **TE Short-Term Project List Map ID:** 1
- » **Cost Estimate:** \$6,100,000*
- » **Community Benefit Score:** 17
- » **Average Rating from Public Outreach:** 3.9 out of 5 stars

This project will design Phase 5A of the Cushman Trail from the existing Borgen trailhead to the Pierce/Kitsap county line.

*Cost estimate from the Gig Harbor 2026-2031 TIP



Grandview Street Improvements

- » **Extents:** McDonald Avenue to Stinson Avenue
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 15
- » **Cost Estimate:** \$2,100,000*
- » **Community Benefit Score:** 17
- » **Average Rating from Public Outreach:** 3.0 out of 5 stars

This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.

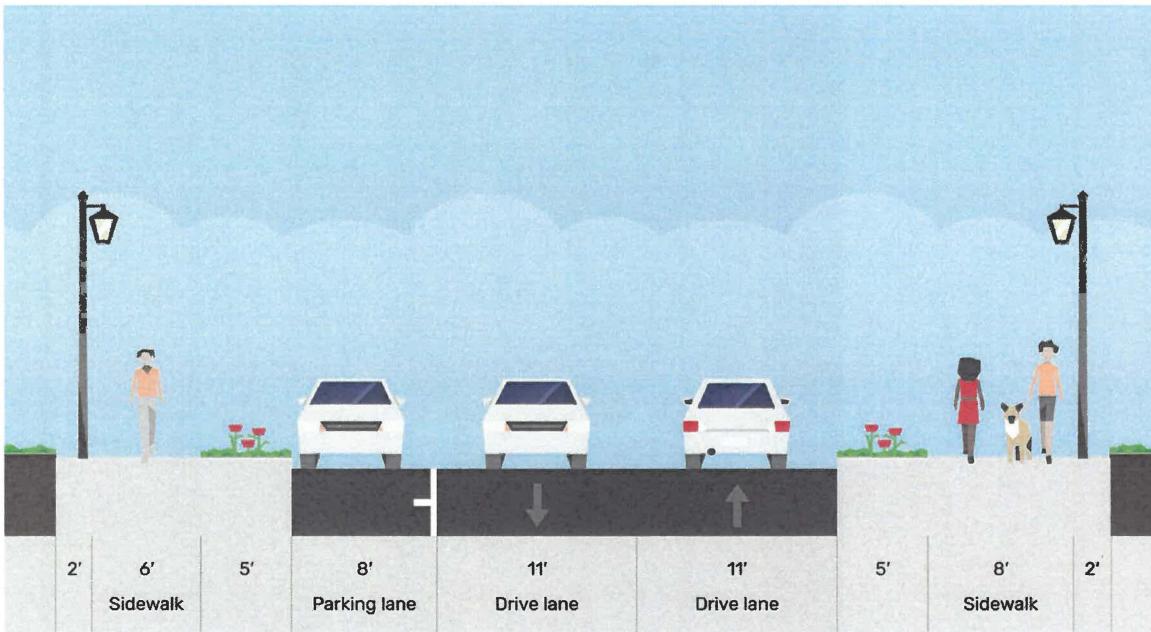
*Cost estimate from the Gig Harbor 2026-2031 TIP

Hunt Street/38th Avenue Intersection Improvements

- » **Extents:** Hunt Street/38th Avenue
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 21
- » **Cost Estimate:** \$2,000,000*
- » **Community Benefit Score:** 17
- » **Average Rating from Public Outreach:** 2.9 out of 5 stars

This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.

*Cost estimate from the Gig Harbor 2026-2031 TIP

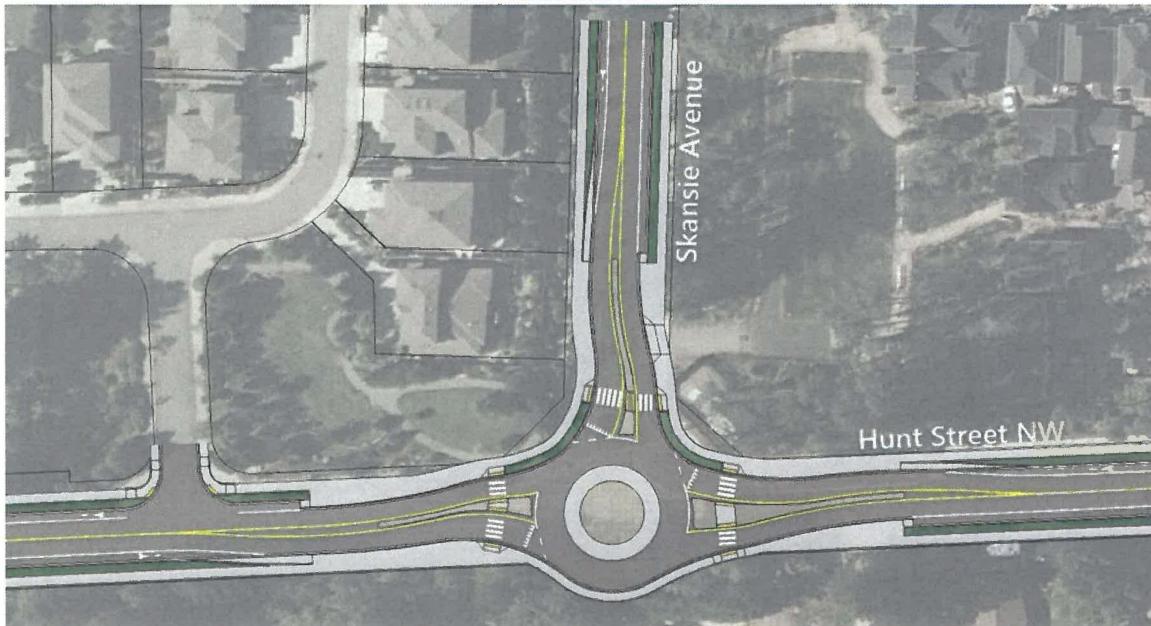


50th Street Court Complete Street Improvements

- » **Extents:** Olympic Drive to 38th Street
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 27
- » **Cost Estimate:** \$2,000,000*
- » **Community Benefit Score:** 17
- » **Average Rating from Public Outreach:** 3.0 out of 5 stars

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.

*Cost estimate from the Gig Harbor 2026-2031 TIP



Hunt Street/Skansie Avenue Intersection Improvements

- » **Extents:** Hunt Street/Skansie Avenue
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 20
- » **Cost Estimate:** \$1,930,000*
- » **Community Benefit Score:** 16
- » **Average Rating from Public Outreach:** 3.1 out of 5 stars

This project will construct a roundabout, signal, or other intersection improvement at the intersection of Hunt Street and Skansie Avenue.

*Cost estimate from the Gig Harbor 2026-2031 TIP



Harborview Drive/Soundview Drive Intersection Improvements

- » **Extents:** Harborview Drive/Soundview Drive
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 13
- » **Cost Estimate:** \$1,200,000*
- » **Community Benefit Score:** 16
- » **Average Rating from Public Outreach:** 3.5 out of 5 stars

This project will update the intersection of Harborview Drive and Soundview Drive to provide traffic calming, increase sight distance, and add an ADA-compliant crosswalk.

*Cost estimate from the Gig Harbor 2026-2031 TIP

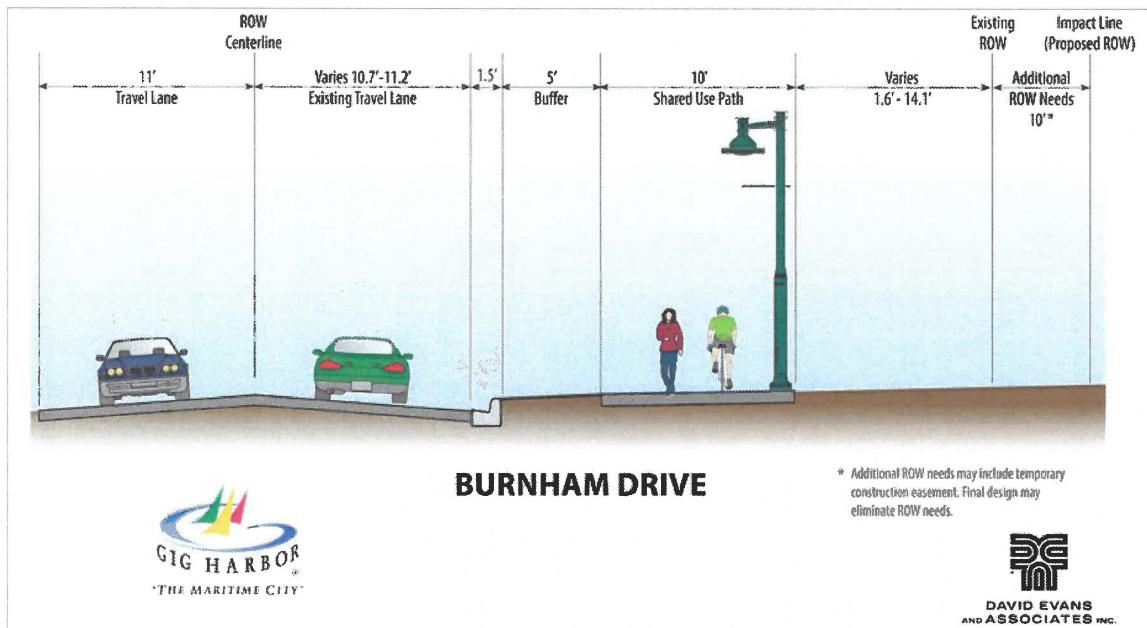


Soundview Drive/Hunt Street Intersection Improvements

- » **Extents:** Soundview Drive/Hunt Street
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 22
- » **Cost Estimate:** \$1,600,000*
- » **Community Benefit Score:** 16
- » **Average Rating from Public Outreach:** 3.3 out of 5 stars

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.

*Cost estimate from the Gig Harbor 2026-2031 TIP

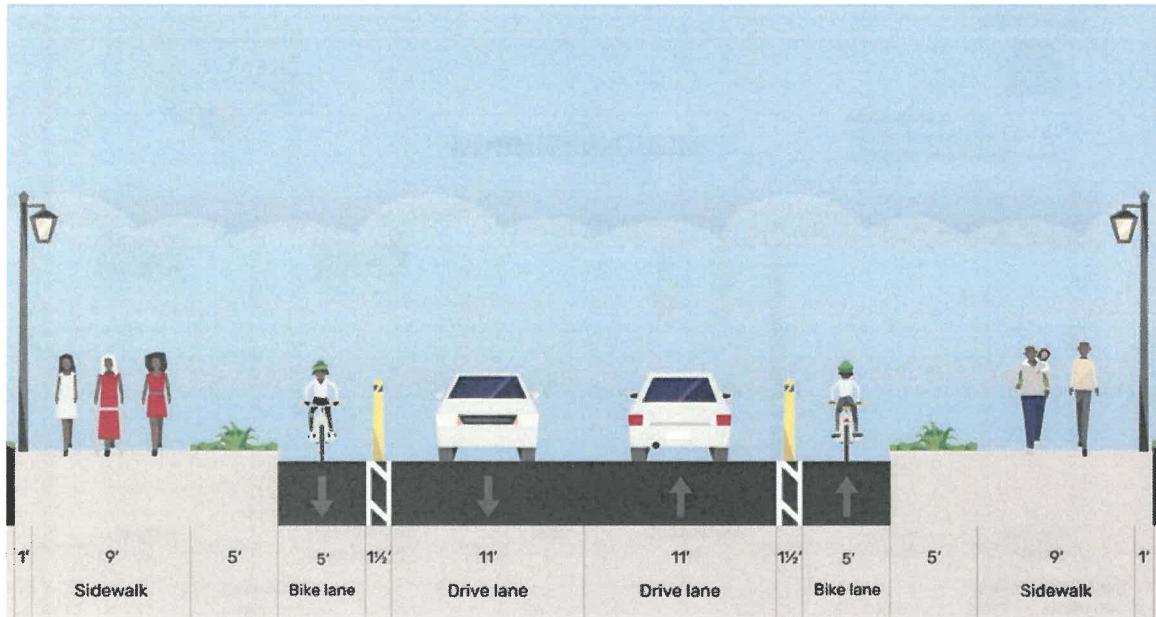


Burnham Drive Complete Street Improvements Phase 1B

- » **Extents:** N. Harborview Drive to Eagle's Club
- » **Project Type:** Active
- » **TE Short-Term Project List Map ID:** 7
- » **Cost Estimate:** \$2,900,000*
- » **Community Benefit Score:** 15
- » **Average Rating from Public Outreach:** 3.9 out of 5 stars

This project will construct a sidewalk or shared use path along Burnham Drive from downtown to Eagle's Club and will close a gap in the existing sidewalk network. This project adds to the improvements made in Phase 1A (a shared used path from Eagle's Club to 96th Street).

*Cost estimate from the Gig Harbor 2026-2031 TIP



Skansie Avenue Complete Street Improvements

- » **Extents:** Rosedale Street to Hunt Street
- » **Project Type:** Multimodal
- » **TE Short-Term Project List Map ID:** 14
- » **Cost Estimate:** \$800,000*
- » **Community Benefit Score:** 15
- » **Average Rating from Public Outreach:** 3.3 out of 5 stars

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.

*Cost estimate from the Gig Harbor 2026-2031 TIP

Additional Short-Term Investments

Table 2 outlines the list of additional short-term investments, or projects the City intends to pursue in the mid-term, ahead of the longer-term investments described in the next chapter. These projects are active and multimodal projects from the Transportation Element's Short-Term Project List that were not among the top 12 highest scoring but are still planned for design and/or construction within the next six years. They include safety and connectivity improvements that will help create more complete and accessible facilities for people walking and biking.

The table includes details about each project, including:

- » Project ID from the TE Short-Term Project List
- » Project type
- » Project name
- » Extents
- » Description
- » Cost estimate
- » Community Benefit Score

Table 2: Additional Short-Term Investments

* Cost estimate from the Gig Harbor 2026–2031 TIP

** Cost estimate based on similar projects and need for right-of-way acquisition

TE Short-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate	Community Benefit Score
5	Multimodal project	Vernhardson Street Complete Street Improvements	Peacock Hill Avenue to city limits	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.	\$700,000*	14
16	Multimodal project	Grandview Street Improvements	Soundview Drive to McDonald Avenue	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	\$2,600,000*	14
4	Multimodal project	Peacock Hill Avenue Complete Street Improvements	300 feet north of Ringold to about 150 feet north of 105th Street Court	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 Court. 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.	\$2,870,000*	13
10	Multimodal project	Rosedale Street/Skansie Avenue Intersection Improvements	Rosedale Street/ Skansie Avenue	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 roundabout.	\$2,200,000*	12
24	Multimodal project	38th Avenue/56th Street Roundabout	38th Avenue/56th Street	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	\$3,315,902*	11
8	Multimodal project	Austin Street/Harborview Drive Roundabout	Austin Street/ Harborview Drive	This project will construct a roundabout at the intersection of Austin Street and Harborview Drive.	\$3,100,000*	9
9	Multimodal project	Rosedale Street/ Schoolhouse Road Intersection Improvements	Rosedale Street/ Schoolhouse Road	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.	\$3,800,000**	8

Quick Wins

In addition to the short-term investments listed above, the City has identified a set of “quick win” projects which can be implemented in the near-term with relatively low cost and effort as presented in **Table 3**. These opportunities, many of which emerged through community engagement, require some coordination and resources but are generally easier to deliver. When asked in the online survey, 86% of community members expressed support for this list of quick win projects.⁶

Table 3: Quick Win Projects

Project Type	Project Description
Crosswalk Enhancement	Continue marking all red stamped crosswalks with MUTCD compliant white markings (two 12" white painted bands) to increase visibility. The white paint should be applied to the existing concrete. Without lines, it is hard to see the red color at dusk.
Crosswalk Enhancement	Identify and prioritize midblock crosswalk locations that would improve pedestrian connectivity and safety.
Crosswalk Enhancement	Add rectangular rapid flashing beacons (RRFBS) to existing midblock crossings across the city, especially at Cushman Trail crossings, as feasible.
Trail Improvements	Add wayfinding signage and/or painted arrows at the Rosedale Cushman Trail crossing. If feasible, add bollards, planters, or other physical separation to provide an increased feeling of safety for trail users.
Trail Improvements	Add wayfinding and signage at the North terminus of the Cushman Trail directing trail users how to access key Gig Harbor North destinations (e.g. YMCA).
Trail Improvements	Add wayfinding at the intersection of Olympic Drive and Hollycroft Street and west to the trailhead (this could include green paint, signage, etc.).
Trail Improvements	Upgrade signage at the Olympic Drive and Cushman Trail intersection to improve driver awareness and trail user safety. Improvements include installing advanced warning signs, replacing existing trail crossing signs with larger, more visible versions, and switching to fluorescent yellow signage to better align with MUTCD guidance for pedestrian and bicycle crossings.
Bike Network	Add pavement markings and signage on shared use paths to clarify where to walk/run versus bike.
Safety Enhancements	Make all pedestrian crossing signs on roadways “double facing” so they are visible to motorists from both directions. (This would not be necessary on the Cushman Trail.) An example of this treatment can be seen on Harborview Drive at Rosedale Street.
Safety Enhancements	At Hunt Street & Soundview Drive, trim the trees in the NW corner as an interim solution to improve sight lines.
Safety Enhancements	Trim shrubs and trees along Harborview Drive to enhance sightlines (example, corner of Harborview Drive across from Tides) and widen the area for walking.
Safety Enhancements	At Hunt Street & Soundview Drive, trim the trees in the NW corner as an interim solution to improve sight lines.
Safety Enhancements	Trim shrubs and trees along Harborview Drive to enhance sightlines (example, corner of Harborview Drive across from Tides) and widen

⁶ For a summary of community feedback from the online survey, see Appendix B.



3

Longer Term Investments





Long-Term Projects

Gig Harbor's long-term vision for active transportation will take time to achieve. While [Chapter 2](#) highlighted the City's short-term projects, this chapter presents a set of potential long-term projects aimed at improving safety and providing more complete walking and biking facilities throughout the city.

These projects are active and multimodal projects from the Transportation Element's Long-Term Project List ([Figure 5](#)). They represent potential investments over a 20-year timeline, developed and refined through public feedback gathered in 2018 and 2024.

Figure 5 : Active and Multimodal Transportation Projects from the Transportation Element Long-Term Project List

Long Term Project List (Active and Multimodal Projects)

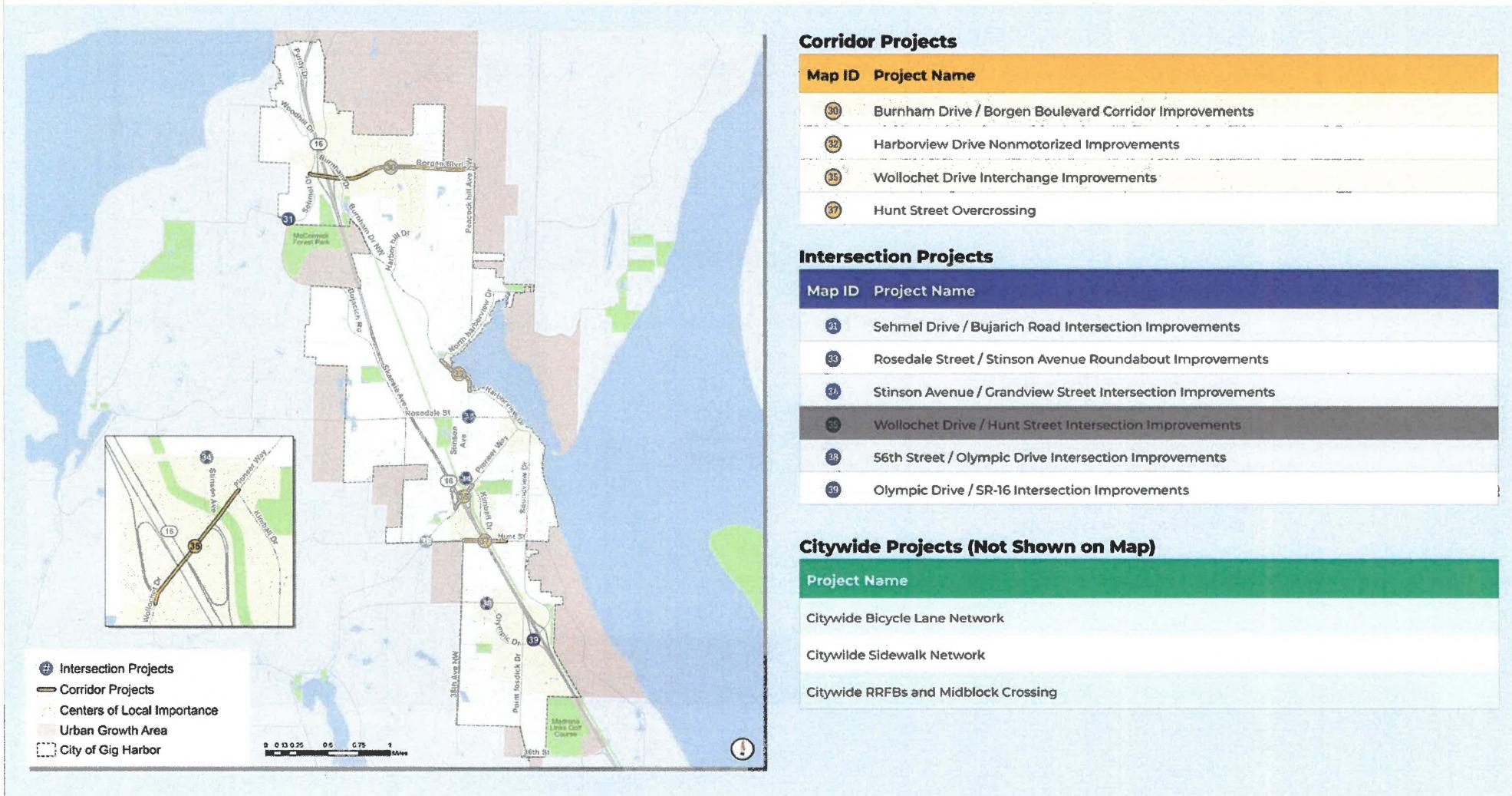


Table 4 includes details about each long-term project, including:

- » Project ID from the TE Long-Term Project List
- » Extents
- » Project type
- » Description
- » Project name
- » Cost estimate

Graphics included in this document are for visualization and illustrative purposes only. They are intended to convey general concepts and do not represent conceptual or final designs.

Table 4: Longer Term Investments

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate	
	30	Multimodal project	Burnham Drive/Borgen Boulevard Corridor Improvements	Burnham Drive/Borgen Boulevard	This project would develop a full reconfiguration of the Burnham Drive/Borgen Boulevard interchange based on the improvements identified in the corridor study (included on the short-term project list). This may include redesigning existing roundabouts and/or considering interchange enhancements.	
	31	Multimodal project	Sehmel Drive/Bujacich Road Intersection Improvements	Sehmel Drive/Bujacich Road	This project will construct a new traffic signal and northbound right-turn lane, or single-lane roundabout.	\$3,100,000^

* Cost estimate from the Gig Harbor 2026-2031 TIP

^ Cost estimate based on similar projects and need for right-of-way acquisition

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate
	32	Active transportation project	Harborview Drive Nonmotorized Improvements N Harborview Drive to Stinson Avenue	This project will construct shared-use path on east side of the roadway. Construction along the east side of Harborview Drive will likely require shoreline permitting and additional engineering work to stabilize the embankment. The project cost will likely increase as the project progresses through design.	\$800,000^
	33	Multimodal project	Rosedale Street/ Stinson Avenue Roundabout Improvements Rosedale Street/ Stinson Avenue	This project will explore options for widening the roundabout at the intersection of Rosedale Street and Stinson Avenue.	\$1,800,000^

* Cost estimate from the Gig Harbor 2026-2031 TIP

^ Cost estimate based on similar projects and need for right-of-way acquisition

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate	
	34	Multimodal project	Stinson Avenue/Grandview Street Intersection Improvements	Stinson Avenue/Grandview Street	This project will construct a new traffic signal or single-lane roundabout.	\$3,800,000 [^]
	35	Multimodal project	Wollochet Drive Interchange Improvements	Kimball Drive to Hunt Street	This project will continue discussions with WSDOT and state representatives to fund a long-range solution at the Pioneer Way/Wollochet Drive interchange. This project will 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 will consider reconfiguration of the SR-16 interchange, or replacement of the Wollochet Bridge, to improve vehicle operations and provide pedestrian and bicycle facilities.	\$11,500,000*

* Cost estimate from the Gig Harbor 2026-2031 TIP

[^] Cost estimate based on similar projects and need for right-of-way acquisition

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate	
	37	Multimodal project	Hunt Street Overcrossing	Hunt Street to Hunt Street NW over SR-16	<p>This project will construct an extension of Hunt Street over SR-16. It will 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 will tie into a new roundabout at Kimball Drive on the east side of SR-16.</p>	\$40,000,000 [^]
	38	Multimodal project	56th Street/Olympic Drive Intersection Improvements	56th Street/Olympic Drive	<p>This project will explore traffic calming and safety improvements on Olympic Drive and 56th Street, and will construct a roundabout at the intersection of 56th Street and Olympic Drive to facilitate lower vehicle speeds and safer crossings.</p>	\$6,200,000 [^]

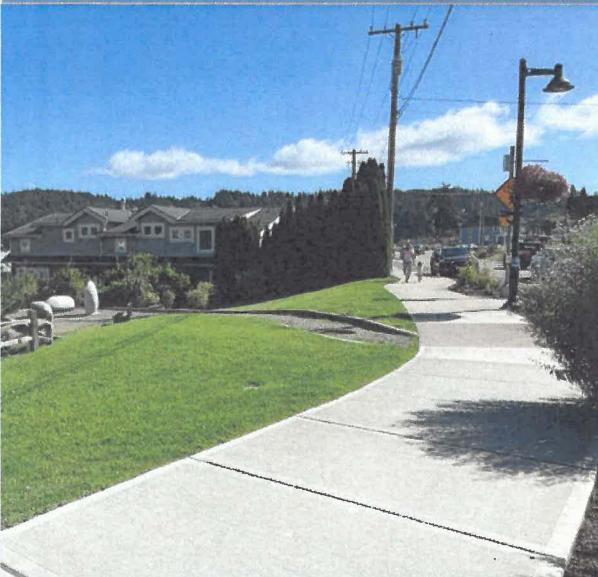
* Cost estimate from the Gig Harbor 2026-2031 TIP

[^] Cost estimate based on similar projects and need for right-of-way acquisition

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate
39	Multimodal project	Olympic Drive/SR-16 Intersection Improvements	Olympic Drive/SR-16	<p>This project will work with WSDOT to identify long-term strategies that improve interchange operations, and align with the SR-16 Corridor Study.</p>	\$1,450,000*
N/A	Active transportation project	Citywide Sidewalk Network	Citywide	<p>The city will continue to design and construct sidewalks citywide.</p>	See Table 7

* Cost estimate from the Gig Harbor 2026–2031 TIP

^ Cost estimate based on similar projects and need for right-of-way acquisition

TE Long-Term Project List Map ID	Project Type	Project Name	Extents	Description	Cost Estimate
	N/A	Active transportation project	Citywide Sidewalk Network	Citywide	The city will continue to design and construct sidewalks citywide. See Table 7
	N/A	Active transportation project	Citywide RRFBs and Midblock Crossings	Citywide	This project will continue to improve the safety of midblock crossings citywide. \$80,000 – \$90,000 [^]

* Cost estimate from the Gig Harbor 2026–2031 TIP

[^] Cost estimate based on similar projects and need for right-of-way acquisition

Additional Citywide Long-Term Investments

The City of Gig Harbor's Transportation Element established Pedestrian and Bicycle Priority Networks and adopted Level of Service (LOS) standards to evaluate the presence and quality of facilities across these networks (Figure 6 and Figure 7). Figure 8 and Figure 10 show the current LOS of these networks, while Figure 9 and Figure 11 show the anticipated LOS if all **Highest Priority Investments**, **Additional Short-Term Investments**, and **Long-Term Projects** outlined in this ATP were completed.

Figure 6: Pedestrian Priority Network – LOS Standards

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

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

Figure 7: Bicycle Priority Network – LOS Standards

LOS Standards	Arterials	Collectors
Green	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.
Yellow	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.
Red	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.

Figure 8: Existing Pedestrian Level of Service

Source: Fehr & Peers, 2024.



Figure 9: Future Pedestrian Level of Service with Completion of ATP Projects

Source: Fehr & Peers, 2025.

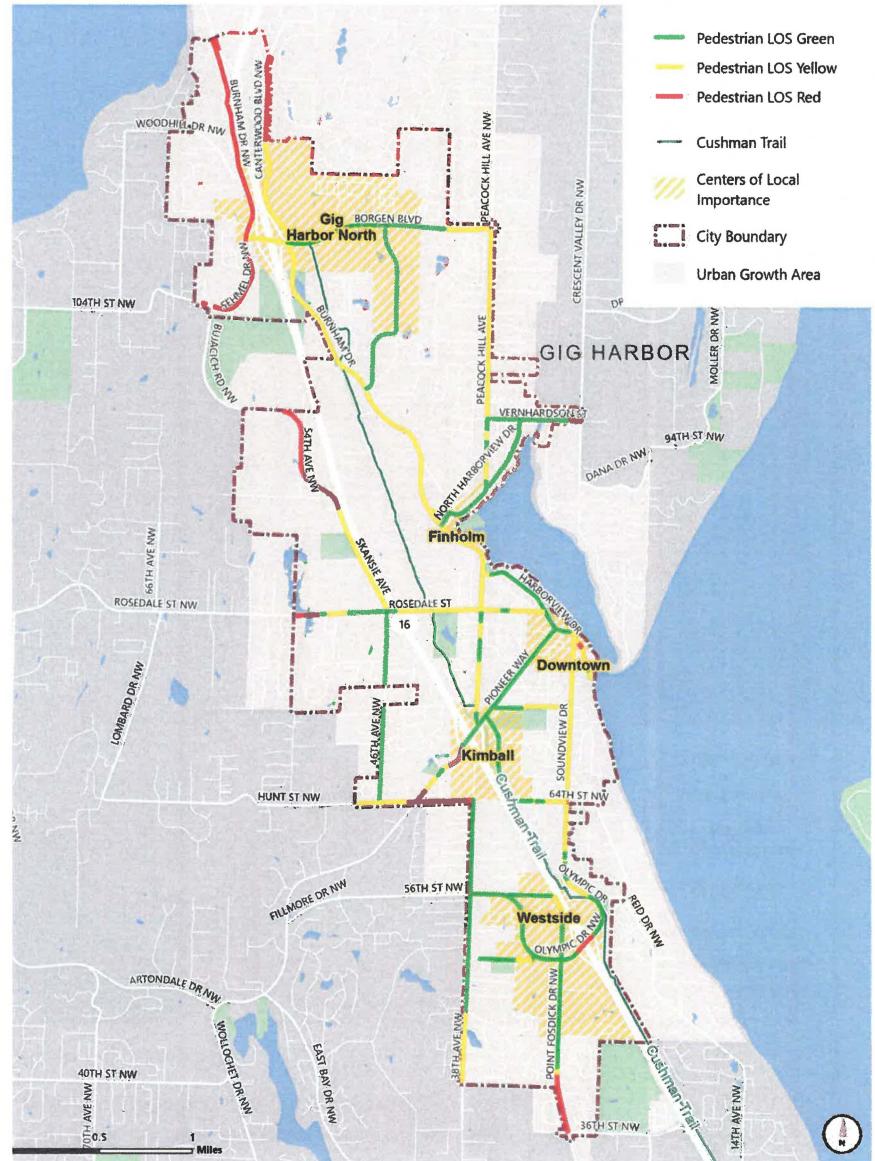


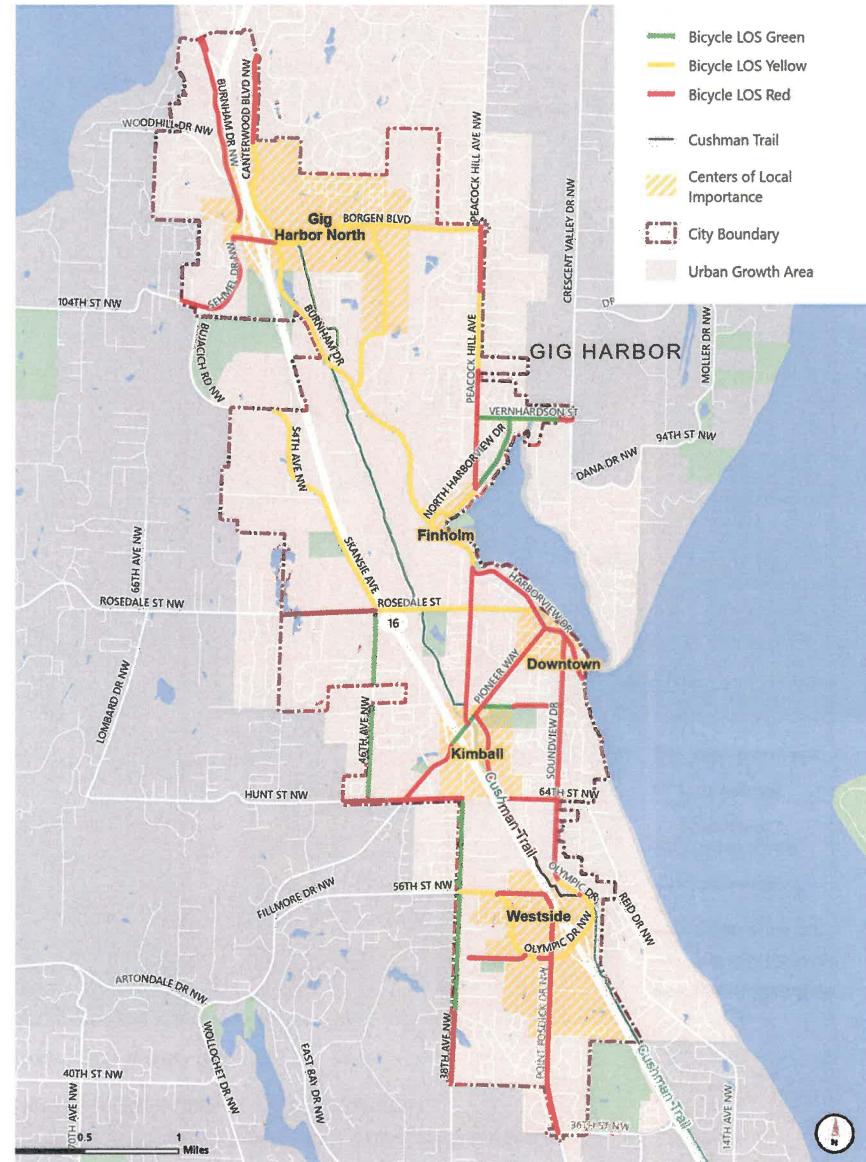
Figure 10: Existing Bicycle Level of Service

Source: Fehr & Peers, 2024.



Figure 11: Future Bicycle Level of Service with Completion of ATP Projects

Source: Fehr & Peers, 2025.



The City's minimum standard is to achieve Pedestrian and Bicycle LOS Yellow on the CoLIs, with the long-term goal of reaching LOS Green across the network. Therefore, further incremental steps will be needed beyond the short- and long-term projects in this report. **Table 5** outlines these additional needs, identified through a review of anticipated future LOS and the remaining gaps where upgrades are necessary to achieve the City's goals.

Table 5: Investments to Achieve Bicycle LOS Green Citywide, Pedestrian LOS Green, and Pedestrian LOS Yellow Outside of CoLIs

Description	Location	Length	Cost Estimate*
Add new bike facilities citywide necessary to achieve Bicycle LOS Green.	Citywide	21.17 linear miles of new bicycle facilities and updates to 9.44 linear miles of existing facilities	\$3,910,000
Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Yellow.	Not in CoLI	2.59 linear miles	\$9,570,000
Add new sidewalks outside of the CoLIs necessary to achieve Pedestrian LOS Green.	Not in CoLI	8.58 linear miles	\$31,700,000
Add new sidewalks in Downtown COLI necessary to achieve Pedestrian LOS Green.	Downtown	2,127 linear feet	\$1,490,000
Add new sidewalks in Westside COLI necessary to achieve Pedestrian LOS Green.	Westside	2,559 linear feet	\$1,790,000
Add new sidewalks in Gig Harbor North COLI necessary to achieve Pedestrian LOS Green.	GH North	2.11 linear miles	\$7,810,000
Add new sidewalks in Finholm COLI necessary to achieve Pedestrian LOS Green.	Finholm	1,274 linear feet	\$890,000
Add new sidewalks in Kimball COLI necessary to achieve Pedestrian LOS Green.	Kimball	2,730 linear feet	\$1,910,000

* The cost estimate was calculated by multiplying the estimated unit cost—\$700 per linear foot for new sidewalks and \$35 per linear foot for new or upgraded bike facilities—by the corresponding calculated lengths.

Note: In most cases, these improvements would be incorporated into larger Capital Improvement Program (CIP) projects rather than implemented as standalone efforts. For example, sidewalk or crossing enhancements are typically integrated with broader roadway improvement projects.

4

Programs, Policies, and Design Guidance



Program and Policy List

In addition to building projects in specific locations, the City can implement a number of programs and policies Citywide to support and encourage travel by active modes in Gig Harbor. The programs and policies described in this section help develop a support structure that can increase people's exposure to walking and biking, or make these modes more accessible.

1. Trail Connections on New Development Sites

Create a requirement that future development sites located near existing trails provide a connection to any existing trail networks, such as the Cushman Trail.

2. Trail Signage Plan/Wayfinding

Develop a Signage Plan and logo for the Gig Harbor trail system to provide better signage/wayfinding citywide and make the City's active transportation network more navigable.

3. Cycling and Pedestrian Education

Nonprofit groups like the Cascade Bicycle Club frequently partner with communities in the Puget Sound region to provide a variety of education opportunities. Gig Harbor should provide support if these opportunities arise. Education activities could include bike/pedestrian Ambassador Programs, bike maintenance and skills classes, and community media campaigns.

Classes can serve as an introduction for anyone considering cycling and are a way to become familiar with bicycling in vehicle traffic. Classes can be held in a classroom as well as on-road, to apply safe riding techniques. Alternatively, cities like San Francisco offer classes for bus and taxi drivers to learn to share the road with cyclists. Providing education to both cyclists and motorists can increase the understanding between these groups and lead to better sharing of the road.

4. Enforcement Campaign

Launch a campaign citywide to boost awareness on the presence and vulnerability of pedestrians and cyclists, to create a safer environment for these users. This could include holding targeted crosswalk enforcement events or a campaign to educate drivers that pedestrians have the right-of-way at all intersections regardless of whether there is a marked crosswalk.



Trail connection in Harbor Hill development



Example trail signage in Gig Harbor, WA



Street festival in Gig Harbor.



Street festival in Gig Harbor.



Bike parking

5. 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 awareness of all users.

6. 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 make adjustments 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.

7. Bike Parking

People are more likely to try cycling if they know that they have a safe place to store their bike at their destination. Bike parking also encourages cycling for short trips and errands. Bike racks can also be used to showcase public art and enhance the aesthetics of an area. The City could develop code that requires bicycle parking to be included on new private development sites. This could include a stipulation or incentives for providing other supportive facilities, such as bicycle storage areas, showers, and/or lockers.

Note: This requires an amendment to the City's Design Manual.

8. Implement New Programs to Incentivize Walking and Biking

Implement new programs such as Pierce County's Ride Together program that encourage walking and biking, which include:

- » Employer incentive programs (i.e. offering incentives for employees who walk or bike to work)
- » Guides/maps on walking, biking, and taking transit in Gig Harbor
- » Walk and Bike to School Days

These programs can build momentum and a broad-based support for walking and rolling. They can also help secure financial resources from both the public and private sector.

Employees that work for the City of Gig Harbor and St. Anthony's Hospital already receive encouragement as part of WSDOT's Commute Trip Reduction (CTR) law, so this would expand to other employers.

9. Continuing Education for City Staff

How we plan for and design walking and bicycling facilities is constantly changing. Through education, city staff can keep up on the latest innovative designs and best practices. Continuing education efforts may include coordinating with other local municipalities, participating in regional transportation planning groups, attending professional trainings and conferences, and engaging with organizations focused on active transportation and street design.

10. Organize a Group of Walking Ambassadors

A group of walking ambassadors can be organized and trained to lead walks that inspire, connect, and inform the community. A series of walking audits that involve the community, elected officials, and city staff can provide an assessment of the community and identify barriers and opportunities to walking. Audits can also provide the City with information on the pedestrian environment and provide recommendations for improving and encouraging walking.

11. Traffic Calming Citywide

Where feasible, implement traffic calming measures to improve safety and comfort for all roadway users. Consider lowering speed limits only when supported by an engineering study and traffic count data that demonstrate the need and feasibility for such a change. Speed limit adjustments should be paired with physical or design-based traffic calming measures that effectively influence driver behavior and ensure compliance.

12. 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.

13. Complete Streets Ordinance

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. Building on this commitment, the City should actively implement the ordinance by ensuring that all street projects—whether new construction, reconstruction, or major maintenance—are designed for pedestrians, cyclists, transit riders, persons of all abilities, and emergency access, promoting safe operation for all users.

14. 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 requires a code amendment to the Design Manual.



Seasonal Pierce Transit Trolley in Gig Harbor



Bus stop on Point Fosdick Drive NW

15. Transit Service Enhancement

While transit/bus service is not a form of active transportation, it is often connected to walking and biking. Therefore, this ATP includes the following recommendations for enhancements to transit in Gig Harbor:

- » The community has expressed a strong desire to have the trolley operate year-round. If private funding becomes available, the City should support trolley service expansion.
- » Residents would like to extend the trolley to Uptown so passengers do not have to transfer at the Kimball Drive Park & Ride.
- » Expand transit service to provide additional pick-up/drop-off areas in Gig Harbor neighborhoods. The community would like to improve access from their homes to Seattle, Tacoma, Olympia, Sea-Tac airport, St. Anthony hospital, Gig Harbor schools, and the senior center.
- » Expand transit service hours of operation.
- » Work with transit agencies and other partners to advocate for providing real-time transit tracking, using mobile phone apps or infrastructure at transit stops. However, implementation is not under the City’s purview.
- » Add water taxi transit service.
- » Add a bus shelter and potentially other improvements to the bus stop outside of Anthony’s restaurant.

Note: Coordination with Pierce Transit will be essential.



Kids walking and scooting in Gig Harbor

5

Performance Measurement

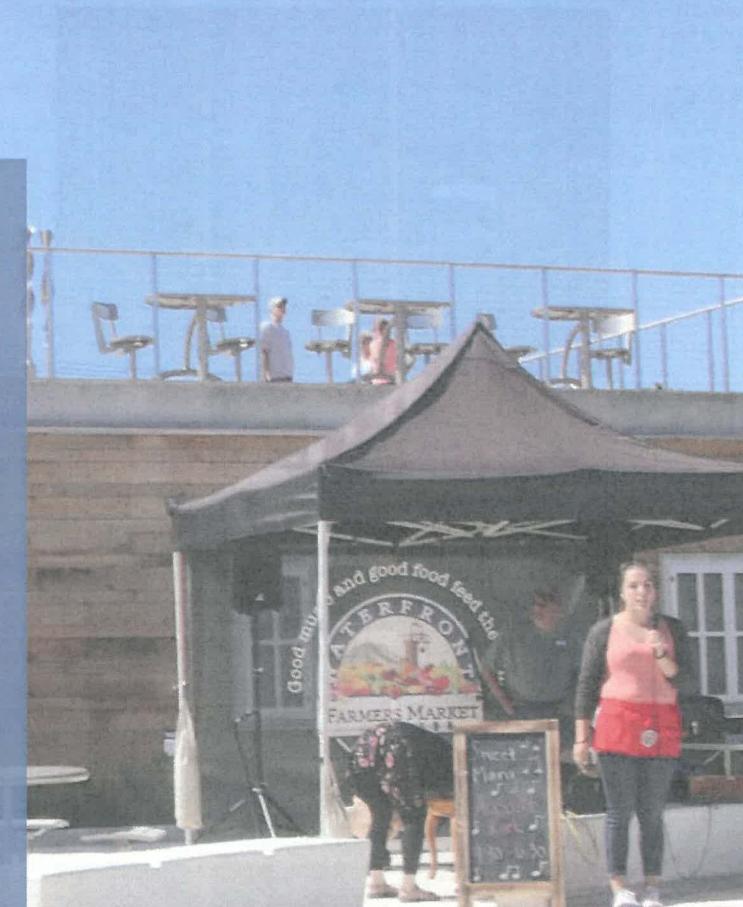


Table 6 provides guidance for how the City can track its progress in achieving the vision and goals stated in [Chapter 1](#). Specifically, this guidance includes performance measures that provide an objective way to monitor, over time, how well the City is doing in each goal area. This progress can be shared with the public and stakeholders in the form of regular reporting. Moreover, analysis of these metrics may help inform future plans.

Table 6: Performance Measures

Goal Area	Context	Performance Measures
Pedestrian Network	A well-connected pedestrian network is crucial to improving accessibility for users. Reducing travel time and distance makes new destinations accessible on foot. In addition to connectivity, the quality of the network also affects whether people feel comfortable walking. Active transportation projects should benefit all potential users, including children, seniors, persons with disabilities, and people of all income levels, races, and ethnicities.	<ul style="list-style-type: none"> » Percent of total network complete » Percent of signalized intersections with pedestrian countdown signals » Total linear feet of sidewalk added » Linear feet of sidewalk added in Pedestrian LOS Red and Yellow areas within the priority network (defined in Chapter 4) » Dollars spent on new pedestrian facilities » Dollars spent on Americans with Disabilities (ADA) improvements » Pedestrian mode share*
Bicycle Network	A well-connected bicycle network will improve accessibility by reducing travel time and distances between origins and destinations. However, bicycle infrastructure and facilities must be designed in an effective manner, considering factors – such as location, usage, and need – in order to accommodate people of all ages and abilities. Creating a supportive environment for cycling will help to promote cycling as an attractive mode of travel.	<ul style="list-style-type: none"> » Percent of total network complete » Total miles of bike facilities added » Miles of bike facilities added in Bike LOS Red and Yellow areas within the priority network (as defined in Chapter 4) » Total bike parking/lockers added » Bike parking utilization » Dollars spent on new bike facilities » Bicycle mode share*
Health and Safety	Safety is often described through collision statistics, with a goal focused on the reduction of traffic-related injuries. Although there have historically been few collisions involving a pedestrian or cyclist, the City agrees with WSDOT's stance that even one traffic fatality is too many. The perception of safety is also something to consider. If the public does not perceive an active transportation facility to be safe, it is less likely to use that facility.	<ul style="list-style-type: none"> » Collision trends and annual crash mapping, highlighting collisions involving a pedestrian or cyclist » 85th Percentile speeds » Grievance process counts » Complaints addressed in a timely manner » Percent of maintenance requests addressed » Percent of schools with Safe Routes to School programs
Environmental Sustainability	Promoting active transportation is one way for the city to support an environmentally sustainable lifestyle. Specific measures may include adding sustainability guidelines during the design process and monitoring air and water quality.	<ul style="list-style-type: none"> » Reduction in impervious surface » Number of trees added » Dollars spent on low impact development (LID) treatments
Financial Sustainability	Without funding, projects are unable to move forward. To ensure financial sustainability, the City should consider the feasibility of project costs and look for any outside funding to supplement city funds.	<ul style="list-style-type: none"> » Number of grants applied for » Amount of grant funding obtained » Percent of active transportation projects funded by impact fees

* Mode share analysis relies on oversampling data from Puget Sound Regional Council (PSRC)

Appendices

- A. Summary of Previous Engagement
- B. Summary of Online Survey Responses
- C. Project Prioritization Spreadsheet



Appendix A:

**Summary of Previous
Engagement**

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.

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.



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

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.

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.



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

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.

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.



*Everybody loves the trolley.
Participants repeatedly endorsed
its operation and wish for extended
service.*

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.

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.



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

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.

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”

Gig Harbor is leading a multi-pronged initiative called “Connect the City,” updating the City’s transportation system to better serve current and future generations. This questionnaire will help measure community priorities regarding several key topics, such as shaping transportation policies. Tell us what you think – and help Gig Harbor plan for its short and long-term transportation needs!

X results: (check one) Gig Harbor Outside City Limits Other/Don't Know

1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling.	2	3	4	5	6	7	8	9	10	Don't Know/Not Sure
2. Gig Harbor should prioritize getting around by car, improving traffic control and safety for drivers, parking and mobility.										
3. Gig Harbor should build a more diverse transportation system with equal focus on cars, biking and mobility.										
4. Gig Harbor should work to make transit services easier, accessible and reliable transit options.										
5. Transportation solutions need to be location-specific or design walking, cycling and transit needs.										
6. Gig Harbor should prioritize investments in areas where higher density and growth makes this most sense.										
7. Streets in Gig Harbor should be more attractive for drivers, drivers, bicyclists, transit passengers, skaters and other users.										
8. Gig Harbor's first priority is to support transportation fixtures, improving day-to-day travel options.										

(Note) Please complete and return with address, return to Gig Harbor City Hall by August 31, or fax to 509-835-2763.

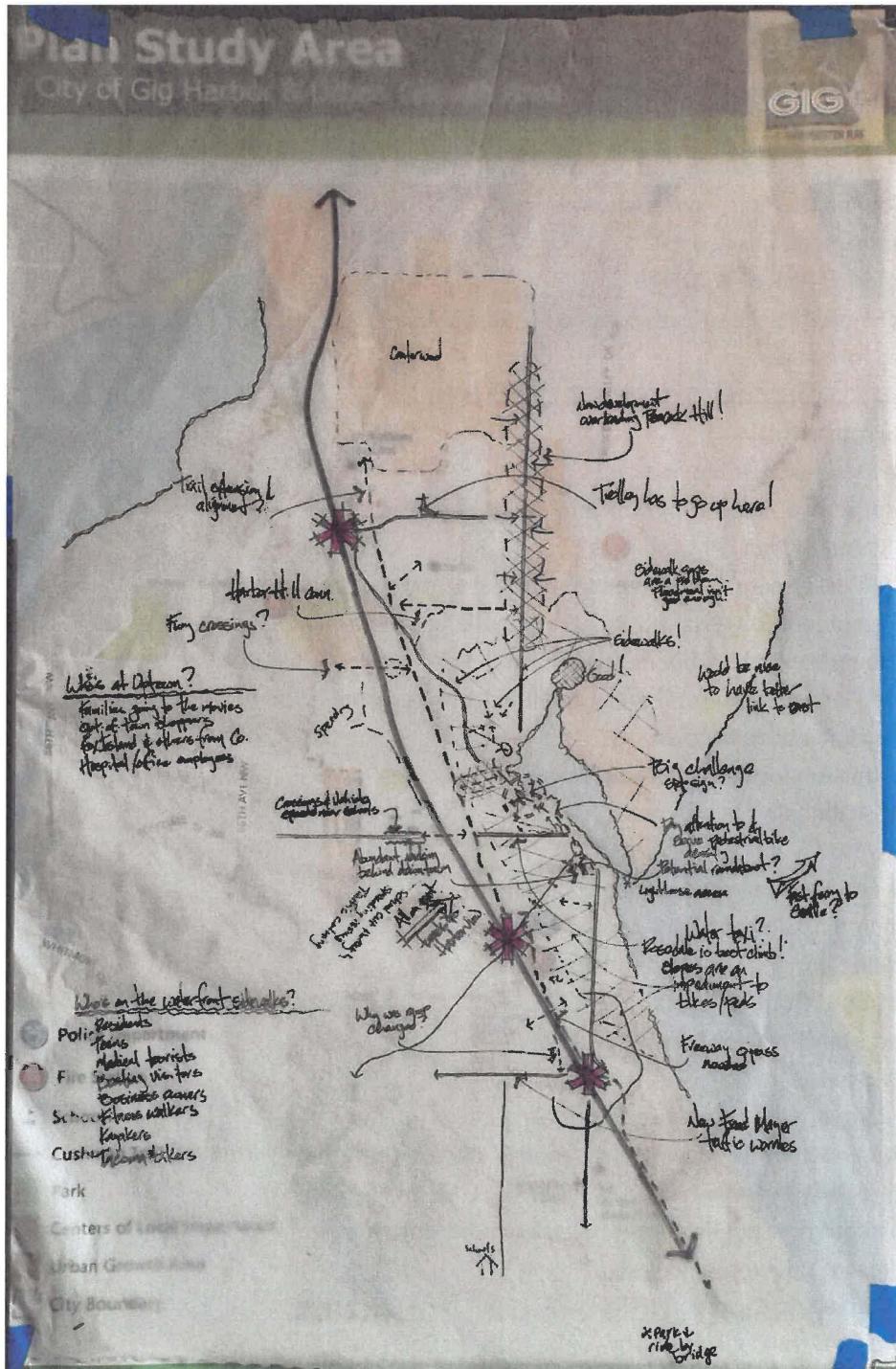


Mini-Poll: "Transportation Priorities" - Results

Reside in:	Total votes										Notes
	1	2	3	4	5	n	Total	Mean	D/K		
Gig Harbor	19										
Outside City limits	16										
1. Overall, Gig Harbor is a place where I feel comfortable walking or cycling	2	4	4	14	21	45	183	4.07	0	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Some areas are pretty far from bus stops More trails, less growth 	
5. Transportation solutions need to be location-specific, with designs reflecting unique neighborhood and district needs	3	0	8	10	17	38	152	4.00	4	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 $\frac{1}{4}$ -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!

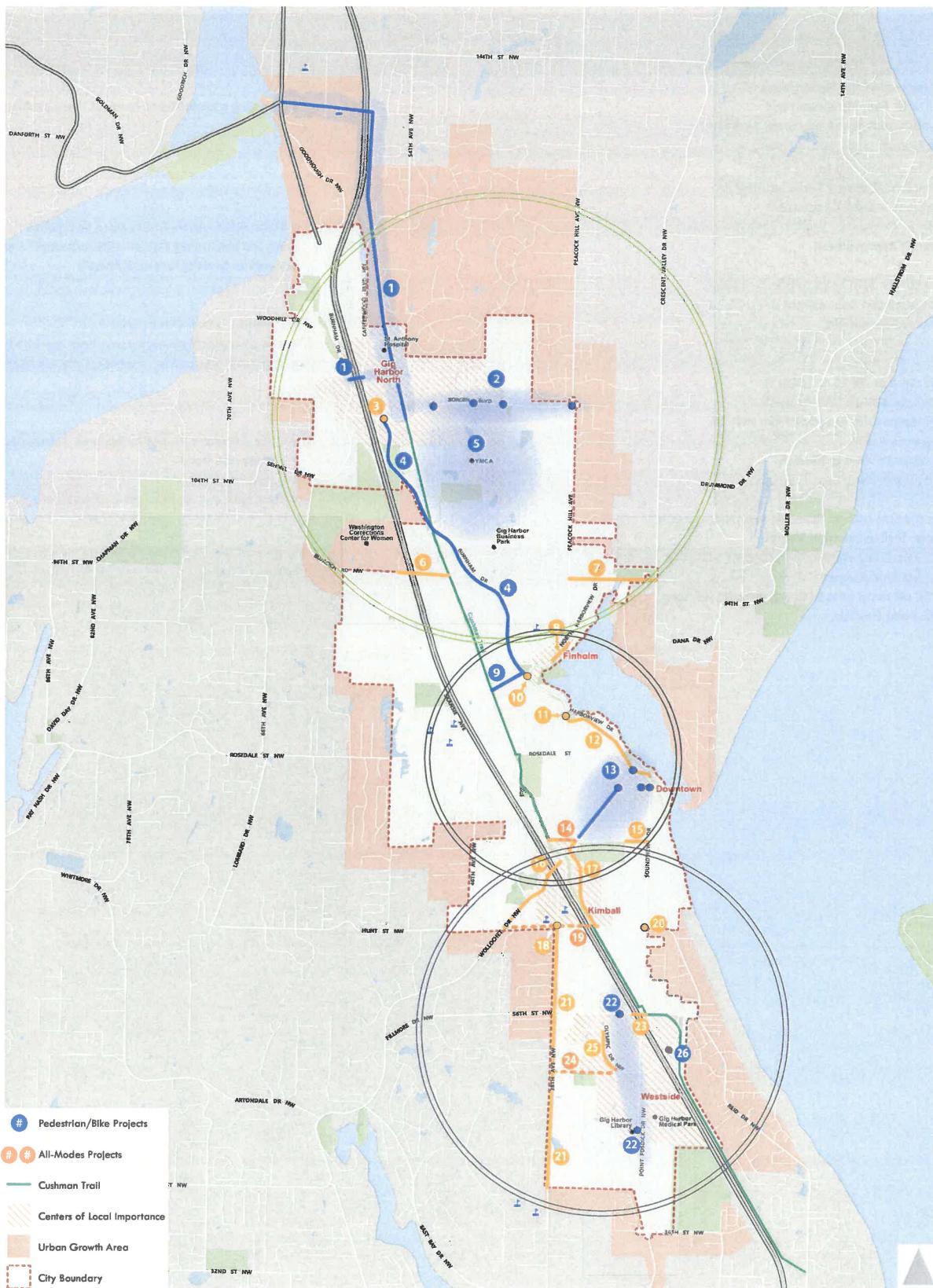
- Shrubs and trees intruding into sidewalks
- More crosswalks on Pioneer and Soundview
- Speeding on Skansie nearby Boys and Girls club
 - More enforcement?
 - Engineering solutions
 - One-way Pioneer east of Judson
 - Big roundabout at Judson/ Harborview/ Pioneer
- Focus on public realm maintenance
- Desire for shovel ready projects!

OCTOBER 7
OPEN HOUSE
PRIORITIZATION
RESULTS

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	<ul style="list-style-type: none"> ● Crossing must be elevated above Borgen Blvd
2	Borgen Boulevard roundabout crosswalks		1	1	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● Number one priority ● Meter in traffic circle is NOT WORKING
4	Sidewalks on Burnham	2	4	6	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● 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? ● Option 1, small roundabout ● Option 2 ● None of the ideas, except lighted crosswalk ● Option 2 ● Excellent idea
8	Finholm District bike/ped improvements (2 options)		2	2	
9	Twawelkax Trail			0	
10	Pedestrian Improvements near Donkey Creek Park		2	2	
11	Roundabout at Stinson Avenue/Harborview Drive	5	2	7	<ul style="list-style-type: none"> ● 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 <u>not</u> 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	<ul style="list-style-type: none"> ● Combine 13 and 15 if post office is built there
14	Reconstruct Grandview Street between Stinson and Pioneer		1	1	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● 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	<ul style="list-style-type: none"> ● NO, make this part of 17+19
24	Reconstruct 50th Street Court from Olympic Drive to 38th Avenue			0	<ul style="list-style-type: none"> ● Re-engineer this
25	Olympic Drive crosswalk and landscaped medians		3	3	<ul style="list-style-type: none"> ● 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



VISION QUESTIONNAIRE SUMMARY

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").

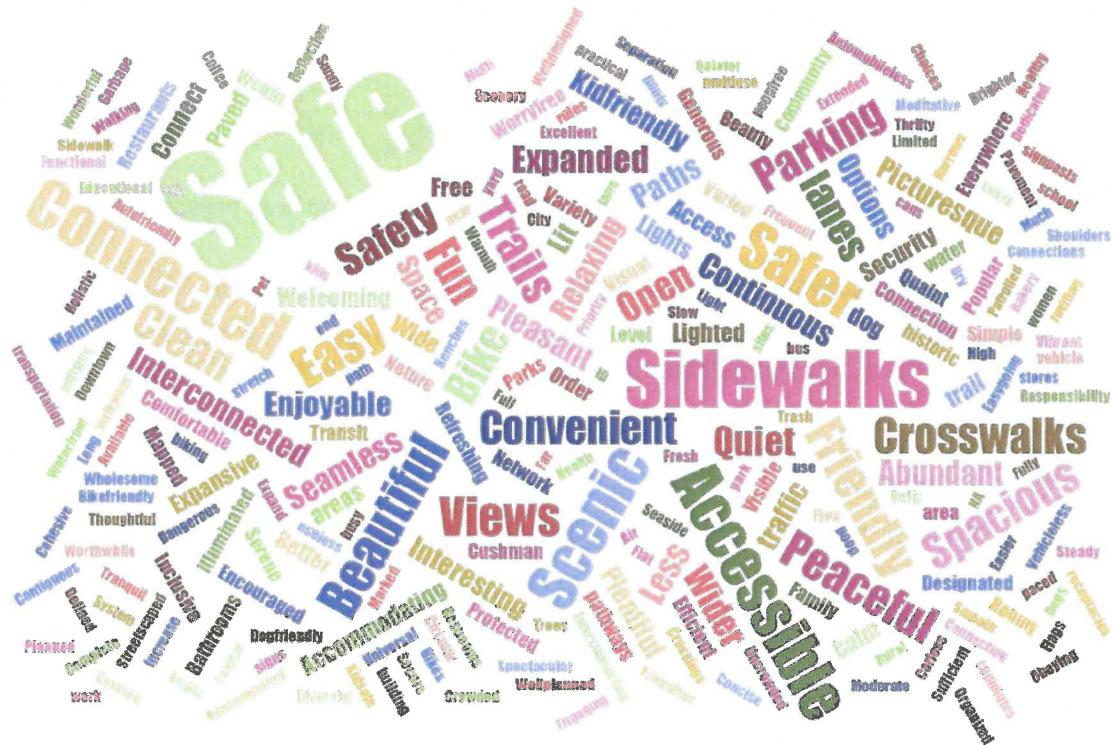
Q.1 and Q.2 results are provided below as generated by two online programs.¹

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.



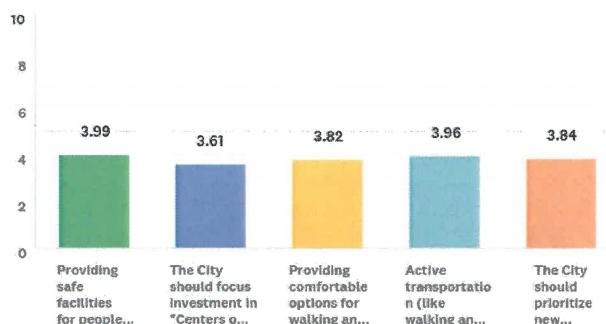
Concept Rating

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.

Q3 Based on your level of agreement, score each of the statements below along a scale from "Strongly Disagree" to "Strongly Agree."



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 B:

Summary of Online Survey Responses

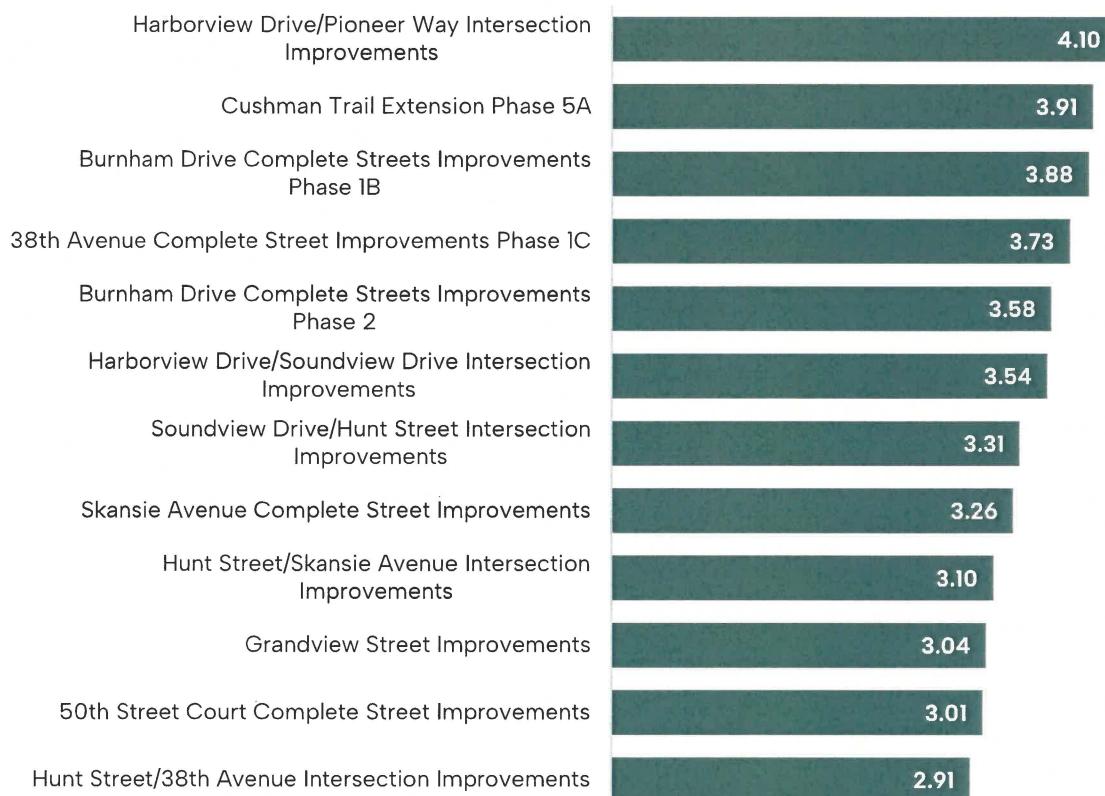
Results

There were a total of 119 responses to the survey. The responses to the survey questions are summarized below.¹

Average Rating of High Priority Projects

Question: Please rate each [high priority] project on a scale of 1 to 5 stars, with 5 stars indicating the projects most important to you. *If you prefer, you may select the circle to skip rating a project.*

Figure 1: Average Rating of High Priority Projects



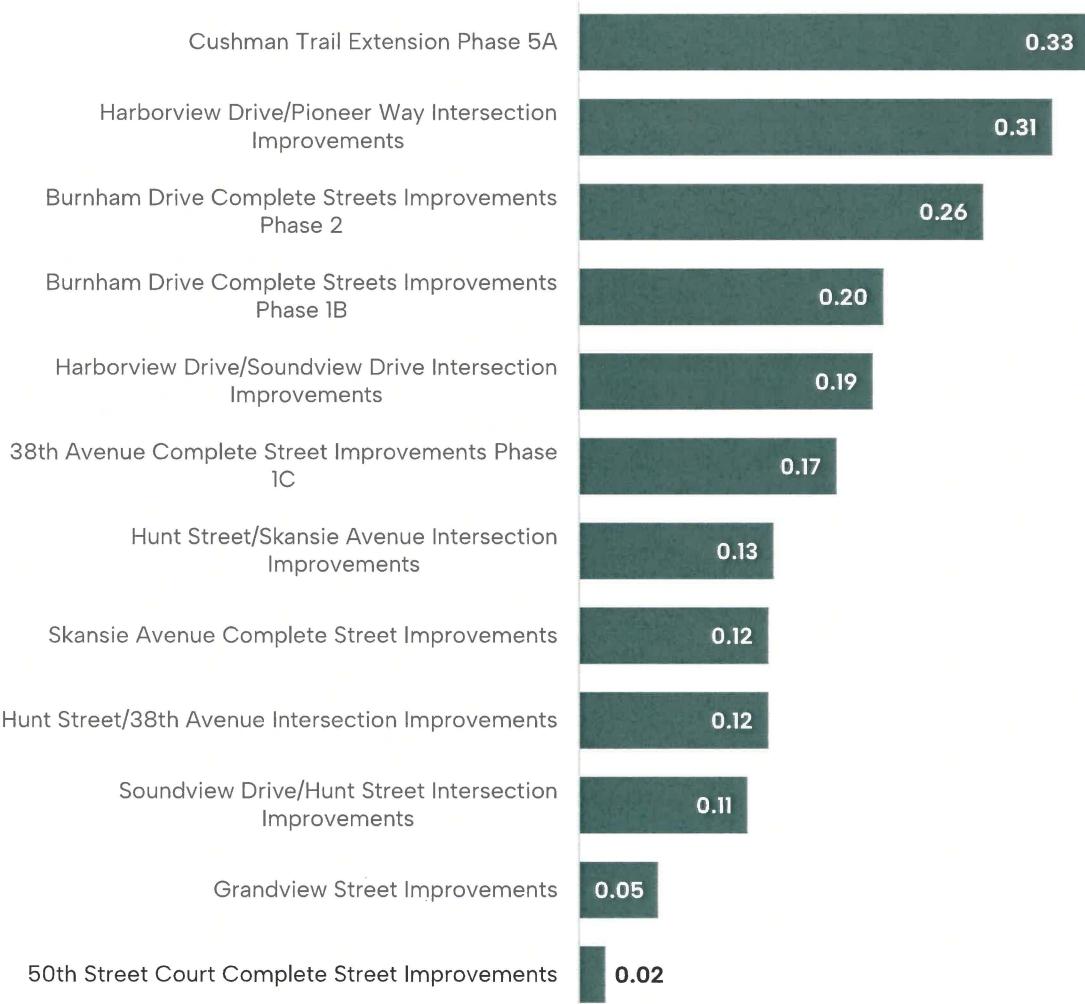
Source: Fehr & Peers, 2025.

¹ Due to the limited sample size, the results are not statistically valid and do not represent the views of the entire community of Gig Harbor. Summaries are based on the total responses to each question. Not all respondents answered every question.

Top Project Priorities

Question: Please pick your top three [high priority] projects from the list.

Figure 2: Ranking Score of High Priority Projects



Source: Fehr & Peers, 2025.

What does this score mean?

This score shows how popular a project was based on how often and how highly people ranked it in their top three priorities. A score closer to 1 means more people picked it as a top choice, while a lower score means it was picked less often or ranked lower. It helps compare which projects matter most to the community.

Do you support the list of high priority projects?

Figure 3: Support of High Priority Project List



Source: Fehr & Peers, 2025.

Those who **strongly support** the high priority active transportation projects consistently cited:

- **Safety as the top priority** – particularly for pedestrians (especially children), cyclists, and school routes. Specific areas called out as priorities to address safety challenges include 38th Street, the Hunt Street/Skansie Avenue intersection and the Harborview Drive/Pioneer Way intersection.
- **Improved walkability, bikeability, and ADA access** – reiterating a strong desire for sidewalks, bike lanes, and accessible connections between neighborhoods, downtown, schools, and trails.
- **Cushman Trail expansion** – widely viewed as a major community asset for recreation, safe travel, and connecting key areas.
- **Addressing growth and congestion** – belief that projects are needed to handle population increases, ease traffic flow, and improve sightlines at key locations.
- **Quality of life improvements** – projects seen as benefiting the largest number of community members and enhancing the city.
- **Frustration with missing infrastructure** – surprise that some areas still lack basic sidewalks; desire to “catch up” on infrastructure needs.
- **Support for strategic prioritization** – while all projects have value, some are seen as more urgent due to safety or community-wide benefit.

Those who **somewhat support** the high priority active transportation projects generally agreed with the goals but expressed cost concerns, prioritization preferences, and project-specific reservations:

- **Prioritization over completion of all projects** – preference to focus on what they considered to be the most critical areas first, such as downtown, Gig Harbor North, Artondale school area, Peacock Hill, and key connectors like Harborview Drive and Soundview Drive.
- **Strong safety focus** – support for improvements that address major pedestrian and bicycle safety issues, especially at high-traffic locations and highway crossings (e.g., Highway 16 near the Tacoma Narrows exit).

- **Cost and funding concerns** – questions about how projects will be funded, whether taxes or fees will rise, and whether limited federal/state funding justifies large-scale investments.
- **Skepticism toward certain projects** – doubts about the necessity of all planned roundabouts, the Borgen overpass for Cushman Trail expansion, and some Burnham Complete Street improvements.
- **Infrastructure gaps in other areas** – interest in whether improvements can be made outside city limits where safety issues exist.
- **Environmental and community impacts** – concerns about tree loss (e.g., near North Creek) and whether certain routes will see enough use to justify the investment.
- **Desire for strategic focus** – belief that priority should be on the busiest streets and projects that benefit both drivers and non-motorized users.

Those who **somewhat oppose** the high priority active transportation projects raised concerns about overdevelopment, project necessity, safety design, and community character:

- **Concerns about overdevelopment and preserving small-town character** – worry that these projects will attract more people and increase congestion, altering the community feel of Gig Harbor.
- **Prioritization of more urgent safety improvements** – strong support for pedestrian crossing upgrades and visibility fixes at dangerous intersections like Hunt Street/Wollochet Drive and Harborview Drive/Vernhardson Street, which they view as more critical than some projects on the list.
- **Skepticism about cost-effectiveness** – some projects are seen as too expensive relative to their benefits or potentially causing more problems than they solve.
- **Safety design concerns** – caution about roundabout designs (favoring traditional over modified styles), lack of proper separation between bike lanes and traffic, and crosswalk placement near roundabouts. Concern that implementation as currently planned would waste resources.
- **Opposition to specific project plans** – particularly the Cushman Trail extension around St. Anthony's Hospital parking lot, citing public safety and neighborhood concerns.

Those who **strongly oppose** the high priority active transportation projects primarily focus on existing road conditions and disagreement with proposed solutions:

- **Priority on basic road maintenance** – frustration that streets (such as Soundview Drive) are currently in poor condition and need repaving before any new projects are undertaken.
- **Disapproval of roundabouts** – concerns that roundabouts are not properly used and may be causing more issues rather than improving traffic flow; some proposed roundabouts are viewed as unnecessary.
- **Disagreement on problem locations** – belief that key traffic problems lie elsewhere, especially with left turns at busy spots on Point Fosdick Drive (near Safeway, Starbucks, and Dairy Queen) rather than the proposed project areas.

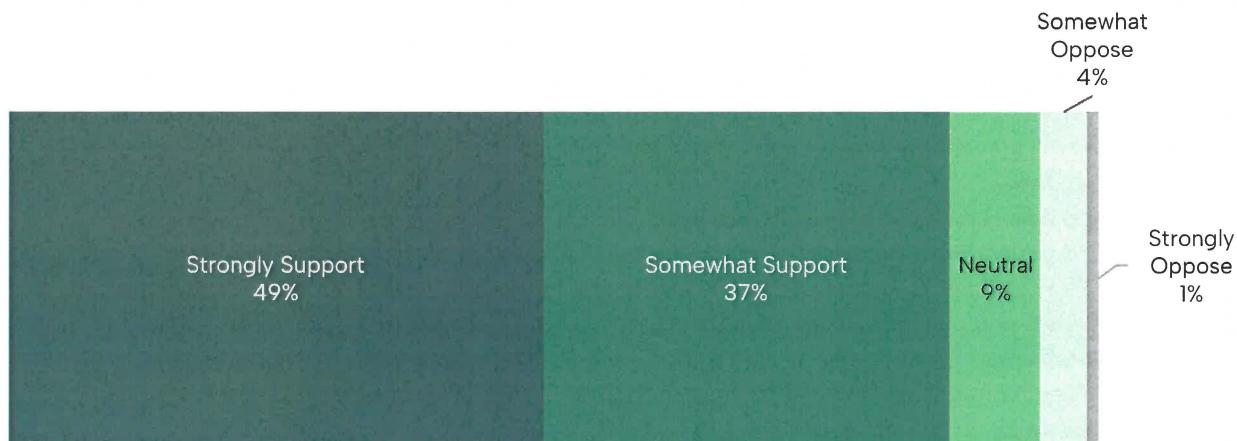
Those with **neutral** opinions cited specific missing priorities and basic safety concerns without taking a strong stance on the overall project list:

- **Strong concern about specific problematic locations** – particularly the Hunt Street/Skansie Avenue intersection, viewed as a critical safety issue needing immediate attention.
- **Desire for consistent sidewalk infrastructure** – calls for sidewalks on both sides of streets rather than shifting sides unpredictably, to improve pedestrian safety and comfort.

- **Noted omissions in the project list** – mention of missing improvements such as on Stinson Avenue that are viewed as important but not currently addressed.

Do you support the list of potential quick win projects?

Figure 4: Support of "Quick Wins" List



Source: Fehr & Peers, 2025.

Are there any projects we missed or additional projects you would like to see?

Suggestions for additional or missed projects included:

- Sidewalks along Peacock Hill Ave between Olympic Drive and Harborview Drive (project currently deferred to 2027–28, suggested to move up). (2 responses)
- Crosswalk mid-Stinson Ave between Grandview Street & Rosedale Street NW (near Edwards), plus fill sidewalk gaps on west side of Stinson. (2 responses)
- Crosswalk on Soundview Drive between Grandview Street and Hunt Street. (2 responses)
- Vernhardson Street Complete Street Improvements – traffic calming from Crescent Creek Bridge to park entrance, visible crosswalk at Randall Street. (2 responses)
- Bike lanes on Hunt Street. (2 responses)
- Extend Cushman Trail past Borgen Boulevard to hospital and Canterbury Country Club. (1 response)
- Burnham Drive improvements – sidewalks south of Highway 16 to east of Sehmel Drive. (1 response)
- Widen sidewalks downtown and between Finholm District & Milton Avenue. (1 response)
- Sidewalks along 40th Street NW and 70th Ave NW – safety concerns from Fox Island traffic. (1 response)
- Traffic light or roundabout at Skansie Avenue & Rosedale Street NW – cited as top safety concern near multiple schools. (1 response)
- Sidewalks, bike paths, and crosswalk near Artondale Elementary (40th Street NW). (1 response)

- Crescent Valley Drive NW – safe biking/walking trails (acknowledging that this is outside city limits). (1 response)
- Designated solid-colored bike lanes across city. (1 response)
- Flashing crosswalk lights at Cushman Trail entrances/exits. (1 response)
- Roundabout safety – add speed bumps to slow dominant traffic at Stinson Avenue/Rosedale Street roundabout and Burnham Drive/Highway 16 roundabout. (1 response)
- Sidewalk on Hwy 16/Wollochet Drive overpass – improve pedestrian safety. (1 response)
- Pedestrian-controlled blinking crosswalks – especially at intersection of Harborview Drive/Pioneer Way (Heritage Distillery corner). (1 response)
- Traffic calming on North Creek Lane NW (between 46th and 52nd) and trim bushes at the corner of North Creek and Skansie Avenue. (1 response)
- Finish sidewalks on Point Fosdick Road – especially after Briarwood near new senior center. (1 response)
- Add a streetlight at library. (1 response)
- Add pedestrian shoulder to Narrows Park – currently unsafe to walk. (1 response)
- Raised pedestrian crosswalks with flashing lights – modeled after Poulsbo; add radar speed readers and cameras. (1 response)
- Vernhardson Street safety at Crescent Creek Bridge – dangerous crossing. (1 response)
- Widen narrow sidewalks after Finholm District – add buffer or landscaping. (1 response)
- Crosswalk on N Harborview Drive & Milton Avenue near bus stop/mailboxes. (1 response)
- Soundview Drive & Hollycroft Street – fix hazardous trail connection from trailhead park to trail. (1 response)
- Pedestrian & cyclist advisory committee for project planning. (1 response)
- Traffic calming on Rosedale Street NW between Skansie Avenue and Harborview Drive– narrower lanes, tree replacement. (1 response)
- Safety improvements at the Olympic Drive/Point Fosdick Drive intersection. (1 response)
- Add sidewalk on both sides between Skansie Avenue & Stinson Avenue. (1 response)
- Wollochet Drive & Hunt Street pedestrian crossing – plus better bike/pedestrian crossing at City Center overpass. (1 response)
- Crosswalk at Foster Street & Stinson Avenue. (1 response)

Attachment A. Website Content with Full Survey

Gig Harbor Active Transportation Plan

Shaping Active Transportation in Gig Harbor

Welcome

The City of Gig Harbor needs your input to help update its **Active Transportation Plan (ATP)** (<https://www.gigarborowa.gov/932/Active-Transportation-Plan>). As a companion plan to the recently adopted **Transportation Element (TE)** (<https://www.gigarborowa.gov/DocumentCenter/View/6413/Appendix-B-Transportation-Element-Technical-Appendix?bidId=>), the ATP focuses specifically on walking, biking, and other forms of human-powered travel. It supports the City's broader transportation goals by ensuring that active transportation is prioritized and well-integrated into Gig Harbor's overall transportation

This survey will help the City identify which active transportation projects should be prioritized as part of the ATP.

What is Active Transportation?

Active transportation refers to any form of human-powered travel. This includes walking, biking, rolling (such as wheelchairs, scooters, or skateboards), and other non-motorized ways of getting around. Active transportation can also involve using public transit, since most transit trips begin or end with a walk, bike, or roll.

Active transportation supports healthier lifestyles, reduces vehicle traffic, improves air quality, and helps create safer, more connected communities.

Below, you'll find two lists:

- A list of **“quick wins”** which are projects that can be implemented in the near-term with relatively low cost and effort. These ideas emerged from previous community engagement, and the City intends to move them forward soon.
- A list of **high priority transportation projects** from the TE. We need your feedback to help refine and prioritize these efforts.

Please take a few minutes to review the projects and share your thoughts. Your input is anonymous and greatly valued.

Quick Wins

The list has been updated from the 2018 ATP “quick wins” by removing projects that have been completed or are no longer feasible and by adding a few new projects based on recent feedback and City staff input.

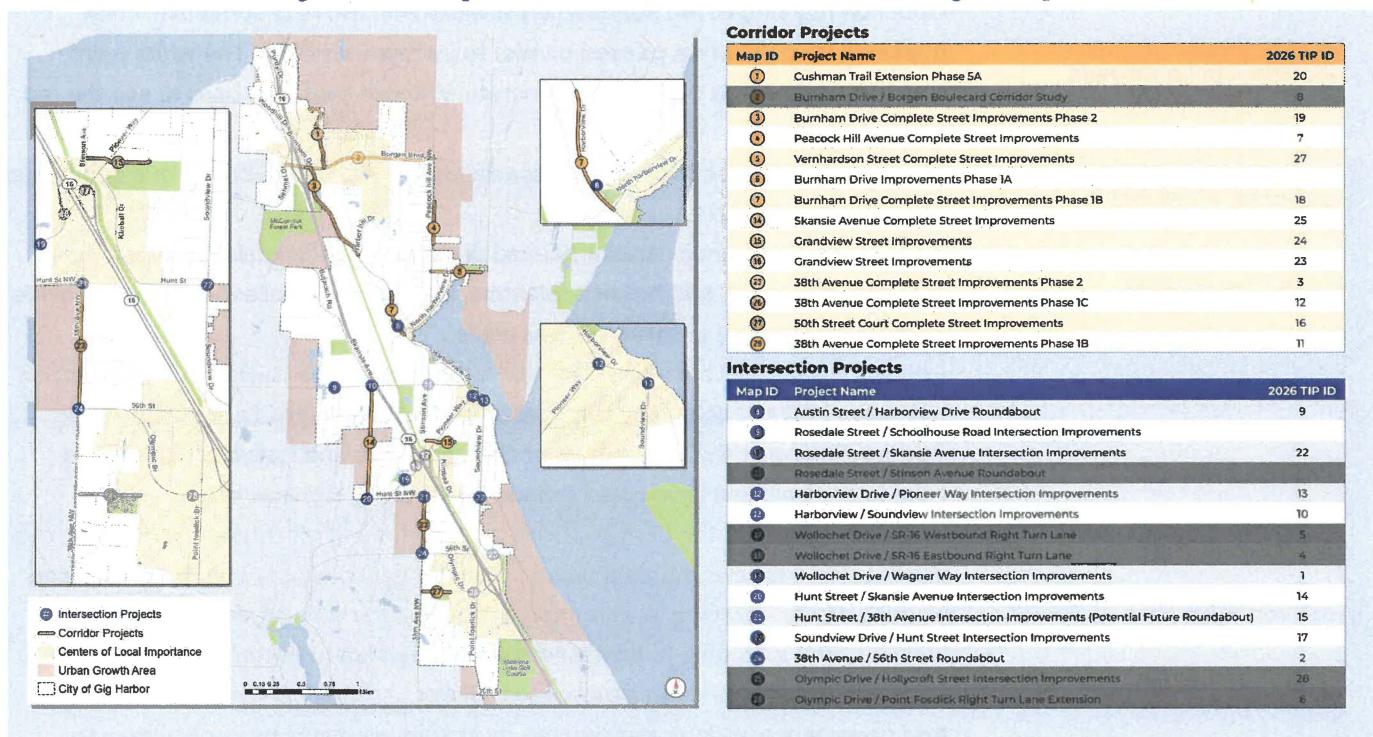
Project Type	Project Description
Crosswalk Enhancement	Continue marking all red stamped crosswalks with MUTCD compliant white markings (two 12" white painted bands) to increase visibility. The white paint should be applied to the existing concrete. Without lines, it is hard to see the red color at dusk.
Crosswalk Enhancement	Identify and prioritize midblock crosswalk locations that would improve pedestrian connectivity and safety.
Trail Improvements	Add wayfinding signage and/or painted arrows at the Rosedale Cushman Trail crossing. If feasible, add bollards, planters, or other physical separation to provide an increased feeling of safety for trail users.
Trail Improvements	Add wayfinding and signage at the North terminus of the Cushman Trail directing trail users how to access key Gig Harbor North destinations (e.g. YMCA).
Trail Improvements	Add wayfinding at the intersection of Olympic Drive and Hollycroft Street and west to the trailhead (this could include green paint, signage, etc.).
Trail Improvements	Upgrade signage at the Olympic Drive and Cushman Trail intersection to improve driver awareness and trail user safety. Improvements include installing advanced warning signs, replacing existing trail crossing signs with larger, more visible versions, and switching to fluorescent yellow signage to better align with MUTCD guidance for pedestrian and bicycle crossings.
Bike Network	Add pavement markings and signage on shared use paths to clarify where to walk/run versus bike.
Safety Enhancements	Make all pedestrian crossing signs on roadways “double facing” so they are visible to motorists from both directions. (This would not be necessary on the Cushman Trail.) An example of this treatment can be seen on Harborview Drive at Rosedale Street.
Safety Enhancements	At Hunt Street & Soundview Drive, trim the trees in the NW corner as an interim solution to improve sight lines.
Safety Enhancements	Trim shrubs and trees along Harborview Drive to enhance sightlines (example, corner of Harborview Drive across from Tides) and widen the area for walking.

High Priority Project List

This section features active transportation projects that Gig Harbor has identified as high priority. **We are seeking your feedback** to decide the order in which these projects should be prioritized and completed in the near future.

The list was developed by scoring active and multimodal transportation projects from the Transportation Element's short-term project list using the methodology established in the **2018 Active Transportation Plan** (<https://www.gigarborowa.gov/DocumentCenter/View/2108/2018-Gig-On-The-Go>). All of these projects are also included in the City's six-year Transportation Improvement Program (2026 -2031 TIP).

Short Term Project List (Active and Multimodal Projects)



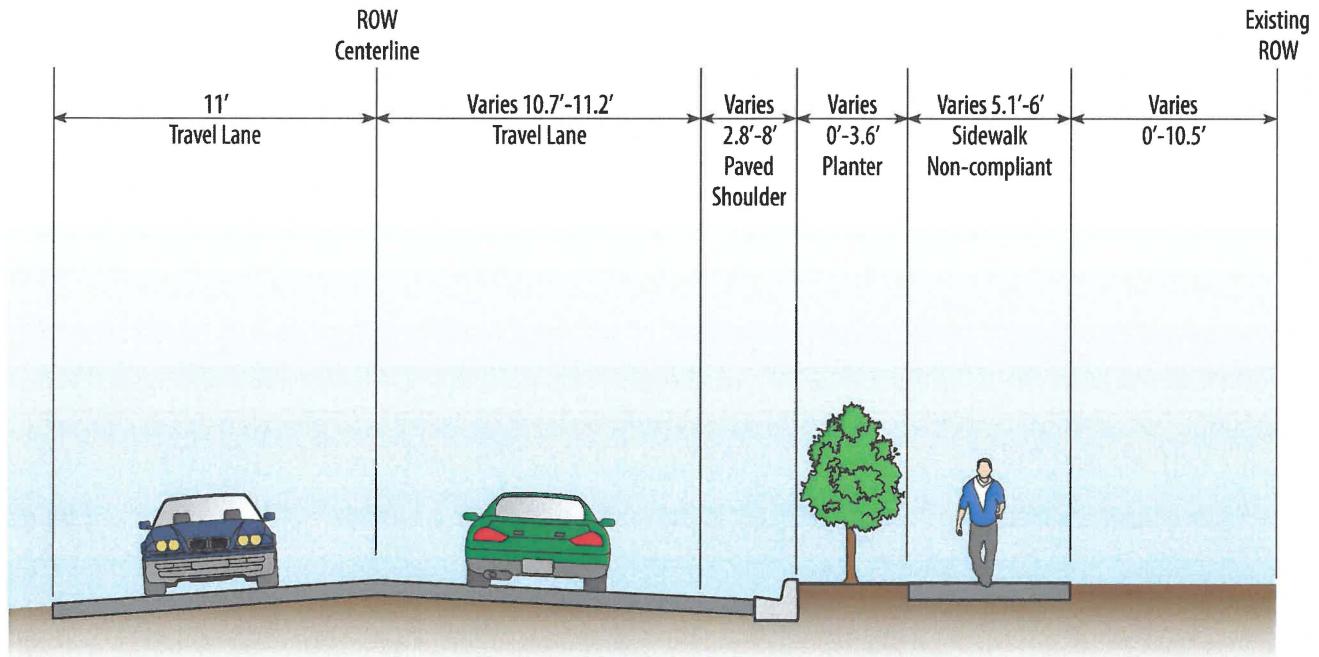
Please rate each project on a scale of 1 to 5 stars, with 5 stars indicating the projects most important to you. The rating stars appear directly below each project image.

If you prefer, you may select the circle to skip rating a project.

Closed

Burnham Drive Complete Streets Improvements Phase 2

This project will reconstruct the roadway from the Harbor Hill Drive extension to SR-16 interchange, including minor widening, turn lanes, curbs, gutters, sidewalks, storm sewer improvements, landscaped planter strips, and lighting. Phase 1A (a shared use path from Eagle's Club to 96th Street) is currently underway.



BURNHAM DRIVE (Sidewalk)



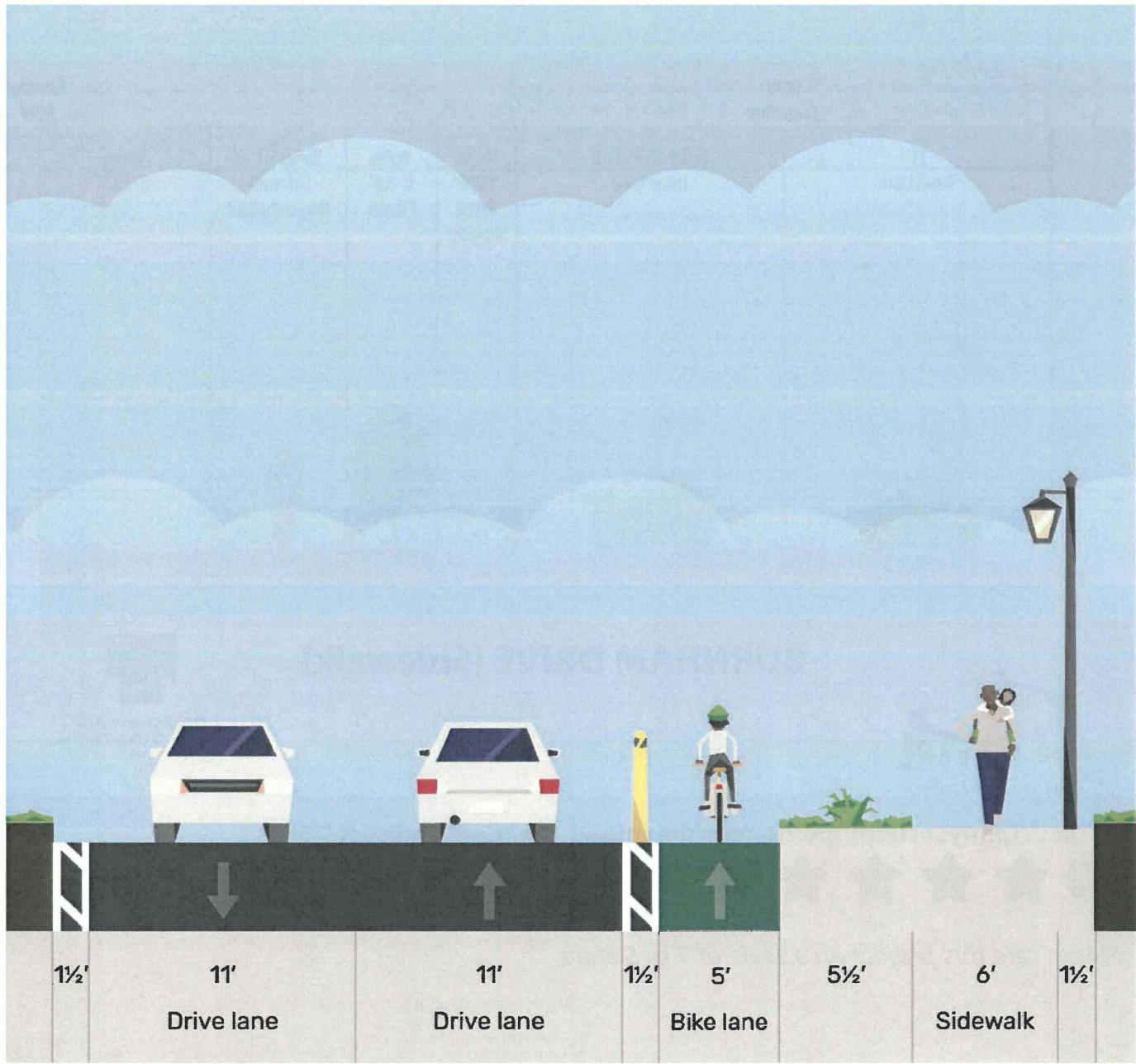
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Please rate this project on a scale of 1 to 5 stars.

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 be from 56th Street to Hunt Street and will likely focus on the east side of the street and connect schools as well as the future Hunt Street Overpass. This will be the final phase of the 38th Avenue Complete Street Improvements Projects. The other phases—Phase 1B (Briarwood Lane to 50th Street) and Phase 2 (56th Street to Hunt Street)—are currently underway or will begin construction soon.



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Please rate this project on a scale of 1 to 5 stars.

Harborview Drive/Pioneer Way Intersection Improvements

This project will explore and design improvements to this intersection to improve operations, safety, and visibility for all modes of travel. Proposed updates include raising the intersection to calm traffic, installing high-visibility crosswalk markings to replace the existing faded paint, and adding ADA-accessible curb ramps. The project will also explore the feasibility of changes to the

existing brick wall to address vehicle sight distance issues caused by a wall that limits pedestrian visibility.



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Please rate this project on a scale of 1 to 5 stars.

Hunt Street/38th Avenue Intersection Improvements

This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.



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

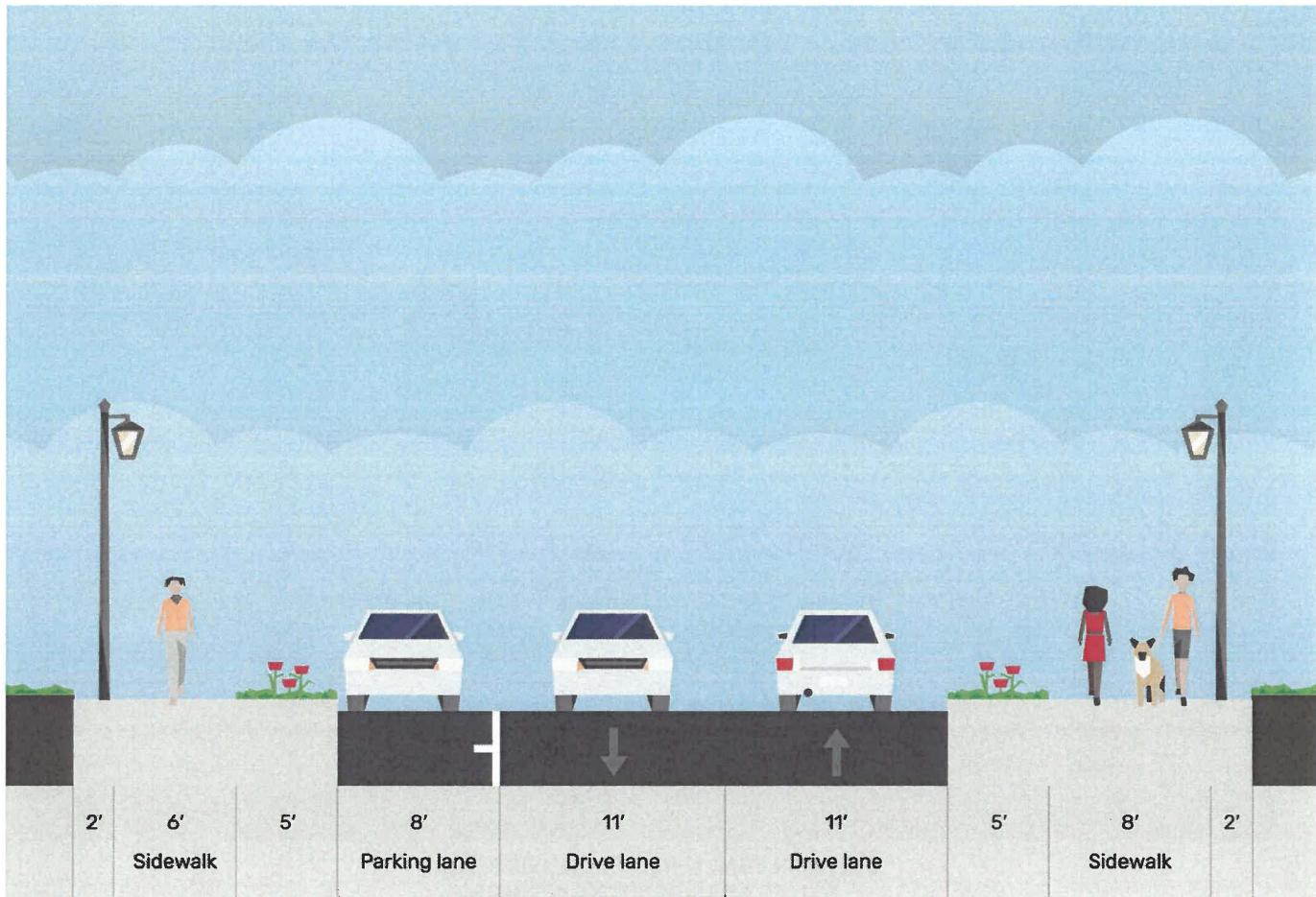
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Please rate this project on a scale of 1 to 5 stars.

50th Street Court Complete Street Improvements

This project will construct a new two-lane roadway from Olympic Drive to 38th Street. The roadway will include 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.



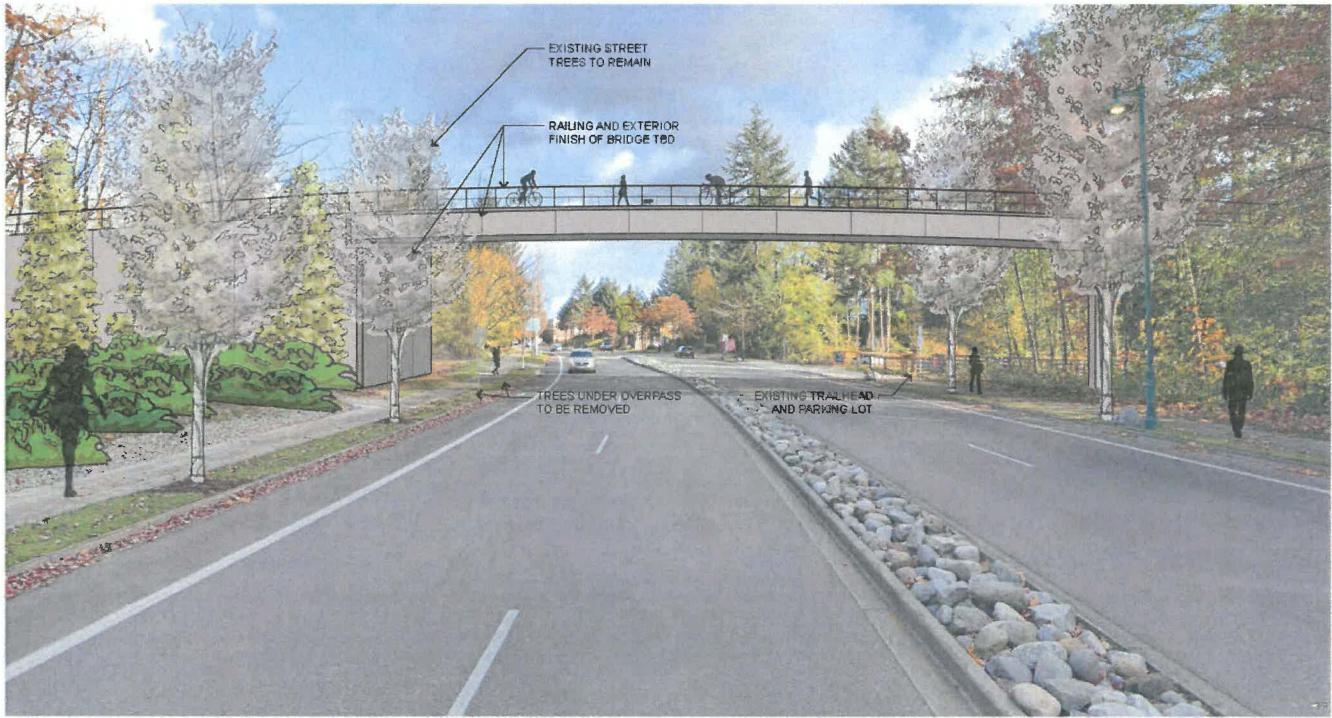
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Please rate this project on a scale of 1 to 5 stars.

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.



CUSHMAN TRAIL PHASE V PLANNING STUDY

PROPOSED BORGEN BLVD CROSSING - LOOKING EAST

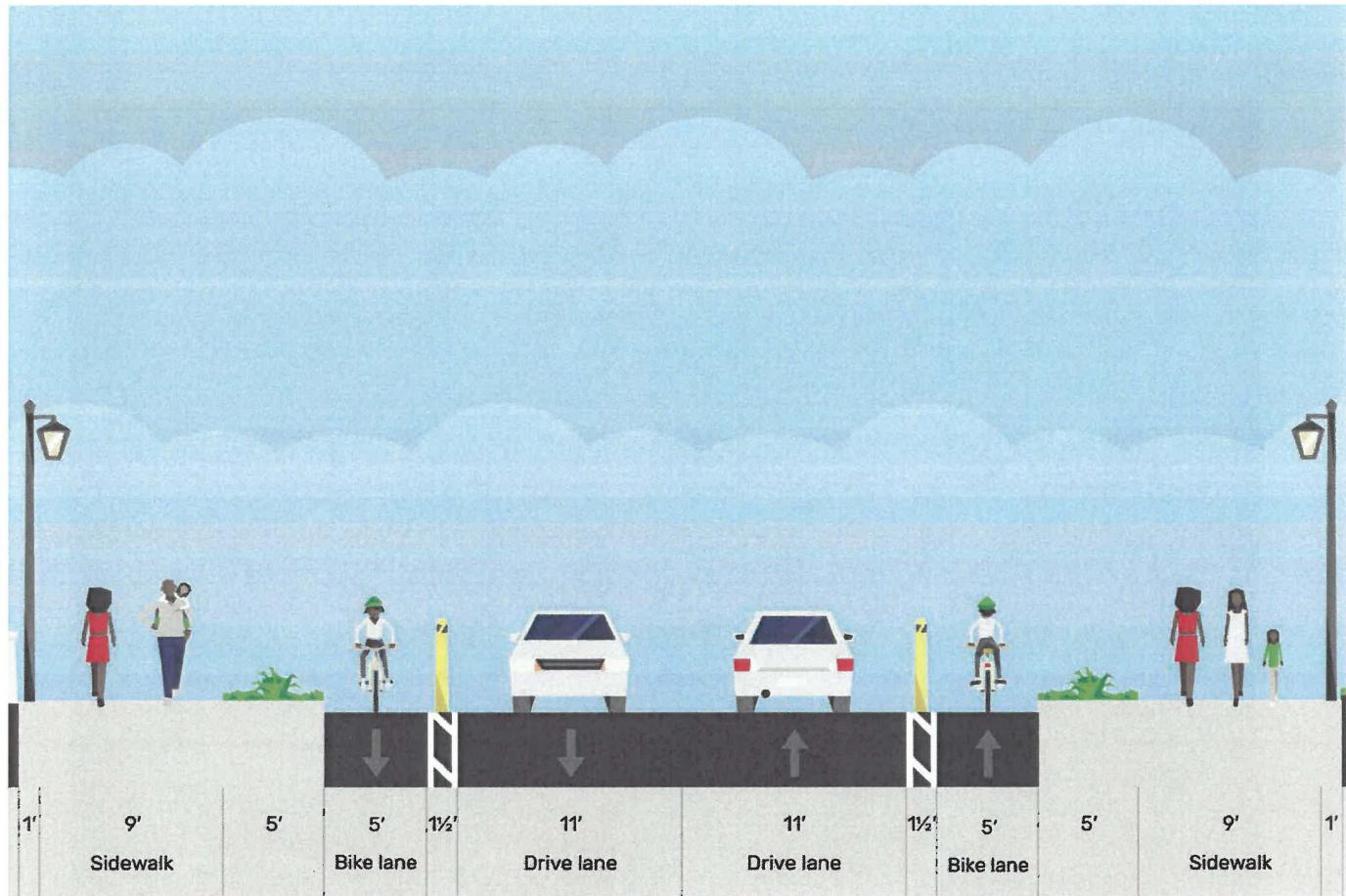
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Please rate this project on a scale of 1 to 5 stars.

Grandview Street Improvements

This project will construct road improvements (including sidewalks), stormwater improvements, and lighting improvements on Grandview Street from McDonald Avenue to Stinson Avenue.



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Please rate this project on a scale of 1 to 5 stars.

Harborview Drive/Soundview Drive Intersection Improvements

This project will update the intersection of Harborview Drive and Soundview Drive to provide traffic calming, increase sight distance, and add an ADA-compliant crosswalk.





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

Harborview Drive & Soundview Drive
Intersection Improvement

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Please rate this project on a scale of 1 to 5 stars.

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.



Hunt Street & Skansie Avenue
Roundabout Improvement



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

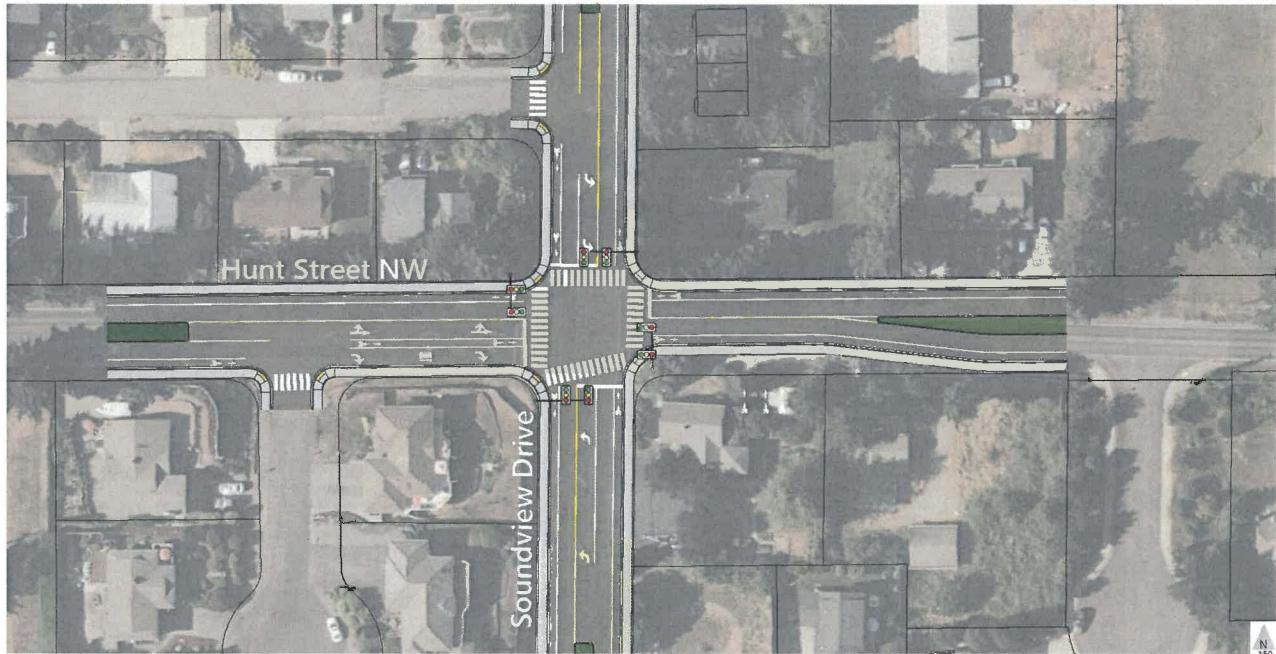
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Please rate this project on a scale of 1 to 5 stars.

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.



Hunt Street NW & Soundview Drive Signal Improvement



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

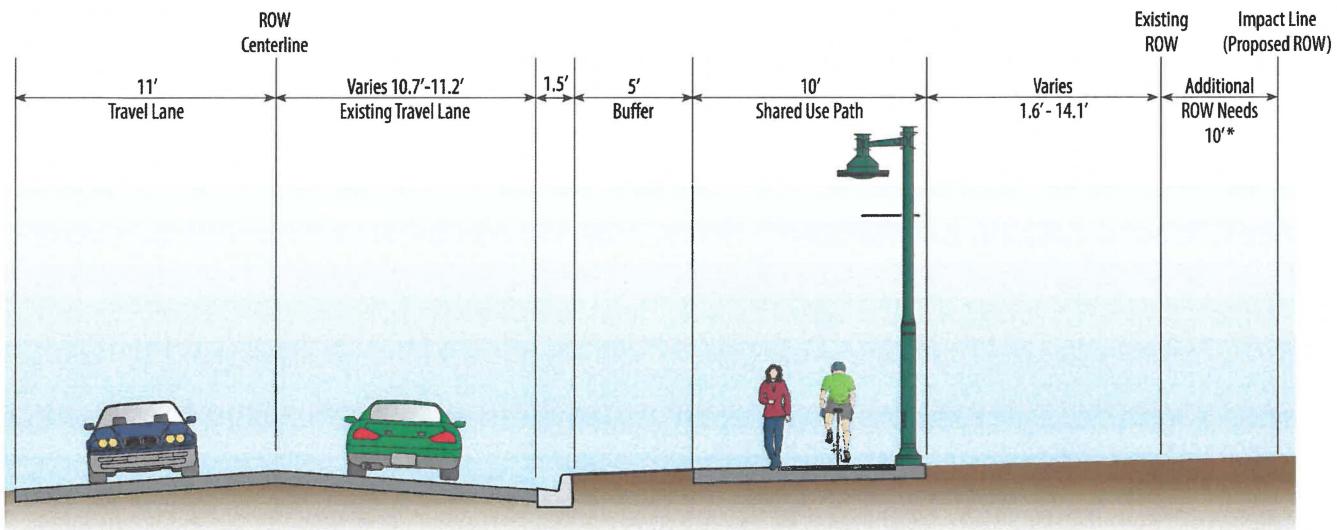
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Please rate this project on a scale of 1 to 5 stars.

Burnham Drive Complete Streets Improvements Phase 1B

This project will construct a sidewalk or shared use path along Burnham Drive from downtown Gig Harbor to Eagles Club and will close a gap in the existing sidewalk network. Phase 1A (Eagle's Club to 96th Street) is currently underway.



BURNHAM DRIVE

* Additional ROW needs may include temporary construction easement. Final design may eliminate ROW needs.



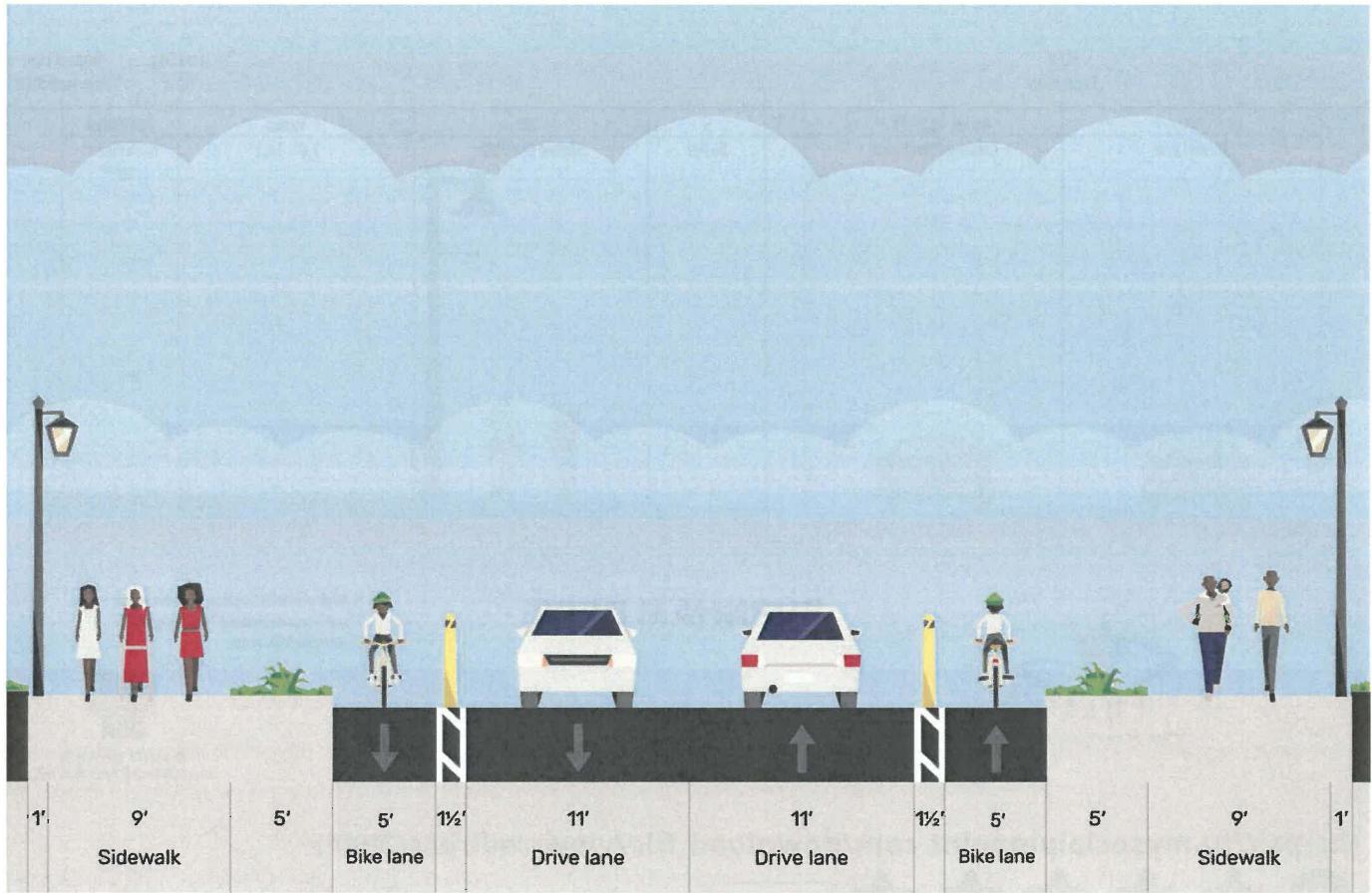
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Please rate this project on a scale of 1 to 5 stars.

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 from Rosedale Street to Hunt Street. It will also include provisions for a future lighting project as the budget allows.



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Please rate this project on a scale of 1 to 5 stars.

Tell us your project priorities.

Please pick your top three projects from the list.

Burnham Drive Complete Streets
Improvements Phase 2 

38th Avenue Complete Street
Improvements Phase 1C 

- | |
|---|
| 1 |
| 2 |
| 3 |

Harborview Drive/Pioneer Way
Intersection Improvements



Hunt Street/38th Avenue
Intersection Improvements



50th Street Court Complete
Street Improvements



Cushman Trail Extension Phase
5A



Grandview Street Improvements



Harborview Drive/Soundview
Drive Intersection Improvements



Hunt Street/Skansie Avenue
Intersection Improvements



Soundview Drive/Hunt Street
Intersection Improvements



Burnham Drive Complete Streets
Improvements Phase 1B



Skansie Avenue Complete Street
Improvements



Do you support the list of high priority projects?

Tell us why you answered this way:

Do you support the list of potential quick win projects?

Are there any projects we missed or additional projects you would like to see?

Submit

Appendix C:
Project Prioritization
Spreadsheet

TE Short-Term Project List Map ID	Project Type	Name	Extents	Description	Cost Estimate	2026 TIP ID	Scoring by Project Goals													
							Goal 1A	Goal 1B	Goal 1C	Goal 2A	Goal 2B	Goal 2C	Goal 3A	Goal 3B	Goal 4A	Goal 4B	Goal 4C	Composite Score	Rank	
3	Multimodal project	Burnham Drive Complete Street Improvements Phase 2	Harbor Hill Drive Extension to SR-16 Interchange	This project will reconstruct the roadway, including minor widening, turn lanes, curbs, gutters, sidewalks, storm sewer improvements, landscaped planter strips, and lighting. Phase 1A (a shared use path from Eagle's Club to 96th Street) is currently underway.	\$5,400,000	19	2	2	1	2	2	2	3	0	2	2	2	20	1	
12	Multimodal project	Harborview Drive/Pioneer Way Intersection Improvements	Harborview Drive/Pioneer Way	This project will explore and design improvements to this intersection to improve operations, safety, and visibility for all modes of travel. Proposed updates include raising the intersection to calm traffic, installing high-visibility crosswalk markings to replace the existing faded paint, and adding ADA-accessible curb ramps. The project will also address vehicle sight distance issues caused by a wall that limits pedestrian visibility.	\$140,000	13	2	2	1	2	1	2	3	0	1	2	2	18	2	
26	Multimodal project	38th Avenue Complete Street Improvements Phase 1C	50th Street to 56th Street	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. This will be the final phase of the 38th Avenue Complete Street Improvements Projects. The other phases—Phase 1B (Briarwood Lane to 50th Street) and Phase 2 (56th Street to Hunt Street)—are currently underway or will begin construction soon.	\$2,800,000	12	0	2	1	2	2	2	0	3	2	2	2	18	3	
1	Active transportation project	Cushman Trail Extension Phase 5A	Borgen Trailhead to Kitsap County Line	This project will design Phase 5 of the Cushman Trail from the existing Borgen trailhead to the Pierce/Kitsap county line.	\$6,100,000	20	0	0	2	1	1	2	3	3	1	2	2	17	4	
15	Multimodal project	Grandview Street Improvements	McDonald Avenue to Stinson Avenue	This project will include road improvements (including sidewalks), stormwater improvements, and lighting improvements.	\$2,100,000	24	1	2	1	1	1	2	3	0	2	2	2	17	5	
21	Multimodal project	Hunt Street/38th Avenue Intersection Improvements	Hunt Street/38th Avenue	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	\$2,000,000	15	0	2	0	2	1	2	3	3	0	2	2	17	6	

10	Multimodal project	Rosedale Street/Skansie Avenue Intersection Improvements	Rosedale Street/Skansie Avenue	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 roundabout.	\$2,200,000	22	0	2	0	2	2	2	0	0	0	0	2	2	12	16
24	Multimodal project	38th Avenue/56th Street Roundabout	38th Avenue/56th Street	This project will design and construct intersection improvements. The intersection is currently planned as a roundabout.	\$2,000,000	2	0	0	1	2	2	2	0	0	0	0	2	2	11	17
8	Multimodal project	Austin Street/Harborview Drive Roundabout	Austin Street/Harborview Drive	This project will construct a roundabout at the intersection of Austin Street and Harborview Drive.	\$3,100,000	9	0	0	0	2	1	2	0	0	0	0	2	2	9	18
19	Multimodal	Wollochet	Wagner Way to	This project will construct a traffic signal or roundabout at	\$1,227,000	1	0	0	0	2	1	2	0	0	0	0	2	2	9	19
9	Multimodal project	Rosedale Street/Schoolhouse Road Intersection Improvements	Rosedale Street/Schoolhouse Road	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.	\$3,800,000	-	0	0	1	2	1	1	0	0	1	0	2		8	20

Acknowledgments

Mayor Mary Barber

GIG HARBOR CITY COUNCIL

Jeni Wnock
Roger Henderson
Emily Stone
Reid Ekberg
Ben Coronado
Le Rodenberg
Seth Storset

GIG HARBOR PLANNING COMMISSION

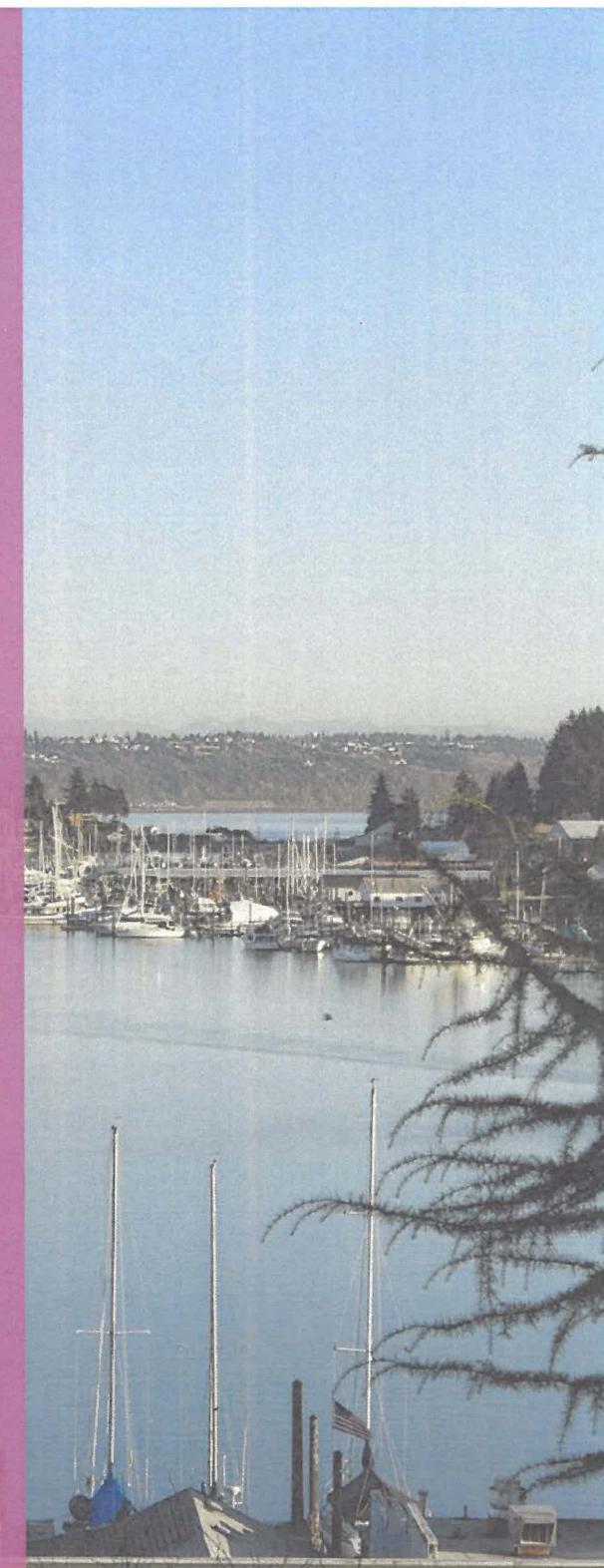
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Mark Burcar, Vice Chair
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Loreto Tessicini
Bizhan Nasseh
Julie Martin

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Aaron Hulst, PE, City Engineer
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FEHR & PEERS

Marissa Milam, Project Manager
Kendra Breiland, AICP, Principal-in-Charge
Abigail Powell





GIG ON THE GO

