



Parkland Community Trail



Welcome!

Pierce County Parks is working to bring a bike and pedestrian pathway to connect Parkland neighborhoods to schools and parks.

Where will the trail take me?

The Parkland Community Trail will connect Parkland neighborhoods to five schools, three County parks and Pacific Lutheran University. The Parkland Community Trail will provide a safe route for people of all ages to get around in an area that currently has few sidewalks or bike lanes.

Tonight's meeting

We'll be starting the presentation at 6:30 p.m.

Please explore the information around the room and ask us questions! We want your input on the design concepts and our work so far.



Please share this information with others

Have friends who couldn't make it? Meeting materials and an online survey about the design concepts will be available on the project website until Feb. 20. Visit www.piercecountywa.gov/ParklandTrail.

What is a Yield Street?

Yield Street

A yield street, also known as a neighborhood greenway, is a low-traffic, low-speed street that serves as a bi-directional shared space for all road users, including people biking, walking, rolling and driving. Traffic calming measures, such as speed humps and landscape/hardscape extensions, are also incorporated to slow traffic and create an environment where all users feel safe.



Application

While most of the Parkland Community Trail is anticipated to be separated from the adjacent roadway, there are small portions of the trail where a yield street might be more appropriate. For example, the Parkland Community Trail will need to transition from 8th Avenue S to Yakima Avenue S.

The two options proposed for this alignment shift are 135th Street S and 137th Street S, both of which are low-speed residential streets with very low traffic volumes. A yield street could be an option to go between 8th Avenue S and Yakima Avenue S in a low-impact way.

? Questions

How comfortable would you feel using a yield street, if designed to include traffic calming and other enhancements?

1	2	3	4	5	6	7	8	9	10
Uncomfortable			Somewhat Comfortable				Comfortable		

How comfortable would you feel allowing your children to use the yield street, if designed to include traffic calming and other enhancements?

1	2	3	4	5	6	7	8	9	10
Uncomfortable			Somewhat Comfortable				Comfortable		

Facility Types



Yield Street / Neighborhood Greenway



Paved Shoulder



Off-Street Trail



Multiuse Trail

A **yield street**, also known as a neighborhood greenway, is a low-traffic, low-speed street that serves as a bi-directional shared space for all road users, including people biking, walking, rolling and driving. Traffic calming measures, such as speed humps and landscape/hardscape extensions, are also incorporated to slow traffic and create an environment where all users feel safe.

A **paved shoulder** is a pathway on either side of the street shared by people biking, walking and rolling immediately adjacent and at-grade with the street. Separation from motor vehicle traffic is indicated through either paint, different surface material and/or rumble strips.

An **off-street trail** is a bi-directional, shared-use pathway with no adjacent street. Off-street trails typically run through parks, along waterways, railroad corridors or utility corridors.

A **multiuse trail** is a bi-directional, shared-use pathway adjacent to the street separated from motor vehicle traffic by at least 2-3 feet of vertical or landscaped separation.

Amenities

Wayfinding signage provides trail users with useful information regarding distances of trails and nearby destinations. Wayfinding can promote trail usage by reducing uncertainty and cutting down on a person’s perceived travel time.

Trail branding provides consistent imagery for people to associate the trail with and can complement wayfinding signage along the trail and especially at trail entrances.

Trail amenities, such as benches, a drinking fountain, bike parking, a bike repair station or a rest area enhance the comfort for users of all ages and abilities and promote users to continue on the trail by allowing spaces to rest.



Wayfinding Signage




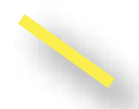






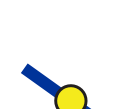
Trail Branding



Trail Amenities

Parkland Community Trail Project Study Area

LEGEND

-  Parkland Trail route alternatives
-  Connector route alternatives
-  High priority non-motorized improvements (planned)
-  Road suggested by cycling community (existing)
-  Bike lane one or both sides (existing)
-  Bike lane one or both sides (proposed)
-  Bike boulevard: lower traffic volumes with sharrows (existing)
-  Pierce Transit Bus Route 1 & stop (existing)
-  Pierce Transit Bus Rapid Transit & stop (proposed)

