CHAPTER 9

City of DuPont Transportation Element

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Executive Summary

Plan Overview

This Transportation Element sets a framework for the City of DuPont in understanding, prioritizing, measuring, and constructing a multimodal transportation network that supports communitywide mobility goals. The City is updating its Transportation Element as part of the periodic update of the Comprehensive Plan. Each element of the Comprehensive Plan, including Land Use, Housing, and Transportation, forms the policy basis for the Capital Facilities Plan.

The Transportation Element's goals, policies, and implementation actions provide a roadmap for how DuPont will address future development and direct spending for capital facilities improvements associated with transportation.

This document includes six chapters:

Chapter 1: Introduction

Describes the different regional and state planning requirements associated with this Transportation Element. This chapter discusses DuPont's history, location, and existing land use distribution.

Chapter 2: Existing System Conditions

Describes conditions for all travel modes in the existing transportation network. This includes automobile, pedestrian, bicycle, freight and transit system characteristics as well as safety conditions.

Chapter 3: Public Outreach

Describes the outreach conducted to solicit community feedback. The overarching goal of the public outreach was to develop a Transportation Element that accurately reflects the transportation needs of the community as well as solicit feedback on the proposed projects in the 20-year horizon.

Chapter 4: Goals & Policies

Describes the City of DuPont's four key goals related to mobility and outlines transportation policies to achieve these goals. Policies are further detailed though the tangible projects and defined steps to improve systems, develop capital projects, assign tasks, and set priorities included in Chapter 5: The Recommended Plan.

Chapter 5: The Recommended Plan

Describes the preferred networks for each travel mode and details the types of projects that would be needed to achieve DuPont's vision of safe mobility for all. This chapter includes levels of service performance standards for streets and intersections, and planning guidance to accommodate transit, biking, and walking.

Chapter 6: Implementation

Discusses how the City plans to fund its transportation program (including capital projects and operations and maintenance) over the life of the Transportation Element through 2045. Additionally, this chapter lays out additional funding sources and strategies that the City will employ to reduce load on the network.

Chapter 1 Introduction

DuPont Profile

The City of DuPont is located at the southern edge of the Puget Sound west of Joint Base Lewis-McChord (JBLM). Situated between Tacoma and Olympia along Interstate 5, DuPont offers quiet residential neighborhoods that appeal to employees commuting to larger employment hubs as well as JBLM. With a history that goes back over 5,000 years, this area was home to the Sequalitchew Nisqually people, fur traders, and eventually to white settlers around the early 19th century. DuPont was incorporated as a city within Pierce County in 1951. Most of the growth in DuPont has occurred since 1990. The city now has a population of around 10,000 residents, according to the 2020 census.

Existing Land Use

The City of DuPont's adopted zoning is shown in **Figure 1-1**. Most of the city's land is zoned for residential use. Areas within the city are delineated as "Villages" with the Yehle Park, Edmonds, Palisade, Bell Hill, Historic, Hoffman Hill, and El Rancho Madron villages serving as the major residential areas in the city. The areas surrounding DuPont station east of Center Drive are zoned for commercial, office and mixed uses, as is the Civic Center area west of the 1843 Fort. Over the last decade, industrial developments have aggregated along Center Drive east of Powerline Road with plans for continued development in the area.

The neighborhoods built over the last three decades are primarily single-family oriented developments with sidewalks and trails. The downtown area has mixed-use developments that include housing and commercial uses; however, there are no full-size grocery stores in the city. Elementary and middle school students attend schools within city limits, while high school students attend Steilacoom High School about 7 miles north of the city.

The Old Fort Lake Subarea is a major planned redevelopment, with a Subarea Plan undertaken in 2024 to change the land use associated with the northwest portion of the city, representing approximately a quarter of the City's total land area. The final zoning for the Old Fort Lake Subarea was adopted in 2025. Considering the large share of City land dedicated to the Subarea, the future uses adopted within the Subarea will play a large role in future transportation conditions within and around the City. These uses will be further assessed as part of future conditions.

Figure 1-1. Zoning within the City of DuPont.

Planning Context

The Comprehensive Plan serves as the umbrella document that defines the goals and policies for accommodating future growth in DuPont through 2044 and assists City staff and elected officials in making decisions regarding capital project funding and development regulations. The previous iteration of the Comprehensive Plan was developed in 2016 and last amended in 2021.

The following plans were evaluated in detail and information relevant to the Comprehensive Plan Update (including adopted planning principles; proposed projects and projected growth from these plans) is summarized here.

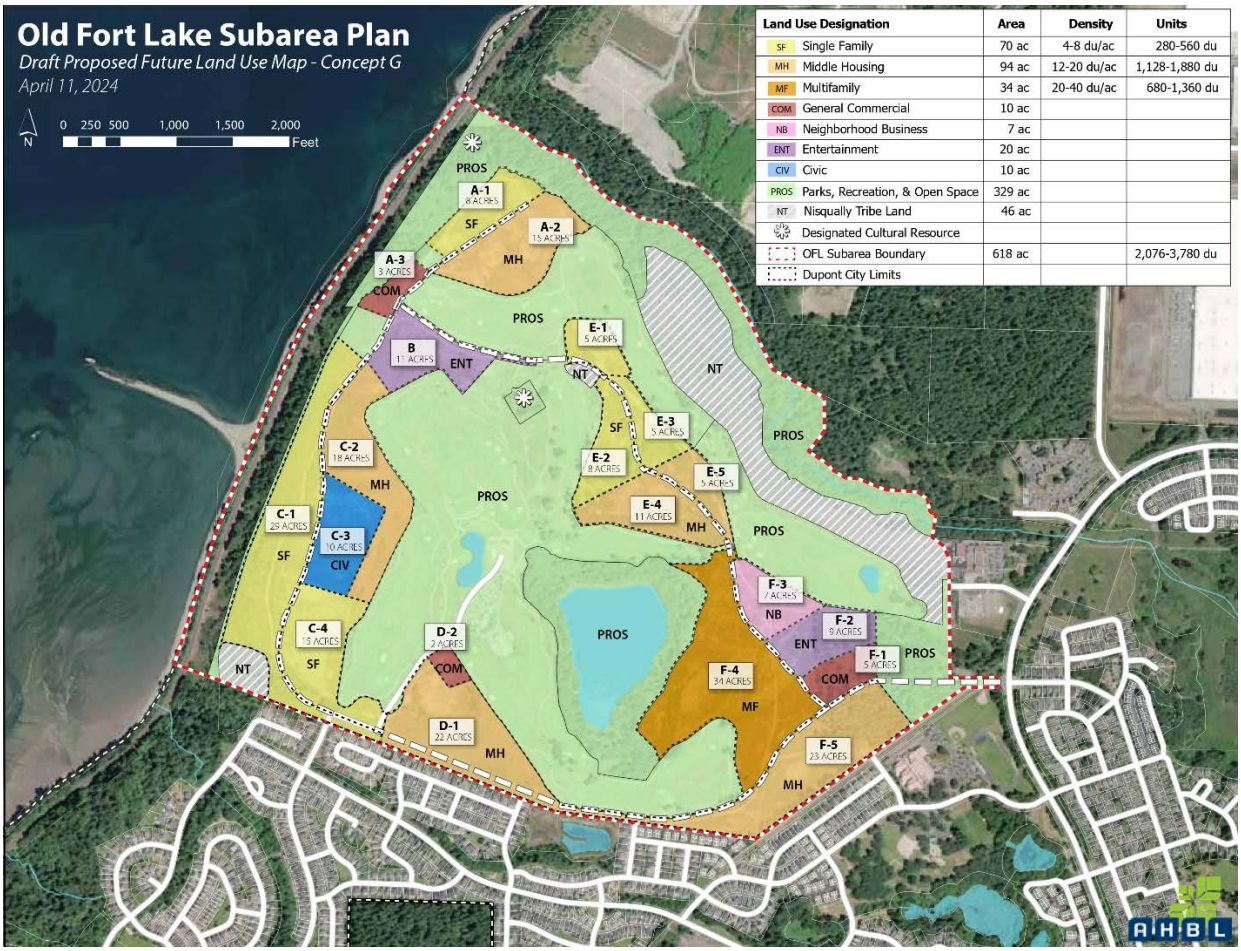
DuPont Old Fort Lake Subarea Plan (2025)

The Old Fort Lake Subarea Plan was originally developed in 2017. As part of that planned development, robust community outreach was performed, and priorities were created for the overall transportation network within the Subarea. Based on this community feedback, the following priorities were defined for the Subarea:

1. Provide a robust multimodal transportation network that serves a variety of users.
2. Provide an excellent street design that complements desired future land uses and reflects community values.
3. Plan a well-connected and efficient road network.

The 2025 Old Fort Lake Subarea Plan serves as an update to the original Subarea plan created in 2017. As part of this update, land use assumptions have shifted (see **Figure 1-2**), in addition to the overall layout of the Subarea, discussed in the "Projects in the Pipeline" section.

Figure 1-2. Land Use Map Old Fort Lake Subarea (OFL Subarea Plan 2025)



Source: AHBL "Old Fort Lake Subarea Plan, Draft Proposed Future Land Use Map – Concept G," April 11, 2024.

DuPont Comprehensive Plan (2015)

Last amended in 2021, the Comprehensive Plan articulates the City's vision to accommodate growth expected through 2035. Transportation-related goals and priorities from the Comprehensive Plan focus on improving access and flow to I-5, in addition to multimodal priorities, as follows:

1. Continue working with regional partners to develop and implement projects that reduce I-5 congestion, including improvements to DuPont-Steilacoom Road and the Mounts Road connection.

2. Support measures to restore local transit services, integrating the regional bus and rail mass transit services available in DuPont, Lakewood, Tacoma, and Olympia.

3. Maintain the existing transportation system and fill gaps in the non-motorized network (including pedestrian sidewalks, trails, and the bicycle facilities).

4. Monitor the progress of high-speed rail services and ensure that impacts on DuPont are mitigated.

Transportation Improvement Program: 2022 – 2027

The Six-Year Transportation Improvement Program for 2022-2027 (TIP) outlines short- and long-term transportation projects – including the addition of new sidewalks, curb, gutter, and roadway overlays – throughout the city. The following projects and studies were identified in the TIP as affecting roadway or active transportation capacity:

Projects:

- Powerline Road Improvements – From Center Drive to Wharf Road, design and construct new arterial roadway along Powerline Road.
- Center Drive Traffic Signal Coordination – From 1-5 Exit 118 to DuPont-Steilacoom Road, wireless connection of eight traffic control lights on Center Drive.
- I-5 Exit 119 Reconstruction – Reconstruct interchange at DuPont Steilacoom Road to include two separate interchanges, one connecting directly to DuPont Steilacoom Road and one at the existing interchange location at Barksdale Avenue.
- DuPont Steilacoom Road Improvements – Roadway improvements, including improvements at the intersection of DuPont Steilacoom Road and Center Drive.
- McNeil Street and Ridge View Drive Reconfiguration – Reconfigure the roundabout at this intersection.

Studies:

- Sequalichew Creek Pedestrian Crossing onto Center Drive – Study the type and feasibility of a pedestrian crossing on Center Drive at the Sequalichew Creek.
- Northeast City Access Feasibility Study – Study access improvements and future plans for vehicle access in the northeastern portion of the City.
- Vehicle Access to Puget Sound Feasibility Study – Study potential vehicle access options to the Puget Sound waterfront.

City of Dupont Local Road Safety Plan

The DuPont Local Road Safety Plan (LRSP) was completed in March 2022, and analyzed safety trends citywide based on WSDOT collision data between 2017 and 2021. The following projects and strategies were identified as part of this study:

- Citywide reflective striping and signage improvements at roundabout
- Citywide crosswalk striping and signage improvements
- Citywide crosswalk improvements through Rectangular Rapid Flashing Beacon's
- Citywide lighting study

Other Planned Future Developments

The City has considered several projects planned and under development in in forecasting future traffic conditions though 2044. There are multiple development projects in various stages of entitlement within the City of DuPont that will add trips to the roadway network. These development projects are listed below:

- Pioneer Aggregates South Parcel Project
- Barksdale Station
- Bridge Point 220
- Civic Center Phase 2
- Civic Center Phase 3
- Dupont Industrial
- Patriots Landing
- DuPont Public Works Facility
- Williamson Place East

The land uses for these developments includes warehouses, offices, restaurants, utility, residential, and school uses.

Regional Transportation Investments

In addition to the impacts of development on traffic in the city, the City has also considered regionally significant transportation investments that will have implications on access and mobility to and within DuPont.

I-5 JBLM Vicinity Congestion Relief Project

Numerous studies have been completed in relation to I-5 within the vicinity of JBLM. This area has historically experienced elevated levels of congestion, related to JBLM base traffic, and these studies have sought to relieve this congestion, improve local and mainline system efficiency, enhance mobility, and support the regional HOV network, improve safety, and increase transit and travel demand management opportunities. In the South Study Area Report (completed in 2020), the following build alternative was defined for I-5 near DuPont (represented graphically in **Figure 1-3**). It should be noted that some of these improvements are already under construction or completed:

- An added I-5 lane in each direction from Center Drive to north of the Steilacoom-DuPont Road interchange.
- Designation of one northbound I-5 lane for HOV use from Mounts Road to Thorne Lane and one southbound I-5 lane for HOV use from Thorne Lane to Steilacoom-DuPont Road.
- A new northbound auxiliary lane from Center Drive to Steilacoom-DuPont Road.
- A reconfigured interchange at Steilacoom-DuPont Road.
- A new access road to I-5 (to be named Steilacoom-DuPont Road).
- Reconfiguration of Steilacoom-DuPont Road intersection at Wilmington Drive/Barksdale Avenue.
- A new shared use bicycle and pedestrian path connecting the JBLM DuPont Gate to Steilacoom-DuPont Road and Wilmington Drive.
- Supporting features such as stormwater management, illumination, traffic signals, Intelligent Transportation Systems (ITS), and signing would also be included in the Project.

Figure 1-3. I-5 JBLM Access Congestion South Study Area

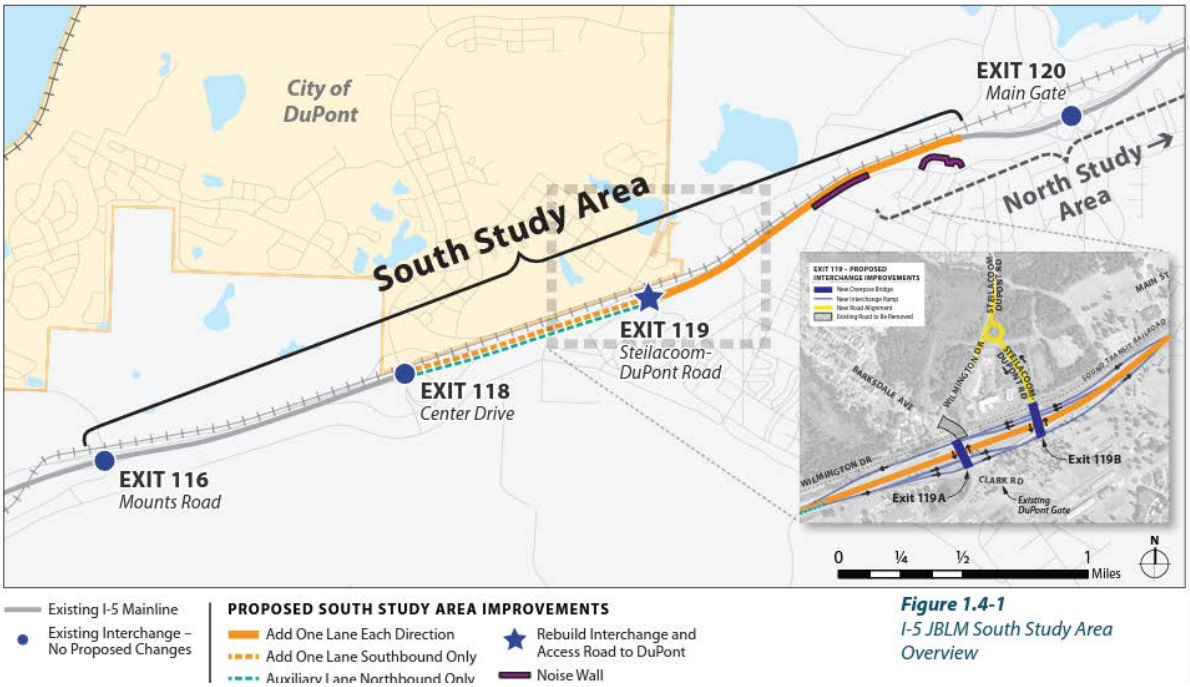


Figure 1.4-1
I-5 JBLM South Study Area Overview

Source: WSDOT I-5 JBLM Vicinity Congestion Relief Project – South Study Area, 2021.

Sound Transit ST 3 System Plan

The goal of the Sound Transit ST 3 System Plan is to improve and expand the regional transit system by connecting the major cities in King, Pierce and Snohomish Counties with light rail, Bus Rapid Transit (BRT), express bus and commuter rail. Included in the planned system expansion is the Sounder Extension to DuPont project. As part of this project, Sounder South will extend south from Lakewood, adding new stations at Tillicum and DuPont, both with parking. This extension is anticipated to be open for service by 2045, and will provide commuter rail connection for DuPont residents, as well as for regional commuters accessing JBLM. It is anticipated that this could have an impact not only on transit usage within the city itself, but also on overall commuter traffic to JBLM.

Statewide Context

Washington State's Growth Management Act (GMA) of 1990 requires that the City's transportation plans directly with land use growth and financial decision making within the Transportation Element.

Concurrency is one of the key GMA requirements and refers to the timely provision of public services and facilities. Transportation concurrency means that adequate transportation facilities are in place to serve new development or that a financial pathway has been identified to complete the improvements or strategies within six years. These projects are collated in the Transportation Improvement Program (TIP) project list. Concurrency cannot be used to require new development to correct existing transportation deficiencies. Level of Service standards must be met by local governments using a program to correct existing transportation deficiencies. The City can use Transportation Impact Fees (TIF), property taxes and grants to mitigate future deficiencies.

Transportation is the only public domain where the GMA specifically requires development to be denied if concurrency is not satisfied. While the GMA gives special attention to transportation concurrency, local governments have flexibility regarding how to apply concurrency to other public facilities and services within their plans and regulations.

Chapter 2 Existing System Conditions

Street Network

Functional Classification

The City of DuPont is located along the I-5 corridor adjacent to JBLM on the southwest border of Pierce County. There are two interchanges on I-5 that provide major connections to the City of DuPont: the Center Drive interchange and the Barksdale interchange; the Barksdale interchange currently also serves as a direct access to JBLM. The Mounts Road interchange also provides connection to one of the city's western neighborhoods, in addition to providing another access to JBLM. The city experiences access challenges to and from I-5 because of its proximity to JBLM, a major employer in both Pierce and Thurston Counties. Peak hour commute traffic to JBLM often causes congestion around the Barksdale Interchange and interchanges to the north, leading to high delays for DuPont residents and others attempting to access I-5. DuPont-Steilacoom Road serves as a potential access point to the north but is less direct for most DuPont residents when compared to Center Drive.

The City has four roadway classifications: Local Roads (comprising most roadways within the City), Major Collectors, Minor Arterials, and Principal Arterials. These functional classifications are aligned with FHWA and WSDOT definitions and are summarized in **Figure 1-4** Center Drive from I-5 exit 118 to DuPont-Steilacoom Road is the only Principal Arterial in DuPont, with McNeil Street and DuPont-Steilacoom Road classified as Minor Arterials. The description of each functional classification is discussed in **Table 1-1.**

Table 1-1. Street Classification Descriptions

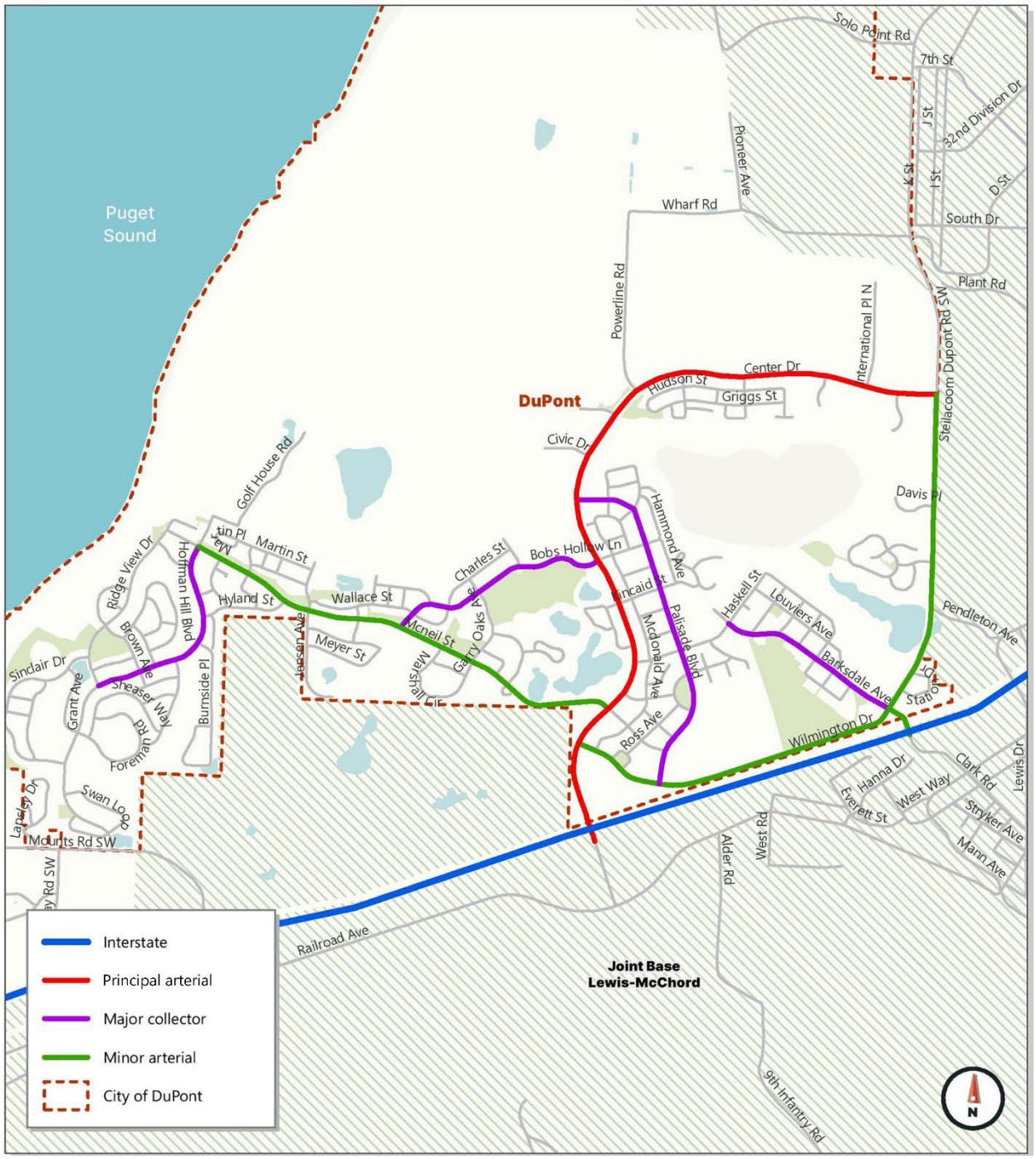
Street Classification	Description
Interstate	Interstates/other freeways and expressways can hold the largest volume of vehicles compared to other classifications. These roadways connect jurisdictions and populated areas.
Principal Arterial	Principal arterials are designed to provide unimpeded traffic flow between major activity centers within the City. These roadways carry the highest volume of traffic within the city.
Minor Arterial	Minor arterials are designed for higher volumes but mainly provide access to and from the higher classified arterials (both Principal and State Routes/Interstate); and as a secondary function to provide access to major land-use activity centers.
Major Collector	These roadways are designed to provide traffic distribution and collection from industrial and commercial land uses as well as the local street system to higher classified roadways.
Local	These roadways are designed for slower moving traffic and connect to arterials to reach destinations.

Source: Fehr and Peers, 2024.

DuPont has posted speed limits throughout the City ranging from 25 to 45 miles per hour. Figure 1-5 summarizes the posted speed limit on each collector/arterial roadway in the City.

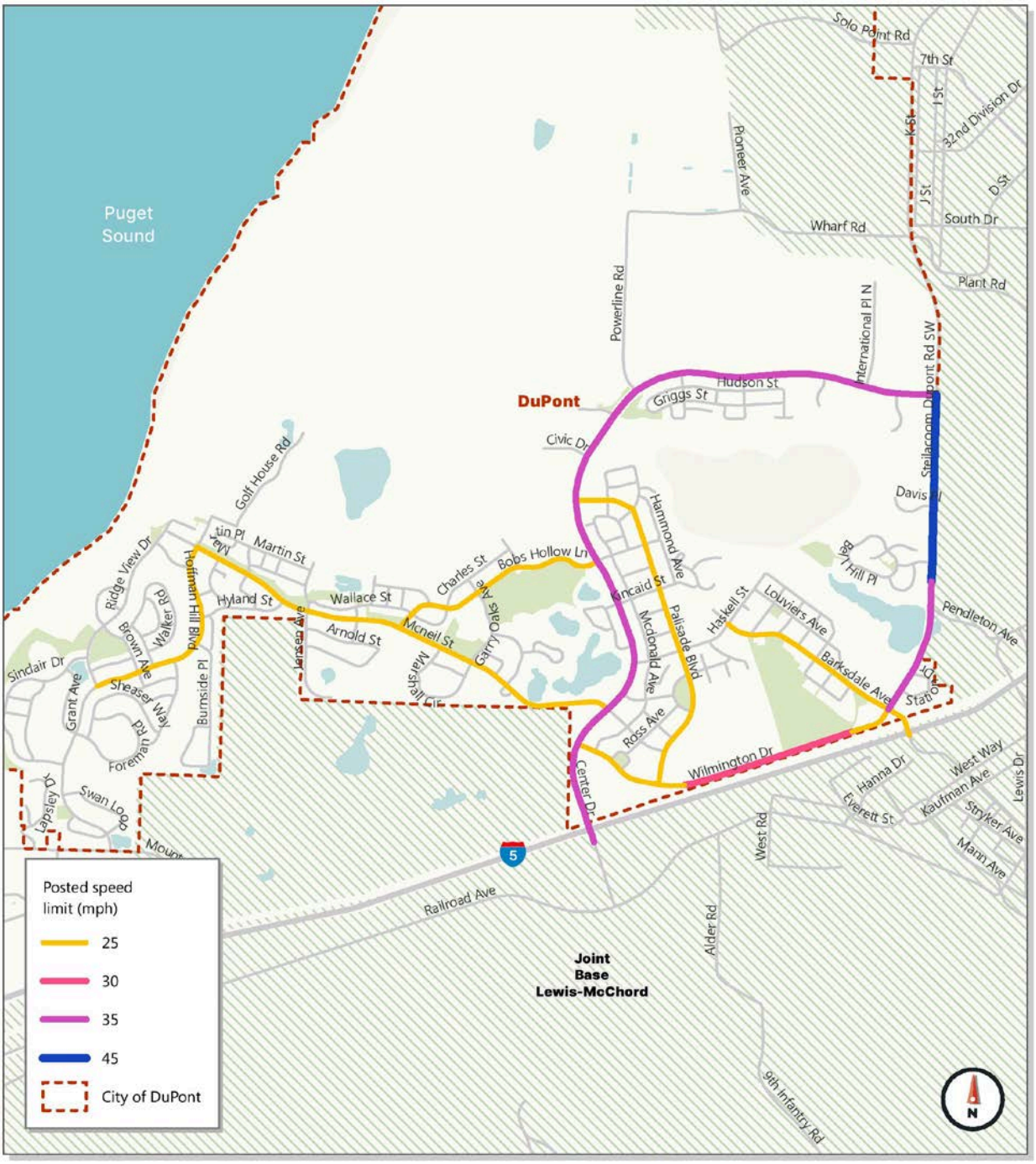
Figure 1-6 shows the intersection control type for all intersections along collectors or arterials in DuPont. There are currently 11 signalized intersections, 10 of which are located along Center Drive and the other located at the intersection of DuPont-Steilacoom Road and Barksdale Avenue. Most other intersections are controlled by either a stop sign or a roundabout. Most intersections along McNeil Street, Hoffman Hill Boulevard, Palisade Boulevard, and Barksdale Avenue are side-street stop controlled (SSSC).

Figure 1-4. Functional Classification in the City of DuPont



Source: Fehr and Peers, 2024.

Figure 1-5. Posted Speed Limits on Collectors and Arterials in DuPont



Source: Fehr and Peers, 2024.

Figure 1-6. Intersection Controls on Collectors and Arterials in DuPont

Source: Fehr and Peers, 2024.

Level of Service

Intersection Standards

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst as shown in **Figure 1-7**.

Table 1-2 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The *Highway Capacity Manual 6th Edition* (HCM 6) methodology was used in this study to remain consistent with "state of the practice" professional standards during the period of analysis. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average delay of all approach delays). For side-street stop-controlled intersections, the LOS is provided based on the delay experienced by vehicles in the worst performing movement. Synchro Traffic Analysis Software, 11th Edition, was used to perform the calculations.

The City currently has an LOS D standard. There are exceptions to the standard outlined in the 2015 Comprehensive Plan. Of note:

- The intersection of DuPont-Steilacoom Road/Wilmington Drive and Barksdale Avenue, which is allowed to reach LOS E.
- The City can consider a variance to the Public Works Standards at locations not meeting the standard where the potential mitigation is not reasonable or desirable.

Figure 1-7. Different Levels of Service and Perceived Congestion

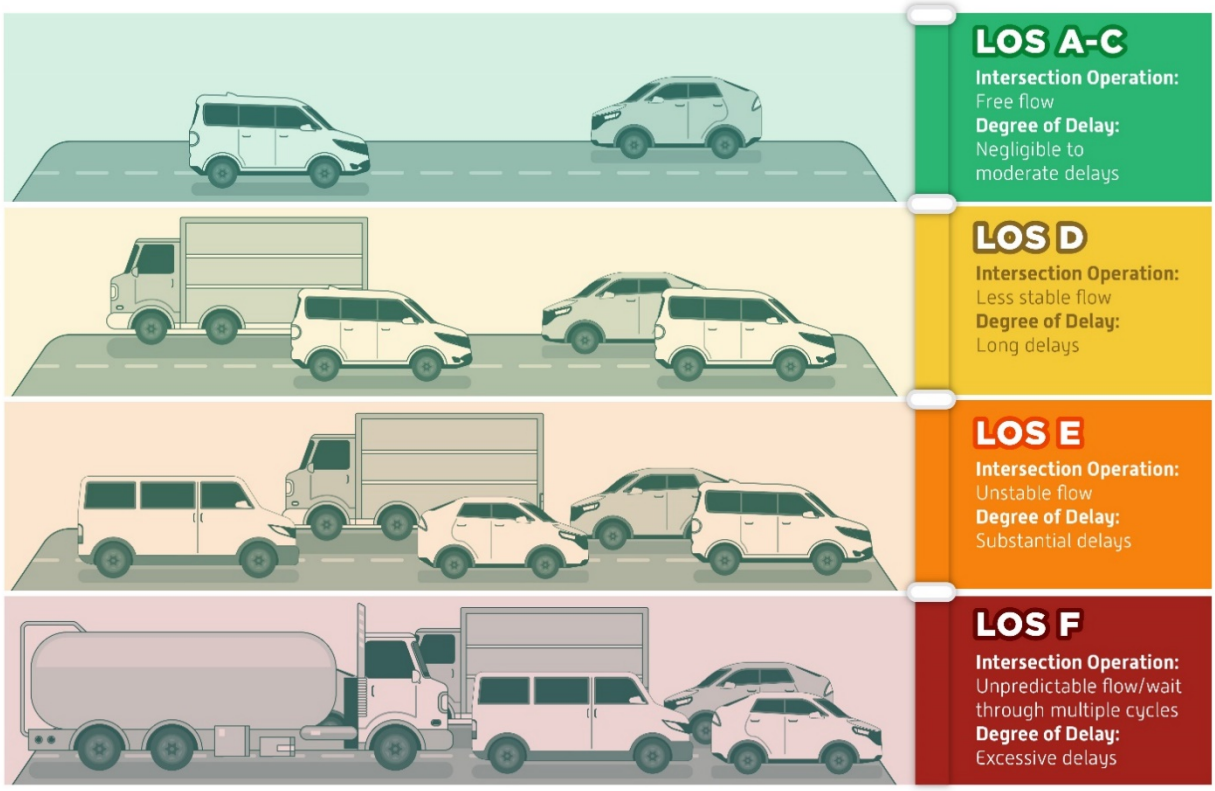


Table 1-2. Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers, based on *Highway Capacity Manual* 6th Edition.

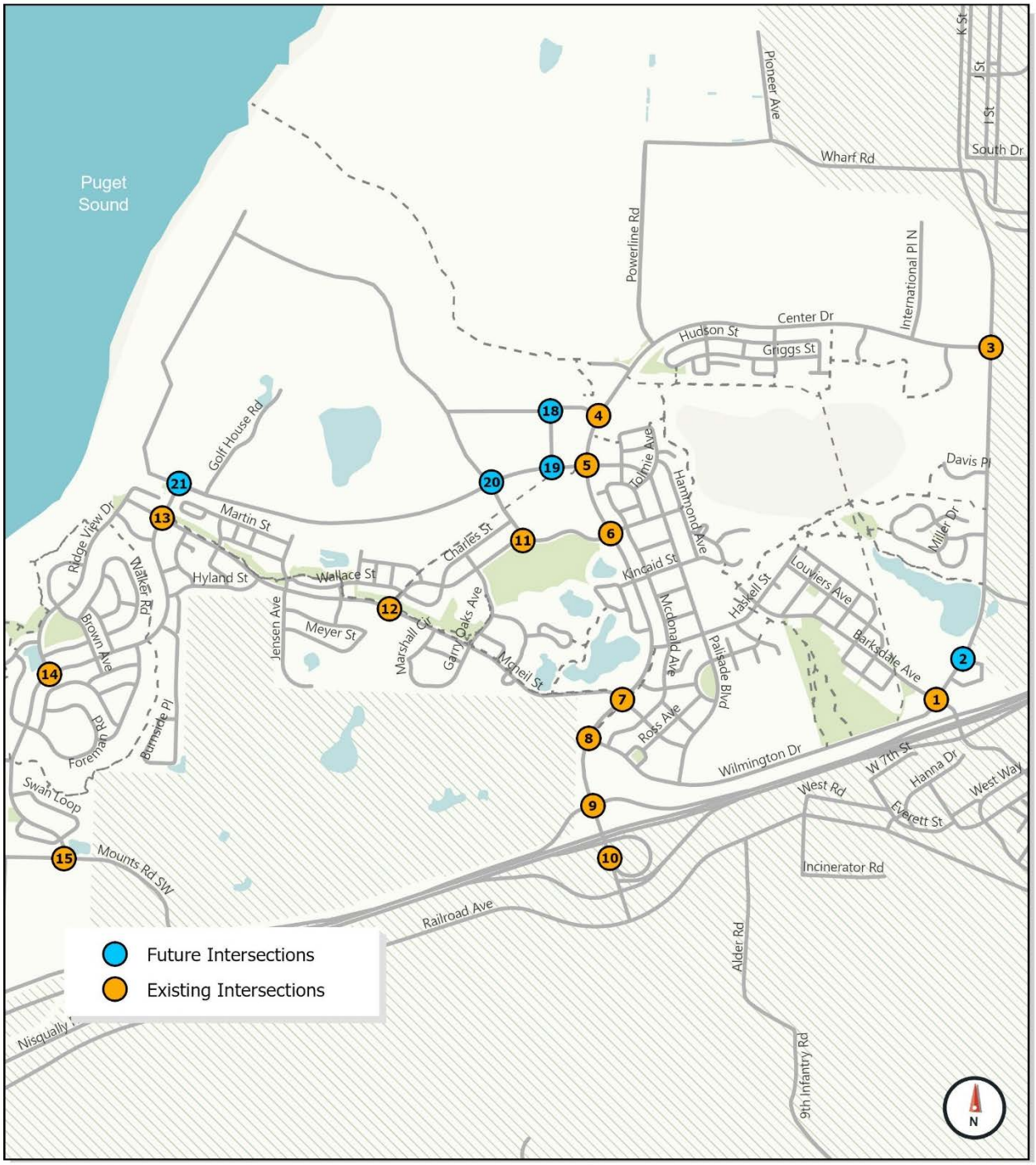
Intersection Operations

To evaluate existing roadway network operations, 12 study intersections throughout the City of DuPont and five study intersections managed by WSDOT were selected, four of which are outside City Limits. These may be affected by projected growth and pipeline projects in the next 20 years. The following intersections, shown in **Figure 1-8**, were analyzed:

1. DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue
2. DuPont-Steilacoom Road & I-5 Interchange (Future Intersection)
3. Center Drive & DuPont-Steilacoom Road
4. Center Drive & Civic Drive
5. Center Drive & Palisade Boulevard
6. Center Drive & Bobs Hollow Lane
7. Center Drive & McNeil Street
8. Center Drive & Wilmington Drive
9. Center Drive & I-5 SB Ramps
10. Center Drive & I-5 NB Ramps
11. Wren Road & Bobs Hollow Lane
12. Bobs Hollow Lane & McNeil Street
13. McNeil Street & Hoffman Hill Boulevard
14. Hoffman Hill Boulevard & Ridge View Drive
15. Mounts Road & Hoffman Hill Boulevard
16. Mounts Road & I-5 SB Ramps
17. Mounts Road & I-5 NB Ramps
18. Civic Drive and Civic Drive Extension (Future Intersection)
19. OFL East -West Road and Civic Drive Extension (Future Intersection)
20. OFL East-West Road and OFL North-South Road (Future Intersection)
21. OFL North-South Road and OFL East-West Road (Future Intersection)

Table 1-3 reports the LOS and delay for each of the study intersections for both the AM and PM peak hours. During the AM peak hour, all study intersections operate at LOS C or better. However, two study intersections operate at LOS F during the PM peak hour. Both Mounts Road & I-5 SB Ramps and Mounts Road & I-5 NB Ramps perform at LOS F during the PM peak hour, with an estimated delay greater than 3 minutes and 1 minute, respectively. As these intersections are outside City limits and are only marginally impacted by city-related traffic, any improvements to these intersections must be initiated through WSDOT and Pierce County. Within DuPont city limits, all study intersections operate at LOS C or better, which is within the City's LOS standards. As such, this analysis does not indicate there are any LOS deficiencies at intersections maintained by the City. Detailed LOS results for each study intersection are provided in **Appendix A**.

Figure 1-8. Intersections Selected For Study of Traffic Operations



Source: Fehr and Peers, 2024.

Table 1-3. Study Intersection Delay and Level of Service for AM and PM Peak Hours

ID	Study Intersection	Control[1]	AM LOS / Control Delay (s)[2]	PM LOS / Control Delay (s)
1	DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue	Signal	B/17	B/20
3	Center Drive & DuPont-Steilacoom Road	Signal	B/15	B/14
4	Center Drive & Civic Drive	Signal	A/5	A/5
5	Center Drive & Palisade Boulevard	Signal	A/7	A/8
6	Center Drive & Bob's Hollow Lane	Signal	B/11	B/10
7	Center Drive & McNeil Street	Signal	B/11	B/14
8	Center Drive & Wilmington Drive	Signal	B/10	B/11
9	Center Drive & I-5 SB Ramps[4,5]	SSSC	B/10 (WB)	B/14 (WB)
10	Center Drive & I-5 NB Ramps[3,5]	SSSC	-	-
11	Wren Road & Bobs Hollow Lane	SSSC	C/19 (SB)	C/16 (SB)
12	Bobs Hollow Lane & McNeil Street	SSSC	C/16 (SBL)	C/17 (SBL)
13	McNeil Street & Hoffman Hill Boulevard	SSSC	B/12 (SB)	C/25 (SB)
14	Hoffman Hill Boulevard & Ridge View Drive	SSSC	B/12(SB)	A/10 (SB)
15	Mounts Road & Hoffman Hill Boulevard	SSSC	A/1 (EB)	A/1 (WB)
16	Mounts Road & I-5 SB Ramps[4,5]	AWSC	A/9	**F/ > 150**
17	Mounts Road & I-5 NB Ramps[4,5]	SSSC	B/12 (SB)	**F/84 (EB)**

Notes:

1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB - Northbound, SB - Southbound, EB - Eastbound, WB - Westbound, L - Left, R - Right
3. All interchange movements are free flowing
4. Managed by WSDOT. Improvements to State Facilities will need to be coordinated with WSDOT.
5. The Interchange of Mounts Road & I-5 Ramps is outside of City Limits.

Source: Fehr and Peers, 2024.

Freight

DuPont-Steilacoom Road serves as the principal freight corridor within the city, connecting to the industrial, manufacturing, and fulfillment warehousing uses to the north. Center Drive at DuPont-Steilacoom Road and Barksdale Avenue at DuPont-Steilacoom Road are the intersections with the highest percentage of heavy vehicles in the city, with 8-10 percent of vehicles passing through these intersections during the AM peak hour considered to be heavy vehicles. Per DuPont Municipal Code 16.05.020, commercial vehicles, with or without trailers, having a gross vehicle weight more than 14,000 pounds shall be permitted on DuPont/Steilacoom Road, Center Drive from its intersection with Interstate 5 to McNeil Street, Center Drive from its intersection with DuPont Steilacoom Road to Palisade Boulevard, and the entire length of Wharf Road. The typical freight routing within the City, with this restriction in place, is shown in **Figure 1-9**. This routing is consistent with the Old Fort Lake Subarea Plan adopted in 2025.

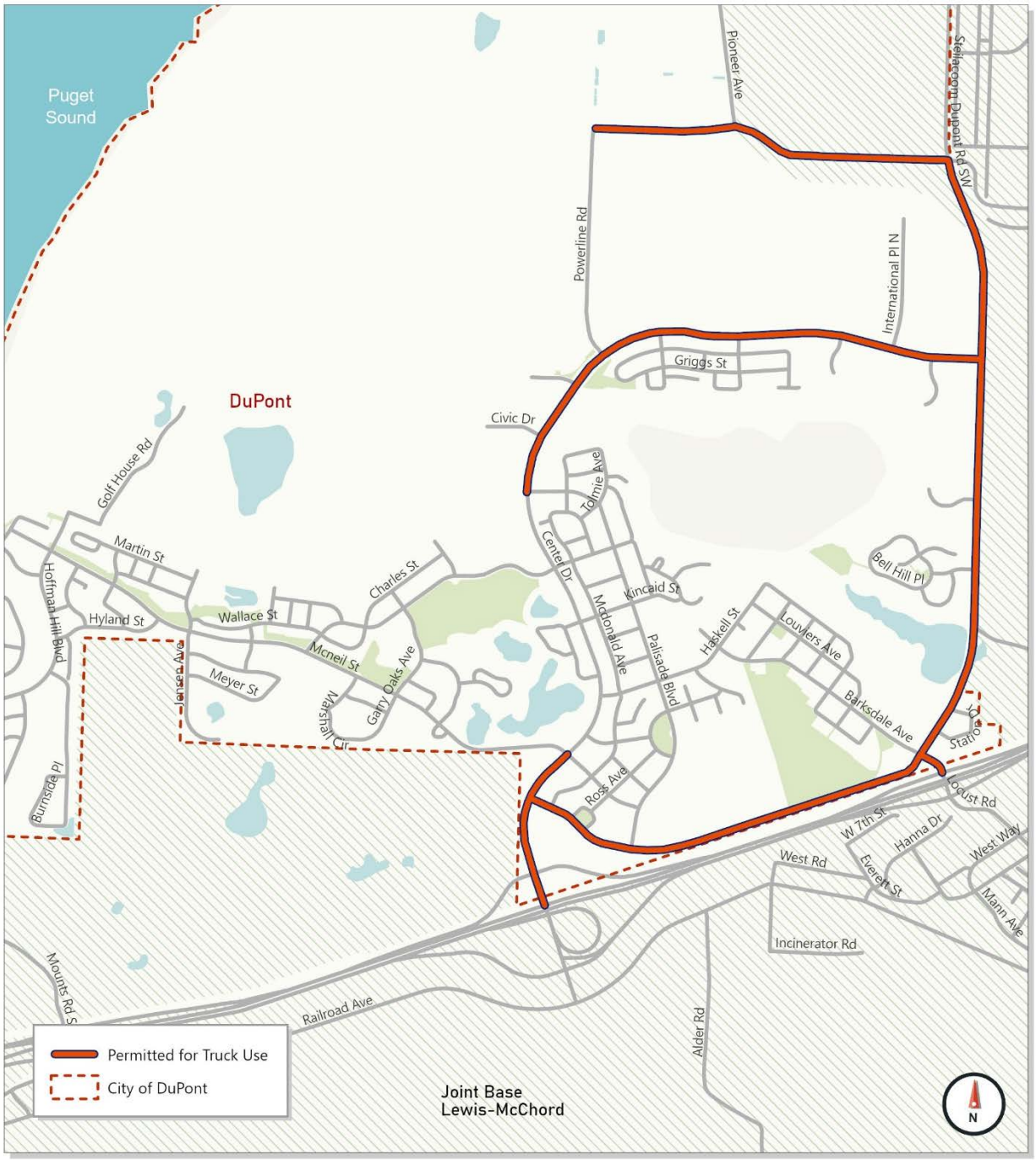
Dupont-Steilacoom Road from I-5 to Wharf Road and onwards, is additionally categorized as a T-2 route under WSDOT's Freight and Goods Transportation System (FGTS). This is a Washington-specific designation system that classifies freight corridors based on annual freight tonnage moved through truck, rail and waterway freight corridors. This designation discourages heavy truck traffic on lower volume, local streets. There are five freight tonnage classifications as described in **Table 1-4**.

Table 1-4. FGTS Classification Criteria

Corridor	Tons
T-1	More than 10 million per year
T-2	4 million to 10 million per year
T-3	300,000 to 4 million per year
T-4	100,000 to 300,000 per year
T-5	At least 20,000 tons in 60 days and less than 100,000 tons per year

Source: WSDOT Freight and Goods Transportation System Map

Figure 1-9. Freight Corridors Permitted for Truck Use



Source: Fehr and Peers, 2024.

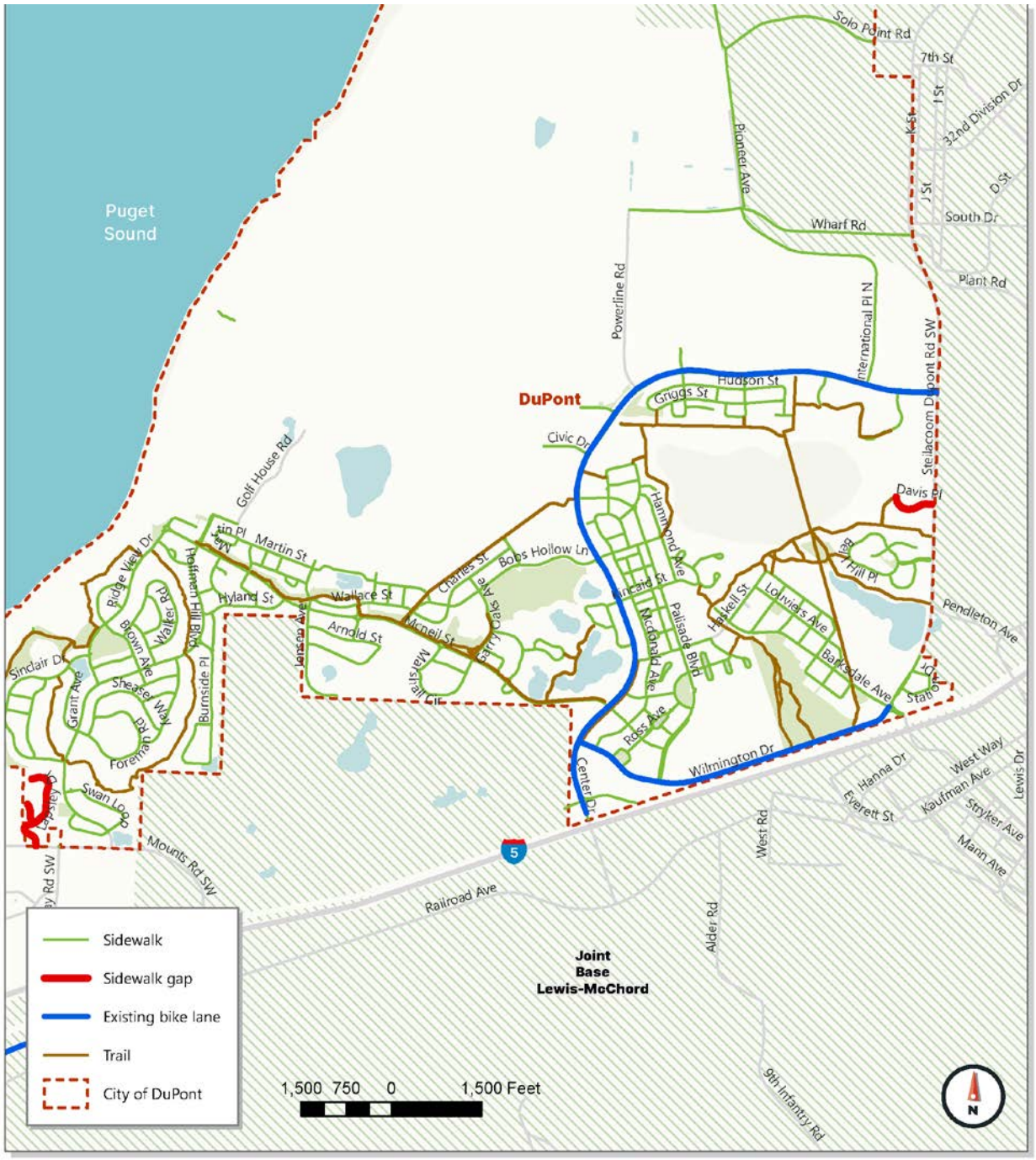
Active Transportation Network

Existing Facilities

Active transportation represents all non-vehicle modes of transportation, including walking, the use of wheelchairs and other mobility assisted devices, bicycles, skateboards, and scooters. These users are typically more vulnerable than drivers, and should be planned for separately to provide separated and comfortable facilities for all modes.

Center Drive, which functions as the principal arterial throughout the city, includes a mix of active transportation infrastructure. Some stretches of the corridor contain sidewalks on both sides and striped bicycle lanes, but these facilities do not extend the full length of Center Drive. Outside of the Center Drive corridor, on-road bicycle facilities are limited. Sidewalks exist on both sides of the street throughout most of DuPont, except for DuPont-Steilacoom Road and Lapsley Drive (in the southwest corner of the City). DuPont-Steilacoom Road lacks paved shoulders and would require widening to provide sidewalks and bicycle facilities. That said, there is an extensive trail network away from roadways connecting areas throughout the City. These active transportation facilities are shown in **Figure 1-10**.

Figure 1-10. Active Transportation Facilities within City of DuPont



Source: Fehr and Peers, 2024.

Pedestrian Level of Service Standards

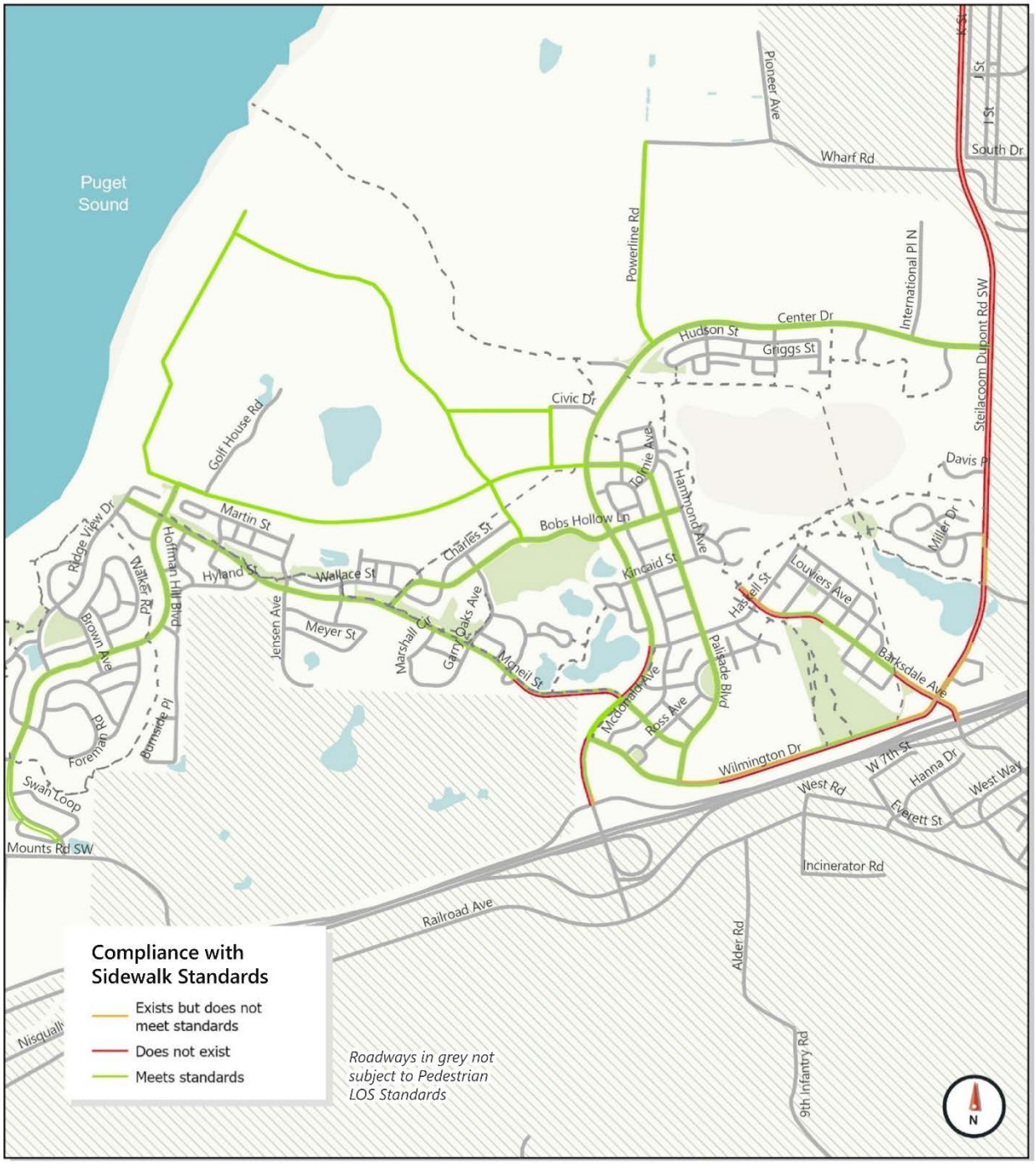
Consistent with DuPont's design standards, the City has adopted a design-based LOS standard to evaluate the quality and effectiveness of the citywide pedestrian network. This standard varies based on whether the facility is within or outside of the Old Fort Lake Subarea and focuses on sidewalks along collectors or arterials. The standard is summarized in **Table 1-5**. **Figure 1-11** shows pedestrian facilities that do not meet this standard under existing conditions.

Table 1-5. Design-Based LOS Standards for Pedestrian Network

Street Type	Sidewalk Width	Landscape Buffer or Amenity Zone
Outside of the Old Fort Lake Subarea		
Major Collector	5 feet	5 feet
Minor Arterial	5 feet	5 feet
Principal Arterial	5 feet	5 feet
Adjacent to School Frontages	8 feet	5 feet
Within the Old Fort Lake Subarea		
Gateway Street	14 feet	6 feet
Commercial Arterial	12 feet	6 feet
Residential Arterial	6 feet	6 feet

Source: Fehr and Peers, 2025.

Figure 1-11. Pedestrian Facilities Not Meeting Design-based LOS Standards



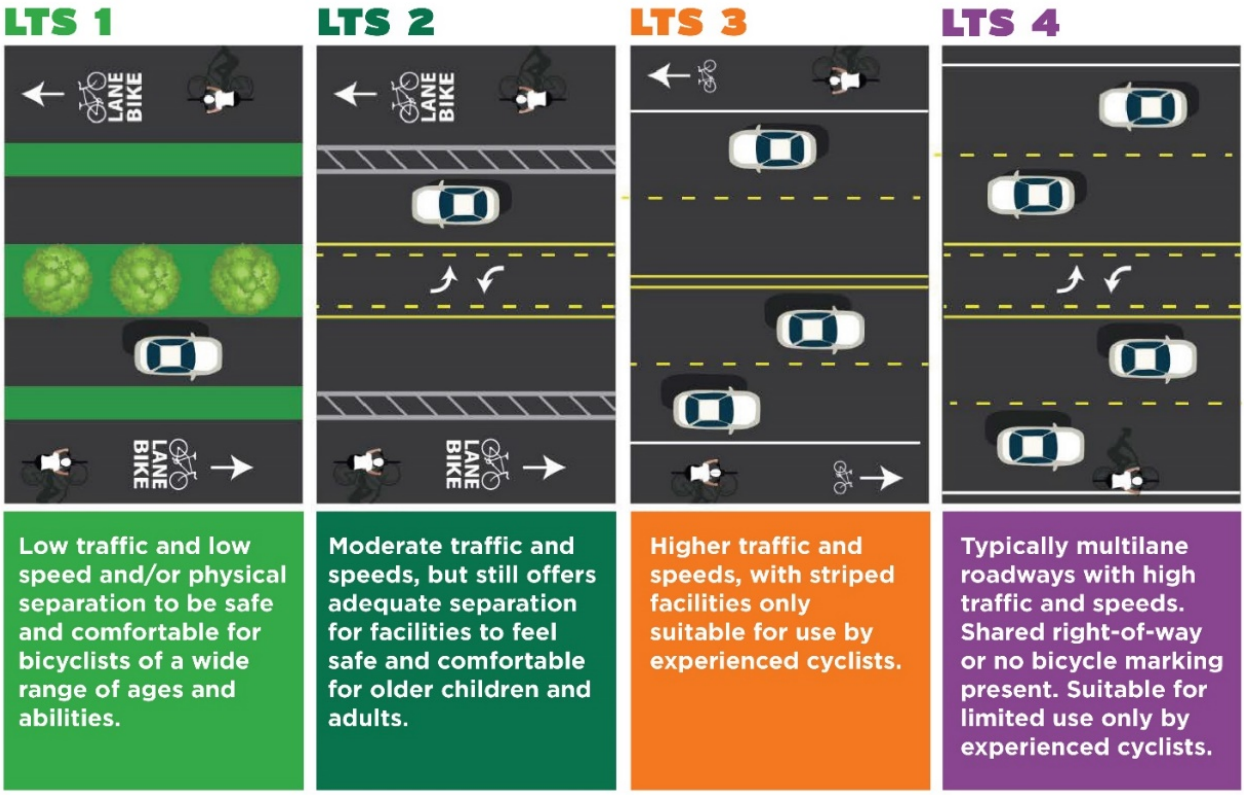
Source: Fehr and Peers, 2025.

Bicycle Level of Service Standards

The City has adopted Level of Traffic Stress (LTS) as a metric to guide planning of bicycle facilities citywide. LTS describes the level of comfort of different facilities for people biking and the likelihood of use, with LTS 1 being the most comfortable for all sections of society. A definition of each level of stress is provided in **Figure 1-12**. This metric is derived from a combination of several factors such as facility type, speed limit (mph), average annual daily traffic (AADT) volume and/or number of travel lanes for the roadway. A detailed breakdown of how LTS is measured is provided in **Table 1-6**. These thresholds are adapted from Pierce County's adopted LTS metrics. LTS 1 facilities are very low stress: they are intended to be welcoming to people of all abilities and levels of skill, and generally include separate facilities, such as off-street trails, or leverage low-speed, low-volume residential streets. The next level of accommodation is LTS 2. The city's bikeway network does not plan for LTS 3 or 4 facilities, as these are not welcoming for a large segment of the population.

The City has adopted a goal of LTS 2 or better for all bicycle facilities running along and/or parallel to the City's Arterial and Collector network. This LTS goal serves as a guideline for planning new bicycle facilities and determining the layout of the citywide bicycle network. **Figure 1-13** shows the LTS currently experienced on the City's network.

Figure 1-12. Bicycle Level of Traffic Stress Definitions



Source: Pierce County, 2024.

Table 1-6. Level of Traffic Stress Based LOS Standards for Bicycle Network

Roadway Characteristics		Bicycle Facility Component					
Speed Limit (mph)	Arterial Traffic Daily Volume (AADT)	No Marking or Sharrow Lane Marking	Paved Shoulder[1]	Striped and Signed Bike Lane	Buffered Bike Lane (horizontal)	Protected Bike Lane (vertical)	Separated Path/Trail[2]
25 or less	3k or less	1	1	1	1	1	1
	3k to 7k	3	2	2	1	1	1
	7k or more	3	2	2	2	1	1
30	10k or less	3	3	2	2	1	1
	10k to 25k	4	3	3	2	2	1
	25k or more	4	3	3	3	2	1
35	10k or less	4	3	3	3	2	1
	10k to 25k	4	3	3	3	3	1
	25k or more	4	4	3	3	3	1
40	10k or less	4	4	4	3	3	1
	10k to 25k	4	4	4	3	3	1
	25k or more	4	4	4	4	3	1
45 or more	10k or less	4	4	4	4	4	1
	10k to 25k	4	4	4	4	4	1
	25k or more	4	4	4	4	4	1

Source: Pierce County, 2024.

Figure 1-13. Existing (2025) Bicycle Level of Traffic Stress

Source: Fehr and Peers, 2025.

Transit Network

DuPont Station, located on the southeast corner of Wilmington Drive and Palisade Boulevard, serves as the principal transit hub for the community. This transit center contains 12 bus bays, 126 parking spaces, bike racks, and bike lockers. DuPont Station is served by two regional commute bus routes operated by Sound Transit:

- **ST 592:** Connecting DuPont and Lakewood to Downtown Seattle, with 30-minute headways. Runs during peak hours only.
- **ST 594:** Connecting Lakewood to Downtown Seattle, with one bus in the AM and one bus in the PM that also stops in DuPont.

DuPont Station is served exclusively during the peak commute periods of the day, with ST 592 being the only route that has multiple buses stop in DuPont over either peak period. Additionally, Go Transit is an independent transit service that connects JBLM to DuPont Station, and other nearby park and rides. Intercity Transit and Pierce Transit currently do not offer service to DuPont.

There is currently no local transit service within the City. As the City expands its employment base with pipeline projects, local transit service may be beneficial. This can be achieved through adding a limited-service fixed route or on-call micro mobility service in coordination with Pierce Transit, Sound Transit and/or Intercity Transit.

Safety Conditions

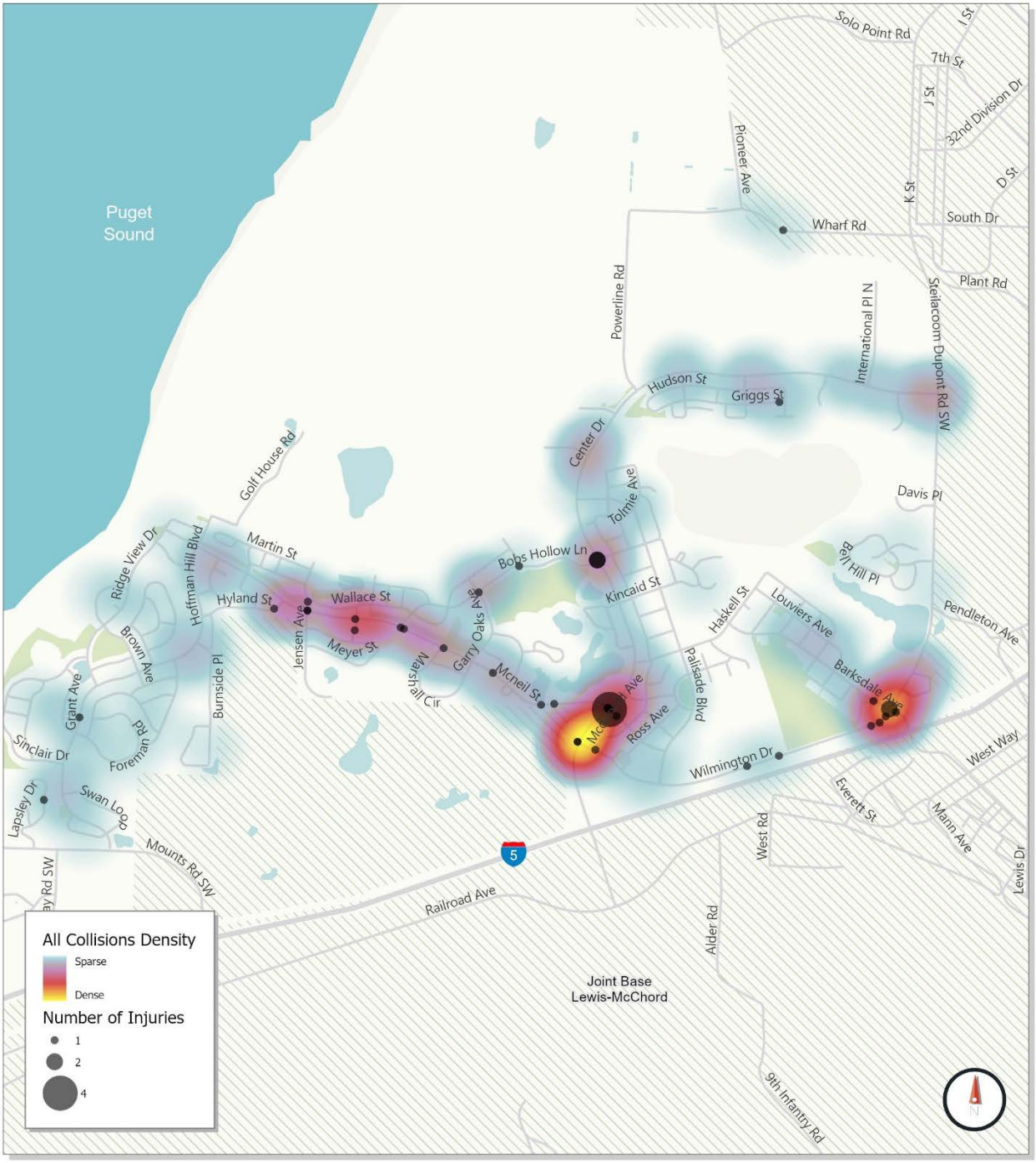
The DuPont Local Road Safety Plan (LRSP), completed in March 2022, analyzed safety trends citywide based on WSDOT collision data between 2017 and 2021. Of the crashes that occurred on DuPont streets during that period, one percent of crashes had a serious injury (2 out of 209 total), which is similar to the proportion of fatal and serious injury crashes in other cities in Washington. In addition, there were 37 injuries, 4 pedestrian collisions, and 4 bicycle collisions during those years.

Figure 1-14 shows a heat map of all crashes in the City of DuPont, overlayed with injury and bicycle/pedestrian crashes. Of the study intersections, three higher-volume intersections have higher crash histories when compared to trends citywide:

- Center Drive and Wilmington Road (17 Collisions)
- Center Drive and McNeil Street (11 Collisions)
- DuPont-Steilacoom Road and Barksdale Avenue (15 Collisions)

These intersections all serve as gateways between I-5 and the City of DuPont. The Barksdale Avenue intersection will be rebuilt and relocated to the north of the existing intersection. The existing intersection will be revised to be an all-way stop control intersection, per recent conversations with WSDOT.

Figure 1-14. Heatmap of All Collisions within the City of DuPont



Source: Fehr and Peers, 2023.

Chapter 3 Outreach

To understand community priorities, the City routinely solicits feedback from residents during planning processes. This Transportation Element considers both community feedback collected through past planning efforts, as well as feedback collected during the Comprehensive Plan development process.

The results of outreach efforts from recent plans, including the Old Fort Lake Subarea Plan and Local Road Safety Plan, were considered during the development of this Transportation Element. and are summarized below. Key themes coming out of the community include the following:

- Many concerns were raised about the amount of traffic generated by the uses in the Subarea and the potential for congestion on City streets.
- Minimization of impacts to McNeil Street is preferred.
- The ideal primary access points for the Subarea were discussed, with a preference for a primary access from either or both Palisades Blvd and Civic Drive.
- Concerns were raised related to new traffic generated near the future school and the need for pedestrian and bicycle modes of travel to the school.
- Concerns about additional truck traffic in the city were raised, particularly where it will be near homes, families and children.
- The future road sections in the Subarea need to think about where on-street parking makes sense.
- We need to include bike lanes on new city streets but keep them separate from sidewalks.
- Street design needs to consider labor and maintenance costs.
- Arterials should be a boulevard style with street calming measures such as medians.
- There is a preference for traffic circles at Gateway intersections.
- All possible street ends along the south boundary of the Subarea should connect to the Subarea to spread out the trips accessing to/from the south.
- Streets should be named after cultural and historic figures representing all people and periods of the Subarea's history.
- Provide traffic control for entering and exiting of emergency vehicles on Civic Drive.

Specific outreach conducted for the Transportation Element included an interactive website, which was developed using the Social Pinpoint platform to solicit community feedback on projects proposed for inclusion in the element. We found that [Placeholder for results of Public Outreach]]

Chapter 4 Goals and Policies

The Transportation Element provides the framework for implementing and operating DuPont's transportation network through 2044. An important element of this process involves defining the goals and policies that guide this investment and prioritization.

The remainder of this chapter outlines DuPont's four key mobility goals and the policies proposed to advance those goals.

Goal 1: Collaborate regionally to develop and implement projects that reduce I-5 congestion, including improvements to DuPont-Steilacoom Road and the Mounts Road connection.

1.1	Collaborate with regional partners, including Pierce County, PSRC, WSDOT, JBLM, and the Department of Defense to improve and enhance access to JBLM.
1.2	Support the street and circulation system to minimize reliance on I- 5 as a means of access from one location in the City to another. Consider alternatives that allow residents in the El Rancho Madrona area to access the City's streets from Mounts Road.
1.3	Work with the Washington State Department of Transportation to coordinate access on freeway ramps so LOS of D is not exceeded. Monitor I-5's performance, evaluate improvement strategies, and facilitate coordination between the City's 6-year transportation improvement program and the Office of Financial Management's 10-year investment program.
1.4	Work with the Washington State Department of Transportation to consider technology that will reduce noise from I-5.
1.5	Ensure all future investments in the transportation network are considerate of residential quality of life.

Goal 2 –Maintain the existing transportation system and fill gaps in sidewalks, trails, transit connectivity and bicycle facilities.

2.1	Establish a sidewalk maintenance program to monitor long term upkeep, and to maintain safe conditions on existing sidewalks.
2.2	Prioritize future pedestrian and bicycle facility improvements that increase multimodal safety, link to key destinations, promote multimodal trips, improve conditions for the elderly and persons with disabilities, maintain safe conditions on existing sidewalks, and meet other priorities for pedestrians and bicyclists in DuPont.
2.3	Add pedestrian and bicycle connectivity so that residents and workers have options in how they travel through DuPont.
2.4	Evaluate the transportation network with the adopted multi-modal level of service (LOS) metrics in the Transportation Chapter. Ensure pedestrian and bicycle facilities strive to meet adopted level of traffic stress guidelines of LTS 2.
2.5	Require mitigation under GMA and explore funding mechanisms, including local, state and federal grants, impact fees, transportation benefit districts, levies, and other options to implement transportation projects and programs.
2.6	Collaborate with Sound Transit to extend Sounder commuter rail service from Lakewood to DuPont by 2045, adding new stations at Tillicum and DuPont, both equipped with parking facilities. Partner with Sound Transit, Pierce Transit and Intercity Transit to tailor transit services that meet the needs of DuPont's growing population and expanding employment opportunities. This will include the placement of transit facilities, such as bus stops and park-and-ride lots, during the planning of new residential, commercial, and industrial developments. Ensure adequate bicycle and pedestrian connectivity with DuPont Station.

Goal 3 – Plan for the future by making strategic investments in the transportation system, providing quality travel options for all transportation users, and minimizing transportation impacts on the natural environment.

3.1	Efficiently utilize funding sources for the maintenance of existing infrastructure and identify strategic future options for capacity additions and evolving needs. Ensure that future growth is carefully planned with detailed actions that support their development in line with Transportation Element goals and policies.
3.2	Develop a resilient transportation system that is adaptable to climate change and risk events that may cause system disruption. Work with emergency service providers to create emergency response strategies.
3.3	Adapt to changes in transportation technologies such as high-speed rail, autonomous vehicles and the electrification of vehicles. Promote the use of electric vehicles in automobile, truck, and commercial vehicle classes by providing for a broad range of charging opportunities at public and private parking venues throughout the city, including minimum standards for new developments that provide parking facilities. Consider the impact of autonomous transit opportunities.
3.4	Establish an equitable street network for driving, walking, and biking that allows all users of the transportation system, including historically underserved populations, to access essential services and businesses. Coordinate with Pierce Transit to strengthen paratransit service options to ensure that people with differing abilities have a mobility choice. Consider transit connections where appropriate within the City including first/last mile connections to the Old Fort Lake Subarea,
3.5	Promote the use of high occupancy vehicles and other transportation demand management techniques to reduce GHG emissions and to minimize impacts on the City's natural ecosystems. Promote the design of roadways to minimize impacts upon the hydrologic system, including surface and ground water.

3.6	Support and encourage programs to educate citizens and incentivize reducing Single Occupancy Vehicle usage, including the Commute Trip Reduction (CTR) program, to reduce demand on the City's and the region's roadways.

Goal 4 –Support the land use strategy by investing in efficient and complementary transportation networks.

4.1	Establish a road network that serves planned residential, commercial and industrial areas in an efficient manner and that spreads the traffic loads over a variety of appropriately developed roadways.
4.2	Establish a street pattern that provides choices of routes and integrates new development with the rest of the City. Provide a system of streets that reasonably separates commercial traffic from residential traffic.
4.3	Establish most new City streets as two lane-roadways, including center turn lanes when appropriate, that will result in reduced speeds for the safety of City residents. Build four lane roadways only where appropriate outside residential areas.
4.4	Provide for on-street parking and safer travel through the use of traffic control devices, such as traffic circles, chicanes, speed humps, pedestrian crossing bulb-outs, and narrowing of intersections, to maintain residential street speeds at safe levels.
4.5	Require the construction of roads within the City to be concurrent with new development such as in the proposed Old Fort Lake Subarea Development.
4.6	Restrict freight traffic to identified corridors within DuPont that connect to industrial areas, managing that traffic to minimize negative impacts to adjoining residential areas. Support projects on designated freight corridors to improve freight access between I-5 and DuPont's industrial centers.
4.7	Continue to include emergency service providers in review of roadway designs to ensure safe emergency vehicle passage. Design considerations include U-turn maneuver, travel lane widths, maximum roadway grades, parking locations, and avoiding dead-end streets and cul-de-sacs. Alleys should be used to access residential garages and to keep the number of cuts in the curb to a minimum.

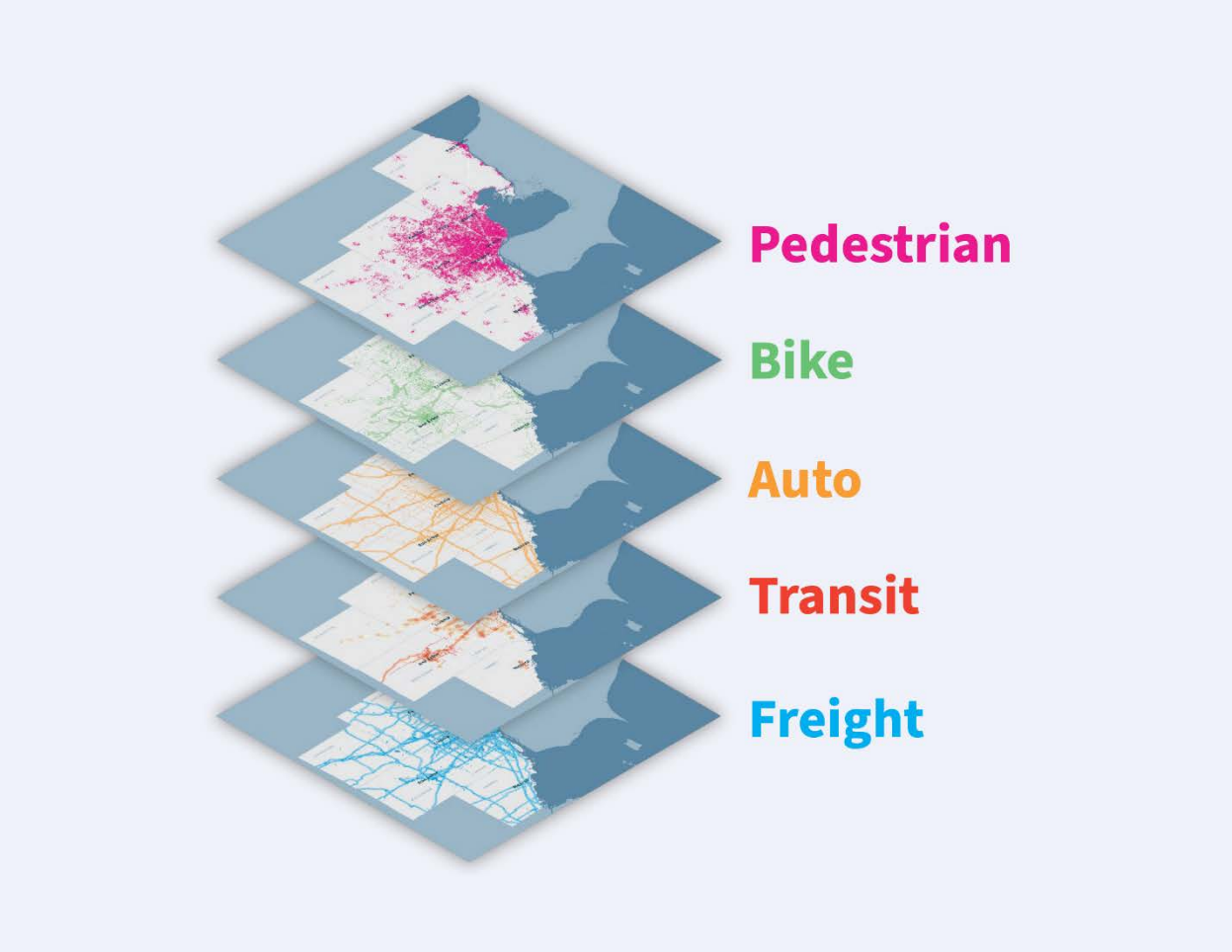
4.8 Support mixed-use development around the DuPont Station area to promote compact growth and achieve regional goals making transit connectivity more attractive.

Chapter 5 The Recommended Plan

Introduction to the Layered Network

The purpose of a layered network is to develop a multimodal system of streets and paths that serve all modes and users in DuPont (**Figure 1-15**). A layered network ensures critical connections are made for all modes as the City of DuPont grows. This section documents future conditions for 2044 and the transportation projects, policies, and actions needed to provide adequate mobility for all modes of transportation.

Figure 1-15. Concept Graphic: The Layered Network



Source: Fehr and Peers, 2025.

The Recommended Plan by Mode

Automobile Network

The City will maintain its existing citywide LOS D standard. While the intersection of DuPont-Steilacoom Road/Wilmington Drive and Barksdale Avenue, is currently allowed to reach LOS E, with the opening of the DuPont-Steilacoom Road I-5 Interchange and expected traffic redistribution, this intersection is projected to operate within the City's LOS D standard. Within the Old Fort Lake Subarea, four major roadways (currently titled A-D) are planned to be built. Four new intersections created by these new streets are also analyzed.

Forecasted Traffic Growth

To understand future operations a travel model was developed to evaluate roadway facilities in 2044. This model estimates growth from planned projects in the pipeline discussed earlier as well as regional growth from assumed land use changes. To evaluate the full spectrum of potential growth scenarios in DuPont, two scenarios were tested. First, the city evaluated the growth targets provided by PSRC through 2044. Second, the City evaluated a higher growth scenario, which reflects the full amount of development proposed in the Old Fort Lake Subarea Plan. The differences in assumed residential and employment growth is shown in **Table 1-7**. The analysis presented for the remainder of the TE reflects the higher growth level to mitigate worst case scenarios. Information pertaining to analysis conducted using PSRC growth targets through 2044 is provided in **Appendix B.**

The Transportation Element includes a 2% annual growth rate, which includes background traffic volume growth plus full buildout of proposed uses in the Old Fort Lake Subarea Plan.

Table 1-7. Assumed Residential and Employment Growth Targets

	PSRC / Pierce County Growth Targets	Transportation Element (High Growth Scenario)
Residential (Households)	1,960	3,780
Employment (Jobs)	1,177	1,200

Traffic Operations

Based on the growth highlighted above, key arterial and collector intersections within the city were analyzed operationally to understand how intersections will perform by 2044. The result of this analysis is shown in **Table 1-8**. As the table shows, several intersections operate below the established LOS standards either in the AM peak hour or PM peak hour. Given that none of these intersections have identified improvements in current planning documents, project mitigations were identified.

Table 1-8. Projected LOS Results For Study Intersections In 2044, Transportation Element (High Growth Scenario)

ID	Study Intersection	Control[1]	AM LOS / Control Delay (s)[2]	PM LOS / Control Delay (s)
1	DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue	Signal	C/21	C/26
2	DuPont-Steilacoom & I-5 Interchange	Roundabout	A/7	A/9
3	Center Drive & DuPont-Steilacoom Road	Signal	**E/56**	D/48
4	Center Drive & Civic Drive	Signal	B/17	**F/99**
5	Center Drive & Palisade Boulevard	Signal	**F/101**	**F/>150**
6	Center Drive & Bob's Hollow Lane	Signal	D/37	D/41
7	Center Drive & McNeil Street	Signal	C/23	**F/93**
8	Center Drive & Wilmington Drive	Signal	B/16	D/36
9	Center Drive & I-5 SB Ramps	SSSC	C/24 (WB)	B/11(WB)
10	Center Drive & I-5 NB Ramps[3]	SSSC	-	-
11	Wren Road & Bobs Hollow Lane	SSSC	**F/>150 (SB)**	**F/>150(SB)**
12	Bobs Hollow Lane & McNeil Street	SSSC	C 20.4(SB)	**E/36 (SB)**
13	McNeil Street & Hoffman Hill Boulevard	SSSC	**F/>150(SB)**	A/8 (SBL)
14	Hoffman Hill Boulevard & Ridge View Drive	SSSC	C/20(SB)	B/14 (SB)
15	Mounts Road & Hoffman Hill Boulevard[4]	SSSC	-	-
16	Mounts Road & I-5 SB Ramps[4]	AWSC	A/10 (WB)	**F/ >150(WB)**
17	Mounts Road & I-5 NB Ramps[4]	SSSC	B/11 (EB)	**F/84 (EB)**
18	OFL Civic Drive Connection & Civic Drive	SSSC	A/9 (SB)	A/9 (SB)
19	OFL East-West Road & OFL Civic Drive Connection	SSSC	D/32 (SB)	**F/100 (SB)**
20	OFL East-West Road & OFL North-South Road	SSSC	**F/>150**	**F/>150 (SB)**
21	Hoffman Hill Boulevard & OFL East-West Road	SSSC	C/17 (NBL)	**F/>150 (NBL)**

Notes:
1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB - Northbound, SB - Southbound, EB - Eastbound, WB - Westbound, L - Left, R - Right
3. All interchange movements are free flowing
4. These intersections are outside of city limits

Source: Fehr and Peers, 2024.

Vehicle Projects in the 20-Year Project List

Based on the projected operational deficiencies at several city intersections by 2044, the City identified several multimodal intersection and vehicle-capacity projects. These projects are summarized in **Table 1-9,** and include projects that are necessary to provide acceptable mobility and operations within the Old Fort Lake Subarea.

Based on best practices, intersections were re-evaluated with the proposed mitigations in place. The results of this analysis are captured in **Table 1-10** and **Figure 1-16**. With the mitigations in place, all intersections perform within the City's established LOS standards.

Table 1-9. Vehicle Projects in the 20-Year Project List

ID	Project Name	Description	Cost
1	Center Drive Signal Coordination	Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections.	$ 240,000
2	Center Drive & Wilmington Drive Left Turn Lane Extension	This project will add additional left-turn capacity at the intersection of Center Drive and Wilmington Drive by extending the southbound left-turn storage lane to be approximately 250 ft. This would require reconstructing the center median island.	$ 293,000
3	Center Drive & McNeil Street Left-turn Lane Extension	This project will add additional left-turn capacity at the intersection of Center Drive and McNeil Street by extending the northbound left-turn storage lane to be approximately 400 ft. This would require reconstructing the center median island.	$ 458,000
4	Center Drive & Bobs Hollow Lane Improvements	This project will construct an eastbound right-turn storage lane at the intersection of Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk impacted as a result of the storage lane extension.	$ 740,000
5	Center Drive & Palisade Drive Improvements	Implement the following improvements: -Implement NB dual LT with protected phasing, including offsetting SB approach as needed to properly align with NB -Construct dedicated EB dual left-turns, single right-turn lane and single through-right lane. As part of this, implement EB right-turn overlap. Offset the westbound approach as needed to align with EB approach. -Construct dedicated right- and left-turn storage lanes on the SB approach	$ 1,550,000
6	Center Drive & DuPont-Steilacoom Rd	This project will construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection. This project will relieve future congestion projected for this movement.	$ 809,000
7	McNeil Street & Bobs Hollow Lane Improvements	Change intersection from side street stop control (SSSC) to a single-lane roundabout.	$ 2,988,000
8	McNeil Street & Hoffman Hill Boulevard Improvements	Implement a single lane roundabout to accommodate future growth associated with movement to the Old Fort Lake Subarea development	$ 3,734,000

ID	Project Name	Description	Cost
9	Road A Implementation (Gateway)	This segment of Road A will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	$ 4,463,000
10	Road A Implementation (Residential)	This segment of Road A will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	$ 9,789,000
11	Road B Implementation (Residential)	This segment of Road B will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	$ 8,792,000
12	Road B Implementation (Commercial)	This segment of Road B will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	$ 1,233,000
13	Road C Implementation	Road C will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	$ 13,076,000
14	Civic Drive Extension (Gateway)	This segment of Civic Drive will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	$ 5,203,000
15	Road D Implementation	Road D will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	$ 2,059,000
16	Road A and Road D Intersection	This project will implement the following improvements at this location: -Signalize this intersection -Construct separated SB LT and RT lanes -Construct two through lanes in each direction for the eastbound and westbound approaches -Construct EB LT Lane	$ 673,000
17	Road A and Road C Intersection	This project will construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach and one circulating lane from the eastbound to the westbound.	$ 4,439,000
18	Road A and Road B Intersection	This project will construct a single-lane roundabout.	$ 2,959,000

ID	Project Name	Description	Cost
19	Center Drive & Civic Drive Improvements	To relieve projected failure at this location, the following improvements will be implemented: -Northbound Approach - Left-turn with a protected phasing and increased storage length, to align with the southbound left-turn storage lane at Palisade Drive & Center Drive. Additionally, the intersection will add one additional receiving lane on the south leg of the intersection to receive eastbound traffic. This receiving lane should extend to and encompass the Center Drive and Palisade Drive southbound right-turn storage lane. The east-bound right turn will be converted to yield control, including channelization. The length of the striped eastbound left-turn storage within the existing two-way left-turn lane will be increased.	$ 984,000
28	Wren Road Extension	This project will develop Wren Road's intersection with the DuPont Old Fort Lake Subarea development. This extension will feature one travel lane in each direction with a 6' sidewalk on the west side and 8' sidewalk on the east side of the road, along with a 6' planter buffer on both sides.	$ 1,111,000
29	McNeil Street & Ridge View Drive Roundabout	Reconfigure Roundabout at McNeil Street and Ridge View Drive	$ 72,000
30	Powerline Road Improvements	Design and construct a new arterial roadway along Powerline Road.	$ 3,037,000
TIP	Center Drive Overlay Phase 4A	Perform overlay maintenance from Palisade Boulevard to Powerline Road.	$ 671,160
TIP	Center Drive Overlay Phase 4B	Perform overlay maintenance from Kincaid Street to Palisade Boulevard.	$ 575,760
TIP	Center Drive Overlay Phase 5	Perform overlay maintenance from McNeil Street to Kincaid Street	$ 700,080
31	Jensen Avenue Extension	Connection to the Old Fort Lake Subarea from the end of Jensen Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	$ 610,000
32	Ogden Avenue Extension	Connection to the Old Fort Lake Subarea from the end of Ogden Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	$ 991,000
33	Bobs Hollow Lane & Wren Road Roundabout	This project will construct a single-lane roundabout.	$ 3,734,000
Total			**$75,984,000**

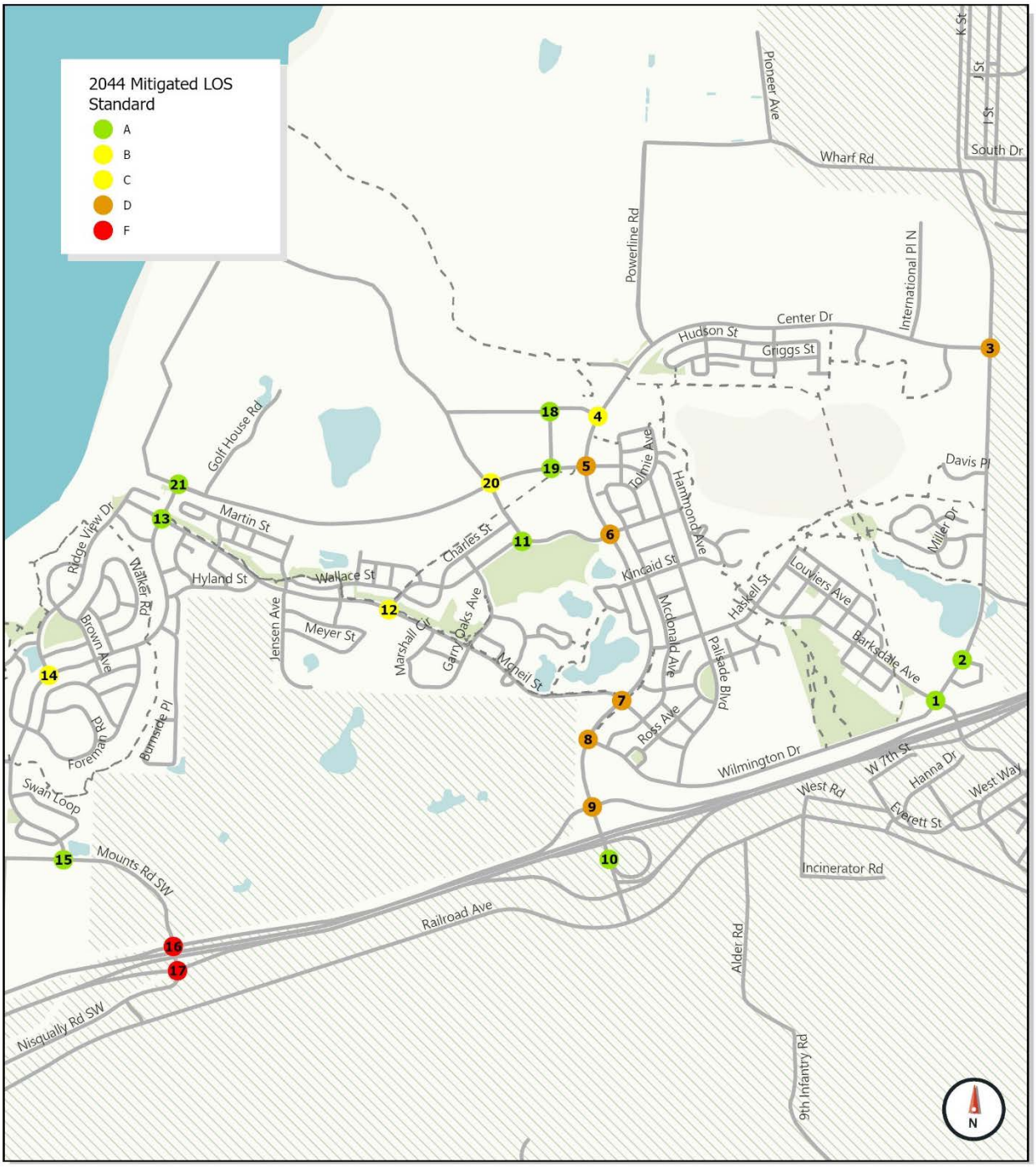
Table 1-10. Projected LOS Results For Mitigated Study Intersections In 2044, Transportation Element (High Growth Scenario)

ID	Study Intersection	Control[1]	AM LOS / Control Delay (s)[2]	PM LOS / Control Delay (s)
1	DuPont-Steilacoom Road/ Wilmington Drive & Barksdale Avenue	Signal	A/8	A/9
2	DuPont-Steilacoom & I-5 Interchange	Roundabout	A/7	A/9
3	*Center Drive & DuPont-Steilacoom Road*	Signal	D/52	D/46
4	*Center Drive & Civic Drive*	Signal	B/14	C/25
5	Center Drive & Palisade Boulevard	Signal	C/36	D/42
6	Center Drive & Bob's Hollow Lane	Signal	C/23	D/41
7	*Center Drive & McNeil Street*	Signal	C/23	D/38
8	Center Drive & Wilmington Drive	Signal	B/16	D/36
9	*Center Drive & I-5 SB Ramps*	SSSC	A/5	D/32
10	Center Drive & I-5 NB Ramps	SSSC	-	-
11	*Wren Road & Bobs Hollow Lane*	Roundabout	A/8	A/10
12	*Bobs Hollow Lane & McNeil Street*	Roundabout	B/14	B/14
13	*McNeil Street & Hoffman Hill Boulevard*	AWSC	C/22(SB)	A/8 (SBL)
14	Hoffman Hill Boulevard & Ridge View Drive	SSSC	C/20(SB)	B/14 (SB)
15	Mounts Road & Hoffman Hill Boulevard[4]	SSSC	-	-
16	Mounts Road & I-5 SB Ramps[4]	AWSC	A/10 (WB)	**F/ >150(WB)**
17	Mounts Road & I-5 NB Ramps[4]	SSSC	B/11 (EB)	**F/84 (EB)**
18	*OFL Civic Drive Connection & Civic Drive*	SSSC	A/9 (SB)	A/9 (SB)
19	*OFL East-West Road & OFL Civic Drive Connection*	Signal	A/6	A/5
20	*OFL East-West Road & OFL North-South Road*	Signal	A/9	B/14
21	*Hoffman Hill Boulevard & OFL East-West Road*	AWSC	A/5	A/7

Notes:
1. SSSC – Side-Street Stop-Control, AWSC – All-Way Stop-Control
2. Per HCM 6th methodology, the worst movement LOS is reported for SSSC, and the highest delay movement is reported in parentheses. NB - Northbound, SB - Southbound, EB - Eastbound, WB - Westbound, L - Left, R - Right
3. All interchange movements are free flowing
4. These intersections are outside of city limits

Source: Fehr and Peers, 2024.

Figure 1-16. LOS for Mitigated Study Intersections in the PM Peak Hour 2044



Source: Fehr and Peers, 2025.

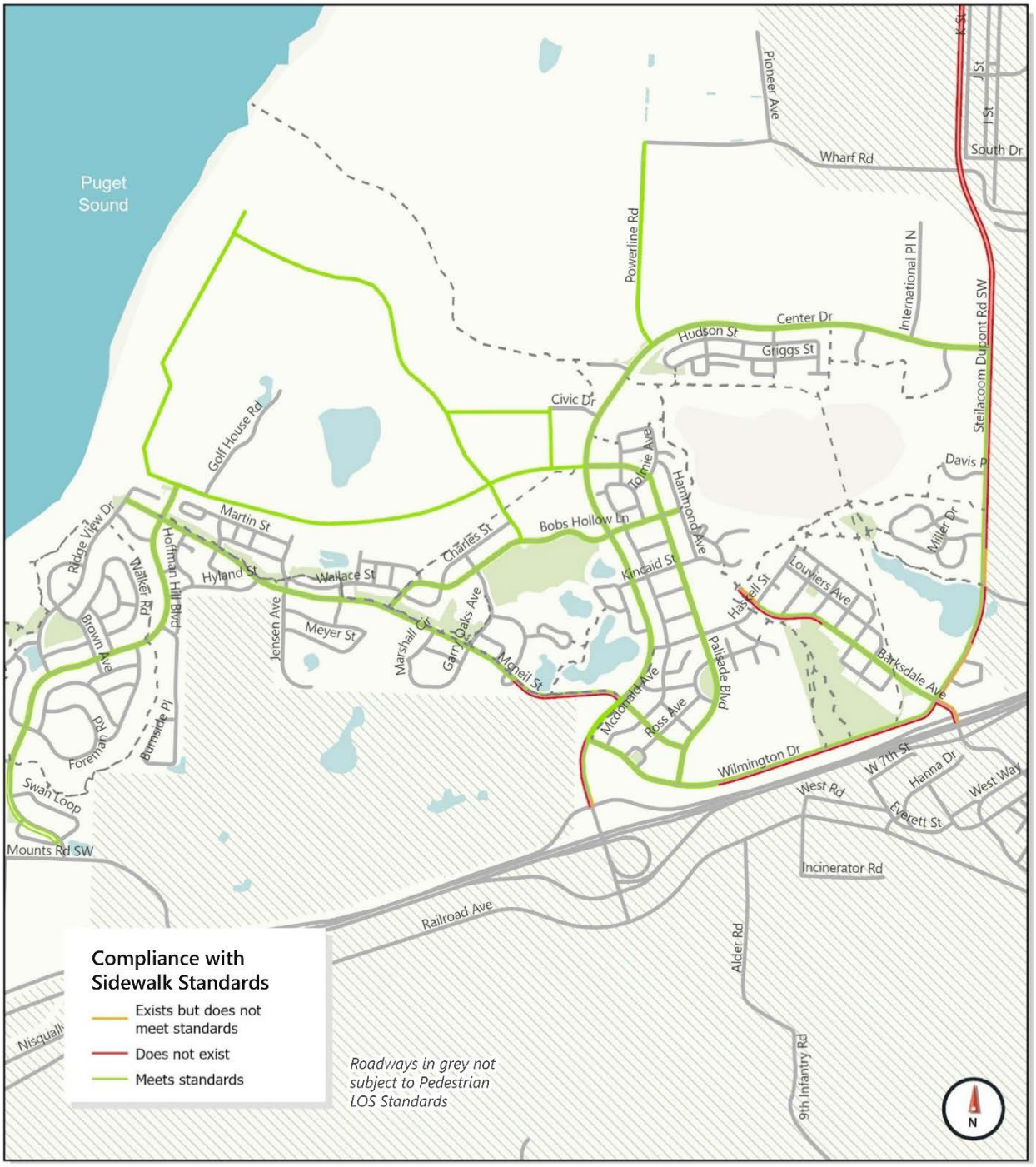
Future Active Transportation Network

The **Active Transportation Network Section** outlines the Multimodal Level of Service (MMLOS) standards and guidelines adopted for DuPont. While Vehicle LOS standards are corridor or intersection based, MMLOS focuses on creating better outcomes and environments for walking, biking and transit service. These MMLOS standards can be design or comfort based. The following sections describe proposed future conditions for walking, biking and transit in the city and the projects planned to achieve that vision.

Pedestrian Network

As established in Chapter 2, the City already maintains a robust pedestrian network, with buffered sidewalks on virtually all collector and arterial roadways throughout the city. All future development is required to maintain the City's design-based LOS standard. The existing segments not meeting the City's LOS standard (previously presented in **Figure 1-11**) will be improved through identified projects unless extenuating right of way challenges or design challenges exist. Based on planned projects, the anticipated pedestrian network and its conformance to design standards is shown in **Figure 1-17**.

Figure 1-17. Future Sidewalk Network And Its Conformance To Design Standards



Source: Fehr and Peers, 2025.

Pedestrian Projects in the 20-Year Project List

DuPont's proposed pedestrian project list will address the deficiencies in the network to increase their LOS to adopted standards. Pedestrian projects are identified in **Table 1-11**.

Table 1-11. Pedestrian Projects in the 20-year Project List

ID	Project Name	Description	Cost ($)
22	Lapsley Drive Sidewalk	A serious pedestrian injury has been identified at this location in the past five years. From Mounts Road to the end of the road, this project will add a sidewalk or separated path on one side of the road to facilitate safe pedestrian movement. Additionally, the project will add traffic calming measures and adequate street lighting along the roadway.	$ 638,000
24	Barksdale Avenue Sidewalk Connection	This project will fill the sidewalk gap along the frontage of the gas station on both sides of the road, by implementing 5' sidewalks and 5' buffers on both sides of the road between Dupont-Steilacoom Road and the edge of the gas station.	$ 470,000
25	Barksdale Avenue Sidewalk Gap Infill	The current Sidewalk with buffer between Haskell Street and Penniman Street is less than 10 feet in width. The City will reconstruct towards city standards by adding a planter or extending to make it safer. This provides an essential alternate pedestrian connection to Center Drive through Haskell Street.	$ 578,000
26	Bobs Hollow Lane Pedestrian Access	This project will improve safety at the intersection of Bobs Hollow Lane and Wren Road. A sidewalk will be constructed to extend the landing next to the park access roadway to the separated paved path within the Powderworks Park.	$ 99,000
27	Center Drive Sidewalk Construction	No sidewalk currently exists on the west side of the road; This project will construct 5' of sidewalk with a 5' planter buffer in line with adopted city guidelines.	$ 706,000
37	Center Drive & Palisade Boulevard Pedestrian Connectivity Improvements	Implement Pedestrian Hybrid Beacon or RRFB for east-west & north-south crossings at this intersection to improve pedestrian connectivity to and from the proposed Old Fort Lake Subarea development	$ 148,000
38	McNeil Street & Bobs Hollow Lane Safe Crossing	To improve pedestrian safety at this location, the project will implement a Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon at this intersection	$ 74,000
39	Bobs Hollow Lane & Existing Parallel Trail Pedestrian Safety Improvements	Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian safety improvements at the intersection with the parallel facility trail and Bobs Hollow Lane. This will improve pedestrian safety and connectivity to McNeil Street.	$ 74,000
40	Wilmington Drive & Palisade Boulevard Safe Pedestrian Crossing	Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) for north-south crossings at this intersection to connect the Wilmington and Palisade facilities to the DuPont Station. The City is preparing for higher pedestrian volume at this location anticipating future growth associated with the Sounder South Line extension.	$ 126,000
Total			**$ 2,913,000**

Bicycle Network

The guidelines pertaining to Bicycle LTS are discussed in the Active Transportation Network section. These guidelines are utilized to identify the need for improvement and develop projects to upgrade the network for people who bike. **Figure 1-13** shows the current facilities not meeting the City LTS standards while **Figure 1-18** shows the facilities not meeting LTS 2 standards under 2044 traffic conditions.

Figure 1-18. Future Bicycle Level of Traffic Stress in 2044, (High Growth Scenario)

Source: Fehr and Peers, 2025.

Bike Projects in the 20-Year Project List

To meet the adopted bicycle LTS guidelines along priority corridors within the City, DuPont has identified several priority bicycle projects. These will address the bike network and ensure it adheres to the LTS 2 standard, unless otherwise noted.

Table 1-12. Bike Projects In The 20-Year Project List

ID	Project Name	Description	Cost
20	McNeil Street Shared Use Path Widening	This project will widen the shared use path of the north side of McNeil Street from 8 feet to 12 feet between Center Drive and Bobs Hollow Lane. This will require Right of Way acquisition from Garry Oaks Avenue to Fisher Avenue.	$ 1,503,000
21	DuPont-Steilacoom Road Shared Use Path	This project will add a 12-foot shared use path on the west side of DuPont-Steilacoom Road from Center Drive to Barksdale Avenue. Sidewalk/separated shoulder will be reconstructed where existing on this road.	$ 2,553,000
23	Wilmington Drive Shared Use Path	This project will develop a Shared Use Path on the north side of Wilmington Drive to supplement the existing sidewalk and improve bicycle safety from Barksdale Avenue to the Business Park access driveway. Sidewalk reconstruction will be undertaken where appropriate. This improves connectivity from the Haskins Village neighborhood to Center Drive and the Station.	$ 1,728,000
34	Center Drive Shared Use Path	This project will construct a Shared Use Path on the east side of the road between Haskell Street and DuPont-Steilacoom Road to make Center Drive a better multimodal arterial.	$ 924,000
36	Palisade Boulevard Bicycle Lane	Repurpose the northbound right-turn storage lane between these two intersections as a bi-directional cycle path or shared use path.	$ 7,000
35	Sequalitchew Creek Trail Paving	The trail will be extended eastward and paved between Center Drive & Dupont-Steilacoom Road. This could either extend directly east to Dupont-Steilacoom Road, or it could follow the current unpaved Right Of Way and go down over Bell Marsh before connecting into DuPont-Steilacoom Road. This decision will be taken closer to project execution.	$ 120,000
Total			**$ 5,904,000**

Transit

Although the City does not control the transit infrastructure servicing the City, the following policies and strategies by the City are recommended:

- Prioritize pedestrian and bicycle infrastructure connections to/from DuPont Station
- Adopt transit-supportive policies as part of the Transportation Element. These include policies relating to:
    - Robust advocacy with Intercity Transit, Sound Transit and/or Pierce Transit to expand corresponding service areas to support fixed route service within and around the City of DuPont to communities such as JBLM, Lakewood and Lacey.
    - Coordination with Pierce Transit and/or Intercity Transit to provide on-demand transit services to employment centers in DuPont
    - Coordinate with JBLM (Go Transit) to expand on-demand shuttle service within DuPont
    - Develop first-last mile policies to support connection to/from transit facilities in and around the City.

Projects, Investments and Concurrency

Building on the layered network concept and operational analyses described in the previous sections, projects have been developed to address and mitigate arising concerns. These together constitute the 20-year project list which is revised with each iteration of the Comprehensive Plan Update. These include projects aimed at achieving the city's multimodal LOS standards through 2044 as well as ensuring capacity to meet future demand. The projects pertaining to each mode have been discussed in the previous sections. The projects are consolidated and shown in **Table 1-14.**

This list is not exhaustive – the City will continue to monitor growth and community aspirations to identify further needs. Additionally, the project list also contains projects which are part of the six-year transportation improvement program (TIP) list. These are projects slated for design / construction over the next six years. Concurrency, in the context of transportation, refers to the timely provision of roadway facilities to ensure that LOS standards continue to be met, even as the City grows. Concurrency projects are required to be executed within a specified timeframe (six-years) and are included with the TIP. The TIP is the transportation specific project list within the Capital Facilities Plan (CFP). Additionally, the City invests in programmatic projects that identify improvements on a rolling basis. The following sections describe these elements.

Short-Term Project List (2024 – 2030)

As opposed to the modal 20-year project lists discussed in the previous sections, the following projects are part of the City's six-year transportation Improvement Program (TIP) and are slated for design / construction over the next six years. **Table 1-13** and **Figure 1-19** showcase these projects.

Table 1-13.Transportation Improvement Program Project List

ID	Project Name	Description	Mode	Cost
1	Center Drive Traffic Signal Coordination	This project will implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections. This will resolve	Vehicle	$ 240,000
4	Center Drive & Bobs Hollow Lane Improvements	This project will construct an eastbound right-turn storage lane at Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk and shifting the signal pole at the corner.	Vehicle	$ 740,000
26	Bobs Hollow Lane Pedestrian Access	This project will connect the pedestrian landing at the southeast corner of Wren Road and Bobs Hollow Lane with the paved trail within Powder works Park	Pedestrian	$ 99,000
29	McNeil Street & Ridge View Drive Roundabout	Reconfigure existing roundabout at McNeil Street and Ridge View Drive to accommodate future increase in vehicle movement.	Vehicle	$ 72,000
TIP	Center Drive Overlay Phase 4A	Maintenance Project: Perform overlay maintenance from Palisade Boulevard to Powerline Road.	Vehicle	$ 671,160
TIP	Center Drive Overlay Phase 4B	Maintenance Project: Perform overlay maintenance from Kincaid Street to Palisade Boulevard.	Vehicle	$ 575,760
TIP	Center Drive Overlay Phase 5	Maintenance Project: Perform overlay maintenance from McNeil Street to Kincaid Street.	Vehicle	$ 700,080
-	American with Disabilities Act (ADA) Transition Plan Development	Develop a citywide ADA transition Plan. This is a required document mandated by the federal government as part of the Americans with Disabilities Act, 1990.	Pedestrian	100,000
-	Citywide Lighting Study	Perform a citywide lighting study to identify areas with deficient street lighting spacing and/or quality of illumination. Better street illumination improves safety perception surrounding city streets.	All Modes	60,000
Total six-year project list cost				**$ 3,098,000**

Long-Term Project List (2025-2044)

The spatial extents and locations of the projects within the long-term 20-year project list are captured in **Figure 1-19.** Projects are visualized based on mode to provide reference to the layered multimodal network. There are forty projects identified for the 20-year period as shown in **Table 1-14**.

Table 1-14. 20-Year Project List

ID	Project Name	Description	Mode	Cost
TIP	Center Drive Overlay Phase 4A	Perform overlay maintenance from Palisade Boulevard to Powerline Road.	Vehicle	$ 671,160
TIP	Center Drive Overlay Phase 4B	Perform overlay maintenance from Kincaid Street to Palisade Boulevard.	Vehicle	$ 575,760
TIP	Center Drive Overlay Phase 5	Perform overlay maintenance from McNeil Street to Kincaid Street	Vehicle	$ 700,080
1	Center Drive Signal Coordination	Implement signal coordination along Center Drive between McNeil Street and Wilmington Drive, including appropriate adjustments to cycle length at these two intersections.	Vehicle	$ 240,000
2	Center Drive & Wilmington Drive Left Turn Lane Extension	This project will add additional left-turn capacity at the intersection of Center Drive and Wilmington Drive by extending the southbound left-turn storage lane to be approximately 250 ft. This would require reconstructing the center median island.	Vehicle	$ 293,000
3	Center Drive & McNeil Street Left-turn Lane Extension	This project will add additional left-turn capacity at the intersection of Center Drive and McNeil Street by extending the northbound left-turn storage lane to be approximately 400 ft. This would require reconstructing the center median island.	Vehicle	$ 458,000
4	Center Drive & Bobs Hollow Lane Improvements	This project will construct an eastbound right-turn storage lane at the intersection of Center Drive and Bobs Hollow Lane. This will involve reconstructing the sidewalk impacted as a result of the storage lane extension.	Vehicle	$ 740,000
5	Center Drive & Palisade Drive Improvements	Implement the following improvements: -Implement northbound dual left turn with protected phasing, including offsetting southbound approach as needed to properly align with northbound -Construct dedicated eastbound dual left-turns, single right-turn lane and single through-right lane. As part of this, implement eastbound right-turn overlap. Offset the westbound approach as needed to align with the eastbound approach. -Construct dedicated right- and left-turn storage lanes on the southbound approach	Vehicle	$ 1,550,000
6	Center Drive & DuPont-Steilacoom Rd	This project will construct a dual left-turn for the northbound left-turn movement of the DuPont-Steilacoom Road and Center Drive intersection. This project will relieve future congestion projected for this movement.	Vehicle	$ 809,000

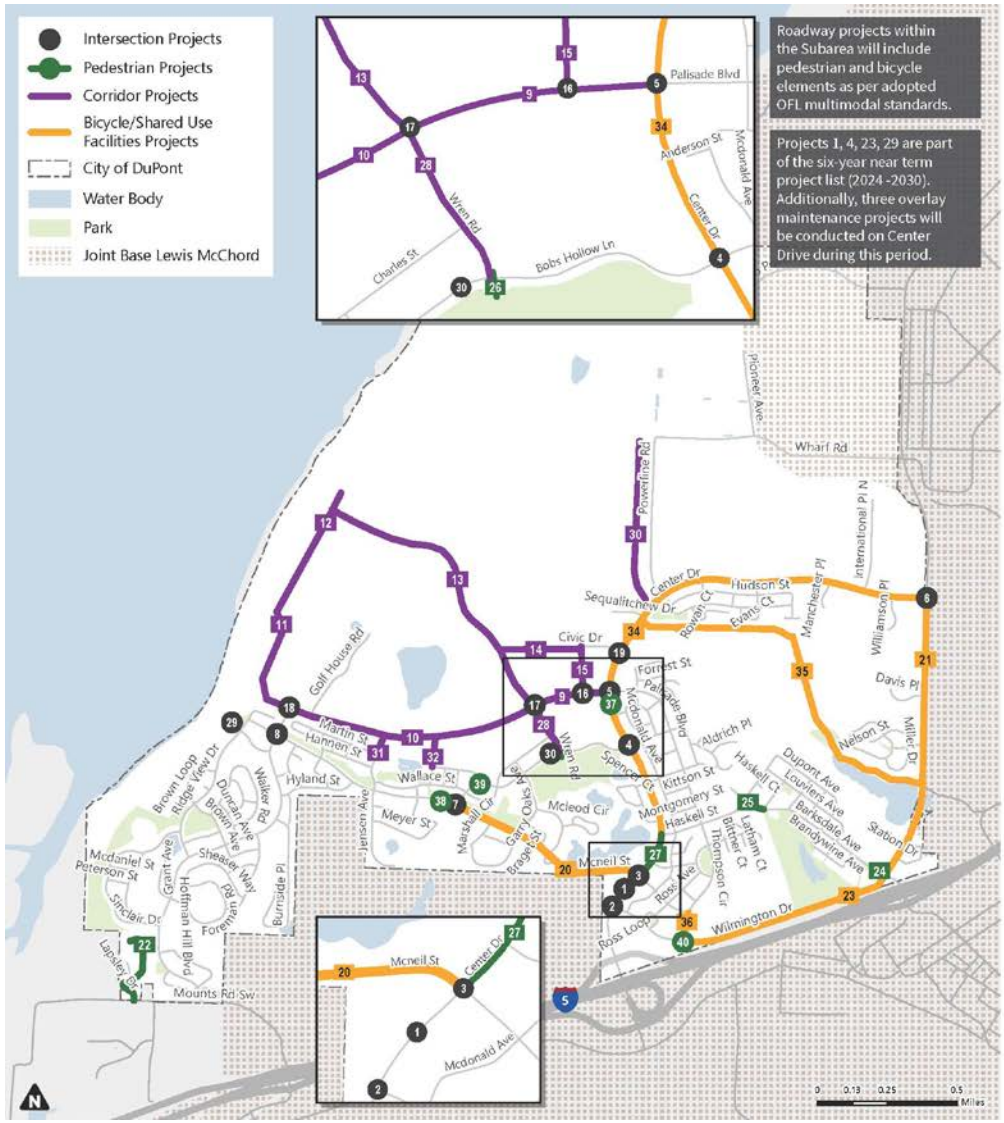
ID	Project Name	Description	Mode	Cost
7	McNeil Street & Bobs Hollow Lane Improvements	Change intersection from side street stop control (SSSC) to a single-lane roundabout.	Vehicle	$ 2,988,000
8	McNeil Street & Hoffman Hill Boulevard Improvements	Implement a single lane roundabout to accommodate future growth associated with movement to the Old Fort Lake Subarea development	Vehicle	$ 3,734,000
9	Road A Implementation (Gateway)	This segment of Road A will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	Vehicle	$ 4,463,000
10	Road A Implementation (Residential)	This segment of Road A will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	Vehicle	$ 9,789,000
11	Road B Implementation (Residential)	This segment of Road B will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	Vehicle	$ 8,792,000
12	Road B Implementation (Commercial)	This segment of Road B will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	Vehicle	$ 1,233,000
13	Road C Implementation	Road C will be a Commercial Arterial, featuring one travel lane in each direction, a Sharrow bike lane, parking on each side, bulb outs, and wide sidewalks on both sides. See the OFL Design standards for the exact cross section to assume.	Vehicle	$ 13,076,000
14	Civic Drive Extension (Gateway)	This segment of Civic Drive will be a Gateway Arterial, featuring two travel lanes in each direction, a center median island, and shared use path on both sides of the street. See the OFL Design standards for the exact cross section to assume.	Vehicle	$ 5,203,000
15	Road D Implementation	Road D will be a Non-Commercial Arterial, featuring one travel lane in each direction with a shared-use path on the internal Subarea side and a sidewalk on the other. See the OFL Design standards for the exact cross section to assume	Vehicle	$ 2,059,000
16	Road A and Road D Intersection	This project will implement the following improvements at this location: -Signalize this intersection -Construct separated SB LT and RT lanes -Construct two through lanes in each direction for the eastbound and westbound approaches -Construct EB LT Lane	Vehicle	$ 673,000

ID	Project Name	Description	Mode	Cost
17	Road A and Road C Intersection	This project will construct a multi-lane roundabout with two circulating lanes from the westbound to eastbound approach and one circulating lane from the eastbound to the westbound.	Vehicle	$ 4,439,000
18	Road A and Road B Intersection	This project will construct a single-lane roundabout.	Vehicle	$ 2,959,000
19	Center Drive & Civic Drive Improvements	To relieve projected failure at this location, the following improvements will be implemented: -Northbound Approach - Left-turn with a protected phasing and increased storage length, to align with the southbound left-turn storage lane at Palisade Drive & Center Drive. Additionally, the intersection will add one additional receiving lane on the south leg of the intersection to receive eastbound traffic. This receiving lane should extend to and encompass the Center Drive and Palisade Drive southbound right-turn storage lane. The east-bound right turn will be converted to yield control, including channelization. The length of the striped eastbound left-turn storage within the existing two-way left-turn lane will be increased.	Vehicle	$ 984,000
20	McNeil Street Shared Use Path Widening	This project will widen the shared use path of the north side of McNeil Street from 8 feet to 12 feet between Center Drive and Bobs Hollow Lane. This will require Right of Way acquisition from Garry Oaks Avenue to Fisher Avenue.	Bike	$ 1,503,000
21	DuPont-Steilacoom Road Shared Use Path	This project will add a 12-foot shared use path on the west side of DuPont-Steilacoom Road from Center Drive to Barksdale Avenue. Sidewalk/separated shoulder will be reconstructed where existing on this road.	Bike	$ 2,553,000
22	Lapsley Drive Sidewalk	A serious pedestrian injury has been identified at this location in the past five years. From Mounts Road to the end of the road, this project will add a sidewalk or separated path on one side of the road to facilitate safe pedestrian movement. Additionally, the project will add traffic calming measures and adequate street lighting along the roadway.	Pedestrian	$ 638,000
23	Wilmington Drive Shared Use Path	This project will develop a Shared Use Path on the north side of Wilmington Drive to supplement the existing sidewalk and improve bicycle safety from Barksdale Avenue to the Business Park access driveway. Sidewalk reconstruction will be undertaken where appropriate. This improves connectivity from the Haskins Village neighborhood to Center Drive and the Station.	Bike	$ 1,728,000
24	Barksdale Avenue Sidewalk Connection	This project will fill the sidewalk gap along the frontage of the gas station on both sides of the road, by implementing 5' sidewalks and 5' buffers on both sides of the road between Dupont-Steilacoom Road and the edge of the gas station.	Pedestrian	$ 470,000

ID	Project Name	Description	Mode	Cost
25	Barksdale Avenue Sidewalk Gap Infill	The current Sidewalk with buffer between Haskell Street and Penniman Street is less than 10 feet in width. The City will reconstruct towards city standards by adding a planter or extending to make it safer. This provides an essential alternate pedestrian connection to Center Drive through Haskell Street.	Pedestrian	$ 578,000
26	Bobs Hollow Lane Pedestrian Access	This project will improve safety at the intersection of Bobs Hollow Lane and Wren Road. A sidewalk will be constructed to extend the landing next to the park access roadway to the separated paved path within the Powderworks Park.	Pedestrian	$ 99,000
27	Center Drive Sidewalk Construction	No sidewalk currently exists on the west side of the road; This project will construct 5' of sidewalk with a 5' planter buffer in line with adopted city guidelines.	Pedestrian	$ 706,000
28	Wren Road Extension	This project will develop Wren Road's intersection with the DuPont Old Fort Lake Subarea development. This extension will feature one travel lane in each direction with a 6' sidewalk on the west side and 8' sidewalk on the east side of the road, along with a 6' planter buffer on both sides.	Vehicle	$ 1,111,000
29	McNeil Street & Ridge View Drive Roundabout	Reconfigure Roundabout at McNeil Street and Ridge View Drive	Vehicle	$ 72,000
30	Powerline Road Improvements	Design and construct a new arterial roadway along Powerline Road.	Vehicle	$ 3,037,000
31	Jensen Avenue Extension	Connection to the Old Fort Lake Subarea from the end of Jensen Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	Vehicle	$ 610,000
32	Ogden Avenue Extension	Connection to the Old Fort Lake Subarea from the end of Ogden Avenue featuring one travel lane in each direction with 5' sidewalks and 5' planter buffers. Also includes improvements on the existing road.	Vehicle	$ 991,000
33	Bobs Hollow Lane & Wren Road Roundabout	This project will construct a single-lane roundabout.	Vehicle	$ 3,734,000
34	Center Drive Shared Use Path	This project will construct a Shared Use Path on the east side of the road between Haskell Street and DuPont-Steilacoom Road to make Center Drive a better multimodal arterial.	Bike	$ 924,000
35	Sequalitchew Creek Trail Paving	The trail will be extended eastward and paved between Center Drive & Dupont-Steilacoom Road. This could either extend directly east to Dupont-Steilacoom Road, or it could follow the current unpaved Right Of Way and go down over Bell Marsh before connecting into DuPont-Steilacoom Road. This decision will be taken closer to project execution.	Bike	$ 120,000

ID	Project Name	Description	Mode	Cost
36	Palisade Boulevard Bicycle Lane	Repurpose the northbound right-turn storage lane between these two intersections as a bi-directional cycle path or shared use path. This will include a bicycle median for safer travel. Palisade Boulevard can function as a parallel bicycle facility to Center Lane with lower vehicle volumes thereby reducing the level of traffic stress.	Bike	$ 7,000
37	Center Drive & Palisade Boulevard Pedestrian Connectivity Improvements	Implement Pedestrian Hybrid Beacon or RRFB for east-west & north-south crossings at this intersection to improve pedestrian connectivity to and from the proposed Old Fort Lake Subarea development	Pedestrian	$ 148,000
38	McNeil Street & Bobs Hollow Lane Safe Crossing	To improve pedestrian safety at this location, the project will implement a Pedestrian Hybrid Beacon or Rectangular Rapid Flashing Beacon at this intersection	Pedestrian	$ 74,000
39	Bobs Hollow Lane & Existing Parallel Trail Pedestrian Safety Improvements	Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian safety improvements at the intersection with the parallel facility trail and Bobs Hollow Lane. This will improve pedestrian safety and connectivity to McNeil Street.	Pedestrian	$ 74,000
40	Wilmington Drive & Palisade Boulevard Safe Pedestrian Crossing	Implement Pedestrian Hybrid Beacon (PHB) or Rectangular Rapid Flashing Beacon (RRFB) for north-south crossings at this intersection to connect the Wilmington and Palisade facilities to the DuPont Station. The City is preparing for higher pedestrian volume at this location anticipating future growth associated with the Sounder South Line extension.	Pedestrian	$ 126,000
Total 20-year project list cost				**$84,808,000**

Figure 1-19. 20-Year Project List Map



City of DuPont Proposed Projects in the 20-year Horizon

Pedestrian Projects

- 22 Lapsley Drive Sidewalk
- 24 Barksdale Avenue Sidewalk Gap
- 25 Barksdale Avenue Sidewalk Reconstruction
- 26 Bobs Hollow Lane Pedestrian Access
- 27 Center Drive Sidewalk Construction

Bicycle/Shared Use Projects

- 20 McNeil Street Shared Use Path Widening
- 21 DuPont Steilacoom Road Shared Use Path
- 23 Wilmington Drive Shared Use Path
- 34 Center Drive Shared Use Path
- 35 Sequalitchew Creek Trail Paving
- 36 Palisade Boulevard Bicycle Lane

Intersection Projects

- 1 Signal Coordination
- 2 Center Drive & Wilmington Drive LT Lane Extension
- 3 Center Drive & McNeil Street Left Turn Lane Extension
- 4 Center Drive & Bobs Hollow Lane
- 5 Center Drive & Palisade Drive Improvements
- 6 Center Drive & Dupont-Steilacoom Road
- 7 McNeil Street & Bobs Hollow Lane
- 8 McNeil Street & Hoffman Hill Blvd
- 16 Road A and Road D Intersection
- 17 Road A and Road C Intersection
- 18 Road A and Road B Intersection
- 19 Center Drive & Civic Drive Improvements
- 29 McNeil St & Ridge View Drive Roundabout
- 30 Bobs Hollow Lane & Wren Roundabout

Corridor Projects

- 9 Road A Implementation (Gateway)
- 10 Road A Implementation (Residential)
- 11 Road B Implementation (Residential)
- 12 Road B Implementation (Commercial)
- 13 Road C Implementation
- 14 Civic Drive Extension (Gateway)
- 15 Road D Implementation
- 28 Wren Road Extension
- 30 Powerline Road Improvements
- 31 Jensen Avenue Extension
- 32 Ogden Avenue Extension

Source: Fehr and Peers, 2025.

Programmatic Investments and Planning Improvements

In addition to the location-based project lists, the City makes programmatic investments to improve the function of the overall network as shown in **Table 1-15**.

Table 1-15. Programmatic Investments in the 20-year Horizon

ID	Project Name	Description	Mode	Cost
-	American with Disabilities Act (ADA) Transition Plan Development	Develop a citywide ADA transition Plan. This is a required document mandated by the federal government as part of the Americans with Disabilities Act, 1990.	Pedestrian	100,000
-	Citywide Lighting Study	Perform a citywide lighting study to identify areas with deficient street lighting spacing and/or quality of illumination. Better street illumination improves safety perception surrounding city streets.	All Modes	60,000
-	Traffic Calming Program and Speed Studies	This program will identify safety improvements and deterrents to discourage speeding beyond the posted speed limit, particularly in residential areas. Measures could include speed bumps and other obstructions.	All Modes	-
Total				**160,000**

Chapter 6 Funding and Implementation

The previous chapter presented the multimodal transportation network and the projects needed to complete the City's overall transportation vision. This chapter outlines the funding necessary to implement these projects and documents funding shortfalls.

A key aspect of the Growth Management Act's planning guidelines is fiscal restraint in transportation planning. To comply with this, a fiscally constrained Transportation Element must prioritize the operation and maintenance of existing infrastructure before planning for capital improvements. To introduce fiscal constraints into the plan, a review of past revenues and expenditures was conducted to determine the funds likely available for both capital projects and operations.

Transportation funding in DuPont comes from a variety of sources, including external grants, general and special city funds, and the recently adopted impact fees. If the City can maintain the same level of investment seen in the past five years, it would be able to allocate approximately $96 million for operations, maintenance, rehabilitation and capital transportation projects from 2025 to 2045. However, this projection would result in a $20 - 37 million shortfall in the revenue needed to implement the capital improvements identified in this plan while fully funding operations and maintenance of DuPont's transportation system. Projected revenue sources through 2045 are summarized in **Table 1-16**.[1]

Overview of Revenues

Table 1-16 summarizes transportation revenue anticipated by the City of DuPont over the course of this plan compared against anticipated expenditure. This expenditure estimate is derived based on spending patterns over the past five years. The section follows with descriptions of each source.

[1] As with any forecast, the revenue estimates shown below are based on historical revenues, and funding may go up or down based on prevailing market conditions. The Transportation Impact Fee estimates are based on eligible dollar amounts in the TIF project list averaged over 20 years. The revenue forecasts in this plan are based on 2025 dollars by assuming an average of the revenue estimates from 2024 through 2026 adopted as per the City's 2025 – 2026 Budget.

Table 1-16. Estimated Revenue by Revenue Source

Revenue Source	Annual Revenue Estimate
Road and Street Maintenance Fund (Special Revenue Fund that includes transfers from the General Fund and Grant Funding)	$ 1,510,000
Street Depreciation Fund (Special Revenue Fund)	$ 3,000
Transportation Benefit District Fund (Fiduciary Fund)	$ 280,000
Traffic Impact Fees	$ 2,555,000
Capital Project Fund (Including Real Estate Excise Tax)	$ 475,000
Total Annual Projected Transportation Funding	$ 4,800,000
Estimated Revenue over 20 years	**$ 96,300,000**
Total Annual Projected Transportation Expenditure including maintenance, operations & capital project construction	$ 6,680,000.00
Estimated Expenditure over 20 years	**$ 133,670,000.00**
Estimated Shortfall over 20 years	**$ 37,200,000.00** [2]

Special Revenues Funds

The **Road and Street Maintenance Fund** is classified as a **Special Revenue Fund**, meaning its revenues are legally restricted or designated for specific activities. This fund oversees the **administration and maintenance** of the City's transportation network, including **public roadways, sidewalks, bicycle facilities, roadway improvements, and traffic signal and illumination systems**. The main revenue sources for this fund are:

- State-shared gas taxes, which must be used for arterial streets, sidewalks, and trails
- A subsidy transfer from the General Fund
- Vehicle licensing fees
- Transportation Improvement Board Grants in the 'Urban Programs' category & Federal Grants
- Subsidy transfers from the Real Estate Excise Tax as well as the Street Depreciation Fund

The funds in this account can be used for the following purposes: Street sweeping, Roadside vegetation management, Pavement markings, Snow and ice control, Maintenance of traffic signal and illumination systems, Installation and maintenance of signage, Conducting traffic counts, Transportation planning, Traffic control and support for special events.

[2] This value represents the high-end estimate of shortfall. This estimate can vary between $4–37 million.

The **Street Depreciation Fund** is also a Special Revenue Fund. It supports pavement management planning and is primarily funded by annual contributions from the Northwest Landing Residential Owners Association (ROA) and Commercial Owners Association (COA). These contributions originate from developers, such as Quadrant, and are passed through the ROA/COA to the City. Interest earnings on accumulated funds also supplement this revenue.

Capital Project Fund

The Capital Projects Fund manages revenues and expenditures related to the acquisition, design, construction, and other costs associated with capital projects such as public buildings, facilities, and parks. This includes activities related to park developments, capital facility upgrades, and general government projects. This fund also accounts for the general tax-funded portion of the Civic Center debt payments, which will continue through the bond term ending in 2039.

A key revenue source that feeds the Capital Projects Fund is the **Real Estate Excise Tax (REET)**, which is applied to all real estate sales based on the **full selling price**, including **liens, mortgages, and debts** used in the purchase. The State levies REET at 1.28% and an additional local REET is authorized and has been imposed by the City of DuPont.

The first 0.25% of the Real Estate Excise Tax (REET) must be used for capital projects listed in the City's Capital Facilities Plan, including infrastructure such as streets, sidewalks, lighting, traffic signals, water and sewer systems, parks, public safety buildings, trails, libraries, and other civic facilities. The second 0.25%, available only to cities required to plan under the Growth Management Act (GMA), helps cover GMA-related costs and can fund similar projects, though it excludes land acquisition.

Grant Funding

Grants serve as a competitive funding avenue, requiring projects to satisfy specific criteria set by federal, state, and local agencies aimed at supporting transportation initiatives. The availability of these funds varies annually, influenced by the number of grants offered each year. The City of DuPont vies with other jurisdictions for each grant, with selection based on factors such as need, service population, project potential, deliverability, and anticipated impact or value. Historically, there has been a higher number of grant opportunities and greater funding in even-numbered years compared to odd-numbered years. Between 2017 and 2022, DuPont's average annual grant revenue amounted to $500,000. Considering that grant availability significantly influences funding levels, the average value is utilized, rather than the median, to project future grant funding.

Transportation Benefit District (TBD)

The City of DuPont established a Transportation Benefit District Fund in 2013 to account for the revenues and expenses of the TBD and transfers funds into appropriate City funds to pay for transportation-related expenditures. RCW 36.73 requires the TBD to adopt a list of approved transportation improvement projects to be funded from the vehicle license fee revenue. This fund provides for the collection of the $20 vehicle license fee and the transfer of funds to the City's Street Fund for transportation related projects. Starting in 2025, the City will also be collecting additional sales and use tax of one-tenth of one percent (0.1%) of the selling price, in the case of the sales tax, or the value of the article used, in the case of use tax.

Transportation Impact Fee Program

Since 1990, Washington State law (RCW 82.02.050) has allowed jurisdictions to establish transportation impact fee (TIF) programs to fund capacity projects needed to support growth. The City of DuPont recently adopted a TIF program, which could generate nearly $50,000,000 cumulatively through 2045. The proposed TIF program includes 33 projects. Projects on the list include intersection improvements, new streets, and bicycle and pedestrian projects. TIF funds must be spent or encumbered within 10 years of collection and are assessed based on a development's proportionate share of transportation system improvements on the TIF project list. Transportation system improvements can include physical or operational changes to existing transportation facilities, as well as new transportation connections that are built in one location to benefit projected needs at another location. Projects funded by a TIF program must also add new multimodal capacity for future growth in the city. The funds cannot be spent on non-capacity activities, like maintenance, and must be related to growth in the city – they cannot be spent on addressing existing deficiencies or addressing capacity needs driven by growth outside of the city. The City of DuPont intends its transportation impact fee program to help fund high priority transportation projects identified in its CFP and take advantage of the new provisions allowed under state law.

Implementation Actions

In addition to pursuing external funding sources, the City is proactively addressing how to bridge the gap between costs and revenue to meet transportation needs over the 20-year period. To achieve this, the City will carefully prioritize projects and explore a range of options to ensure adequate funding, including:

- **Increasing the amount of revenue from existing sources**, including impact fees, transportation benefit district, or special fund revenues.
- Adopting new sources of revenue to fill shortfalls
- **Lowering the LOS standard** and therefore reducing the need for some transportation improvements. DuPont is a small jurisdiction and any attempt at lowering LOS standards will need to be carefully balanced against mitigating safety repercussions.
- **Reducing the number of vehicle trips made**, using Transportation Demand Management Strategies such as the Commute Trip Reduction Program

Adjusting for Shortfall: Potential Revenue Sources

Red Light and School Speed Zone Enforcement

Cameras create infractions for failing to stop at red lights or for speeding by photographing cars in individual intersections. The Washington State Supreme Court is responsible for setting traffic infraction penalties (46.63.110(1)), which currently lists a $48 fine for failure to stop. Jurisdictions can increase the fee, up to $250 per infraction. Revenues need to be balanced against the cost of buying, installing, and maintaining the units. Washington State expanded the types of locations where these cameras can be installed in 2024.

Commercial Parking Tax

This tax is levied on commercial parking lots, either collected from businesses or from customers at the time of sale. The City of DuPont currently has no commercial parking lots. Cities are not restricted in the amount that can be levied, but use of revenues is restricted to transportation. As a City with nearly 10,000 residents, the City of DuPont would need to develop and adopt a program connected to the City's other transportation planning efforts and identify the geographic boundaries in which revenues will be collected and expended. This program would only generate revenue once commercial parking is provided in the City.

Example jurisdictions with commercial parking taxes include the cities of Mukilteo, SeaTac, Seattle, and Tukwila. SeaTac levies the tax on a per transaction basis whereas the other three levy a percent of sales. Rates range from 8%-25%. The Washington State Department of Revenue (DOR) data suggest that sales for parking lots and related personal service industries run from $0 to $200,000[3].

Local Improvement Districts (LIDs)

Local Improvement Districts (LIDs) are special purpose financing mechanisms that can be created by cities to fund capital improvements in specific areas. LIDs generate funds by implementing proportionate special assessments on property owners that benefit from improvements. LID revenues are limited in their use to specific capital projects that benefit owners in the special purpose area for which they were created. Cities are authorized to form LIDs under RCW 35.43 without voter approval; however, LID formation is a complex process and must first be demonstrated to be financially feasible. Additionally, if the City receives protests from "property owners who would pay at least 60% of the total cost of the improvement"4 the LID would be dissolved. Potential locations for a LID could be Center Drive or the Old Fort Lake Subarea. The City does not currently use LIDs. The potential amount LIDs could generate is dependent on the planned projects within the area. To generate LID revenue in the future, the City would have to identify specific projects that fit the general requirements of a LID on a case by case basis.

Limited Tax General Obligation (LTGO) Bonds and Unlimited Tax General Obligation (UTGO) Bonds

These bonds are financing tools cities can levy. Debt bears additional costs through interest, and any use of bonding capacity for transportation projects reduces the remaining bonding capacity available for other city projects. LTGO bonds will impact the General Fund, while UTGO bonds will have an additional tax burden.

3. The Washington State Department of Revenue provides total taxable retail sales by North American Industry Classification System codes. However, data are suppressed when the number of businesses is low enough to provide identifiable data (typically less than 4 businesses). For Parking Lots and Garages (NAICS 812930) the data are suppressed, but by moving up a level of specification to NAICS cluster 8129 and running reports for the other six-digit industry groupings, data suggest that sales run from $0 to $200,000.

Cities, TBDs, and LIDs could issue general obligation bonds, by special election or council decision, to finance projects of general benefit to the jurisdiction. In addition to the principal and interest costs of issuing debt, there are usually costs associated with issuing bonds, including administrative time, legal and underwriting costs, and insurance costs. The Washington State Constitution limits the amount of debt municipalities can incur to 5.0% of the City's assessed value of taxable properties; the Washington State Legislature has statutorily limited the debt carrying capacity further to 2.5% of the assessed value. Taking on additional bond debt will affect cities' credit rating, so best practices suggest using less than two-thirds of the debt capacity to maintain credit rating.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a set of strategies aimed at reducing congestion and improving transportation efficiency by influencing how, when, and where people travel—without necessarily expanding road infrastructure. Rather than increasing supply (like building more roads), TDM focuses on shaping demand for transportation by reducing solo vehicle trips, shifting travel to off-peak times, promoting sustainable modes of travel and encouraging shorter or fewer trips. The emphasis for TDM is on personal mobility rather than vehicular mobility. The Federal Highway Administration (FHWA) defines TDM as:

"providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability."

Commute Trip Reduction Program: DuPont adopted its Commute Trip Reduction Program in 2013. In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law to reduce traffic congestion, improve air quality, and decrease fuel consumption. In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act (RCW 70A.15.4000). The goal of the CTR Efficiency Act is to improve the efficiency of the overall transportation system by focusing on the most congested areas of the state and increasing the planning coordination between local, regional, and state organizations. The Washington State CTR Law is unlike many of the required trip reduction programs established in other states through federal air pollution regulations. Washington's CTR program relies on a partnership between the public and private sectors to make progress towards meeting goals. The CTR Law is incorporated into the Washington State Clean Air Act.

TDM Strategies

There are various ways that commuters can travel to work and individuals can travel for other purposes that reduce the number of single occupancy vehicle trips:

- *Transit Service* – Public transit options are provided by Pierce Transit, Intercity Transit, and Sound Transit. As part of the ST3 regional transit package transit options will expand to include new commuter express bus service and more geographic coverage within the city.
- *Vanpool and Rideshare Programs* – DuPont will have to explore vanpool and rideshare with large employers such as JBLM to reduce the SOV load on the road network during peak hours. This can be a part of the Commute Trip Reduction program.
- *Walking/Biking* – Every trip begins and ends with walking. The existing pedestrian network supports walking for some trip types, particularly in areas with higher density and a mix of land uses. Sound Transit, Pierce Transit and Intercity Transit are equipped to accommodate passengers with bicycles. Bicycling can be a viable mode for commuters who live further than walking distance from transit services and whose schedules are too inflexible to use vanpool programs. As the pedestrian and bicycling networks are constructed and development occurs in denser, mixed-use areas, these modal options are anticipated to be increasingly viable and popular.
- *Alternative Work Schedules* – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool/ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts. These options are a significant component of the CTR program in DuPont.
- *Telecommuting and Remote Working* – In the Puget Sound region, full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. To facilitate this shift, unique solutions were implemented to address technology and resource barriers. Many businesses, non-profits, and government agencies are likely to have significantly higher levels of telework than before the pandemic due to the widespread development of these programs.

- *Land use Planning*: Land use planning supports TDM by promoting compact, mixed-use development where homes, jobs, shops, and services are located close together. This reduces the need for long car trips and makes walking, biking, and public transit more viable. When people can access daily needs within a short distance, they're more likely to choose active or shared modes of travel. Transit-oriented development (TOD) is a key example, concentrating growth around transit hubs to support non-driving options such as the area around DuPont Station. Overall, thoughtful land use reduces traffic demand by minimizing trip length and car dependency.
- *Education and outreach:* Education and outreach aim to inform travelers about transportation options and help them make smarter, more sustainable travel choices. This can include commute planning assistance, bike/transit maps, events, and incentive programs at workplaces or in communities. Even when alternatives like transit or biking exist, people often don't use them unless they're aware and confident in how to access them. Outreach removes those barriers and encourages voluntary behavior change. When paired with incentives or visible support, it can lead to lasting shifts in travel habits.
- *Parking Management*: Parking management is a powerful TDM tool that uses pricing and availability to influence travel behavior. By charging for parking or limiting spaces, cities can discourage solo driving and reduce congestion. Programs like "parking cash-out" offer financial incentives to commuters who forgo employer-provided parking. Adjusting zoning to reducing parking minimums or promoting shared parking further supports more efficient land use. These strategies help shift demand toward carpooling, public transit, and active modes, especially in urban or high-demand areas.

Appendix A: Technical Analysis

Appendix B: PSRC Alternative Analysis