CHAPTER 7
TRANSPORTATION
PUYALLUP COMPREHENSIVE PLAN
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TRANSPORTATION ELEMENT

Chapter Outline

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Assistance in the development of this element was provided by Fehr & Peers, transportation planning consultants.
Puyallup, named for the native people that originally settled the area, is a city rich in history. Over the past century, Puyallup has grown into an attractive Puget Sound community. This Transportation Element aims to provide a 20-year vision for Puyallup’s transportation system, which respects the community’s history and character, supports anticipated growth in the region, and builds on Puyallup’s momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2035.

The overall vision for Puyallup’s Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City’s overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and citizens helped identify several priorities:

- Coordinate with regional partners to ensure that regional travel patterns do not disproportionately impact Puyallup residents’ quality of life
- Improve safety for all road users in Puyallup through street designs that accommodate all modes
- Encourage placemaking and the creation of a vibrant, walkable identity for Puyallup’s downtown
- Provide viable alternatives to driving through planning a connected multimodal system and encouraging transit oriented development in Downtown and South Hill.

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Puyallup achieve its vision. This document includes six sections:

- **A – Introduction:** Describes the purpose of the Transportation Element and the planning requirements it needs to address. Also provides an overview of Puyallup’s position in the region and the outreach activities that occurred as a part of this plan.
- **B – Conditions and Trends:** Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Puyallup’s transportation network in the future.
- **C – Puyallup Moves Public Outreach Findings:** Describes the public outreach process conducted as a part of Puyallup Moves, as well as the specific feedback received from community members.
- **D – Transportation Goals and Policies:** Explains Puyallup’s vision for transportation and the goals that serve as the basis for the Transportation Element.
- **E – Future Transportation Vision:** Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Puyallup. This section also details how to accommodate each travel mode and establishes the City’s level of service standards.
- **F – Capital Plan:** Provides a long-term capital plan based on the community values expressed in the transportation goals and layered network.
- **G – Implementing the Transportation Element:** Evaluates Puyallup’s financial conditions over the next 20 years and provides guidance on plan implementation.

To serve as a useful document for the community, including both City staff and the general public, this Transportation Element focuses on the City’s vision and the projects and programs intended to meet that vision. Technical and supporting information are available in Appendix.
A. INTRODUCTION

Puyallup, named for the native people that originally settled the area, is a city rich in history. Over the years, Puyallup’s character has evolved – from the natural environment that supported roughly 2,000 native people to the destination of European settlers in the late 1800s to an agricultural hub and home to the Puyallup Fair in the early 1900s. Puyallup has continued to grow over the past century, aided by completion of the highway system and addition of Sounder Rail service that has made Puyallup an attractive Puget Sound community.

This Transportation Element aims to provide a 20-year vision for Puyallup’s transportation system, which respects the community’s history and character, supports anticipated growth in the region, and builds on Puyallup’s momentum as an attractive community in which to live, work, and play by supporting safe and comfortable travel by all modes through 2035.

I. Purpose

The overall vision for Puyallup’s Transportation Element is to provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City’s overall vision and adequately serves anticipated growth. Guidance from City staff, the Planning Commission, stakeholders, and citizens helped identify several priorities:

- Coordinate with regional partners to ensure that regional travel patterns do not disproportionately impact Puyallup residents’ quality of life
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The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Puyallup achieve its vision.

II. Planning Requirements

Puyallup’s location in the region plays a role in the demands put on its transportation system. The City is situated along the Puyallup River in north Pierce County just southeast of the City of Tacoma. With close access to Tacoma and multiple connections to Seattle, Puyallup is influenced by many regional travelers and trends. Puyallup is also home to the Washington State Fairgrounds, which draws thousands of visitors during the State Fair and other major events. The City is bisected by State Route (SR) 512 and also served by SR 161 and SR 167, the latter of which connects to important regional destinations in King County but is not fully completed west of Puyallup.

The City must coordinate its transportation planning with a variety of jurisdictions, including Pierce County, the Puget Sound Regional Council (PSRC), and the State of Washington. Figure 7-1 shows the location of Puyallup in this regional setting.
GMA
The State’s Growth Management Act of 1990 requires communities to prepare a transportation plan that ties directly to the City’s land use decisions and financial planning. This Transportation Element Update fulfills the mandate.

Additionally, given the number of state routes that begin and end in Puyallup, this plan aims to coordinate with the Washington State Department of Transportation (WSDOT) to ensure that these state facilities can adequately serve the region’s needs.

Other Plans
The Puget Sound Regional Council (PSRC) is the region’s metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long term goals for growth management, economic, and transportation issues.

Vision 2040 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

This Transportation Element is consistent with the Vision 2040 priorities.

III. Role of the Transportation Element
The transportation element provides a framework that outlines the policies, projects, and programs necessary to implement the City’s vision of future mobility in and through the City of Puyallup. The transportation element also describes the financial environment for implementing projects out to 2035.

In essence, the Transportation Element informs the development of the Capital Improvement Program by identifying the types of projects the City should undertake to support future travel trends. The plan also evaluates how these projects coincide with the community’s values and financial resources.

IV. Public Outreach
This plan included public outreach through workshops, committee meetings, and a public survey. The City held an open public workshop in February 2015 to gain insight on how Puyallup citizens would like to prioritize transportation for the next 20 years. Over 200 responses to the online survey were collected and summarized. The consultant team met frequently with City staff members and the Planning Commission throughout the course of the planning effort.

V. Regional Coordination
As part of the planning process the City coordinated this Transportation Element with planning efforts made by other agencies and government bodies that have an interest in or influence on transportation in Puyallup. These groups include:

- Transit providers in the region
- Puget Sound Regional Council (PSRC)
- Washington State Fair
- Washington Department of Transportation (WSDOT)
VI. Plan Organization

This Transportation Element includes five sections in addition to the Introduction (A):

- **B – Conditions and Trends:**
  Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Puyallup’s transportation network in the future.

- **C – Puyallup Moves Public Outreach Findings:**
  Describes the public outreach process conducted as a part of Puyallup Moves, as well as the specific feedback received from community members.

- **D – Transportation Goals and Policies:**
  Explains Puyallup’s vision for transportation and the goals that serve as the basis for the Transportation Element.

- **E – Future Transportation Vision:**
  Introduces a layered network concept that forms the foundation of this plan to accommodate all modes of travel and create a complete transportation network in Puyallup. This section also details how to accommodate each travel mode and establishes the City’s level of service standards.

- **F – Capital Plan:**
  Provides the long-range project lists based on the community values expressed in the transportation goals and layered network.

- **G – Implementing the Transportation Element:**
  Evaluates Puyallup’s financial conditions over the next 20 years and provides guidance on plan implementation.

B. CONDITIONS AND TRENDS

I. Existing Conditions

This section describes how people use Puyallup’s transportation network today, as well as how that may change over the next 20 years as the region grows. The way people travel is greatly influenced by the built environment, which includes land use and travel corridors; it also includes the key destinations people travel to, such as where they live, work, play, shop, and recreate, and an understanding of how people are traveling based on anticipated travel growth and travel mode data.

**Land Uses and Key Destinations**

The places where people live, work, and play are impacted by how a city and surrounding communities guide where development occurs. The Land Use Element of this Comprehensive Plan provides the guidance mentioned here.

One way a city can influence this is through zoning. Zoning allows a city to encourage specific development, such as homes and businesses, to occur in targeted areas of the city. It is important to consider land use when planning for transportation because it provides insight into areas where more people may concentrate their travel.
The main commercial areas in Puyallup, where people tend to shop, are located downtown and in the South Hill area; these areas are zoned Central Business District and general commercial as shown in Map 7-1. Downtown and South Hill are linked by South Meridian with properties along this roadway zoned for the fairgrounds, general commercial, and high density multiple-family residential. Other areas of commercial and industrial land use are located in the northern portions of the City along East Valley, River Road, and East Main. Much of the remaining City area is zoned for public facilities and single-family residential.

It is important to consider that areas of commercial, industrial, and dense residential land use tend to have more concentrated trips and can be supportive of alternative modes of travel such as transit, whereas areas of low density residential tend to have dispersed trip patterns more conducive to trips made by personal vehicle.

Key destinations are areas of the City where people typically concentrate their travel to and from and are summarized in Map 7-2.

**Downtown Puyallup and Sounder Station**

The downtown business district features restaurants, stores, civic destinations such as City Hall and the public library, and different events such as the Puyallup Farmer’s Market at Pioneer Park.

The Sounder Station located in Downtown provides access to Sound Transit’s Lakewood-Seattle Sounder commuter rail line. Approximately 1,100 people use the Puyallup Station every day to access Sounder Train or Express Bus service.

**Washington State Fair Events Center**

Over one million people attend the Washington State Fair in September over 17 days, and over 1,900 employees are hired each September to serve them. Over 100,000 people attend the three-day Spring Fair each April. There are several other events that occur throughout the year at the Fair Events Center.

**South Hill Mall and Pierce College Puyallup**

The South Hill Mall and the South Hill commercial area includes many large commercial stores that generate significant vehicle trips to and from this area. Pierce College Puyallup is a major destination is located in the South Hill area and had almost 3,900 students enrolled on the campus in fall 2013.
Map 7-2: Key Destinations and Trip Generators

Nonmotorized Key Destinations and Trip Generators in Puyallup

- Retirement Community
- Public School
- Downtown/South Hill Business Districts
- Fairgrounds
- MultiCare Good Samaritan Hospital
- Pierce College Puyallup
- Sounder Station
- Park
- City Limits
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Multicare Good Samaritan Hospital
This hospital employs over 2,000 people in central Puyallup and serves as the regional medical center for eastern Pierce County.  

Schools
The Puyallup School District operates neighborhood schools that serve the City and surrounding areas, which include:

- Fruitland Elementary
- Karshner Elementary
- Maplewood Elementary
- Meeker Elementary
- Shaw Road Elementary
- Spinning Elementary
- Stewart Elementary
- Sunrise Elementary
- Wildwood Elementary
- Aylen Junior High
- Ferrucci Junior High
- Kalles Junior High
- Puyallup High School

There are also a number of private schools in Puyallup including Cascade Christian Schools and All Saints Catholic School. The City of Puyallup, the Puyallup School District, and neighborhood groups, have made a commitment to provide safe access to the City’s schools through the State Safe Routes to School (SRTS) program. However, as of 2015, only 1 percent of all students bike to school and only 14 percent walk to school.

Parks and Recreation Areas
The City’s park system consists of three community parks and 12 neighborhood parks or recreation centers. The City’s parks and recreation areas feature ball fields, playgrounds, walking paths, ponds, a dog park, a skate park, community gardens, picnic areas, an indoor recreation center, a pavilion, and restrooms.

In addition to schools and parks, retirement communities are generators of non-motorized trips. Many residents of retirement communities no longer drive their own vehicles, so they are dependent on privately operated shuttles, public transportation, and walking or biking to get to doctors’ appointments, residences of family and friends, and shopping/dining destinations. There are approximately 10 retirement communities in Puyallup, located in a north-south corridor roughly centered on South Meridian.

Transportation Network Overview
Puyallup’s transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. Vehicular travel is still the primary choice for most travelers in and around Puyallup, as shown in the American  


4Davis Demographics and Planning. 2015. “Puyallup School District Attendance Areas.” http://apps.schoolsitelocator.com/lite/?appid=4a77d58640a645c67a3e8a7817b495.
Community Survey data in Figure 7-2. The City has made significant investments in creating a walkable downtown. Nevertheless, city streets form the foundation of the transportation framework with roadways shaping how residents and visitors experience Puyallup.

The main travel corridors in Puyallup are mostly roadways with sidewalks but also include trails, bus routes, and a commuter rail line. The northern portion of Puyallup, roughly between the Puyallup River and 7th Avenue SE and SW, has a well-connected street grid. The southern and eastern portions of the city are characterized by larger blocks and curvilinear streets, which can make direct connections more difficult.

This plan classifies Puyallup’s roadways into major arterials, minor arterials, major collectors, minor collectors, and local streets, as shown in Table 7-1 and displayed in Map 7-3. Examples of each roadway type and the intended uses served are described below.

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Description / Purpose</th>
<th>Example</th>
<th>Photo</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>These streets are Puyallup’s highest functional classification and tend to carry the highest volumes. Major arterials serve regional through trips and connect Puyallup with the rest of the region.</td>
<td>East/West Pioneer South Meridian</td>
<td></td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>Puyallup’s next highest functional classification, which are designed for higher volumes, but tend not to be major regional travelways. Minor arterial streets provide inter-neighborhood connections.</td>
<td>Fairview Dr West Stewart</td>
<td></td>
</tr>
<tr>
<td>Major Collectors</td>
<td>Major Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. These are higher volume collectors where streets should be designed to maintain vehicular mobility.</td>
<td>7th Ave SW / SE Wildwood Park Dr</td>
<td></td>
</tr>
<tr>
<td>Minor Collectors</td>
<td>These streets also distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Minor Collectors have lower volumes and can include select traffic calming elements to balance experience for all modes with vehicular mobility.</td>
<td>12th Ave SE 4th Ave NW</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods.</td>
<td>9th Ave SW 11th St SW</td>
<td></td>
</tr>
</tbody>
</table>

Images source: Google, 2015
Map 7-3: Roadway Classification

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- City of Puyallup
- Fairgrounds
- Urban Growth Boundary
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Approximately 70 percent of Puyallup’s streets have sidewalks. Sidewalks are generally available along all arterials, streets within the central business district, and in newer subdivisions. However, many older residential areas have incomplete or poorly maintained sidewalks.

The Puyallup Riverwalk Trail is a major regional trail located along the southern bank of the Puyallup River. The Riverwalk Trail provides a connection to the Sumner Link Trail, an eight-mile long, paved trail. There are also a number of trails located in parks within the City.

Map 7-4 shows the locations of pedestrian facilities and multi-use trails.

Bicycle infrastructure within the City is limited mostly to off-street shared use trails. The only on-street facilities are sharrows on 5th St. NE. Residents and commuters face challenges navigating the City’s street network without adequate bicycle facilities. Facilities are planned as part of the Shaw Road Improvement Project and the Fruitland Avenue Extension. Bicycle parking is available in the City center, at the Sounder rail station, and near the library. However, the fairgrounds lack any bicycle facilities.

Map 7-4: Existing Bicycle and Pedestrian Facilities

Existing Bicycle and Pedestrian Facilities

- Curb Ramp
- Sidewalk
- Multi-use Trail
- Trail Access
Pierce Transit and Sound Transit provide local bus, express bus, and train service with connections in Puyallup. The majority of regional transit riders access the system by driving to a parking lot or on-street parking and then walking to the station or stop. Six bus routes serve Puyallup with frequencies ranging from 20 – 60 minutes. The South Hill Mall Transit Center provides access to four of the local bus routes including the 425 local connector, which runs north to Downtown Puyallup. Additionally, Pierce Transit operates a paratransit shuttle service for disabled riders within and around the City of Puyallup.

Map 7-5 shows existing bus stops and amenities in the City’s transit network.

The Sound Transit Lakewood-Seattle Sounder commuter train serves Puyallup Station with a daily ridership of over 1,000 commuters. The Puyallup Sounder Station is located on West Stewart north of Pioneer Park. Every weekday morning, eight trains depart from Puyallup and two trains arrive from Seattle. Every weekday afternoon, eight trains arrive from Seattle and two trains depart Puyallup. Sounder train service does not operate on weekends, but service is expanded for the Washington State Fair and for major sporting events.
Map 7-5: Existing Transit Facilities and Ridership
Freight movement in Puyallup occurs primarily via the three state routes that serve the City; SR 161, SR 167 and SR 512 are identified as WSDOT Highways of Statewide Significance. WSDOT has designated LOS D for these three routes. SR 512 is a grade-separated freeway throughout the entire extent of the city and is classified by WSDOT as a T-1 Freight Corridor. As a T-2 Freight Corridor, SR 167 connects Puyallup with the Port of Tacoma to the west and to a heavy industrial corridor north of Sumner. SR 161 is classified as a T-2 Freight Corridor, connecting SR 512 with the City’s South Hill Center and points south of the City. East Valley, another T-1 corridor, is a major arterial that serves Puyallup’s main industrial zone north of the Puyallup River. The WSDOT freight corridors that serve Puyallup along with additional truck routes designated by the City are shown in Map 7-6. Stewart and East Main serve as east-west distributors of freight traffic within the City.

Both Fairview Dr. and South Meridian serve as north-south city designated truck routes. Near South Hill, 39th Ave SE acts as a freight connection between South Meridian and Shaw Rd.
Map 7-6: Existing WSDOT and City Truck Routes
With many Puyallup residents choosing motor vehicles as their primary mode of transportation, the City’s street and roadway network is critical to the transportation system. Increased growth within the region has led to more traffic congestion along some of Puyallup’s main corridors.

An analysis of 33 intersections and eight corridors was performed in order to assess existing traffic operations and the need for future roadway improvements. Based on this analysis, intersections were assigned a level of service (LOS) grade based on their operations in terms of vehicle delay. Table 7-2 describes the Level of Service definitions laid out in Chapter 16 of the Highway Capacity Manual (HCM) (Transportation Research Board, 2010), which is the methodology used for most of the intersections and corridors within the study.6

*Table 7-2: Levels of Service Definitions*

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Free-flowing conditions.</td>
</tr>
<tr>
<td>B</td>
<td>Stable operating conditions.</td>
</tr>
<tr>
<td>C</td>
<td>Stable operating conditions, but individual motorists are affected by the interaction with other motorists.</td>
</tr>
<tr>
<td>D</td>
<td>High density of motorists, but stable flow.</td>
</tr>
<tr>
<td>E</td>
<td>Near-capacity operations, with significant delay and low speeds.</td>
</tr>
<tr>
<td>F</td>
<td>Over capacity, with delays.</td>
</tr>
</tbody>
</table>

The City’s existing level of service policy sets the following standards for its roadways:

- Volume to capacity (V/C) ratio of 0.85 for arterial and collector segments in the PM peak hour
- LOS D for all intersections in the city

Map 7-7 shows those intersections and corridors where vehicle delays exceed the City’s LOS standard. Of the 33 intersections analyzed, seven intersections operate at LOS E or F. These intersections are generally located along key north-south arterials. A concentration of intersections operating at LOS D or worse are also located near the South Hill Mall. Given the land use growth anticipated in Pierce County between now and 2035, many of the intersections that are currently meeting the City’s LOS D standard would degrade to LOS E or F by 2035 without the infrastructure improvements identified in this plan.

Many of the City’s corridors have segments that operate at LOS E or F in one or both directions of travel during peak commute times. This is mainly due to the limited number of roadways providing access across the Burlington Northern/Santa Fe Railroad and the Puyallup River. Two study corridors (North Meridian and East Main) provide access across the river and both roadways have segments operating at LOS F approaching the river. Shaw Road and South Fruitland also operate poorly due to heavy demands during the PM peak hour. With the exception of the 31st Avenue SW corridor, east-west corridors are generally not constrained by barriers and therefore do not have as many segments operating at LOS E or F.

Detailed reports of LOS are available in Appendix.
Map 7-7: Auto Level of Service Hot Spots

Corridors with Delay Exceeding Current LOS Standards
● Intersections with Delay Exceeding Current LOS Standards

City of Puyallup
Fairgrounds
Regional Growth Center
II. Opportunities and Challenges

The City of Puyallup has several important challenges to face as it prepares for future growth and the development of its downtown core. Motor vehicle travel dominates the City’s transportation framework. Puyallup is working to create a more vibrant downtown, and addressing transportation challenges will be a key to the City’s success.

Network Connectivity

Barriers to Mobility

Few north-south arterials serve the entire City because barriers, including the Burlington Northern/Santa Fe Railroad and the Puyallup River, limit connectivity. This increases congestion on the limited north-south arterials. These barriers affect all modes of travel, and pedestrians, in particular. Additionally, SR 512 bisects the center of Puyallup and restricts the amount of east-west connections possible.

Pedestrian and Bicycle Infrastructure

Although the downtown area of Puyallup has a strong network of sidewalks, residential areas and the South Hill area have many gaps in the pedestrian network. This limits the mobility of pedestrians between major destinations. Additionally, the city has a bicycle network that is limited to a small number of trails and on-street shared facilities. These gaps in infrastructure, along with a topography that includes many hills, create challenges for pedestrian and bicycle travel within the City.

Transit Access and Availability

With no high capacity local transit system, bus service in Puyallup must be reliable and provide significant mobility. The few bus routes that currently serve Puyallup, however, operate on infrequent service schedules. This leaves transit-dependent riders with difficulty accessing their needs, and it forces many potential transit users to drive instead. The City must look for ways to encourage enhanced transit service from Pierce Transit through investment in transit-supportive amenities to help residents, employees, and visitors access and use transit.

Regional Growth

Regional development outside of the city itself will play a major role in the growing demands on Puyallup’s transportation network by 2035. Pierce County is expected to continue adding residents and jobs during this time period. This growth will add traffic to Puyallup’s streets, and the City must make a concerted effort to accommodate its own growth, while coordinating with its partners outside the city on regional needs.

Downtown Walkability

The City is developing the downtown core as an attractive destination for pedestrians. By improving pedestrian amenities and adding safety infrastructure such as flashing beacons at crosswalks, the City is creating a more walkable environment. This will enhance growth of the downtown area, and the transportation network must be able to support this concentrated growth.

Safe Routes for All, Especially Pedestrians and Bicycles

Since 2010, Puyallup has experienced nearly 1000 traffic collisions per year. Map 7-8 displays traffic crashes around the City over a five-year period spanning 2010-2014. As an effort to increase pedestrian safety, Puyallup has made strides in improving pedestrian facilities in the downtown core. Sidewalk and crosswalk improvements have created a better environment for pedestrians moving around downtown, but busy corridors, such as Pioneer and Meridian, have seen a significant number of collisions involving pedestrians and bicyclists.
Map 7-8: Collisions

Data Source: WSDOT, 2015

Under United States Code – Section 409, this data cannot be used in discovery or as evidence at trial in any action for damages against the WSDOT, or any jurisdictions involved in the data.
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Sounder Station and Service Improvements

Sound Transit is planning an increase in the frequency of service for its Lakewood-Seattle Sounder route. The agency is also upgrading the station with improved pedestrian and bicyclist access and amenities, and a new Park and Ride garage is being constructed in downtown Puyallup. These improvements are expected to increase the ridership at the Sounder station and improve the overall accessibility of the downtown area for pedestrians and bicyclists.

PUYALLUP TRAVEL DEMAND FORECASTING

The Growth Management Act (GMA) requires that the Transportation Element support the land uses envisioned in the Comprehensive Plan. Thus, an important component of this plan was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Puyallup’s transportation network. A description of the travel demand modeling process is provided below with more detail about land use assumptions in Appendix.

- **The Tool.** As a part of previous planning efforts, the City created a travel model with the Visum software package. This model forecasted traffic volumes during the evening commute hour (5-6pm) along many of Puyallup’s key streets and intersections. This tool provides a reasonable foundation developing year 2035 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.

- **Estimate Land Use Growth in the City.** As a part of the Comprehensive Plan update, the City is planning for expected growth in housing units and employment over the next 20 years through 2035. Based on growth estimates from the Puget Sound Regional Council (PSRC) and review by City staff, Puyallup is preparing for 6,900 new housing units and 11,700 new workers by 2035. The City then allocates the growth throughout Puyallup based on adopted zoning, observed development patterns, and other city policies.

- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction’s borders, it is important to capture how regional growth could influence travel patterns on Puyallup’s streets.

- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.

- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Puyallup’s downtown and South Hill districts, by recognizing that some short trips could be made by walking and biking, rather than driving.
C. COMMUNITY OUTREACH

Community input regarding the future of transportation in Puyallup was collected at a public workshop and through an online survey. Over 200 responses were gathered from the survey, and the comments and data from both outreach opportunities were compiled. Respondents showed a desire for multimodal investments to reduce congestion, enhance safety, and improve network connectivity.

I. Current System

It is important to note that the survey respondents’ travel patterns match the current citywide travel trends reported in the previous section. The popularity of each mode of travel is shown in Figure 7-3. Traffic congestion is the biggest factor that impacts how people travel in Puyallup today. Inadequate transit service, safety, and poor pedestrian facilities also impact travel as seen in the responses in Figure 7-4.

II. Future Needs

When considering how the City should focus its transportation investments, many people indicated that the City should increase investment efforts in sidewalks, bike lanes, and street capacity. Compared to current investment levels, people thought the City should maintain its investments in street connectivity and highway access.

When individuals were asked what the top strategies for handling increased traffic congestion should be, they highlighted multimodal transportation solutions as the most popular strategies.

The top three strategies chosen were:

1. Better connections to larger region through express transit, rail, and improved freeways
2. Easier ways to get around on foot and/or by bike
3. More frequent and convenient transit service

Finally, respondents were asked to identify the areas of the city that should be prioritized for improvements. Table 7-3 shows the most popular responses.
III. Webmap Responses

As part of the online community outreach, participants added visual markers to a Puyallup map indicating where they see transportation issues and where they believe improvements should be made. Responses could include where congestion was a concern, lighting could be improved, better walking and bicycling facilities could be provided, and more. Figure 7-5 shows an overview of the responses collected. Suggested improvements were clustered near downtown, the South Hill Mall, and Wildwood Park.

![Survey Webmap](image)

**Figure 7-5: Survey Webmap**

<table>
<thead>
<tr>
<th>Area</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas that improve connectivity between major destinations</td>
<td>52</td>
</tr>
<tr>
<td>Near schools</td>
<td>31</td>
</tr>
<tr>
<td>Near businesses/downtown (central business district)</td>
<td>29</td>
</tr>
<tr>
<td>Locations with safety (collisions) concerns</td>
<td>29</td>
</tr>
</tbody>
</table>

### Table 7-3: Locations of Highest Priority

D. TRANSPORTATION GOALS AND POLICIES

Puyallup has established six goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. The consolidated set of goals and policies is included in this section.

**T-1** Proactively develop partnerships to best serve all users of the regional transportation system.

*The City of Puyallup is not the only body that has a stake in the future transportation system. Neighboring cities, Pierce County, the State of Washington, and other agencies and organizations play a role in getting around Puyallup. Sound Transit has plans to increase Sounder service, and the City has been working with Sound Transit to understand how local and regional plans can complement one another. In the coming years, WSDOT will likely be expanding SR 167, this too will have a major impact on travel patterns through Puyallup. The City also works with local schools, advocacy groups, senior centers, and other organizations that have interests in transportation.*
Effectively partnering with regional players to ensure that the local and regional transportation systems complement one another is the City’s top priority.

**T- 1.1** Promote cooperative inter-agency and inter-jurisdictional transportation planning.

a. Coordinate planning, construction, and operation of transportation facilities with those of other agencies and jurisdictions, including Washington State Department of Transportation, Pierce County, and surrounding municipalities.

b. Cooperate with transit providers, including Pierce Transit and Sound Transit, to encourage provision of facilities and services which make multi-modal travel more convenient.

c. Seek opportunities to coordinate planning, construction, and operation of transit studies and roadway improvement projects with transit providers, other agencies, and neighboring jurisdictions to address congestion along City arterials.

d. Develop park-and-ride lots and/or structured parking at convenient locations within the community in partnership with WSDOT, Pierce Transit, Sound Transit, and other agencies and entities. Potential locations for such lots should be identified and preserved as early as possible.

**T- 1.2** Work with members of the public and the private sector to accomplish shared transportation goals.

a. Coordinate annexations and private road takeovers through the participation of affected departments and agencies, including emergency service providers and the school district.

**T - 2 Protect safety and quality of life.**

*Puyallup’s small town feel and walkable downtown are amenities that residents prize. The projects and strategies identified in this plan should complement the character of Puyallup’s neighborhoods and prioritize projects that make the system more comfortable, convenient, and safe.*

**T- 2.1** Make safety and personal security top priorities in planning and designing the transportation system.

a. Target education programs to all road users.

b. Consider crime prevention through environmental design (CPTED) and other safety strategies when developing transportation facilities, especially for pedestrians, bicyclists, and transit users.

c. Support safe pedestrian crossings in areas with high pedestrian activity by strictly enforcing traffic regulations.

**T- 2.2** Protect quality of life in residential areas.

a. Monitor traffic volumes on streets in residential neighborhoods and, where feasible, use traffic calming measures to create safer, more attractive streets that are comfortable and welcoming for walking and bicycling. Traffic calming measures may include chicanes, traffic circles, speed tables, signage, and other devices.

b. Assess impacts of planned roadway projects using visual aesthetics as a criterion. Roadways and associated structures should be designed to provide the most visually appealing facility possible under the physical and financial constraints of each project.

c. Private residential streets shall be allowed to remain as such at the time of annexation. If a request for these streets to become City streets, they must be brought up to City standards prior to conversion.

**T- 2.3** Maintain emergency response procedures to protect against damages from natural or human-made disasters.
a. Plan for and identify Lahar Routes from the valley floor up to the South and/or North hill in the event of a Mount Rainier lahar. Sign these routes with a unique Lahar Route sign, and maintain a publicly available map of the recommended routes. Update the Lahar Route Plan as streets construction and improvements occur.

b. Coordinate with emergency response services to ensure adequate and timely access as the city builds out the transportation network.

**T - 3**  Build a transportation network that links with Puyallup’s land use goals.

_The City is planning to accommodate 50,000 residents by 2030, as well as attract jobs that will help Puyallup be a complete community. The Land Use element of this Comprehensive Plan lays out where this growth will occur, including within the City’s two regional growth centers – Downtown and South Hill. This Transportation Element seeks to build a transportation system that accommodates the City’s future land use vision._

T - 3.1 Ensure consistency between land use and the associated transportation system.

a. Coordinate land use and transportation plans and policies to ensure they are mutually supportive.

b. Implement transportation projects that reflect the intensity of the surrounding land uses and the classification of the associated roadway

T - 3.2 Develop a transportation system that achieves the following levels of service metrics:

- **Vehicular LOS** Maintain standards that promote growth where appropriate while preserving and maintaining the existing transportation system. Set LOS D as the standard for PM peak hour intersection performance, with the exception of the Meridian, Shaw Road, and 9th Street SW corridors, where LOS E operations will be considered acceptable during PM period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes.

- **Pedestrian LOS** Provision of sidewalks, trails, and/or separated paths will be prioritized within pedestrian priority areas, as defined in Puyallup Moves.

- **Bicycle LOS** Provision of bike lanes, separated paths, protected facilities, and bicycle boulevards, as defined in Puyallup Moves.

- **Transit LOS** Partner with Pierce Transit, Sound Transit, and other transit operators to provide transit stop amenities and safe access to transit at major transit stops and park and ride facilities.

T- 3.3 Improve the transportation system concurrently with increasing demands due to growth.

a. Track transportation concurrency to ensure that infrastructure can accommodate growth and maintain level of service standards.

b. Require developers to perform a transportation impact analysis, at the discretion of the City Engineer, to demonstrate the effect of significant additional travel demand from their projects on the transportation network. In the event the analysis shows that the project would impact the level of service in the affected area, new development is responsible for improvements to the transportation system. If the existing vehicle level of service is below the standard, the developer shall mitigate impacts to the pre-developed level of service condition plus an allowable increase in delay of up to 15%.

**T - 4**  Build an interconnected transit, walking, and bicycling network.

_While many Puyallup residents choose to travel by car for nearby trips and to go elsewhere, the City supports providing options for people to get around by more active transportation modes. By creating a safe and welcoming transportation system for all users, the City can support vibrant regional growth centers that are_
accessible in several ways. Puyallup geographic size makes walking, bicycling, and transit attractive options for getting around with proper facilities in place.

T-4.1 Encourage transit service in the City of Puyallup and for the UGA.
   a. Coordinate with transit providers to target city investments in transit supportive infrastructure and amenities in locations that are most effective, such as downtown Puyallup, the Fairgrounds, and South Hill. Investments may include transit signal priority, queue jumps, transit-only lanes, bus bulb-outs, or other strategies. Provide opportunities for additional transit stops and amenities to increase the availability and frequency of transit.
   b. Pursue implementation of enhanced transit systems in the city to provide frequent and reliable service. Coordinate with transit providers and other agencies.
   c. Encourage the provision of flexible route transit service commensurate with growth in the population who cannot utilize fixed route service by accommodating the needs of shuttle vehicles and doing targeted outreach to potential user groups.
   d. Improve pedestrian and bicyclist access to transit stops and centers in cooperation with transit providers.

T-4.2 Encourage the provision of commuter rail and light rail service within the community.
   a. Cooperate with Sound Transit in expanding commuter rail station facilities and services, as needed.
   b. Actively coordinate with Sound Transit to complete plans and secure funding and grants for future additions that support access to the City's commuter rail station.
   c. Pursue opportunities for providing shuttle service and feeder bus service to the downtown commuter rail station, the South Hill park and ride, transit center, and proposed bus rapid transit hubs in partnership with transit providers, the Washington State Fair, and other agencies.

T-4.3 Develop a comprehensive active transportation circulation plan and implementation program to enhance community access and promote healthy lifestyles.
   a. Identify future facilities for an interconnected walking and bicycling network, specify the appropriate treatments, and prioritize projects based on benefits and costs to provide safe travel for pedestrians and bicyclists. Consider shared use facilities for pedestrians and bicyclists when feasible.
   b. Seek input from members of the community, including special populations and interest groups such as students, individuals with disabilities, senior citizens, and bicycle and recreational walking enthusiasts. Coordinate these efforts with other agencies, schools, transit providers, neighboring jurisdictions, and private companies to encourage non-motorized improvements.
   c. Review and update the non-motorized transportation plan as necessary.
   d. Emphasize connection of community trails to regional trail systems in the planning process.
   e. Emphasize the health benefits that active transportation improvements can provide for all types of users.
   f. Consider implementing interim improvements that connect key missing links within the pedestrian and bicycle networks when the timing of permanent facilities is uncertain.
   g. The City shall support and implement transportation objectives and policies identified in the Downtown Revitalization Element of this Comprehensive Plan, specifically those listed under Goal II, Visual Quality and Pedestrian Oriented Scale, and Goal IV, Downtown Street Circulation, Pedestrian Ways, and Public Transit Services.
h. The City shall seek to implement non-motorized overpasses and/or underpasses over heavily trafficked roadways such as SR-161 and SR-512.

i. Where feasible, create pathways between residential areas not directly connected by roadways at the time for platting. Determine a mechanism for ongoing maintenance of connecting pathways at the time of platting and record on the face of the plat document.

j. Improve pedestrian and bicyclist conditions at known and high-risk accident locations by providing connections, lighting, signage, safe crossing opportunities, reduced vehicular speeds, and separated paths and trails whenever possible.

k. Integrate motorized and non-motorized transportation project planning and construction to accomplish joint implementation of motorized and non-motorized improvements.

l. Use non-motorized system improvement priorities as a factor in determining the timing of roadway improvement projects such that emphasis is given to improving the overall transportation system.

T-4.4 Increase pedestrian safety, emphasize connectivity, and reduce operations and maintenance costs through developing walkways.

a. Prioritize pedestrian facilities in the vicinity of schools, retail districts, community centers, health care facilities, parks, transit stops and stations, and other pedestrian generators.

b. Enforce standards for sidewalks and crosswalks to ensure safety and security on walking facilities, including dimensions, materials, lighting, street trees, utilities, sidewalk furniture, and other supportive amenities. Educate property owners as to their responsibilities for sidewalk maintenance.

c. Require sidewalk improvements at the time of development. Implement a similar policy requirement that right-of-way and pavement for future bikeway improvements also be acquired at the time of development.

d. Encourage Sound Transit and Burlington Northern/Santa Fe to construct pedestrian overpasses (one at the commuter rail station and one in the northwest area as identified in the Rail Diagnostic Study).

e. Encourage the Fair to construct an overpass on South Meridian at their Blue Gate entrance. Other entrances should also be considered for an overpass.

T-4.5 Foster bicycle use by providing and maintaining safe facilities for users of all ages and abilities.

a. Replace hazardous utility covers and catch basin grates, provide safety improvements for at-grade railroad crossings, repair paving gaps and deformities to the extent feasible, and perform maintenance on streets associated with bicycle routes to support safe bicycling around the city.

b. Consider “right sizing” streets to provide bicycling improvements. Target roadway capacity expansion projects as opportunities to integrate bicycling improvements.

c. Develop maps and signage identifying bikeways as they are created.

d. Establish and enforce standards for bicycle parking, end of trip facilities, and other bicyclist-supportive amenities where possible. Encourage these standards where the city does not have control.

T-5 Create a roadway network that efficiently and safely moves people and goods.

The City recognizes the importance of people being able to reach local destinations conveniently as well as travel to other parts of the region by walking, bicycling, riding transit, and driving. Safety of all road users is the highest
priority for the transportation network and the City will evaluate safety for all modes when considering roadway projects that are part of the planned future transportation system.

T-5.1 Provide for the efficient movement of people and goods on arterial streets through a balanced approach that only increases the automobile capacity of roadways when necessary.
   a. Implement Transportation System Management (TSM) strategies aimed at increasing the efficiency of the roadway network wherever possible. Potential strategies include:
      • coordination of traffic signals and installation of an Intelligent Transportation System;
      • providing turn pockets, turn lanes, permitted U-turn lanes, and turn signals at key intersections;
      • consolidating points of access to major arterials;
      • restriction of on-street parking along heavily trafficked arterial streets; and
      • efficient railroad crossing signalization which reduces the amount of time during which crossings are closed.
   b. Support the State’s controlled access policy on all State highway facilities and seek consolidation of access points to arterials and State highways.
   c. Require that driveway spacing on all city streets conform to design standards. Promote shared driveways and interconnection between parking lots, especially along arterial streets.

T-5.2 Discourage concentrated traffic volumes through the development of an interconnected roadway system.
   a. Use the Roadway Systems Functional Classification map to guide alignment and standards for improvements to arterial and collector roadways.
   b. Ensure roadways in newly developed areas are spaced no closer or farther apart than that allowed by city code and administrative standards.
   c. Establish and enforce a community-wide system for street layout within individual subdivisions and short plats. Inform residents of the process and the potential for streets to be extended in the future as surrounding land develops.

T-5.3 Reduce the demand on roadways as a method of deferring or negating the need for capacity improvements.
   a. Actively promote commuter trip reduction practices among City employees through cooperation with Pierce Trips or an equivalent transportation management association (TMA). Promote commute trip reduction practices among employers within the community, especially those located within the City’s two regional growth centers.

T-6 Be environmentally and fiscally sustainable.

Puyallup values and supports its environment through taking both monetary and environmental cost into account when considering improvements to the transportation network. The City leads the way by establishing plans and policies that support sustainability and expects other bodies from the public and private sectors to follow suit in pursuing these same interests.

T-6.1 Develop and implement an effective street maintenance, repair and improvement program.
   a. Adequately fund ongoing street maintenance and repair to prolong the life of community roadways.
   b. Encourage private participation in making roadway improvements.
   c. Seek State and regional assistance to improve local streets, especially those serving areas of low and moderate income households.
d. Consider roadway conditions as an element of the fiscal analysis conducted when evaluating potential annexations or takeovers of private roads. As a condition of annexation or takeover, the City may require substandard streets or those with a limited life expectancy to be upgraded through the participation of adjoining property owners.

T-6.2 Meet or exceed federal and state air quality requirements by working with state, regional, and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs to attain or maintain air quality requirements.

a. Conform to federal and state Clean Air Acts by following the guidance of the Puget Sound Regional Council’s Transportation 2040 Plan.

b. Encourage walking, bicycling, and riding public transit in order to reduce energy consumption and air pollution.

c. Require air quality impact analysis of major new developments which might adversely impact air quality levels in their vicinity.

d. Encourage and promote the use of electric vehicles; provide a broad range of opportunities for vehicle recharge.

T-6.3 Jointly fund and finance transportation system improvements from public and private sources, and pursue dedicated funding sources where possible.

a. Prepare and annually update a six-year Transportation Improvement Program (TIP), and dedicate funding resources to accomplish the associated improvements.

b. Actively seek Regional, State and Federal financial assistance in building or improving roadways.

c. Update the City’s Transportation Impact Fee schedule every five years, including regular update of project costs.

d. Require all new development within the City limits to pay an impact fee in accordance with the adopted Transportation Impact Fee schedule. Traffic Impact Study would be required for all developments that impact City intersections by 25 or more PM peak hour trips. Additional mitigation may be required for these developments. New development may pay an impact fee and make off site improvement, and/or make frontage improvements, and/or dedicate right of way as required by City development standards. In cases where off-site or frontage improvements are projects identified within the City’s Traffic Impact Fee Rate Study, the city shall allow a credit for construction cost up to the project’s impact fee owed to avoid “double-dipping” of impact fees.

e. Whenever possible, coordinate with new development that occurs within the City's UGA to pay a transportation system fee equitable to its fair share of the planned roadway improvements based on a detailed Traffic Impact Analysis, or the development can choose to pay the City’s adopted impact fee with no impact study required.

f. The City should identify newly developing traffic generators outside the UGA boundary which impact the City’s system and negotiate for fair compensation commensurate with the anticipated impact. Conversely, the City should also identify newly developing traffic generators within city limits which impact the transportation system outside of the city limits and require payment of the appropriate impact fees to the impacted jurisdiction(s).

T-6.4 Consider the lifecycle cost of operating and maintaining streets.

a. Review and amend as appropriate roadway construction standards giving particular consideration to reduction of ongoing operation and maintenance costs. Review these standards on a regular basis with regard to changing technologies and construction practices.
b. Adopt ‘green stormwater infrastructure’ design elements, such as permeable pavement and meandering streets, with bio-infiltration swales and rain gardens that infiltrate storm water runoff from the street as the preferred standard.

T-6.5 Dedicate ongoing funding to development of the pedestrian, bicycle, and public transit aspects of the transportation network.
   a. Upon completion of Puyallup Moves, dedicate ongoing funding to implementation through the Capital Facilities Plan.
   b. Actively seek grants and cooperative funding sources for making non-motorized system improvements.

E. FUTURE TRANSPORTATION VISION

Puyallup envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways. This section describes Puyallup’s vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this plan, most of the improvements are focused on the development of a ‘layered’ transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City’s vehicular level of service (LOS) standard, many of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

I. Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also generally not desirable from a user or a planning perspective.

In response to this challenge, the City of Puyallup has adopted a layered network approach that focuses on how the City’s transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. Figure 7-6 illustrates the concept of a layered network.

The City will implement this layered network through a system of roadway typologies that define each street’s user priorities and associated infrastructure needs.

II. Modal Networks

Walking

While Puyallup’s local streets tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City’s arterials and commercial collectors do warrant pedestrian infrastructure. Dense areas with commercial land uses and streets that serve schools, parks, and churches are particularly important for safe walking, as they support more pedestrians and may have a larger portion of vulnerable users than other streets.
Map 7-8 highlights the Pedestrian Priority Network, which specifies where pedestrian infrastructure should be provided in the long term.

Building on the Pedestrian Priority Network, Table 7-4 establishes guidance in terms of the level of accommodation that the City wishes to provide for pedestrians around the City. The highest level of accommodation for walking, indicated in the green row, would provide walkways exactly as shown in the Pedestrian Priority Network. The yellow level of accommodation would make strong progress in building out the Pedestrian Priority Network by filling sidewalks gaps around the City in locations nearby pedestrian generators, such as retail, schools and parks. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City’s goals for accommodating pedestrians. In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ¼ mile of schools, the City is looking to provide enhanced crossings at regular intervals.

**Bicycling**

Puyallup already sees some bicycling along the Riverwalk Trail, which connects to the Sumner Link Trail on its eastern end. The City also has one off-street, shared-use path located along the northwest side of Fairview Drive adjacent to the Washington State Events Center property. Several city parks include trails as well, including Clark’s Creek Park, Wildwood Park, Bradley Lake Park, Manorwood Park, and Sam Peach Park. Connecting to these routes from other areas of the City can be challenging, however, due to the lack of bicycle infrastructure. Key mobility corridors for bicyclists, such as West Stewart, East Fruitland, and 9th Street SW would be best served with on-street bike lanes, while bike boulevards and shared use paths would suffice on other streets.

The City of Puyallup can strive for the green level of accommodation for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic (see Map 7-9). At a minimum, the City should make meaningful progress toward constructing this network by building some initial north-south and east-west spines, as depicted in the yellow level of accommodation projects (Map 7-14). Incomplete or missing bicycle facilities do not meet the City’s desired level of accommodation for bicycling, as described in Table 7-5.

**Table 7-4: Pedestrian Accommodation – Sidewalk Provision**

<table>
<thead>
<tr>
<th>Within Pedestrian Priority Network</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian facility* where indicated in Pedestrian Priority Network</td>
<td></td>
</tr>
<tr>
<td>Pedestrian facility* provided to fill key gaps in the existing sidewalk network (Error! Reference source not found.)</td>
<td></td>
</tr>
<tr>
<td>No or incomplete pedestrian facility</td>
<td></td>
</tr>
</tbody>
</table>

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

**Table 7-5: Bicycle Accommodation – Facility Descriptions**

<table>
<thead>
<tr>
<th>Within Bicycle Priority Network</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides minimum treatment* recommendation, as shown within Bicycle Priority Network</td>
<td></td>
</tr>
<tr>
<td>Meaningful progress by constructing a few initial east-west and north-south spines</td>
<td></td>
</tr>
<tr>
<td>No Facility</td>
<td></td>
</tr>
</tbody>
</table>
Map 7-8: Pedestrian Priority Network
Map 7-9: Bicycle Priority Network
Bike Boulevards

Bike Boulevards may employ a range of treatments, including shared lane markings, wayfinding signage, traffic circles, chicanes, speed humps, and other traffic calming elements. The Non-Motorized Plan provides more detail on these corridors.

Transit

Transit operations are out of the City’s direct control, but Puyallup can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus its efforts on and identifies appropriate amenities in Map 7-10. In addition to the treatments specified on the map, the City can boost transit use by offering:

- Street lighting
- Safe routes for accessing transit stops
- Real time arrival information

Puyallup’s level of transit accommodation is defined based on the amenities discussed above. The City can reach the highest level of accommodation (green) by providing the level of transit-supportive amenities recommended in Map 7-10, sidewalks, and marked crosswalks at all stops, as well as other supportive amenities such as real time arrival information at key stops, in order to support more frequent service.

As a minimum target, the City can strive to provide the transit stop amenities depicted in Map 7-15 sidewalks, and marked crosswalks at some stops. Puyallup’s measurement of transit accommodation is summarized in Table 7-6.

Table 7-6: Transit Accommodation – Stop Amenities and Pedestrian Access

<table>
<thead>
<tr>
<th>Transit Stop Amenities</th>
<th>Pedestrian Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provides treatments* shown within Transit Priority Network</td>
<td>Sidewalks and marked crosswalks serving all stops</td>
</tr>
<tr>
<td>and other supportive elements</td>
<td></td>
</tr>
<tr>
<td>Provides minimum treatment* recommendation, as shown within</td>
<td>Sidewalks and marked crosswalks serving some stops</td>
</tr>
<tr>
<td>Transit Priority Network</td>
<td></td>
</tr>
<tr>
<td>No amenities</td>
<td>General lack of sidewalks and marked crosswalks</td>
</tr>
</tbody>
</table>

REGIONAL TRANSIT COORDINATION

The City’s top priority in this plan is effective coordination with regional players to ensure that the local and regional transportation systems complement one another. A key element of this will be partnering with Pierce Transit and Sound Transit to provide local transit alternatives for getting across town. The planned increase in Sounder service offers a major opportunity to explore how the transit station can be better integrated with the City’s multimodal transportation system and increase demand for local transit services.
Map 7-10: Transit Priority Network

Note: Route 425, the Puyallup Connector, is operating as a one year demonstration from June 6, 2014 to June 6, 2015 and may become a permanent route. If this service does not become permanent, locations at some of the stops depicted may change and the recommendation for amenities may change. Average boarding per Bus Stop data collected in 2014.
TRANSPORTATION ELEMENT

Freight and Auto

Residents and workers in Puyallup use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. Many of these streets are local streets, however, and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

Map 7-11 calls out the functional classification of each of Puyallup’s streets, in terms of whether it is an arterial, collector, or local street. These classes indicate the level of priority of each street for automobiles, specifically in terms of facilitating vehicle and freight mobility as well as other modes. Map 7-12 specifies the WSDOT freight classification of Puyallup’s major streets that support goods movement. These classifications indicate the annual weight of goods that travel a corridor, whether via large trailer loads or smaller delivery vehicles. The City has identified additional truck routes which are also shown in Map 7-12. The functional classification and freight class of a street should guide future investments in streetscape to ensure that streets can carry appropriate freight loads.

Puyallup will maintain its current LOS D standard for allowable PM peak hour delay at intersections in most locations, with the exception of the Meridian, Shaw Road, and 9th Street SW corridors, where LOS E operations will be considered acceptable during the PM peak period in recognition of the need to balance driver experience with other considerations, such as cost, right of way, and other modes. Additionally, Puyallup will support the WSDOT designated LOS D standard for SR 161, SR 167, and SR 512. The technical appendix of this element summarizes existing and future forecast delay at intersections in the City. The capital list provided in next section includes future roadway projects that would maintain the City’s LOS standard through 2035.

WHY ALLOW FOR LOS E OPERATIONS ANYWHERE?

A key question that has come up during this process is why the City’s Transportation Element would reduce the LOS standard in some places. This change in policy means that the City is accepting more congestion along Meridian, Shaw Road, and 9th Street SW than it would in the past.

The answers aren’t simple. While the City is committed to mobility for all, there are practical considerations related to the impacts of regional growth that is outside of Puyallup’s control, as well as:

- **Cost**: Maintaining LOS D operations would require an additional $50-70 million in capital investment along Meridian, 9th Street SW, and Shaw Road. Recognizing that this plan’s project list is already at the limits of the city can reasonable afford over the next 20 years, achieving LOS D in these locations would be unaffordable.

- **Right of way**: Even if the City could find the funds to improve these corridors to LOS D standards, there would be substantial right of way impacts. For example, this would require widening of Shaw Road between 23rd and 39th Avenue (a fairly residential area with substantial tree coverage) and significant modifications to intersections or removal of parking in downtown, including Pioneer and Meridian.

- **Other modes**: Similar to the right of way discussion, building the roadway network to provide LOS D conditions during the peak hour would require substantial widening, which would have an impact on how people experience walking and biking in Puyallup. Additional traffic lanes mean longer pedestrian crossing distances, less tree cover, and a higher stress bicycle network.

**Growth Management Act requirements**: The State’s concurrency requirement means that the City must be able to maintain its stated LOS policy in order to allow for development. Setting an LOS standard that is unrealistic for the above reasons puts Puyallup in jeopardy of being able to permit development, even within the two regional centers, which are intended to provide a more walkable, bike-able, transit accessible option for living and working in Pierce County.
Map 7-11: Roadway Functional Classification
TRANSPORTATION ELEMENT

DOWNTOWN PARKING

Puyallup’s on-street parking supply downtown is currently available on a first-come, first-served basis, with time restrictions in some locations. Anticipated development in the central core may necessitate more active parking management in the future as demand for parking increases.

The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- Once on-street parking supply utilization exceeds 85 percent on downtown roadway segments during business hours, consider reducing time limits or implementing parking charges to encourage parking space turnover.
- If parking spillover is perceived as an issue on residential streets outside the area with time limits, consider expanding the residential parking permit program to maintain curb space for neighborhood residents.
- As downtown develops, review the City’s parking code to ensure it supports an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a “park once” concept in the downtown.

There are 1,062 designated park and ride spaces around Puyallup that provide access to transit. The Puyallup Sounder Station has 432 parking spaces on site with 57 additional spaces available at the Eagles Lot, 219 at the Puyallup Fair Red Lot, and 354 at the South Hill Park-and-Ride. The spaces are largely used by commuters who then access Sounder Commuter Rail or Pierce Transit bus service. On weekdays, these facilities are typically filled to 90% capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. One way to address future roadway capacity challenges is to get people out of their cars. This can be done in many ways. The City can plan for transit-oriented development that encourages travel by other means than private automobiles.
TRANSPORTATION ELEMENT

III. Mode Split Targets

For its regional growth centers (RGCs), the City of Puyallup is required to develop mode split targets that align with the policy goals of planning these areas to be more compact and accessible for walking, biking, and transit modes. The following table provides existing and envisioned future mode split targets for commute trips within Puyallup’s Downtown and South Hill RGCs.

The 2010 mode share estimates come from PSRC’s regional travel survey. The future mode share estimates for each center were developed based on national travel survey which show how non-SOV mode share can increase when a greater mix of uses, improved infrastructure for walking and biking, and proximate transit are provided.

These increased non-SOV mode shares reflect the City’s goal of accommodating travel by all modes and prioritizing transportation investments within the RGCs.

These mode share goals also informed the travel modeling performed for this plan to ensure that transportation infrastructure investments align with forecasted travel demand.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Downtown 2010</th>
<th>Downtown 2035</th>
<th>South Hill 2010</th>
<th>South Hill 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drive alone</td>
<td>83%</td>
<td>67%</td>
<td>83%</td>
<td>70%</td>
</tr>
<tr>
<td>Carpool</td>
<td>8%</td>
<td>17%</td>
<td>8%</td>
<td>18%</td>
</tr>
<tr>
<td>Transit</td>
<td>3%</td>
<td>6%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>Walk/Bike</td>
<td>5%</td>
<td>10%</td>
<td>5%</td>
<td>8%</td>
</tr>
</tbody>
</table>

Table 7-7: Mode Split Targets for Regional Growth Centers in Puyallup


F. CAPITAL PLANS

This section presents the capital program that forms the basis of this Transportation Element. Collectively, this program adds up to $180 million in transportation projects to be constructed over the next few decades. Recognizing that the City leverages outside funding sources such as grant for its projects, the expected City contribution to this list is $45-50 million. Since the City’s ability to attract outside funding sources is unknown, this project list may reach beyond 20 year time horizon.

The overall capital plans were developed to create a transportation system that realizes Puyallup’s ultimate transportation vision:

- **Goal 1**: Proactively develop partnerships to best serve all users of the regional transportation system.
- **Goal 2**: Protect safety and quality of life.
- **Goal 3**: Build a transportation network that links with Puyallup’s land use goals.
- **Goal 4**: Build an interconnected transit, walking, and bicycling network.
- **Goal 5**: Create a roadway network that efficiently and safely moves people and goods.
- **Goal 6**: Be environmentally and fiscally sustainable.
With these goals in mind, as well as completing the layered networks described in the previous section, the project list was developed. Table 7-8 describes the recommended projects, which represent a balance of safety, maintenance, and operational improvements for all modes. Maps 13-16 display the locations of these projects around the City.

Should funds become available, the City would move forward in the near term with projects that meet community priorities. These projects provide a starting point for the City in developing its financially constrained Six-Year Capital Improvement Plan, which is updated annually and is developed based on knowledge related to project feasibility and funding availability.

**Table 7-8: Twenty Year Project List**

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Projects</th>
<th>Benefit to Puyallup</th>
<th>Primary Benefit</th>
<th>Total Cost</th>
<th>Expected City Contribution</th>
<th>Goal Met</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Milwaukee Bridge Replacement</td>
<td>New Bridge or Retrofit</td>
<td>Local</td>
<td>$12.5M</td>
<td>$2.57M</td>
<td>2, 5</td>
</tr>
<tr>
<td>2</td>
<td>Adaptive Signal Control Updates</td>
<td>Reduce congestion</td>
<td>Local</td>
<td>$900K</td>
<td>$0</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>Citywide Signal, Street lighting, and curb ramp updates</td>
<td>Safety and accessibility</td>
<td>Local</td>
<td>$1M</td>
<td>$200K</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>Shaw Road (23rd Ave SE to 39th Ave SE) widening, add bike lane and sidewalks, and improve signal phasing</td>
<td>Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)</td>
<td>Local</td>
<td>$16.3M</td>
<td>$2M</td>
<td>2, 4, 5</td>
</tr>
<tr>
<td>5</td>
<td>Shaw Road (23rd Ave SE to 12th Ave SE) widening and add bike lane and sidewalk</td>
<td>Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)</td>
<td>Local</td>
<td>$40M</td>
<td>$5M</td>
<td>2, 4, 5</td>
</tr>
<tr>
<td>6</td>
<td>West Stewart (4th St NW to 12th St NW) overlay, re-stripe, and signal upgrade</td>
<td>Maintenance upgrades to the roadway and reduce congestion</td>
<td>Local</td>
<td>$600K</td>
<td>$0+</td>
<td>1, 6</td>
</tr>
<tr>
<td>7</td>
<td>7th St SE widening and roadway improvements</td>
<td>Maintenance upgrades to the roadway and reduce congestion</td>
<td>Local</td>
<td>$8M</td>
<td>$1.6M</td>
<td>5, 6</td>
</tr>
<tr>
<td>8</td>
<td>New traffic signal installation throughout the city</td>
<td>New signals help move traffic and improve level of service</td>
<td>Local</td>
<td>$3M</td>
<td>$600k</td>
<td>5, 6</td>
</tr>
<tr>
<td>9</td>
<td>43rd Ave SE roadway and intersection improvements</td>
<td>Completion of streets to City standards, maintenance upgrades, and intersection improvements at 43rd Ave and 10th St SE to improve safety and mobility</td>
<td>Local</td>
<td>$1.5M</td>
<td>$300K</td>
<td>5, 6</td>
</tr>
<tr>
<td>10</td>
<td>9th St SW roadway widening and add bike lane and sidewalk</td>
<td>Improve bicycle and pedestrian safety and connectivity and reduce congestion</td>
<td>Local</td>
<td>$12M</td>
<td>$2.4M+</td>
<td>2, 4, 5</td>
</tr>
<tr>
<td>11</td>
<td>23rd Ave SE widening and install new traffic signal</td>
<td>Reduce congestion</td>
<td>Local</td>
<td>$7.8M</td>
<td>$1.56M</td>
<td>5</td>
</tr>
<tr>
<td>Project Number</td>
<td>Projects</td>
<td>Benefit to Puyallup</td>
<td>Primary Benefit</td>
<td>Total Cost</td>
<td>Expected City Contribution</td>
<td>Goal Met</td>
</tr>
<tr>
<td>----------------</td>
<td>--------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>------------</td>
<td>---------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>12</td>
<td>South Fruitland widening with water, sewer, bike lane and sidewalk, signal upgrade and new signal installation</td>
<td>Improve bicycle and pedestrian safety and connectivity and reduce congestion</td>
<td>Local</td>
<td>$7.1M</td>
<td>$1.42M</td>
<td>2, 4, 5</td>
</tr>
<tr>
<td>13</td>
<td>West Pioneer rebuild (Clark’s Creek Bridge to South Fruitland)</td>
<td>Maintenance upgrades to the roadway and reduce congestion</td>
<td>Local</td>
<td>$1.03M</td>
<td>$206K</td>
<td>5, 6</td>
</tr>
<tr>
<td>14</td>
<td>South Meridian (9th Ave SE to 15th Ave SE) overlay and re-stripe</td>
<td>Maintenance upgrades to the roadway</td>
<td>Regional</td>
<td>$800K</td>
<td>$160K</td>
<td>5, 6</td>
</tr>
<tr>
<td>15</td>
<td>7th St SE (15th Ave SE to 12th Ave SE) build new roadway with sidewalk</td>
<td>Improve motor vehicle connectivity</td>
<td>Local</td>
<td>$4.0M</td>
<td>$800K</td>
<td>2, 3, 5,</td>
</tr>
<tr>
<td>16</td>
<td>South Meridian and 43rd Ave intersection improvements</td>
<td>Reduce roadway congestion</td>
<td>Regional</td>
<td>$26K</td>
<td>$5.2K</td>
<td>5</td>
</tr>
<tr>
<td>17</td>
<td>31st Ave SW WSDOT Bridge widening</td>
<td>Improve regional traffic flow [the expected City contribution covers street improvements associated with WSDOT’s bridge widening project]</td>
<td>Regional</td>
<td>$27.6M</td>
<td>$5.5M</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>18</td>
<td>North Meridian and 2nd Ave NE/River Road intersection improvements</td>
<td>Improve regional traffic flow</td>
<td>Regional</td>
<td>$622K</td>
<td>$124K</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>19</td>
<td>35th Ave SE widening and intersection improvements</td>
<td>Improve regional traffic flow</td>
<td>Regional</td>
<td>$4.3M</td>
<td>$860K</td>
<td>1, 2, 4, 5</td>
</tr>
<tr>
<td>20</td>
<td>Pioneer Road widening</td>
<td>Reduce congestion</td>
<td>Local</td>
<td>$3.4M</td>
<td>$680K</td>
<td>3, 5</td>
</tr>
<tr>
<td>21</td>
<td>Fruitland Ave Extension</td>
<td>Improve motorist and pedestrian connectivity</td>
<td>Local</td>
<td>$24.4M</td>
<td>$4.9M</td>
<td>3, 5</td>
</tr>
<tr>
<td>22</td>
<td>Shaw Road and 39th Ave SE intersection widening</td>
<td>Improve intersection operations</td>
<td>Local</td>
<td>$926K</td>
<td>$185K</td>
<td>5</td>
</tr>
<tr>
<td>23</td>
<td>Yellow standard pedestrian facilities (see Error! Reference source not found.)</td>
<td>Improve pedestrian facility coverage (at least on one side of the street) to fill key gaps in non-local streets and near schools</td>
<td>Local</td>
<td>$12.3M</td>
<td>$12.3M</td>
<td>2, 4, 6</td>
</tr>
<tr>
<td>24</td>
<td>Yellow standard bicycle facilities (see Error! Reference source not found.)</td>
<td>Improve safety and comfort for people biking around the City through implementation of initial north-south and east-west spines, as well as bicycle boulevards.</td>
<td>Local</td>
<td>$12M</td>
<td>$6M</td>
<td>2, 4, 6</td>
</tr>
<tr>
<td>25</td>
<td>Yellow standard transit amenities (see Error! Reference source not found.)</td>
<td>Create a welcoming environment for transit users to encourage ridership and attract more service.</td>
<td>Regional, Local</td>
<td>$52K</td>
<td>$26K</td>
<td>1, 3, 4, 6</td>
</tr>
</tbody>
</table>

Total $202.2M $49.4M
Map 7-13: Yellow Standard Pedestrian Facilities
Sound Transit Investments

The City has worked cooperatively with Sound Transit to identify improvements, in particular non-motorized facilities that will complement increased Sounder services in the City. These new facilities, for example improvements along Stewart, would add to the yellow standard facilities shown here.
Map 7-16: 20 Year Auto Project Lists

Includes implementation of adaptive signal control along 39th Avenue SW and 5th Street SW/Fairview Drive and citywide safety improvements (not mapped).
TRANSPORTATION ELEMENT

While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

I. Regional Collaboration

As stated earlier, the City’s top priority in this plan is effective coordination with regional players to ensure that the local and regional transportation systems complement one another. A key element of this will partnering with neighboring cities, Pierce County, WSDOT, Pierce Transit and Sound Transit to ensure that regional travel patterns do not impact quality of life in Puyallup.

Roadway Facilities

There are projects outside of Puyallup’s purview that will also affect travel in and around the City. One of the biggest projects is completion of SR 167 between I-5 and SR 161, providing an important new connection between Tacoma and Puyallup. This plan assumes that SR 167 is constructed with two lanes in each direction. Completion of this roadway is projected to draw additional travelers onto Puyallup’s north-south arterials, which was an important consideration in the roadway sizing and design treatments recommended for 2035.

Part and parcel with the SR 167 project is extension of Canyon Road west of City limits. Puyallup strongly supports county efforts to extend and improve Canyon Road to provide a north-south alternative to city arterials.

Other improvements considered that fall outside of the City’s boundaries include extensions of 5th Avenue SE and 33rd Street SE in the unincorporated area east of Shaw Road and north of East Pioneer.

Transit Facilities

On the transit side, increased Sounder service and the new downtown parking structure will bring additional commuters into Puyallup’s downtown. The City has worked cooperatively with Sound Transit to identify transportation infrastructure improvements, in particular non-motorized facilities that will complement increased Sounder services in the City. The City will also be looking to work with Pierce Transit to identify how local transit services can better integrate with commuter rail, as well as serve Puyallup’s regional growth centers.
G. IMPLEMENTING THE TRANSPORTATION ELEMENT

The recommended projects and programs of the Transportation Element were developed by travel mode, as described in previous sections. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the plan, priority should be assigned to assist in assembling an updated six-year Capital Improvement Program (CIP), working toward the 2035 planning horizon. This section summarizes the recommended plan and documents the criteria used to prioritize projects.

The Transportation Element is a living document and serves as the blueprint for transportation in Puyallup over the next several years. Realistically, the plan is most useful over the next five years, at which point it should be updated. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

I. Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Puyallup contains $221-$286 million worth in transportation investments over the next 20 years. The Transportation Element focuses on capital projects that will complete the layered network plan, as well as ongoing pavement maintenance to ensure that the roadway network is kept in good condition. Table 7-9 summarizes how this overall investment would be broken down by transportation improvement category and the share of the costs that would likely be borne by the City.

<table>
<thead>
<tr>
<th>Project Needs</th>
<th>Description</th>
<th>Total Cost</th>
<th>Expected City Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto/Freight Priority Projects</td>
<td>Traffic signals, intersection channelization, roadway extensions</td>
<td>$165-185M</td>
<td>$30-40M</td>
</tr>
<tr>
<td>Pedestrian Projects</td>
<td>Sidewalks, crossings</td>
<td>$11-13M</td>
<td>$11-13M</td>
</tr>
<tr>
<td>Bicycle Projects</td>
<td>Bike boulevards, bike lanes, trails</td>
<td>$10-12M</td>
<td>$5-6M</td>
</tr>
<tr>
<td>Transit Stop Amenities</td>
<td>Bus shelters, benches, and flags; ADA access improvements</td>
<td>$40-60K</td>
<td>$20-30K</td>
</tr>
<tr>
<td>Pavement Maintenance</td>
<td>Overlay and pavement repair</td>
<td>$60-100M</td>
<td>$60-100M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$246-310M</strong></td>
<td><strong>$106-159M</strong></td>
</tr>
</tbody>
</table>

*Costs denoted in millions

It is worthwhile to note that the City of Puyallup has spent around $8 million annually for transportation capital and operations. Revenues include those from outside sources and grants, general city funds, impact fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford around $160 million in transportation projects over the next 20 years, which is less than is shown in the table above.

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue (see text box on following page).
- Lower the level of service standard, and therefore reduce the need for some transportation improvements.
TRANSPORTATION ELEMENT

WHAT ARE POTENTIAL NEW REVENUE SOURCES?

- Proceeds from General Obligation Bonds
- Creation of Local Improvement Districts
- Mitigation fees for pedestrian and bicycle facilities
- Reciprocal impact fees with adjacent jurisdictions
- Property tax levy lid lift for transportation
- Business license fee per employee

The city can explore the feasibility and likely revenue amounts from these or other sources, as the plan is implemented over the next several years.

Note that the city could also weigh changing the land use element to reduce the amount of development planned (and thus reduce the need for additional public facilities). However, in a community such as Puyallup, that serves travelers from unincorporated Pierce County, land use changes would not likely result in substantially reduced facility needs.

II. Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These criteria, not listed in any priority order, are identified in the following text box.

Using these criteria, the recommended projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Puyallup are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.

III. Monitoring and Evaluation

The Transportation Element is a long-range plan that enables the City to plan for its current and future transportation needs. Nonetheless, the transportation network is dynamic, constantly changing due to circumstances beyond the scope and influence of this plan. Hence, regular updates are necessary to ensure the plan remains current and relevant. The Transportation Element includes the following actions to monitor and evaluate the progress of implementing the plan.

CRITERIA FOR PROJECT PRIORITIZATION

1. Meets City’s transportation goals:
   - Goal 1: Proactively develop partnerships to best serve all users of the regional transportation system.
   - Goal 2: Protect safety and quality of life.
   - Goal 3: Build an interconnected transit, walking, and bicycling network.
   - Goal 4: Create a roadway network that efficiently and safely moves people and goods.
   - Goal 5: Build a transportation network that links with Puyallup’s land use goals.
   - Goal 6: Be environmentally and fiscally sustainable.
2. Maintains/improves safety of traveling in Puyallup
3. Provides tangible benefits to Puyallup residents
4. Leverages non-city (federal, state, private) funds freeing up city revenues for additional
TRANSPORTATION ELEMENT

Bi-Annual Mobility Report Card
A bi-annual mobility report card will be developed to document progress towards plan implementation and to monitor the transportation system performance. The City will use this information to inform the public regarding the City's actions, and results, related to the Transportation Element. The report card will also provide a basis for future updates of the Transportation Element.

The report card is expected to report on the following topics:

**Land Use and Transportation Trends**
These data will describe general land use and transportation trends within Puyallup. Information will include:
- Current population and employment levels and growth rates,
- Summary of yearly development activity, and
- Summary of growth in traffic volumes, transit service and other trends

**Transportation Performance**
These data will focus on documenting the current performance of the transportation system, by mode. Information will include:
- Transit route ridership (from Pierce Transit and Sound Transit)
- Park-and-ride lot utilization
- On-street parking utilization in downtown and nearby park-and-ride locations
- Traffic volumes
- Collisions
- Traffic level of service (auto/truck priority corridors)
- Pedestrian and bicycle volumes
- Pavement Maintenance Ratings

**Project Implementation Status**
These data will summarize the city's progress towards implementing the priority network improvements recommended in the Transportation Element. Information is expected to include:
- Auto/truck facilities constructed
- Pedestrian facilities constructed
- Bicycle facilities constructed
- Transit stop improvements implemented
- Miles of Pavement overlays

The report card will provide the necessary information to help the city adjust transportation priorities and to facilitate updates to the Transportation Element every few years.