PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Puyallup Moves - Destination Downtown	N/A	Puyallup
Co-Sponsor	**Certification Acceptance?**	**CA Sponsor**
	Yes	

Project Contact Information

Name	Phone	Email
Hans Hunger	253-435-3640	hhunger@puyallupwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

Evaluate bike routes selected from the Active Transportation Plan to facilitate safe biking and non-motorized routes into the Puyallup Downtown Growth Center and transit facilities (Sounder) in the City's northwest neighborhoods. The identified routes to be evaluated would move people from existing regional trails, the outermost residential neighborhoods within city limits, and connections with unincorporated Pierce County into the city's downtown. This planning is necessary to advance the long-range bike plans into a prioritized list inclusive of estimates and scoping needed to implement each project. The project will develop 30% designs for each of the following routes (see Exhibit A - Vicinity Map):

#1 •4th/5th St. NW – W. Stewart Ave. to 15th Ave. SW
#2 •11th St. NW – Riverwalk Trail connection to W. Stewart Ave.
#3 •W. Main Ave. – 5th St. NW/SW to 3rd St. SE
#4 •W. Pioneer Ave. – Woodland Ave. E. to S. Meridian
#5 •7th Ave. SW – Fruitland Ave. E. to 7th St. SE

Work will include the following:
•Determine the design elements of each bike facility needed based on traffic speed and volume of each road segment;
•Develop standards for each type of bike facilities: bike lanes, bike boulevards, sharrows, etc.;
•Identify whether right-of-way acquisition is required and high-level estimate: Number of parcels and width;
•Identify intersections to be evaluated and proposed treatments for accommodating non-motorized users;
•Evaluation of additional non-motorized facilities to be constructed or upgraded along the routes (i.e. missing

gaps in sidewalk, wheelchair ramps, ADA compliant upgrades);
•Evaluation of lighting needs for additional safety along the routes;
•Public Engagement - including, but not limited to, stakeholder meetings, public open houses, surveys, etc.;
•Collect traffic counts and speed data;
•Identify utility projects to be coordinated with along the identified routes;
•15-30% Design;
•Develop Report.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?
The focus of this planning project is on the Northwest section of City to encourage and facilitate non-motorized trips from Riverwalk Regional trail, residential areas, and adjacent jurisdictions toward the downtown area, transit hub, commercial establishments, schools, and the Western Washington Fair grounds. This project will expand bike facilities on W. Stewart Ave. and 4th St. NW, currently in design and funded for construction in 2024 using city and Sound Transit funding.

The city adopted its Active Transportation Plan in 2017 identifying potential non-motorized routes and types of bike facilities throughout the city; however, it did not evaluate what types of facilities would be viable for individual routes or requirements to construct those facilities. It is anticipated that the city will need to adopt more detailed bike and non-motorized facility standards and make adjustments to roadway cross-sections to accommodate the proposed facilities. Doing so will provide more accurate estimates of project costs and facilitate appropriate land dedication requirements by private development where road widening is necessary. The outcome of this planning project will provide the required data for prioritizing the identified routes and expand on the scoping needs to construct additional bike routes throughout the city. Additionally, it will inform and position the city to coordinate with adjacent unincorporated Pierce County to coordinate their extension of existing bike facilities allowing for safe longer trip options and encourage VMT reduction.

Promoting bike facilities that connect to transit and downtown growth centers is consistent with RTP.

Project Location

Location	**County/Counties**
NW neighborhood of Puyallup. See scope for streets and project limits	Pierce
Beginning Landmark	**Ending Landmark**
Northern limits is River Road and western limits are Fruitland Ave and Western City limits	End of projects are Downtown Puyallup

Map and Graphics
f-132-552-18761895_oBpuIzkD_Exhibit_A_-_Project_Proposal_Vicinity_Map.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?
Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant

sections.
2015 Transportation Element [Exhibit B], Bicycle Priority Network, page 7.35, Map 7-9 on page 7.37., Map 7-14 on page 7.48

2017 Active Transportation Plan, [Exhibit C]
Near-Term Bicycle Project, Figure A on Page 3
Bicycle Priority Network, Figure 14 on Page 34
Long-Term Bicycle Network, Figure 16 on Page 38 Medium-Term Bicycle Network, Figure 17 on Page 40

2019 Downtown Economic Development Plan, Strategy 6: Increase Connectivity on page 20

2019 Safe Routes to School Plan [Exhibit D], Chapter 5.2: Project Priorities on page 40 & 44.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Minor Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

This planning project will further goals outlined in the City's Housing Action Plan (HAP) [Exhibit E - Housing Action Plan], adopted by City Council in 2021, by adhering to some of the high priority strategies outlined therein, one of the main strategies being "Make strategic infrastructure investments". By providing safe bike lanes and non-motorized facilities it makes accessing the transit centers and commercial/civic areas of downtown Puyallup much more attainable to sections of the city with fewer resources, income and transportation options. The city is looking at ways to increase affordable housing, lower barriers and provide high quality of life with access to the City's centers through their HAP. The proposed project is a step toward not only the City's goals, but toward several of the Vision 2050 goals, such as providing opportunity for all, reducing greenhouse gas emissions and keeping the region moving. These routes will provide safe viable non-motorized transportation options to individuals as housing density increases with growth and to get those individuals to employment, schools, and designated centers.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

This planning project is the first step to getting these infrastructure improvements constructed in anticipation of new density requirements and anticipated growth. The implementation of safe bike lanes and other non-motorized options in the northwest section of town, specifically routes that take you to destinations like downtown, transit centers, and regional trails, increases the livability and desirability of the area. These types of

infrastructure improvements create more marketable housing units and encourages development. By having the planning portion complete the City is better positioned to compete and designate funding for construction which in turn can lower costs to developers to aid in providing affordable living units.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.
This proposed project will facilitate necessary safe bike routes to various destinations downtown, Clarks Creek Park, commercial businesses such as grocery stores, medical facilities, schools, and the Western Washington State Fair. Specifically, routes 1 and 2 will connect to bike lanes currently funded and under design on 4th St. NW and W. Stewart allowing connections to the existing Riverwalk Trail. Route 4 on W. Pioneer will facilitate a future connection to the Pipeline Trail in unincorporated Pierce County. Route 5, 7th St. SW, will connect to existing sidewalks and bike lanes currently under construction on 7th St. SE. In order to keep the momentum and prepare for future growth it is important to begin the groundwork needed to bridge the current gaps in the City's non-motorized route network. By completing this planning, it will facilitate implementing projects identified in the Active Transportation Plan.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.
The Active Transportation Plan (ATP) has established that there is a significant need for non-motorized facilities and provides recommended routes (five of which are the subject of this application). This project will build upon the ATP by using significant public engagement to explore the types of facilities that stakeholders would not only be comfortable using, but satisfactorily in agreement with the measures necessary to achieve a final product. As an example, right of way dedication can be a contentious topic for many property owners and with that in mind, the City intends to approach this topic by utilizing this planning period to engage and discuss different viable facilities and inform the public and property owners what that means with respect to their properties. The goal would be getting agreement amongst stakeholder on what design elements are to be included in each proposed non-motorized facility. By maintaining a dialog, collaboration can more freely occur to address issues that arise with property owners losing frontage and parking. While safety is of primary concern, this planning project will also aid in reducing barriers with comfortability, functionality and other concerns that may cause resistance in implementation. Should additional issues arise as stakeholders are engaged, the city would be better equipped during the planning phase to begin addressing and identifying how the City can work to reduce or eliminate those barriers.

This planning will allow Public Works to understand more clearly what it will take to install safe (and therefore better used) non-motorized facilities in the city. Puyallup currently has sporadic safe bike routes that were installed as part of larger projects, frontage improvements or through grant funded projects; however, most are not connected to a larger network causing riders to risk safety to get to the next designated route or drive to get to them. The emphasis will be to make these facilities safe so all levels of riders can feel comfortable using them.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.
The Sounder bus and train station is within the project area with several of the routes going directly to or pass it. By providing these connections as shown in the maps attached, making access to these major transit hubs much more achievable.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
It is anticipated to have a high level of usage, proportionate to how safe the lanes are made. Public meetings were held for the development of the Active Transportation Plan and for Shaw Road Improvements (which include a shared use path) and it was clear that the desire for bike facilities exists across a wide range of expertise level. From more experienced users that are looking make regional trail connections for longer trips to less experienced users who want to be able to make a trip to the store or restaurant without having to get in their cars.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.
The city has the ability when development occurs to require dedication of Right-of-Way as part of the approval process. Without route specific road cross sections that identify needed additional right-of-way there is insufficient specificity to require a development to dedicate the needed ROW. While the majority of the areas surrounding the identified routes are primarily residential there occurs frequent infill development where with the specificity that will come from this planning, the city will be able to take advantage of an opportunity to incrementally get the right-of-way needed.

Additionally, House Bill 1110 [Exhibit F – HB 1110 Summary] is expected to become effective in June 2025 and will require a city the size of Puyallup to increase their density requirements on all residential lots to two units per lot and four units per lot for lots within .25 miles from a major transit stop [Exhibit G - .25 Mile Vicinity Map]. The Sounder Train station is located near W. Main Ave. and 2nd St. SW. placing this major transit stop amongst several of the proposed nonmotorized routes identified in this grant application. The areas identified for nonmotorized facilities is made up of largely residential zoned lots, many are older established neighborhoods that lack the sidewalks and bike lanes that many new developments are to take into account upon planning and building. The higher density requirements of HB 1110 will undoubtedly have a major impact on these areas as homeowners and developers begin to capitalize on these new zoning standards. The City is already receiving many inquiries on these upcoming changes. By beginning the planning work required on these routes, the City will better position itself to establish the necessary infrastructure improvements that will move residents from these outlying neighborhoods into the downtown and growth centers. Providing for routes to access mass transit for employment, routes to get children safely to and from schools and individuals and families to and from life necessities such as health care facilities and grocery stores not to mention to many of the recreation areas that Puyallup provides. These routes are expected to alleviate traffic impacts in addition to lowering barriers for those who are unable to afford private vehicles or those with disabilities unable to drive, and our aging population. These routes will improve quality of life for a large number of residents once limited in transportation by providing a wider array of options.

While the city has within it’s adopted Street Fund budget enough to cover the match for this grant it would be much more difficult to prioritize all of the project cost which is also used for road maintenance, replacing aging infrastructure, and match for other grants. Therefore it is unlikely this project could move forward without grant funding.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income,

older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The project areas identified in this application serve a variety of populations, including a greater than average elderly (65+), with some locations serving a greater than average youth (5-17), disabled and/or low-income population. Additionally, these facilities would bridge areas of low and moderate opportunity to the designated growth center/downtown, inclusive of access to schools, employment, mass transit, medical facilities, shopping centers and recreation. [Exhibit H - Demographic Maps]

According to the Washington State Department of Health's Environmental Health Disparities Map [Exhibit H - Demographic Maps], the project areas also rank between 5 and 9 which is considered moderate to extremely high for percentage of households without access to a private vehicle. The proposed nonmotorized routes would provide access to alternative modes of transportation for the immediate area. Also ranking between 8 and 9 (extremely high) for single parent homes. With 9 schools serving these areas, the proposed routes would provide safe access to get children to and from school when parents are unable to provide transportation.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Each of the above identified populations experience their own unique constraints and/or mobility challenges which these routes would address. By providing nonmotorized routes to all these populations we are closing the gaps that prevent access to necessities that affect quality of life and economy. Providing safe routes that users are comfortable using eliminates barriers individuals may experience which prevented them from accessing employment, health facilities and simply getting children to school. The proposed project would evaluate the identified routes to determine what type of facilities would best serve the community in those areas.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

Sidewalks, bike lanes and lighting will provide transportation options where gaps once existed allowing for safe mobility throughout the area.

This project will also help determine which facilities are needed to encourage non-motorized transportation and reduce VMT for the area

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The development of the Active Transportation Plan had significant public outreach in the forms of public meetings and surveys. This outreach targeted user groups for pedestrians such as schools and transit as well as bicycle clubs and bike retail stores. Information was gathered on destinations and distances willing to travel.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

By coordinating that feedback with the road classification network in the city the ATP was able to assign specific facilities throughout the city. This planning scope was envisioned by the results of the northwest portion of town had the highest level of destinations people were interested in accessing via non-motorized trips.

Section 3

Is the project in an area of low, medium, or high displacement risk?

The PSRC Displacement Risk Map identifies the areas where the identified routes are to be at low to moderate risk of displacement. In anticipation of potential displacement as growth occurs, the Housing Action Plan adopted by city council reflects the city's intent to reduce and eliminate displacement risk.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The City has adopted the Housing Action Plan referenced earlier in the application which identifies strategies to create and maintain affordable housing. These types of plans and policies work to address potential displacement of residents. This particular project is solely planning without risk of displacement; however, the city intends to take potential displacement into consideration through the planning process to minimize, mitigate or eliminate the risk.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

This project would evaluate each route to determine the specific needs for that area and what design elements for each facility would be the best and safest to implement. Addressing safety concerns for non-motorized facilities is the main goal of this project. Currently, there are not any facilities in these proposed routes and determining type of facility and lighting are directly related to addressing safety and security for non-motorized travelers for all ages and abilities. As an example, there are nine (9) schools within the immediate area of these proposed facilities making these routes and connections imperative to the safety of those students and families making their way to and from the schools. Arguably this would alleviate some traffic impacts during before and after school hours when motorized and nonmotorized traffic is increased.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The purpose of this planning is to determine the needs of all users and to protect vulnerable users. The planning would take into account all user abilities and address items such as what treatments would be needed for busy intersection, safe pedestrian crossings, ADA improvements and other needs as identified by public outreach and consultant expertise. The intended outcome of the planning would be to prioritize the routes for implementation with the highest level of safety and comfort for users.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

City council has planned to budget $25,000 per year from 2025 – 2028 to develop a safety policy similar to Target Zero. City staff has also recently attended the PSRC Safety Summit and are committed to the

development and adoption of a Vision Zero policy

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project reduces reliance on enforcement and designs for decreased speeds by incorporating part of the existing wider roadways as dedicated bike lanes using dividers and thereby narrowing up the motorized lanes and creating side friction in the form of precast or other forms of lane dividers, thereby reducing speeds. Significant signage and pavement markings will also be incorporated to bring attention to motorized travelers that both bikes and pedestrians are present.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
Planning Project (study)	2025	$371950
		$
		$

Total PSRC Funding Request: $371950

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	$371950
Local	Local	Secured	$58050
			$
			$
			$

Total Planning Phase Cost: $430000
Expected year of completion for this phase: 2026

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Preliminary Engineering/Design Phase Cost: $0
Expected year of completion for this phase:

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Right of Way Phase Cost: $0
Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Construction Phase Cost: $0
Expected year of completion for this phase:

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$
			$

Total Other Phase Cost: $0
Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
$430000	December, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.
The Puyallup's Street Fund will be the funding source for matching funds of $58,050. Puyallup has roughly $2,000,000 available annually to contribute toward street related projects including non- motorized facilities. Included in the application is the adopted capital funding for the 2023-2024 budget with approved funds to be used toward this project.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.
f-132-346-18761895_bGJAmfga_Exhibit_I_-_2023-2024_Puyallup_CIP_Budget.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?
Yes

What is the actual or estimated start date for preliminary engineering/design?

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Is preliminary engineering/design complete?

What was the date of completion (month and year)?

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Have preliminary plans been submitted to WSDOT for approval?

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

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Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's Local Agency Guidelines Manual.

Has NEPA documentation been approved?

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

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Right of Way

Will Right of Way be required for this project?

What is the actual or estimated start date for right of way (month and year)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

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When is the project scheduled to go to ad (month and year)?

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Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
For Puyallup, most of our stand-alone streets capital improvement projects (as opposed to a utility replacement driven street improvement) require grant funding to leverage the limited local street funds. Grant programs are becoming increasingly competitive and require you to have a well scoped out project and refined estimate to be confident that the funding request will be sufficient and the schedule feasible to achieve. Completion of this planning project will increase the city's priority of these bike facility projects and also allow us to have the necessary information to increase our competitiveness in future grant applications to implement the bike and non-motorized facility projects.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.
Each of the long-range plans referenced earlier had a public outreach element which included online surveys, public open houses, advisory groups consisting of businesses, schools, and police. This project will continue with the public outreach and engagement with assistance from our Public Information Officer soliciting input from various stakeholders and potential users such as but not limited to cycling businesses and clubs, residents, schools, etc. The input collected will be used to advise on the safety aspects of the route designs, comfortability of users, potential impacts to properties along proposed routes and other elements as identified throughout the process.

Please upload any relevant documents here, if they have not been uploaded previously in this application.
f-132-480-18761895_jiz7Nklh_Exhibit_B_-_2015_Transportation_Element.pdf, f-132-480-18761895_oijaqLcB_Exhibit_C_-_Active_Transportation_Plan.pdf, f-132-480-18761895_kOyjejTp_Exhibit_D_-_SRTS_.pdf, f-132-480-18761895_JbaiK5Wj_Exhibit_E_-_Puyallup_Housing_Action_Plan_2021.pdf, f-132-480-18761895_cFCWkPLY_Exhibit_F_-_HB_1110_Summary.pdf, f-132-480-18761895_E7PH5V8A_Exhibit_G_-_.25_Mile_Vicinity_Map.pdf, f-132-480-18761895_i2g44wZd_Exhibit_H_-_Demographic_Maps.docx

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

Capital Project Funding 2023-2024

Street Fund	2023 Bud	2024 Bud
State Entitlements	385,940	385,940
Traffic Impact Fees	1,200,000	1,200,000
Interest & Other Earnings	12,180	12,180
General Fund Transfer (Directly to Street Repair & Replacement)	1,100,000	1,100,000
Transfers In-1st 1/4% REET	1,100,000	1,100,000
Transfers In-2nd 1/4% REET	1,100,000	1,100,000
Lift Grant	900,000	1,000,000
Sound Transit Development Revenue	1,009,044	859,269
One Time Funding from REET	2,300,000	1,100,000
Total Revenue	**9,107,164**	**7,857,389**
Operating Expenditures	1,893,330	1,893,330
Less Debt	1,031,650	700,600
Available for projects	**6,182,184**	**5,263,459**
Parking Lot - 208 W Main	50,000	-
Parking Lot - 313 E Meeker	60,000	-
23rd Ave SW;13th-17th Sidewalk	150,000	-
Street Repair & Replacement	800,000	800,000
Manorwood Ph2 Main Replacement	348,180	-
9th Ave SW; Meridian-5th St SW	289,000	111,000
SR 167 & MERIDIAN INTERCHANGE	450,000	450,000
WILDWOOD PARK DR (31ST-26TH	361,000	-
DOWNTOWN STREET REHAB & RESTOR	200,000	200,000
8th Ave NW LID Retrofit	300,000	-
5th Ave NW LID Retrofit	-	985,799
ST 6th St NW/W Main RRFB Impr	701,413	-
Shaw Rd; 12th to 23rd	155,000	155,000
Fruitland Ave & 7th New Signal Install	-	400,000
Tacoma Rd; W Pioneer to 4th Ave NW	-	689,000
Valley Ave NW Overlay	27,000	413,000
W Stewart; 4th St NW to 12th St NW	307,631	859,269
E Main Sidewalk; 2300 Block S.	-	75,000
Local Rd Safety Plan	-	50,000
Total Preliminary Street Capital Plan	**4,199,224**	**5,188,068**
Unallocated Funding	**1,982,960**	**75,391**

Capital Project Funding 2023-2024

Parks Capital Improvement Fund	2023 Bud	2024 Bud
Parks Sales Tax	539,400	555,580
Park Impact Fees	412,430	412,430
Interest & Other Earnings	4,240	4,240
LIFT Grant	361,000	361,000
One-Time Fund Balance for Projects	1,000,000	
Unsecured Grants	2,140,836	2,140,836
Total Revenue	**4,457,906**	**3,474,086**
Operating Expenditures	13,710	13,710
Less Debt	2,930	2,930
Available for projects	**4,441,266**	**3,457,446**
SKATE PARK IMPROVEMENTS	75,000	-
Riverwalk Trail Phase V	1,690,000	240,000
Parks Equipment-Minor Projects	70,000	75,000
Green City-Tree City USA	40,000	40,000
Van Lierop Park Playground	590,836	-
Clarks Creek South Playground Replacement	-	165,000
Manorwood Park Improvements - Irrigation	100,000	-
Pump Track	-	500,000
SE Neighborhood Park (Labelle	-	500,000
Minnich Property Cleanup/Trail Dev	100,000	-
Rec Cntr Fundraising Consultant	70,000	-
Wildwood Park Shelter Repairs	-	75,000
Labelle Minnich Masterplan Consultant	60,000	-
Total Preliminary Parks Capital Plan	**2,795,836**	**1,595,000**
Unallocated Funding	**1,645,430**	**1,862,446**

Capital Project Funding 2023-2024

Water Fund	**2023 Bud**	**2024 Bud**
Business License and Permits	24,080	24,080
Utilities & Environment	7,870,480	8,102,610
Interest & Other Earnings	6,590	6,590
Rents Leases & Concessions	124,950	124,950
Capital Contributions	453,860	453,860
One-Time Fund Balance for Projects	1,800,000	
ARPA Funds (Salmon Springs Main & Manorwood Main)	3,159,000	
Total Revenue	13,438,960	8,712,090
Operating Expenditures	5,775,685	5,914,665
Available for projects	**7,663,275**	**2,797,425**
System Improvements Water	250,000	250,000
Reservoir Recoating-39th Ave	-	300,000
MAPLEWOOD MAIN RPLCMT	885,213	1,260,000
Manorwood Phase 2 Main Rplcmt	3,040,000	-
Salmon Springs Ph 4 Main Repl	2,905,000	-
6th St NW Water Main Replace	62,277	435,640
Shaw Rd Widening Ph4	-	31,000
Total Preliminary Water Capital Plan	**7,142,490**	**2,276,640**
Unallocated Funding	**520,785**	**520,785**

Capital Project Funding 2023-2024

Sewer (Wastewater) Fund	2023 Bud	2024 Bud
Utilities & Environment	13,420,800	13,820,730
Interest & Other Earnings	21,770	21,770
Rents Leases & Concessions	6,260	6,260
Capital Contributions	752,170	752,170
Other	490	490
One-Time Fund Balance for Projects	2,875,000	-
Unsecured Bond (ST 4th St Storm ext)		1,178,443
Total Revenue	17,076,490	15,779,863
Operating Expenditures	8,954,115	9,102,215
Less Debt	336,600	336,000
Available for projects	**7,785,775**	**6,341,648**
SR512 Crsng 14thAve SE to 5th	-	602,000
Secondary Clarifier No. 3	1,884,226	-
System Improvements Sewer	500,000	500,000
3rd St SE; 7th to 9th Main Rep	426,000	-
Inflow-Infiltration Reduction	300,000	300,000
Aging Equipment Replacement	500,000	750,000
WSU FRONTAGE IMPVMTS PHASE 2	-	612,516
8th Ave NW LID Retrofit	150,000	-
Glenwood Apartments South of 39th Ave SE	31,000	31,000
Sewer Syst Expansion	500,000	500,000
5th Ave NW Rd Reconstruct & Utility	133,245	985,376
W Pioneer Sewer Upgrade; 12th-18th	50,000	50,000
E Main Trunk Line Improvements	100,000	363,000
Candlewood Pump Station Replacement	190,000	700,000
Total Preliminary Sewer (Wastewater) Capital Plan	**4,764,471**	**5,393,892**
Unallocated Funding	**3,021,304**	**947,756**

Capital Project Funding 2023-2024

Storm Fund	2023 Bud	2024 Bud
Utilities & Environment	5,963,220	6,141,510
Interest & Other Earnings	9,190	9,190
Capital Contributions	739,300	739,300
Other	57,060	57,060
One-Time Fund Balance for Projects	330,000	
Unsecured Grant		1,000,000
Unsecured Bond (ST 4th St Storm ext)	3,360,963	1,178,443
Total Revenue	10,459,733	9,125,503
Operating Expenditures	5,226,285	5,299,365
Less Debt	11,930	500
Available for projects	**5,221,518**	**3,825,638**
Wapato Creek Diversion Repar	-	200,000
Clarks Creek ELODEA Mgmt	-	125,000
Address Failing Private System	52,000	52,000
LID Incentive Program	50,000	113,000
LID Retrofit Program	100,000	100,000
Impl Puy River Fecal TMDL	50,000	50,000
IMPL REQ FECAL TMDL	100,000	100,000
Impl Req Disslv Oxygen TMDL	-	250,000
ST 4th St Storm Extension	3,360,963	1,178,443
System Improvements Storm	250,000	250,000
Shaw Rd; 12th to 23rd	-	93,000
CITY-WIDE STORM POND FENCING	20,000	20,000
11TH ST SW MEEKER CRK CULVERT	215,000	-
8th Ave NW Road Reconstruction	100,000	-
5th Ave NW Road Reconstruct & Utility	-	807,106
Comp Plan Update	257,667	257,667
7th Ave SW; 14th-8th Slip Lining Retrofit	375,000	-
10th St SE Utility Line Replacement	275,000	-
E Main Sidewalk; 2300 Block S.	-	20,000
Total Preliminary Storm Capital Plan	**5,205,630**	**3,616,216**
Unallocated Funding	**15,888**	**209,422**

Estimate for Transportation Alternative Program Application - Puyallup Moves - Downtown Destination.

	2025 Estimate	
Task 1	$ 35,000.00	Collect traffic counts and speed data
Task 2	$ 30,000.00	Determine the bike facilities needed based on traffic speed and volume of each road segment
Task 3	$ 30,000.00	Develop standards for each type of bike facilities: bike lanes, bike boulevards, sharrows, etc
Task 4	$ 30,000.00	Intersections that need to be evaluated and propose a treatment for accommodating bikes
Task 5	$ 20,000.00	Evaluation of any additional non-motorized facilities that need to be constructed or upgraded along the routes: missing gaps in sidewalk, wheelchair ramps that are needed
Task 6	$ 15,000.00	Evaluation of deficient lighting along any of the routes
Task 7	$ 15,000.00	Determine any identified utility projects along the routes that would need to be coordinated and might affect the scheduling and the project priority.
Task 8	$ 45,000.00	Public Engagement – Stakeholder Meetings, Public Open Houses, and surveys in order to gain input on the importance of establishing safe biking facilities and also the acceptance of losing parking
Task 9	$ 100,000.00	15-30% Design
Task 10	$ 40,000.00	Develop Report
	$ 40,000.00	Management Reserve
	$ 400,000.00	
	$ 30,000.00	City Staff Time Effort
Total	$ 430,000.00	

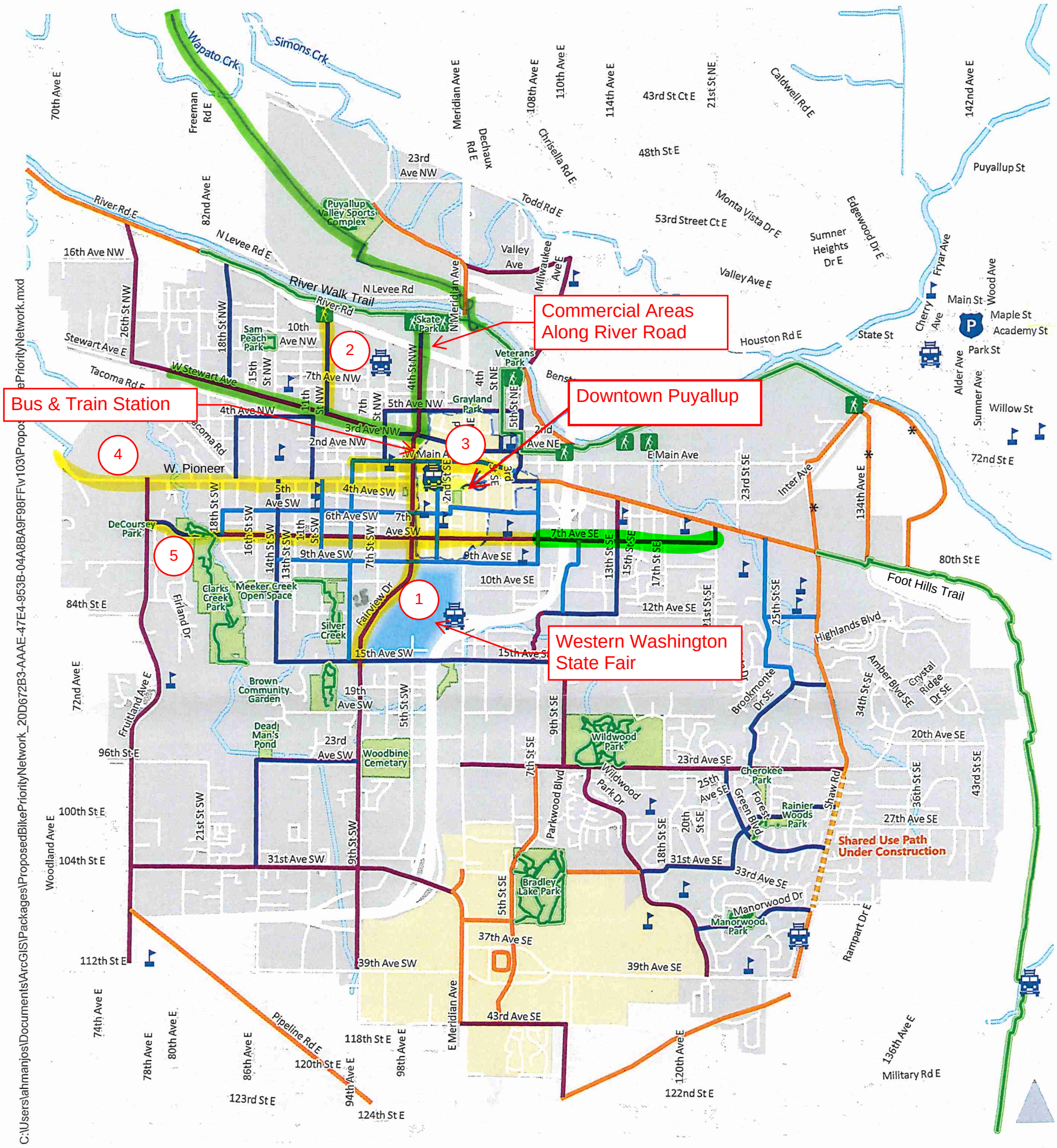


Figure 16

Long-Term Bicycle Network Projects

- Sharrow
- Bike Boulevard
- Bike Lane
- Shared Use Path
- Existing Trail
- City of Puyallup
- Fairgrounds
- Regional Growth Center
- Trail Access
- Police Station
- School
- Fire Station

* Only one of the alignments will be constructed

PuyallupMOVES

(#) Routes included in Puyallup Moves- Downtown Destination TAP application

Routes already under design and funded thru construction.

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.

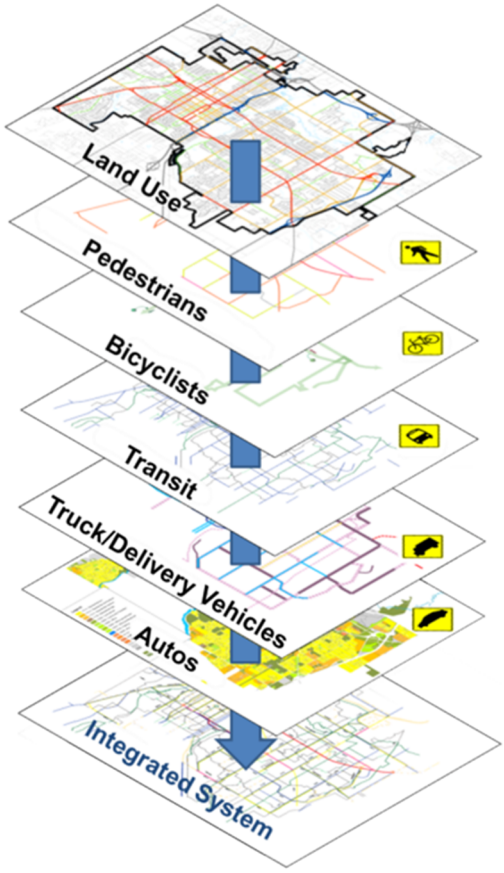
I. Introduction to the Layered Network

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.

Figure 7-6: Layered Network Concept



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.

Table 7-4: Pedestrian Accommodation – Sidewalk Provision

Within Pedestrian Priority Network	
	Pedestrian facility* where indicated in Pedestrian Priority Network
	Pedestrian facility* provided to fill key gaps in the existing sidewalk network **(**Error! Reference source not found.**)**
	No or incomplete pedestrian facility

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

Bicycling

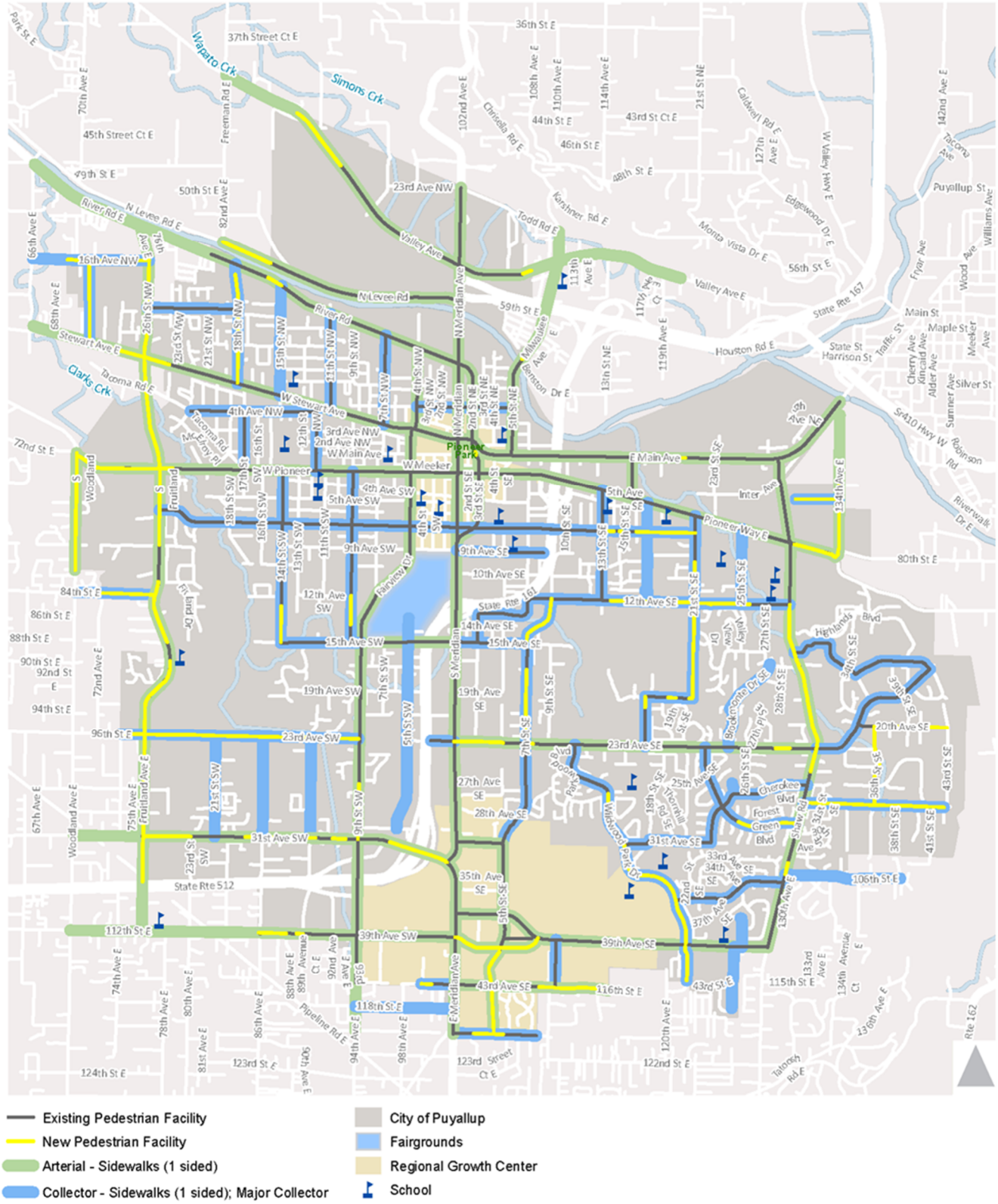
Puyallup already sees some bicycling along the Riverwalk Trail, which connects to the Sumner Link Trail on its eastern end. The City also has one off-street, shared-use path located along the northwest side of Fairview Drive adjacent to the Washington State Events Center property. Several city parks 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.

Table 7-5: Bicycle Accommodation – Facility Descriptions

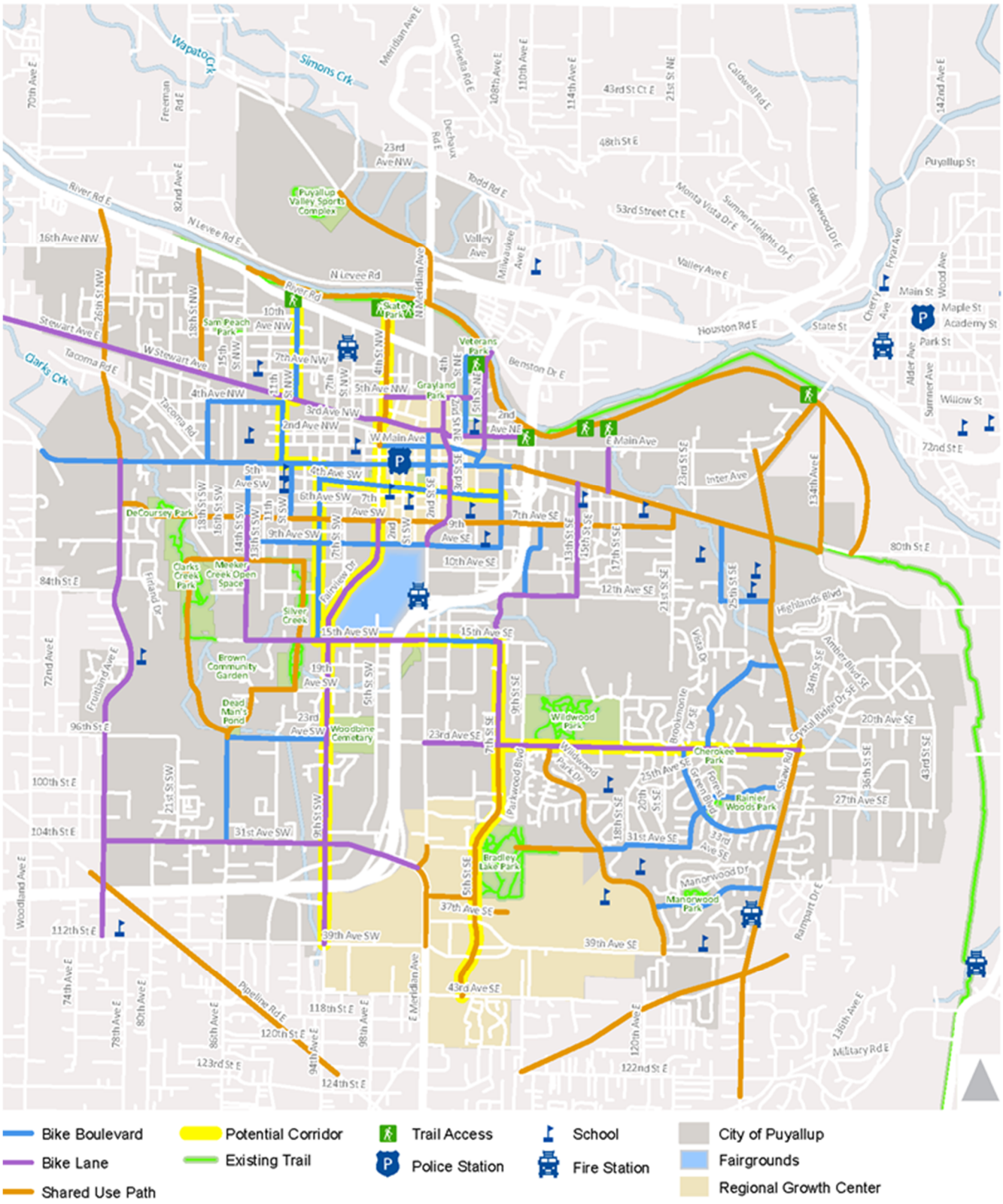
Within Bicycle Priority Network	
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Meaningful progress by constructing a few initial east-west and north-south spines
	No Facility

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**.

Map 7-8: Pedestrian Priority Network



Map 7-9: Bicycle Priority Network




Trail


Shared Use Path


Bike Lane


Bike Boulevard

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.

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

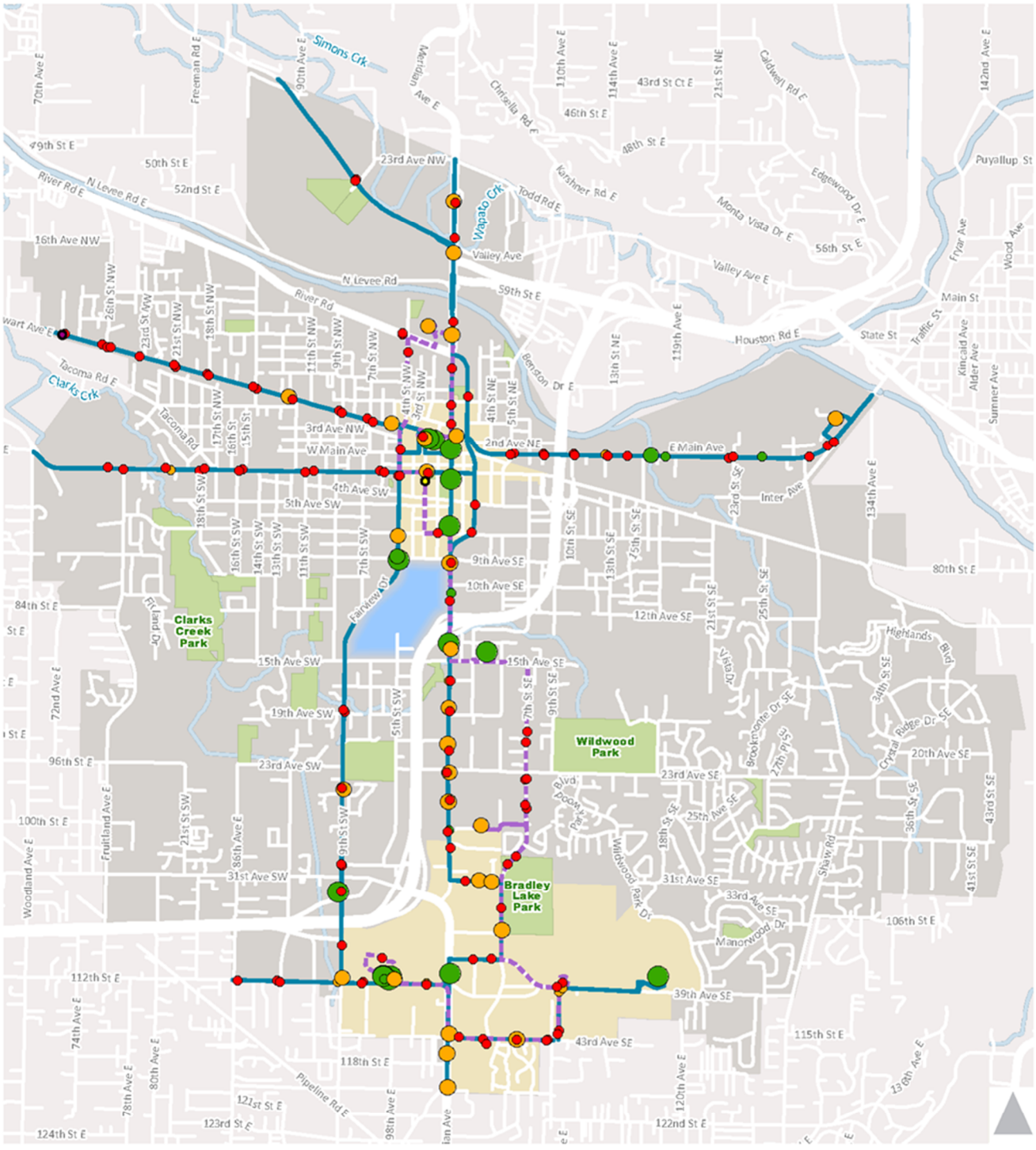
	Transit Stop Amenities	Pedestrian Access
	Provides treatments* shown within Transit Priority Network and other supportive elements	Sidewalks and marked crosswalks serving all stops
	Provides minimum treatment* recommendation, as shown within Transit Priority Network	Sidewalks and marked crosswalks serving some stops
	No amenities	General lack of sidewalks and marked crosswalks

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**.

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



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?

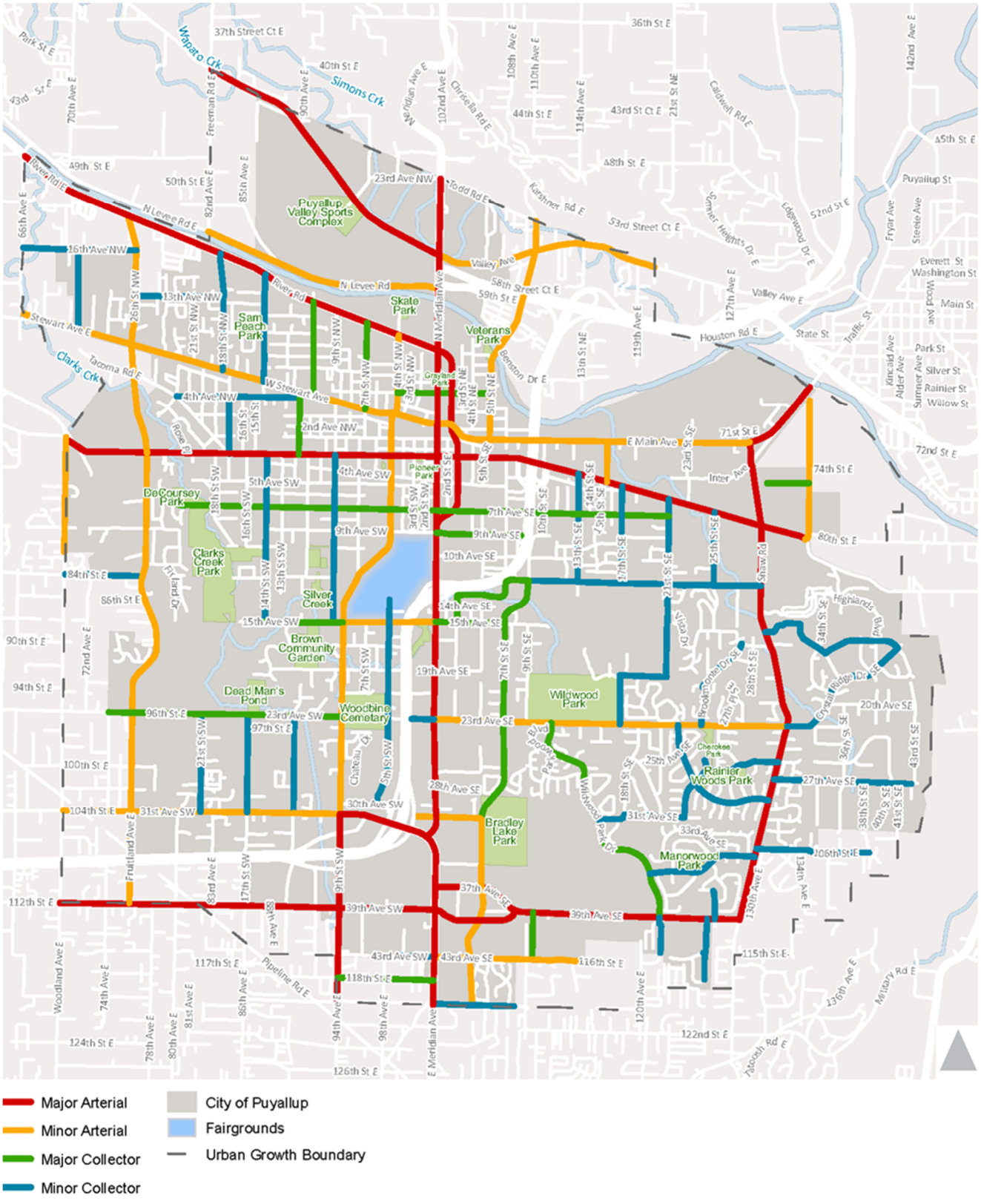
A key question that has come up during this process is why the City's Transportation Element would reduce the LOS standard in some places. This change in policy means that the City is accepting more congestion along Meridian, Shaw Road, and 9th Street SW than it would in the past.

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:

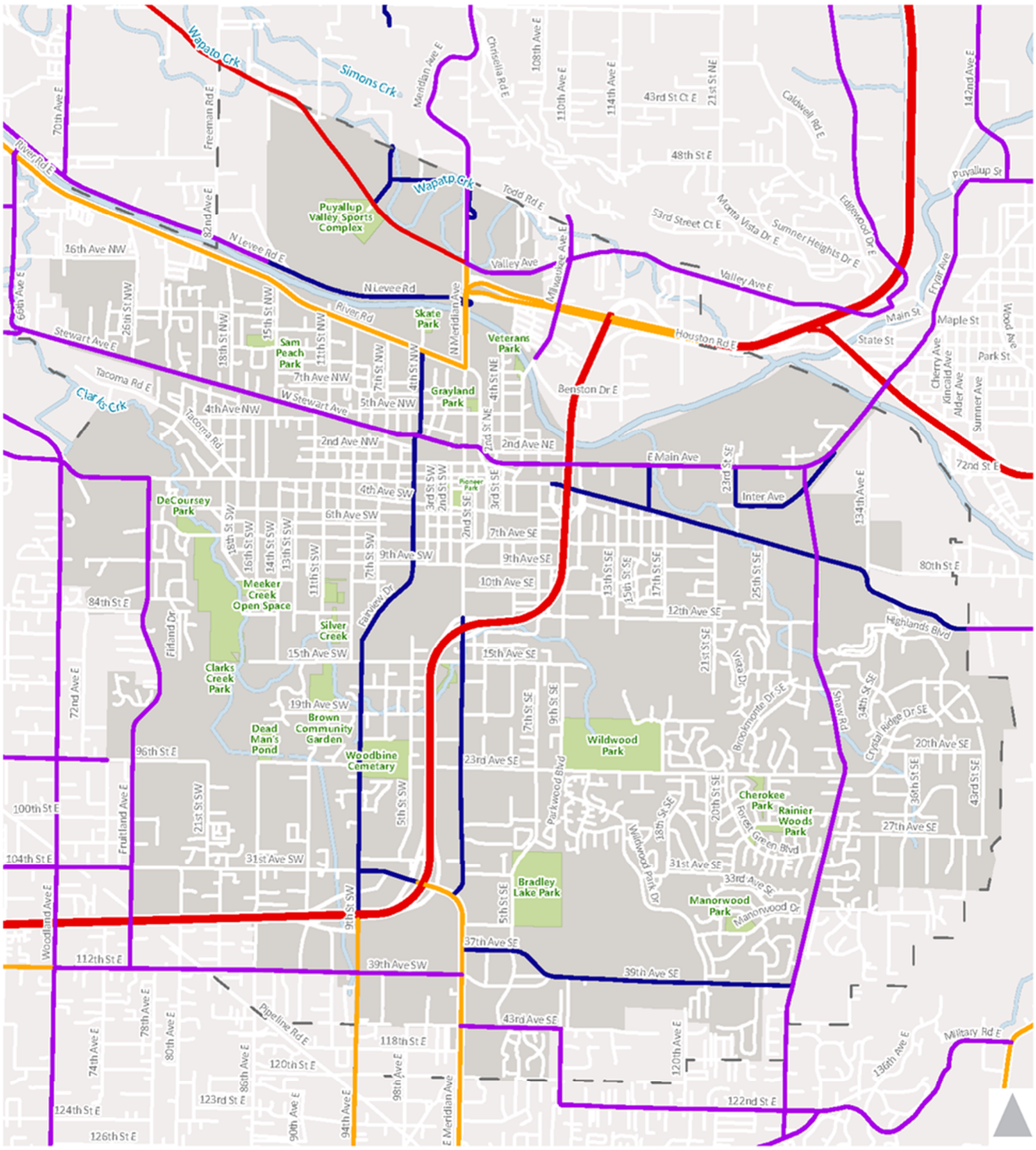
- **Cost:** Maintaining LOS D operations would require an additional **$50-70 million** in capital investment along Meridian, 9th Street SW, and Shaw Road. Recognizing that this plan's project list is already at the limits of the city can reasonable afford over the next 20 years, achieving LOS D in these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



Map 7-12: Existing WSDOT and City Truck Routes



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.

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

Mode	Downtown		South Hill	
	2010[1]	2035	2010[1]	2035
Drive alone	83%	67%	83%	70%
Carpool	8%	17%	8%	18%
Transit	3%	6%	3%	4%
Walk/Bike	5%	10%	5%	8%

[1] Puget Sound Regional Council, "Growth Targets and Mode Split Goals for Regional Centers," July 2014.

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 $45-50million. 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-A** describes the recommended citywide 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.

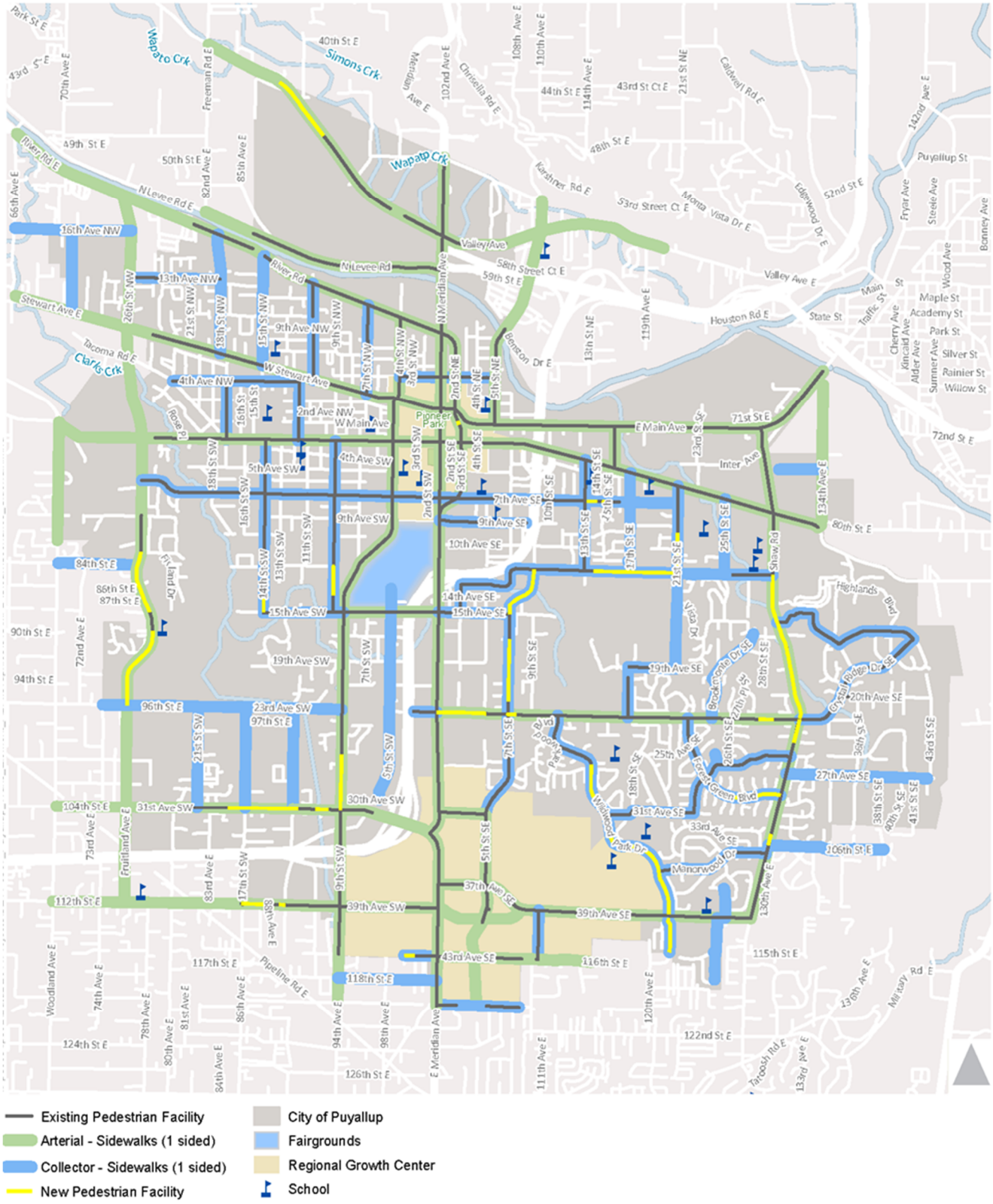
Should funds become available, the City would move forward in the near term with projects that meet community priorities. These projects provide a starting point for the City in developing its financially constrained Six-Year Capital Improvement Plan, which is updated annually and is developed based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

Table 7-8-A: Twenty Year Project List - Citywide

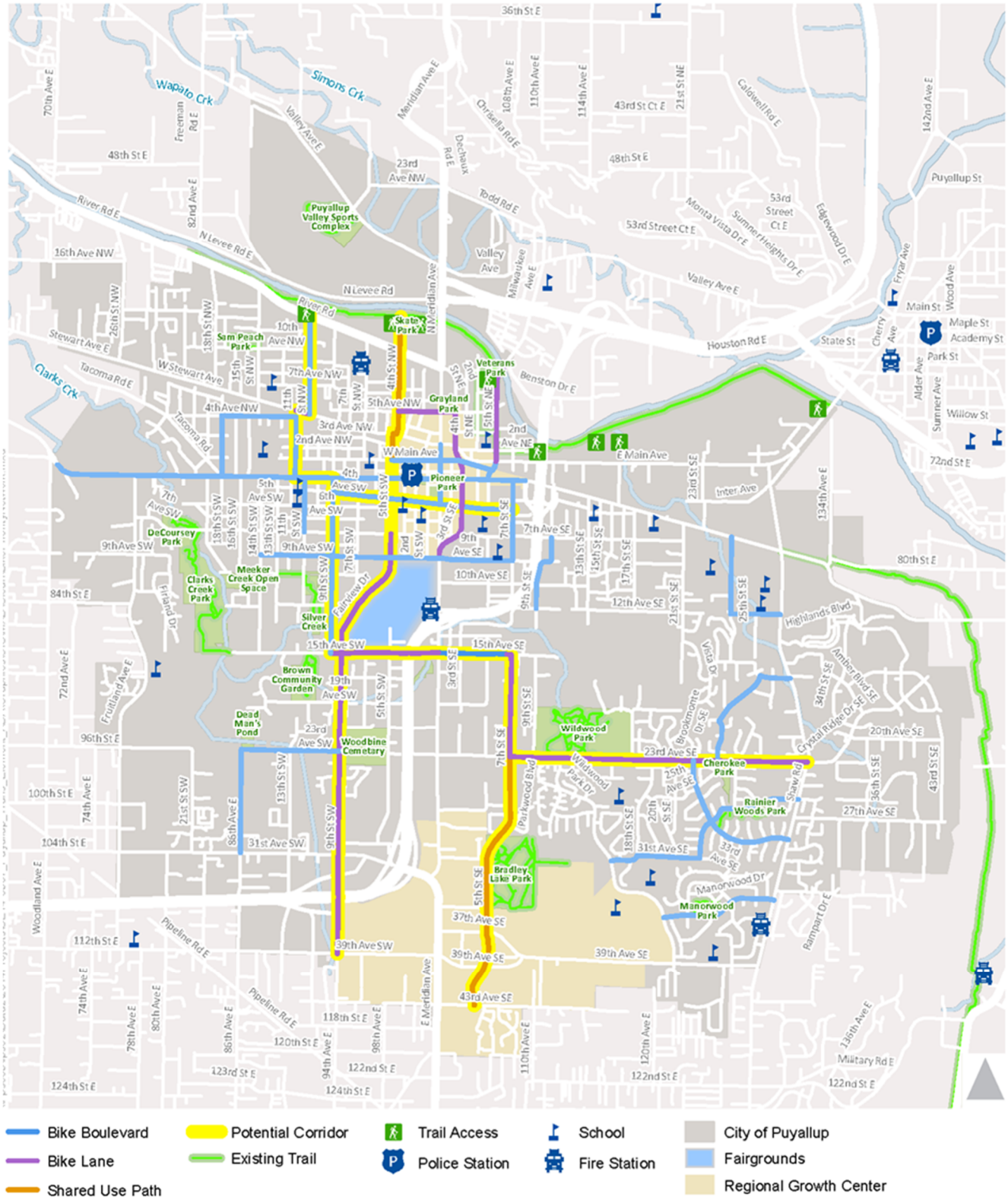
Project Number	*Projects*	*Benefit to Puyallup*	*Primary Benefit*	*Total Cost*	*Expected City Contribution*	*Goal Met*
1	**Milwaukee Bridge Replacement**	New Bridge or Retrofit	Local	$12.5M	$2.57M	2, 5
2	**Adaptive Signal Control Updates**	Reduce congestion	Local	$900K	$0	5
3	**Citywide Signal, Street lighting, and curb ramp updates**	Safety and accessibility	Local	$1M	$200K	5
4	**Shaw Road (23rd Ave SE to 39th Ave SE) widening, add bike lane and sidewalks, and improve signal phasing**	Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)	Local	$16.3M	$2M	2, 4, 5
5	**Shaw Road (23rd Ave SE to 12th Ave SE) widening and add bike lane and sidewalk**	Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)	Local	$40M	$5M	2, 4, 5
6	**West Stewart (4th St NW to 12th St NW) overlay, re-stripe, and signal upgrade**	Maintenance upgrades to the roadway and reduce congestion	Local	$600K	$0+	1, 6
7	**7th St SE widening and roadway improvements**	Maintenance upgrades to the roadway and reduce congestion; between 15th Ave SE and 23rd Ave SE	Local	$8M	$1.6M	5, 6
8	**New traffic signal installation throughout the city**	New signals help move traffic and improve level of service	Local	$3M	$600k	5, 6
9	**43rd Ave SE roadway and intersection improvements**	Completion of streets to City standards, maintenance upgrades, and intersection improvements at 43rd Ave and 10th St SE to improve safety and mobility	Local	$1.5M	$300K	5, 6
10	**9th St SW roadway widening and add bike lane and sidewalk**	Improve bicycle and pedestrian safety and connectivity and reduce congestion	Local	$12M	$2.4+M	2, 4, 5
11	**23rd Ave SE widening and install new traffic signal**	Reduce congestion	Local	$7.8M	$1.56M	5

Project Number	Projects	Benefit to Puyallup	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
12	**South Fruitland widening with water, sewer, bike lane and sidewalk, signal upgrade and new signal installation**	Improve bicycle and pedestrian safety and connectivity and reduce congestion	Local	$7.1M	$1.42M	2, 4, 5
13	**West Pioneer rebuild (Clark's Creek Bridge to South Fruitland)**	Maintenance upgrades to the roadway and reduce congestion	Local	$1.03M	$206K	5, 6
14	**South Meridian (9th Ave SE to 15th Ave SE) overlay and re-stripe**	Maintenance upgrades to the roadway	Regional	$800K	$160K	5, 6
15	**7th St SE (15th Ave SE to 12th Ave SE) build new roadway with sidewalk**	Improve motor vehicle connectivity	Local	$4.0M	$800k	2, 3, 5,
16	**South Meridian and 43rd Ave intersection improvements**	Reduce roadway congestion	Regional	$26K	$5.2K	5
17	**31st Ave SW WSDOT Bridge widening**	Improve regional traffic flow [the expected City contribution covers street improvements associated with WSDOT's bridge widening project]	Regional	$27.6M	$5.5M	1, 2, 4, 5
18	**North Meridian and 2nd Ave NE/River Road intersection improvements**	Improve regional traffic flow	Regional	$622K	$124K	1, 2, 4, 5
19	**35th Ave SE widening and intersection improvements**	Improve regional traffic flow	Regional	$4.3M	$860k	1, 2, 4, 5
20	**Pioneer Road widening**	Reduce congestion	Local	$3.4M	$680K	3, 5
21	**Fruitland Ave Extension**	Improve motorist and pedestrian connectivity	Local	$24.4M	$4.9M	3, 5
22	**Shaw Road and 39th Ave SE intersection widening**	Improve intersection operations	Local	$926K	$185K	5
23	**Yellow standard pedestrian facilities (see Error! Reference source not found.)**	Improve pedestrian facility coverage (at least on one side of the street) to fill key gaps in non-local streets and near schools	Local	$12.3M	$12.3M	2, 4, 6
24	**Yellow standard bicycle facilities (see Error! Reference source not found.)**	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.	Local	$12M	$6M	2, 4, 6
25	**Yellow standard transit amenities (see Error! Reference source not found.)**	Create a welcoming environment for transit users to encourage ridership and attract more service.	Regional, Local	$52K	$26K	1, 3, 4, 6
			Total	**$202.2 M**	**$49.4 M**	

Map 7-13: Yellow Standard Pedestrian Facilities



Map 7-14: Yellow Standard Bicycle 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.

Table 2: Top 10 Priority Projects

1. 7TH AVENUE SE SIDEWALKS, SHARROWS, AND CROSSING ENHANCEMENTS	
Cost	**$1.52 million**
Location	7th Street SE to 21st Street SE
Project Elements & Considerations	› Construct sidewalks to fill gaps from 14th Street SE to 21st Street SE › Construct sharrows from 7th Street SE to 21st Avenue SE › Construct crossing enhancements at the intersection of 7th Avenue SE and 13th Street SE › Curb placement should be designed to accommodate a three-lane roadway (2 lanes with a two-way left turn lane) along the entire length of 7th Ave SE

2. WEST STEWART AVENUE/2ND AVENUE NE SEPARATED BIKE LANES, SHARROWS, AND CROSSING ENHANCEMENTS	
Cost	**$5.1 million**
Location	Aligned generally east-west through downtown between western city limit and 9th Street NE/Riverwalk Trail access
Project Elements & Considerations	› Cost estimate builds on the estimate developed for the Puyallup ATP ($5 million) with the addition of crossing enhancements at two locations ($100,000) › ATP cost estimate includes roadway widening as a percent of construction costs. › Nearby access to Karshner Elementary, Aylen Junior High (south side of tracks), Puyallup High School (south side of tracks), Stewart Elementary School › On arterial with heavy traffic › May require modification of parking or removal (parts of Stewart and 2nd Avenue NE) and/or right-of-way widening (26th Street NW and Stewart between 26th Street NW to 23rd Street NW) › West Stewart Avenue needs to accommodate a three-lane roadway with a two-way left turn lane › Portion of corridor is proposed by Sound Transit as part of Sounder Station Access Project › Portion from 7th Street NW to 9th Street NE/Riverwalk Trail Access would consist of sharrows › Construct crossing enhancements at the intersections of West Stewart Avenue / 12th Street SW and 15th Street SW. Crossings interact with railroad tracks and will necessitate additional study and coordination with BNSF Railroad.

3. 11TH STREET NW SIDEWALKS AND SHARROWS	
Cost	**$215,000**
Location	Puyallup River (Riverwalk Trail) to W Stewart Avenue
Project Elements & Considerations	› Construct sidewalks to fill gaps from 10th Avenue NW to 9th Avenue NW, including curb ramps at intersections › Construct sharrows from Puyallup River (Riverwalk Trail) to West Stewart Avenue › New sections of sidewalk must include vertical curb along this corridor › Some existing sections of sidewalk (south of 9th Avenue NW) currently do not include vertical curb and may be retrofitted as part of this project › Curb placement should be designed to accommodate three lanes of vehicle traffic › The estimated cost does not include vertical curb elements, replacement of existing sidewalks, or right of way acquisition and **may substantially exceed estimate provided**

4. 7TH AVENUE SW PROTECTED BIKE FACILITIES, SIDEWALKS, AND CROSSING ENHANCEMENTS	
Cost	**$2.9 million**
Location	7th Avenue SW from Fruitland Avenue to 7th Street SW
Project Elements & Considerations	› Crossing enhancement at the intersections of 7th Avenue / 13th Street SW and 7th Avenue Avenue / 11th Street SW › Construct sidewalks to fill gaps on one side of street from S Fruitland Avenue to 7th Street SW › Construct a protected bike lane on one side of 7th Avenue SW and a buffered bike lane on the other side from 18th Street SW in the west to South Meridian in the east › Cost estimate builds on the estimate developed for the Puyallup ATP ($870,000) with the addition of about a half-mile of sidewalks on one side of the street ($1.9 million) and crossing enhancements at two locations ($100,000) › The design for 7th Avenue SW would need to include adequate width for 3 vehicle lanes including a two-way left turn lane for safety and capacity › Parking should be removed or additional right of way should be purchased to accommodate a two-way left turn lane and bicycle lanes in both directions › Further study should evaluate parking utilization to understand impacts of removal

I believe this is supposed to be 7th St. SE., which would connect with the end the 7th Ave SE sidewalks. It will also allow connection with the bike lanes proposed on 5th St. SW.

TIB Grant funde constructing side side of 7th Ave. with crossing en 11th St. SW.

5. 13TH STREET SE SHARROWS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$110,000**
Location	Manorwood Drive to East Pioneer Avenue East Pioneer Avenue to 7th Avenue SE
Project Elements & Considerations	› Construct crossing enhancement at the intersection of 13th Street SE / 7th Avenue SE › Construct sharrows from East Pioneer Avenue to 7th Avenue SE › Evaluate need for traffic calming based on City guidelines

6. SHAW ROAD E SHARED USE PATH, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$37 million with $9 million constructed to date**
Location	Manorwood Drive to Pioneer Avenue
Project Elements & Considerations	› This project will focus on 23rd Avenue SE to East Pioneer Avenue to extend the shared use path recently constructed › Cost estimate builds on the estimate developed for the Puyallup ATP ($36.9 million) with the addition of crossing enhancements at two locations ($100,000) › Evaluate need for traffic calming based on City guidelines. This estimate assumes a road diet will be constructed on Shaw Road and will act as a traffic calming mechanism. › Construct crossing enhancements at the intersections of Shaw Road E / 12th Avenue SE and Shaw Road E / 16th Avenue SE › Shaw Road has known drainage and right-of-way challenges that will require significant improvements

7. WILDWOOD PARK DRIVE BIKE LANES, SIDEWALKS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$1.2 million – 6.9 million**
Location	Aligned generally north-south between 39th Avenue SE and 23rd Avenue SE
Project Elements & Considerations	› Construct sidewalks to fill gaps along Wildwood Park Drive on the east side of the street. The City of Puyallup has constructed sidewalks between Manorwood Drive and 31st Avenue SE, on the east side of Wildwood Park Drive. The City is planning to construct sidewalks on east side of Wildwood Park Drive from 31st Avenue SE to 25th Avenue SE in 2019. › Construct crossing enhancements and intersection control improvements along Wildwood Park Drive including candidate intersections: 26th Avenue SE, 31st Avenue SE, and Ferrucci Junior High School driveway › Evaluate need for traffic calming based on City guidelines › Provides connection to Pierce College and Ferrucci Junior High School › Provides nearby connections to Sunrise Elementary School and Wildwood Park Elementary School › Connection through South Hill and residential areas › Provides direct access to Wildwood Park › Acts as a collector facility for other facilities in South Hill area

8. E PIONEER AVENUE SHARED USE PATH	
Cost	**$5.2 million**
Location	7th Street SE to Shaw Road
Project Elements & Considerations	› Construct shared use path from 7th Street SE to Shaw Road › This project serves multiple schools with high FRPL percentages, including Stewart Elementary School and Spinning Elementary School. It also acts as a connection for Shaw Road Elementary School, Cascade Christian, and Northwest Christian School. › Could require right-of-way widening, which may be challenging on the north side of E Pioneer Avenue due to the existing railroad tracks, grade changes, and drainage ditch

9. 11TH STREET SW BIKE BOULEVARD, CROSSING ENHANCEMENTS, AND SCHOOL ZONE IMPROVEMENTS	
Cost	**$100,000**
Location	W Pioneer Avenue to 9th Avenue SW
Project Elements & Considerations	› Construct crossing enhancements at 11th Street SW / 4th Avenue SW and 11th Street SW / 5th Avenue SW › There is high on-street parking usage near Maplewood Elementary School, so the City should evaluate whether pedestrian volumes warrant bulb outs to reduce crossing distance and reduce sight distance conflicts › Construct bike boulevard including traffic calming elements along 11th Street Southwest from W Pioneer Avenue to 9th Avenue SW › Extend bike boulevard proposed in Puyallup ATP › If Maplewood Elementary School undergoes redevelopment, update on-site parking loop to improve circulation (not included in cost estimate)

10. S FRUITLAND AVENUE BIKE LANES, SIDEWALKS, AND CROSSING ENHANCEMENTS	
Cost	**$7.3 million**
Location	31st Avenue to West Pioneer Avenue
Project Elements & Considerations	› Construct crossing enhancements at Fruitland Avenue / 89th Street SE to improve accessibility to Fruitland Elementary School. The existing crosswalk across Fruitland Avenue is constrained by school congestion. Evaluate candidacy for advanced beacons or an RRFB to address existing challenges with vehicle speeds, vehicle volume, and limited sight distance on Fruitland Avenue. › Construct sidewalks to fill gaps along Fruitland Avenue › Sidewalk and bike lane designs must accommodate a two-way left turn lane on Fruitland Avenue

City of Puyallup
Safe Routes to School Master Plan
Draft Project List

Map ID	Priority Project?	Roadway Name	Limits	Project Type				
				Bicycle Facilities	Pedestrian Facilities	Crossing Enhancement /Intersection Control Improvement	Traffic Calming	School Zone Improvement
1		18th St NW	River Road (Highway 167) to W Stewart Ave	✓				
2		15th St NW	River Rd to W Stewart Ave (Crossing enhancements @ 8th Ave NW, 9th Ave NW, 10th Ave NW)			✓	✓	
3		Karshner Elementary School	Pick-up/drop-off loop on-campus					✓
4	Priority	11th St NW	Puyallup River (Riverwalk Trail) to W Stewart Ave	✓	✓			
5	Priority	West Stewart Ave/2nd Ave NE	Riverwalk Trail Access on 26th Street NW, then aligned generally east-west through downtown between 26th Street NW and the 9th Street NE/Riverwalk Trail access (Crossing enhancements @ 12th St SW and 15th St SW)	✓		✓		
6		17th St SW --> 4th Ave NW --> 12th St NW	Bicycle loop from W Pioneer Ave / 17th St SW to W Pioneer Ave / 12th St NW (Crossing enhancement @ 3rd Ave NW / 12th St NW)	✓		✓		
7		15th St SW	Multiple crossing enhancements between 4th Ave NW and Pioneer			✓		
9		W Pioneer Ave	Crossing enhancements @ 15th St and 17th St			✓		
10	Priority	S Fruitland	31st Ave to Pioneer Way E (Crossing enhancement @ 89th St SE)	✓	✓	✓		
11		18th St SW	5th Ave SW to 7th Ave SW	✓	✓			
12		5th Ave SW	14th St SW			✓		
13		13th St SW	9th Ave to Pioneer (Crossing enhancements @ 4th Ave SW, 5th Ave SW, 7th Ave SW)		✓	✓	✓	✓
14		12th St SW	W Pioneer St to 5th Ave SW					✓
16	Priority	11th St SW	W Pioneer St to 9th Ave SW (Crossing enhancement @ 4th Ave SW and 5th Ave SW)	✓		✓	✓	
17	Priority	7th Ave SW	This project would add a parking protected bike lane on one side of 7th Avenue SW and a buffered bike lane on the other side from 18th Street SW in the west to South Meridian in the east. (Crossing enhancement @ 13th St SW and 11th St SW)	✓	✓	✓		
18		7th St SW	W Pioneer Ave			✓		
19		E Main Ave/ Spring St	5th St SE and 9th St SW	✓				
20		4th Street NW/5th Street SW/Fairview Drive/9th Street SW	Aligned generally north-south through downtown between Riverwalk Trail and 39th Avenue SW	✓				
21		5th Ave NW	5th St NE and 7th St NW	✓				
22		5th Ave NW	5th St NE			✓		
23		Riverwalk Trail Missing Link	Aligned generally northwest-southeast between existing termini of the Riverwalk Trail near 5th Street NE and 9th Street NE	✓				
24		5th St NE	Mid-block crossing between 4th Ave NE and 3rd Ave NE			✓		
25		3rd St NE	Main Ave/Spring St to 2nd Ave NE		✓			
26		5th St SW/4th St SW	Crossing enhancement @ mid-block crossing on 5th St SW between 4th Ave SW and 5th Ave SW, and 5th Ave SW / 4th St SW			✓		

City of Puyallup
Safe Routes to School Master Plan
Draft Project List

Map ID	Priority Project?	Roadway Name	Limits	Project Type				
				Bicycle Facilities	Pedestrian Facilities	Crossing Enhancement /Intersection Control Improvement	Traffic Calming	School Zone Improvement
27		Meeker Elementary School perimeter	ADA parking accommodation on perimeter of campus					
28		9th Ave SW / 9th Ave SE / 7th St SE	14th St SW to E Pioneer St					
29		5th St SE	9th Ave SE to 7th Ave SE					
30	Priority	E Pioneer	7th St SE to Shaw Road					
31	Priority	13th St SE	E Pioneer St to 7th Ave SE (Crossing enhancement @ 7th Ave SE)					
32	Priority	7th Ave SE	13th St SE to 21st St SE (Crossing enhancement @ 13th St SE)					
33		9th St SE and 10th St SE	12th Ave SE to 7th Ave SE					
34		13th St SE	7th Ave SE to 12th Ave SE					
35		21st St SE	9th Ave SE to 12th Ave SE					
36		12th Ave SE	Shaw Rd E to 25th St SE					
37	Priority	Shaw Rd E	Manorwood Dr to Pioneer Ave; This project will focus on 16th Ave SE to E Pioneer Ave to extend the shared use path under construction (Crossing enhancements @ 12th Ave SE and 16th Ave SE)					
38		23rd Ave SE	S Meridian to Shaw Rd					
39	Priority	Wildwood Park Drive	Aligned generally north-south between 39th Avenue SE and 23rd Avenue SE (Crossing enhancements / intersection control improvements @ 26th Ave SE, 31st Ave SE, and Ferrucci Junior High School driveway)					
40		Cherokee Blvd/31st Ave SE	Wildwood Park Dr to Shaw Rd E					

Yellow highlight indicates priority project.

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Requirements of HB 1110

DENSITY REQUIREMENTS

Population	All Residential Lots	¼ Mile from Major Transit Stop	Affordability	Effected SSHA³P Members
75,000 +	4 unit per lot	6 units per lot	6 units per lot if at least two are affordable (60% AMI for rental, 80% AMI for homeownership)	Auburn Tacoma
25,000 – 74,999	2 units per lot	4 units per lot	4 units if 1 is affordable (60% AMI for rental, 80% AMI for homeownership)	Lakewood Puyallup University Place
Less than 25,000 and contiguous with the largest city in a county, if county population is over 275,000	2 units per lot	N/A	N/A	DuPont Edgewood Fife Fircrest Milton Sumner Steilacoom

1. Cities who have already adopted a comprehensive plan or development regulations by January 1, 2023, that is similar can request approval of the Department of Commerce that their plan and regulations are "substantially similar" to those of the state law. Cities have one year from the effective date of the bill (July 22, 2023) to adopt permanent developments regulations that are substantially similar to the requirements in the bill. The bill includes the following criteria that, when combined, Commerce must deem as substantially similar:
    a. Result in an overall increase in housing units allowed in single-family zones that is at least 75% of the increase in housing units allowed in single-family zones if the specific provisions of this act were adopted;
    b. Allow for middle housing throughout the city, rather than just in targeted locations; and
    c. Allow for additional density near major transit stops, and for projects that incorporate dedicated affordable housing.
2. Cities have until six months after their next comprehensive plan update to comply with the bill requirements, based on their 2020 population.
3. The bill also requires Commerce to publish model middle housing ordinances no later than six months following the effective date of the bill, which is July 22, 2023.

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Requirements of HB 1110

ALTERNATIVE DENSITY REQUIREMENTS

1. As an alternative to the density requirements above, a city may implement those density requirements on 75% of their lots primarily dedicated to single family residences.
    a. The other 25% of lots primarily dedicated to single family residences cannot include, unless identified as a displacement risk:
        i. lots previously covered by racially restrictive covenants,
        ii. areas for which exclusion would further racially disparate impacts,
        iii. or areas within ½ mile of a major transit stop.
    b. The other 25% of lots primarily dedicated to single family residences must include, but are not limited to:
        i. Any areas within the city for which the department has certified an extension of the implementation timelines under section of this act due to the risk of displacement;
        ii. Any areas within the city for which the department has certified an extension of the implementation timelines under section of this act due to a lack of infrastructure capacity;
        iii. Any lots designated with critical areas or their buffers
        iv. Any areas subject to sea level rise, increased flooding, susceptible to wildfires, or geological hazards over the next 100 years

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Requirements of HB 1110

DEVELOPMENT REGULATIONS

1. Cities may not impose devleopment regulations that applying standards for middle housing that are more restrictive than those required for detached single-family residences, but may apply any objective devleopment regulations that re required for detached single-family residences, including, but not limited to:
    a. Set-backs;
    b. Lot coverage;
    c. Stormwater;
    d. Clearing;
    e. Tree canopy; and
    f. Retention requirements to ensure compliance with existing ordinances intended to protect critical areas and public health and safety.
2. If applying design review for middle housing, only administrative design review shall be required
3. Cities must apply the same devleopment permit and environment review processes for middle housing that apply to detached single-family residences, unless otherwise required by state law.
4. Cities may not require off-street parking as a condition of permitting development of middle housing within one-half mile walking distance of a major transit stop.
5. Cities shall not require more than one off-street parking space per unit as a condition of permitting development of middle housing on lots smaller than 6,000 square feet before any zero lot line subdivisions or lot splits.
6. Cities shall not require more than two off-street parking spaces per unit as a condition of permitting development of middle housing on lots greater than 6,000 square feet before any zero lot line subdivisions or lot splits.
7. Cities are not required to achieve the per unit density under this act on lots after subdivision below 1,000 square feet unless the city chooses to enact smaller allowable lot sizes.
8. Cities may submit an empirical study prepared by a credentialed transportation or land use planning expert that clearly demonstrates, and the department finds and certifies, that the application of the parking limitations for middle housing will be significantly less safe for vehicle drivers or passengers, pedestrians, or bicyclists than if the jurisdiction's parking requirements were applied to the same location for the same number of detached houses.
9. A city must allow at least six of the nine types of middle housing to achieve the unit density requirements.
10. A city may allow accessory dwelling units to achieve the unit density requirements.
11. A city must also allow zero lot line short subdivision where the number of lots created is equal to the unit density requirement.

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Requirements of HB 1110

NEW DEFINITIONS

1. **Major transit stop** is defined as:
    a. A stop on a high capacity transportation system funded or expanded under the provisions of chapter 81.104 RCW;
    b. Commuter rail stops;
    c. Stops on rail or fixed guideway systems; or
    d. Stops on bus rapid transit routes.

2. **Middle housing** is defined as: buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing.
    a. **Cottage housing** means residential units on a lot with a common open space that either:
        i. Is owned in common; or
        ii. has units owned as condominium units with property owned in common and a minimum of 20 percent of the lot size as open space.
    b. **Courtyard apartments** means up to four attached dwelling units arranged on two or three sides of a yard or court.
    c. **Stacked flat** means dwelling units in a residential building of no more than three stories on a residential zoned lot in which each floor may be separately rented or owned.
    d. **Townhouses** means buildings that contain three or more attached single-family dwelling units that extend from foundation to roof and that have a yard or public way on not less than two sides.

3. **Administrative design review** means a development permit process whereby an application is reviewed, approved, or denied by the planning director or the planning director's designee based solely on objective design and development standards without a public pre-decision hearing, unless such review is otherwise required by state or federal law, or the structure is a designated landmark or historic district established under a local preservation ordinance. A city may utilize public meetings, hearings, or voluntary review boards to consider, recommend, or approve requests for variances from locally established design review standards.

4. **Single-family zones** means those zones where single-family detached housing is the predominant land use.

PUYALLUP
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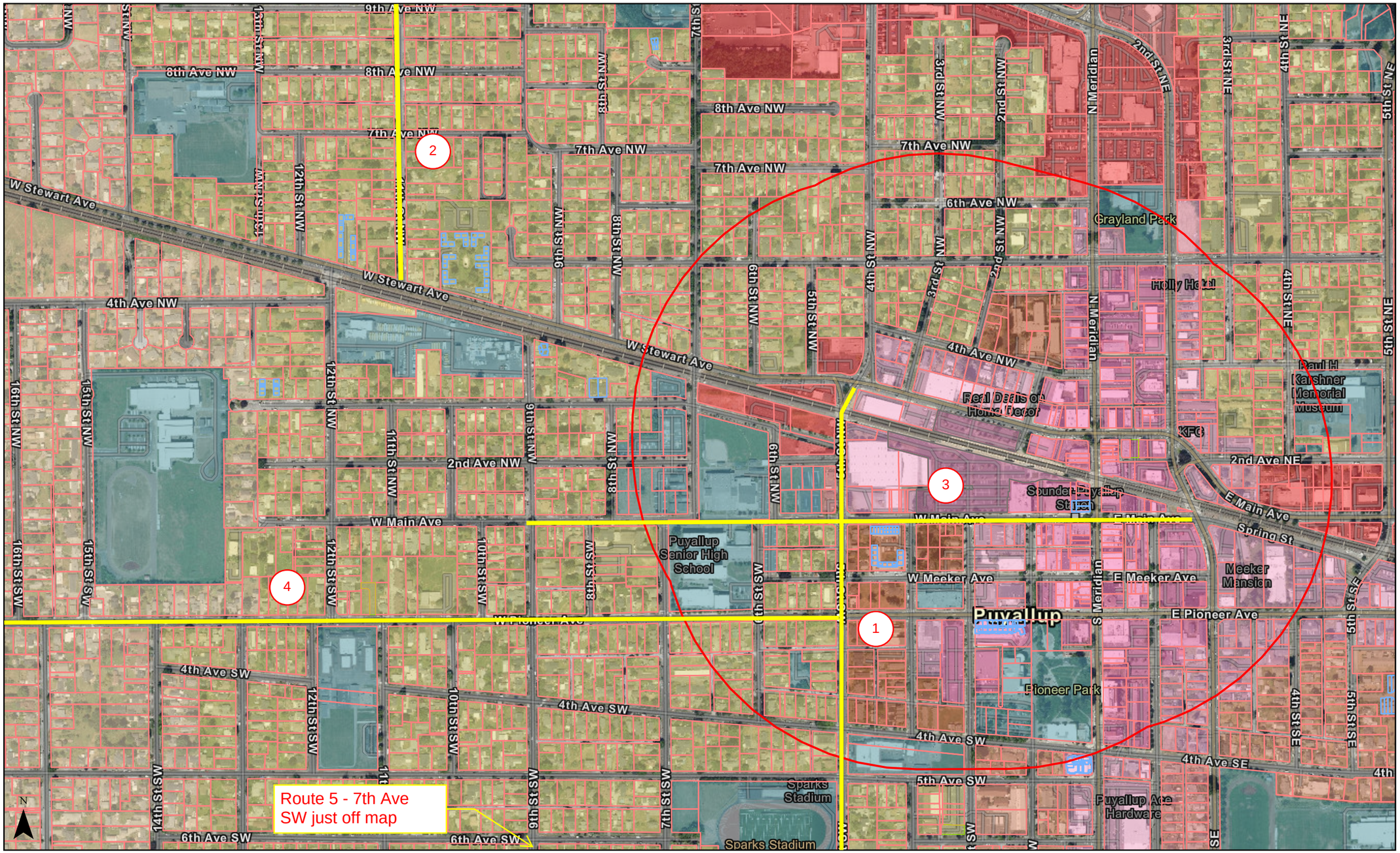
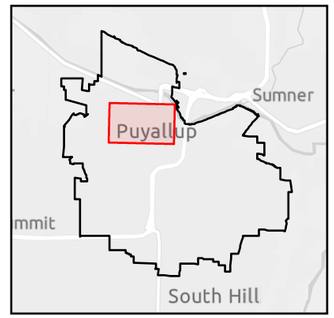
City of Puyallup Planning Division

0.25-mile radius from Sounder Station





Tax Parcels

- Condominium
- Base Parcel
- Condominium
- Other

Zoning

- CBD - Central Business District
- CBD-CORE - Central Business District Core
- CG - General Commercial
- CL - Limited Commercial
- PF - Public Facilities
- RM-20 - High Density Multiple-Family Residential
- RM-CORE - Regional Growth Center Oriented Multi-Family Residential
- RMX - River Road Mixed Use
- RS-06 - Urban Density Single-Family Residential
- RS-08 - Medium Density Single-Family Residential

Puyallup City Limits

\# Proposed Bike Routes

0 0.17 0.35 0.7 mi

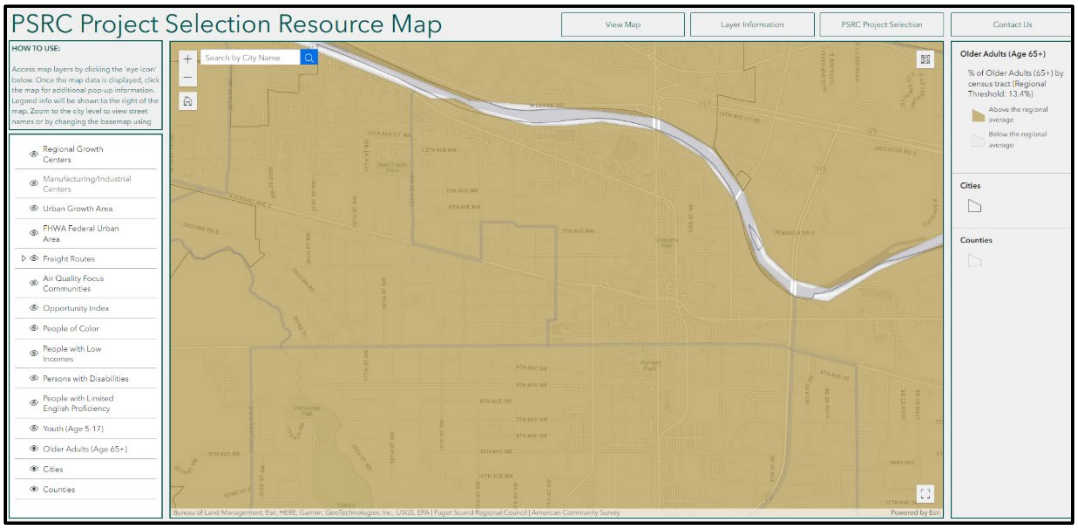
Scale: 1:9,028

Map produced using City of Puyallup GIS web apps.

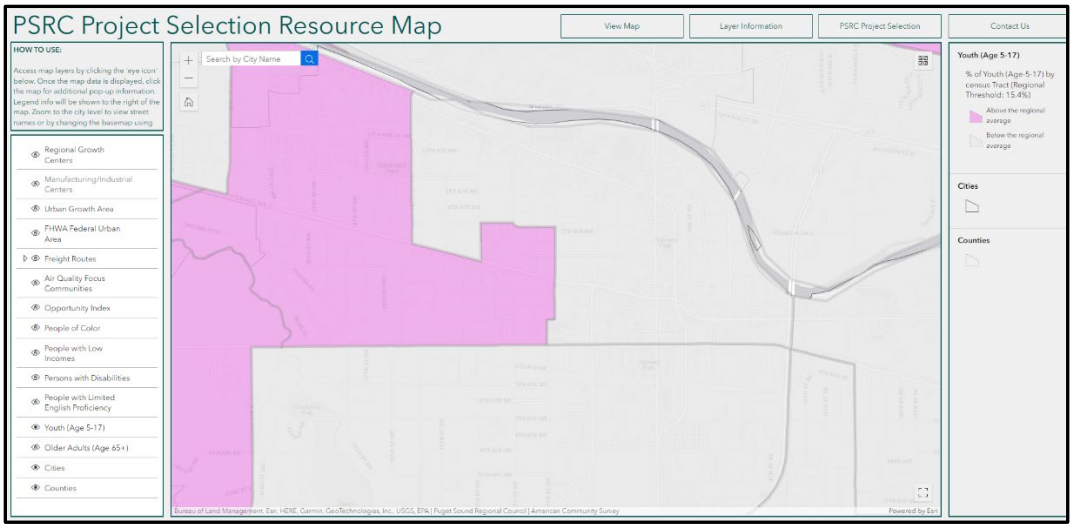
Date: 6/22/2023

PSRC Project Selection Maps (#1-5)

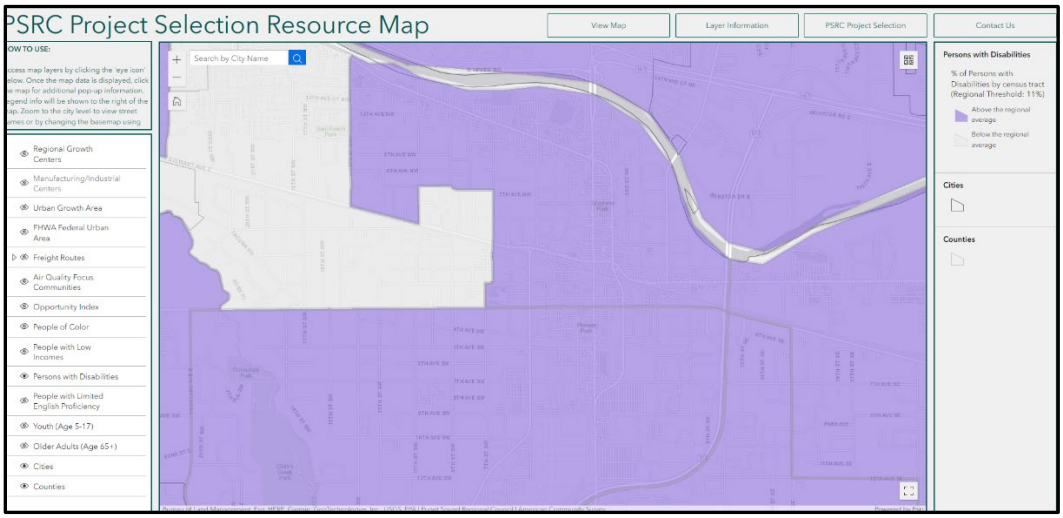
#1 – Older Adults



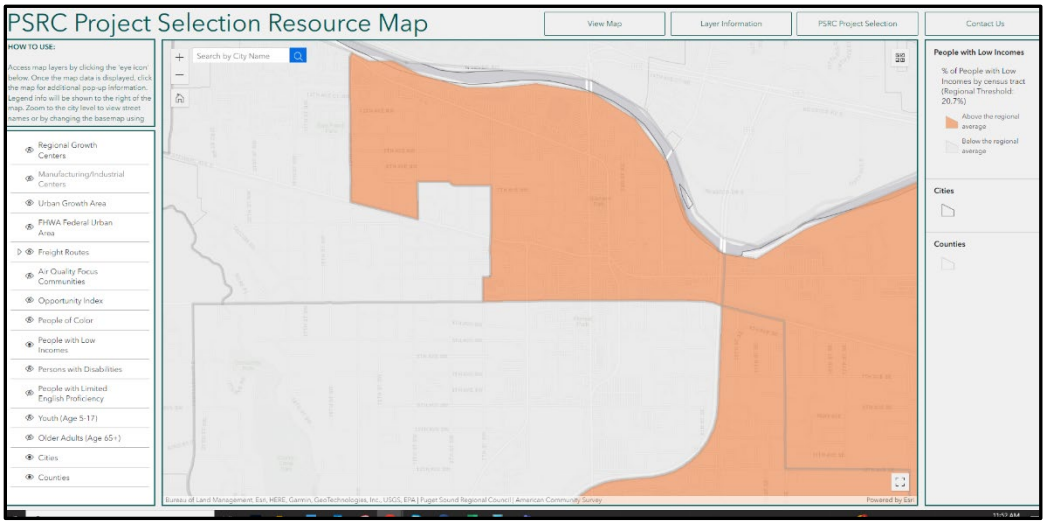
#2 - Youth



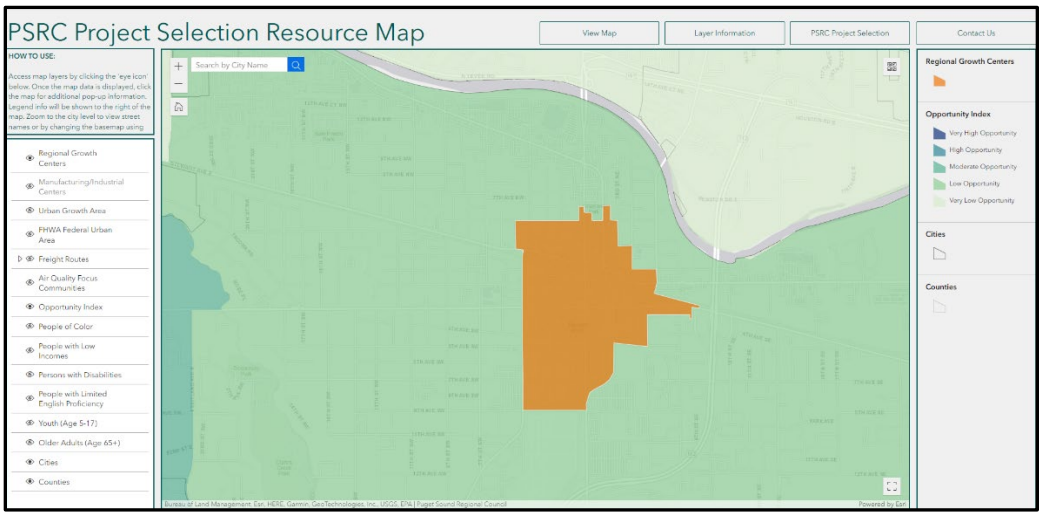
#3 – Persons with Disabilities



#4 – People with low incomes

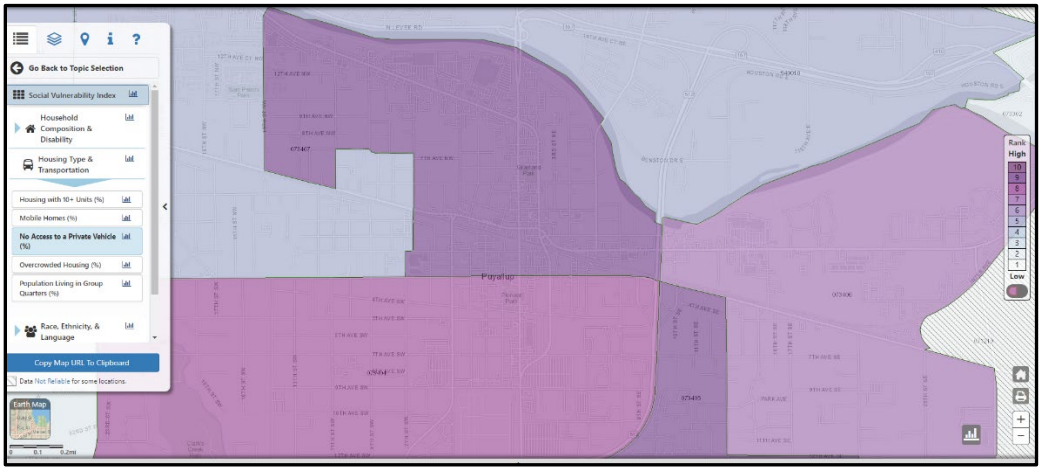


#5 – Opportunity Index

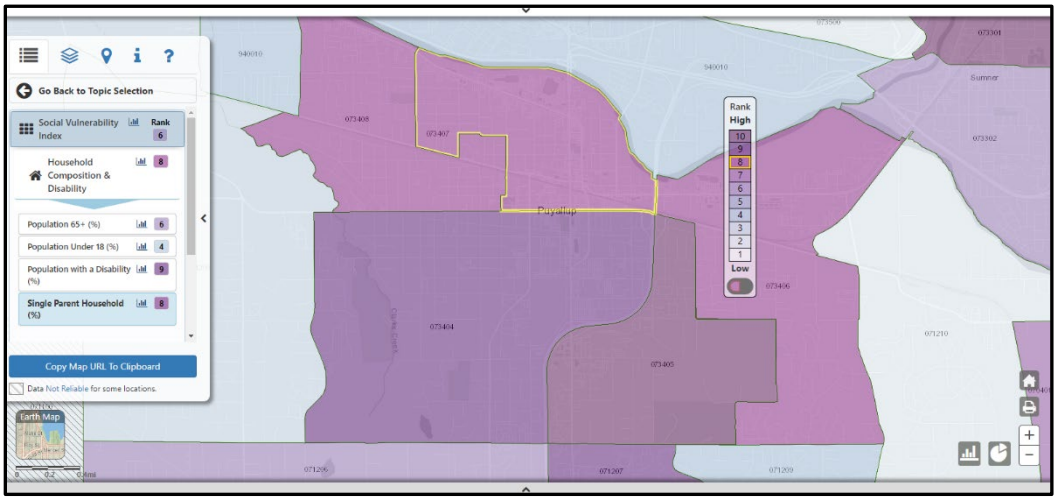


<u>Washington State Health Department Health Disparities Maps (#6-7)</u>

#6 – No access to private vehicle



#7 – Single parent households



Capital Project Funding 2023-2024

Street Fund	2023 Bud	2024 Bud
State Entitlements	385,940	385,940
Traffic Impact Fees	1,200,000	1,200,000
Interest & Other Earnings	12,180	12,180
General Fund Transfer (Directly to Street Repair & Replacement)	1,100,000	1,100,000
Transfers In-1st 1/4% REET	1,100,000	1,100,000
Transfers In-2nd 1/4% REET	1,100,000	1,100,000
Lift Grant	900,000	1,000,000
Sound Transit Development Revenue	1,009,044	859,269
One Time Funding from REET	2,300,000	1,100,000
Total Revenue	**9,107,164**	**7,857,389**
Operating Expenditures	1,893,330	1,893,330
Less Debt	1,031,650	700,600
Available for projects	**6,182,184**	**5,263,459**
Parking Lot - 208 W Main	50,000	-
Parking Lot - 313 E Meeker	60,000	-
23rd Ave SW;13th-17th Sidewalk	150,000	-
Street Repair & Replacement	800,000	800,000
Manorwood Ph2 Main Replacement	348,180	-
9th Ave SW; Meridian-5th St SW	289,000	111,000
SR 167 & MERIDIAN INTERCHANGE	450,000	450,000
WILDWOOD PARK DR (31ST-26TH	361,000	-
DOWNTOWN STREET REHAB & RESTOR	200,000	200,000
8th Ave NW LID Retrofit	300,000	-
5th Ave NW LID Retrofit	-	985,799
ST 6th St NW/W Main RRFB Impr	701,413	-
Shaw Rd; 12th to 23rd	155,000	155,000
Fruitland Ave & 7th New Signal Install	-	400,000
Tacoma Rd; W Pioneer to 4th Ave NW	-	689,000
Valley Ave NW Overlay	27,000	413,000
W Stewart; 4th St NW to 12th St NW	307,631	859,269
E Main Sidewalk; 2300 Block S.	-	75,000
Local Rd Safety Plan	-	50,000
Total Preliminary Street Capital Plan	**4,199,224**	**5,188,068**
Unallocated Funding	**1,982,960**	**75,391**

Capital Project Funding 2023-2024

Parks Capital Improvement Fund	2023 Bud	2024 Bud
Parks Sales Tax	539,400	555,580
Park Impact Fees	412,430	412,430
Interest & Other Earnings	4,240	4,240
LIFT Grant	361,000	361,000
One-Time Fund Balance for Projects	1,000,000	
Unsecured Grants	2,140,836	2,140,836
Total Revenue	**4,457,906**	**3,474,086**
Operating Expenditures	13,710	13,710
Less Debt	2,930	2,930
Available for projects	**4,441,266**	**3,457,446**
SKATE PARK IMPROVEMENTS	75,000	-
Riverwalk Trail Phase V	1,690,000	240,000
Parks Equipment-Minor Projects	70,000	75,000
Green City-Tree City USA	40,000	40,000
Van Lierop Park Playground	590,836	-
Clarks Creek South Playground Replacement	-	165,000
Manorwood Park Improvements - Irrigation	100,000	-
Pump Track	-	500,000
SE Neighborhood Park (Labelle	-	500,000
Minnich Property Cleanup/Trail Dev	100,000	-
Rec Cntr Fundraising Consultant	70,000	-
Wildwood Park Shelter Repairs	-	75,000
Labelle Minnich Masterplan Consultant	60,000	-
Total Preliminary Parks Capital Plan	**2,795,836**	**1,595,000**
Unallocated Funding	**1,645,430**	**1,862,446**

Capital Project Funding 2023-2024

Water Fund	**2023 Bud**	**2024 Bud**
Business License and Permits	24,080	24,080
Utilities & Environment	7,870,480	8,102,610
Interest & Other Earnings	6,590	6,590
Rents Leases & Concessions	124,950	124,950
Capital Contributions	453,860	453,860
One-Time Fund Balance for Projects	1,800,000	
ARPA Funds (Salmon Springs Main & Manorwood Main)	3,159,000	
Total Revenue	13,438,960	8,712,090
Operating Expenditures	5,775,685	5,914,665
Available for projects	**7,663,275**	**2,797,425**
System Improvements Water	250,000	250,000
Reservoir Recoating-39th Ave	-	300,000
MAPLEWOOD MAIN RPLCMT	885,213	1,260,000
Manorwood Phase 2 Main Rplcmt	3,040,000	-
Salmon Springs Ph 4 Main Repl	2,905,000	-
6th St NW Water Main Replace	62,277	435,640
Shaw Rd Widening Ph4	-	31,000
Total Preliminary Water Capital Plan	**7,142,490**	**2,276,640**
Unallocated Funding	**520,785**	**520,785**

Capital Project Funding 2023-2024

Sewer (Wastewater) Fund	2023 Bud	2024 Bud
Utilities & Environment	13,420,800	13,820,730
Interest & Other Earnings	21,770	21,770
Rents Leases & Concessions	6,260	6,260
Capital Contributions	752,170	752,170
Other	490	490
One-Time Fund Balance for Projects	2,875,000	-
Unsecured Bond (ST 4th St Storm ext)		1,178,443
Total Revenue	17,076,490	15,779,863
Operating Expenditures	8,954,115	9,102,215
Less Debt	336,600	336,000
Available for projects	**7,785,775**	**6,341,648**
SR512 Crsng 14thAve SE to 5th	-	602,000
Secondary Clarifier No. 3	1,884,226	-
System Improvements Sewer	500,000	500,000
3rd St SE; 7th to 9th Main Rep	426,000	-
Inflow-Infiltration Reduction	300,000	300,000
Aging Equipment Replacement	500,000	750,000
WSU FRONTAGE IMPVMTS PHASE 2	-	612,516
8th Ave NW LID Retrofit	150,000	-
Glenwood Apartments South of 39th Ave SE	31,000	31,000
Sewer Syst Expansion	500,000	500,000
5th Ave NW Rd Reconstruct & Utility	133,245	985,376
W Pioneer Sewer Upgrade; 12th-18th	50,000	50,000
E Main Trunk Line Improvements	100,000	363,000
Candlewood Pump Station Replacement	190,000	700,000
Total Preliminary Sewer (Wastewater) Capital Plan	**4,764,471**	**5,393,892**
Unallocated Funding	**3,021,304**	**947,756**

Capital Project Funding 2023-2024

Storm Fund	2023 Bud	2024 Bud
Utilities & Environment	5,963,220	6,141,510
Interest & Other Earnings	9,190	9,190
Capital Contributions	739,300	739,300
Other	57,060	57,060
One-Time Fund Balance for Projects	330,000	
Unsecured Grant		1,000,000
Unsecured Bond (ST 4th St Storm ext)	3,360,963	1,178,443
Total Revenue	10,459,733	9,125,503
Operating Expenditures	5,226,285	5,299,365
Less Debt	11,930	500
Available for projects	**5,221,518**	**3,825,638**
Wapato Creek Diversion Repar	-	200,000
Clarks Creek ELODEA Mgmt	-	125,000
Address Failing Private System	52,000	52,000
LID Incentive Program	50,000	113,000
LID Retrofit Program	100,000	100,000
Impl Puy River Fecal TMDL	50,000	50,000
IMPL REQ FECAL TMDL	100,000	100,000
Impl Req Disslv Oxygen TMDL	-	250,000
ST 4th St Storm Extension	3,360,963	1,178,443
System Improvements Storm	250,000	250,000
Shaw Rd; 12th to 23rd	-	93,000
CITY-WIDE STORM POND FENCING	20,000	20,000
11TH ST SW MEEKER CRK CULVERT	215,000	-
8th Ave NW Road Reconstruction	100,000	-
5th Ave NW Road Reconstruct & Utility	-	807,106
Comp Plan Update	257,667	257,667
7th Ave SW; 14th-8th Slip Lining Retrofit	375,000	-
10th St SE Utility Line Replacement	275,000	-
E Main Sidewalk; 2300 Block S.	-	20,000
Total Preliminary Storm Capital Plan	**5,205,630**	**3,616,216**
Unallocated Funding	**15,888**	**209,422**

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.

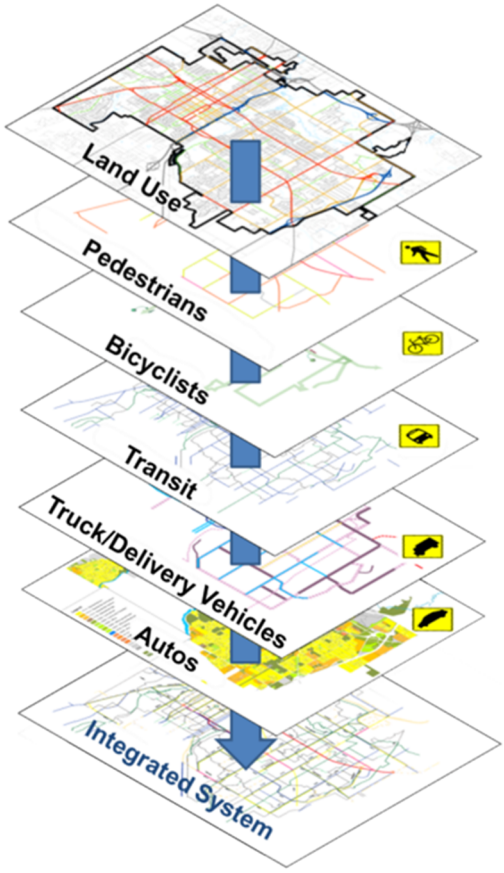
I. Introduction to the Layered Network

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.

Figure 7-6: Layered Network Concept



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.

Table 7-4: Pedestrian Accommodation – Sidewalk Provision

Within Pedestrian Priority Network	
	Pedestrian facility* where indicated in Pedestrian Priority Network
	Pedestrian facility* provided to fill key gaps in the existing sidewalk network **(**Error! Reference source not found.**)**
	No or incomplete pedestrian facility

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

Bicycling

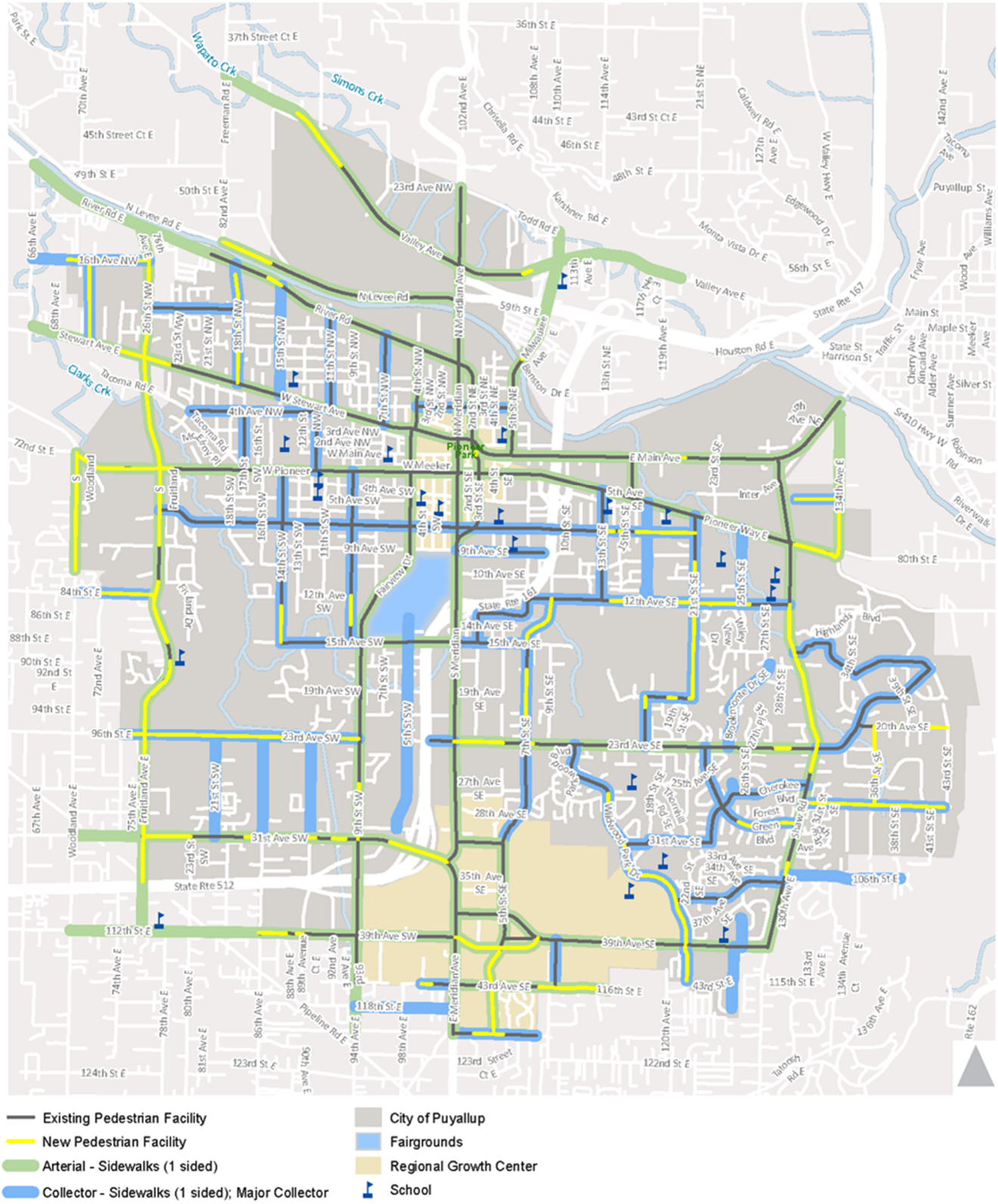
Puyallup already sees some bicycling along the Riverwalk Trail, which connects to the Sumner Link Trail on its eastern end. The City also has one off-street, shared-use path located along the northwest side of Fairview Drive adjacent to the Washington State Events Center property. Several city parks 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.

Table 7-5: Bicycle Accommodation – Facility Descriptions

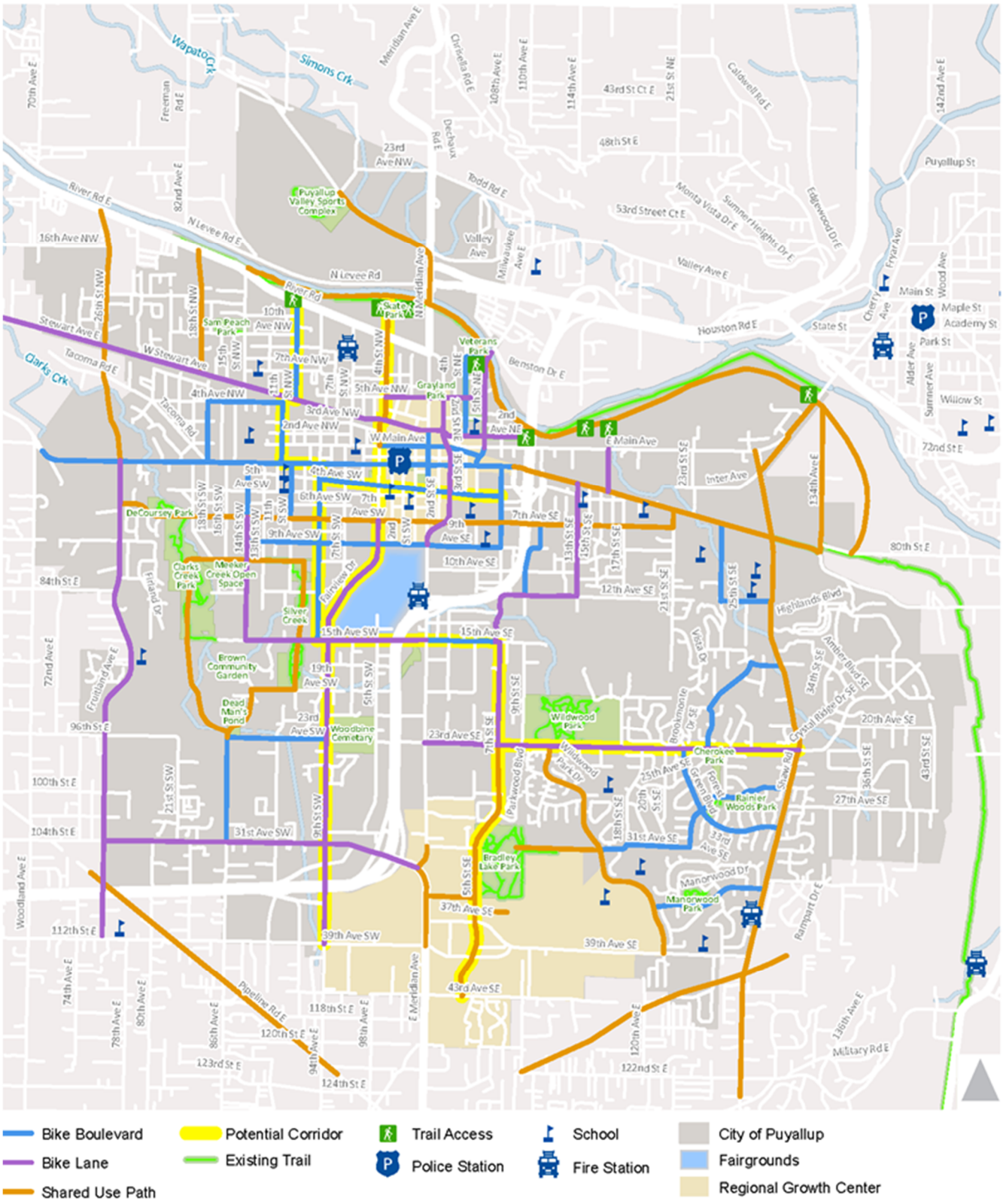
Within Bicycle Priority Network	
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Meaningful progress by constructing a few initial east-west and north-south spines
	No Facility

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**.

Map 7-8: Pedestrian Priority Network



Map 7-9: Bicycle Priority Network




Trail


Shared Use Path


Bike Lane


Bike Boulevard

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.

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

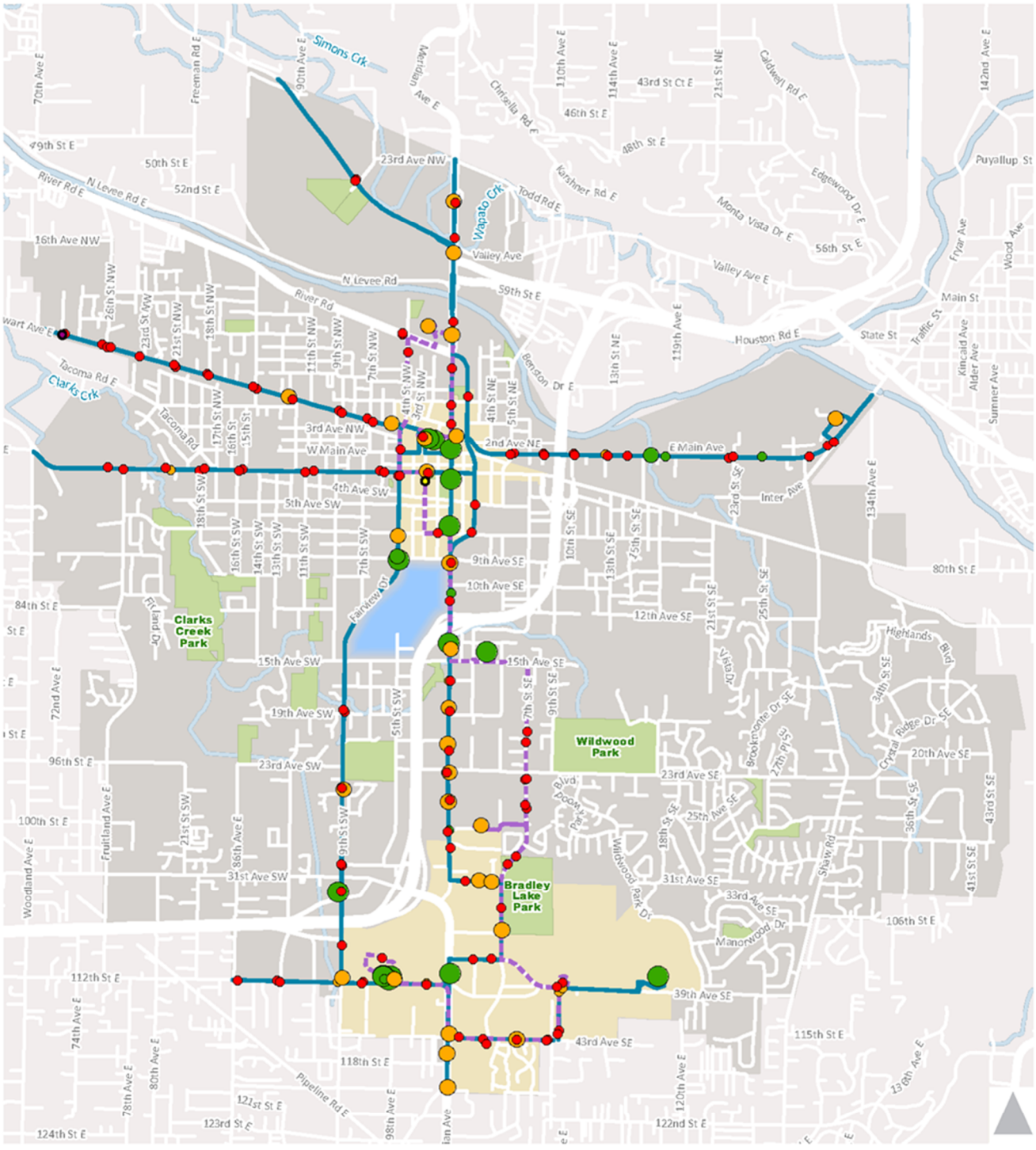
	Transit Stop Amenities	Pedestrian Access
	Provides treatments* shown within Transit Priority Network and other supportive elements	Sidewalks and marked crosswalks serving all stops
	Provides minimum treatment* recommendation, as shown within Transit Priority Network	Sidewalks and marked crosswalks serving some stops
	No amenities	General lack of sidewalks and marked crosswalks

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**.

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



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?

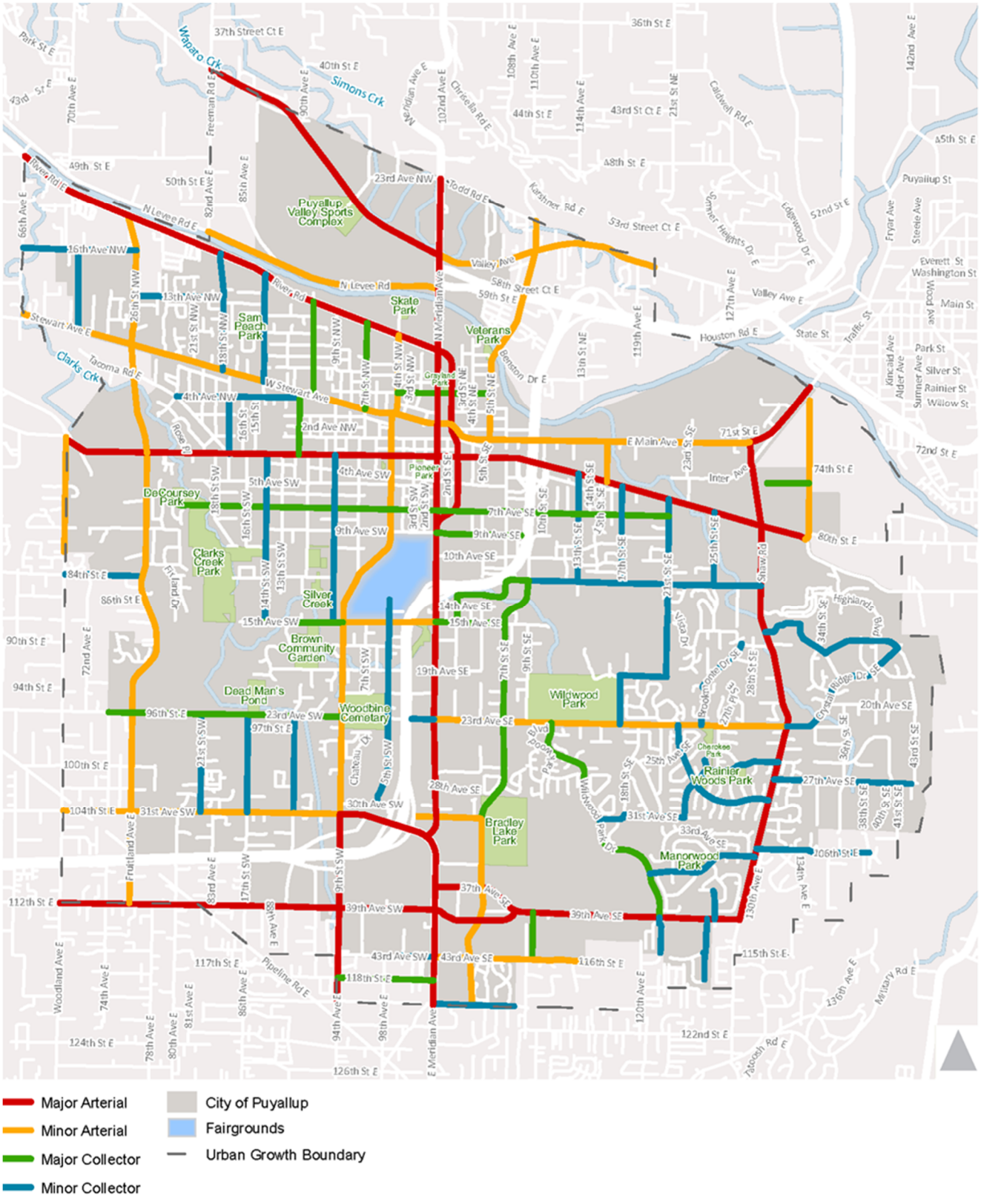
A key question that has come up during this process is why the City's Transportation Element would reduce the LOS standard in some places. This change in policy means that the City is accepting more congestion along Meridian, Shaw Road, and 9th Street SW than it would in the past.

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:

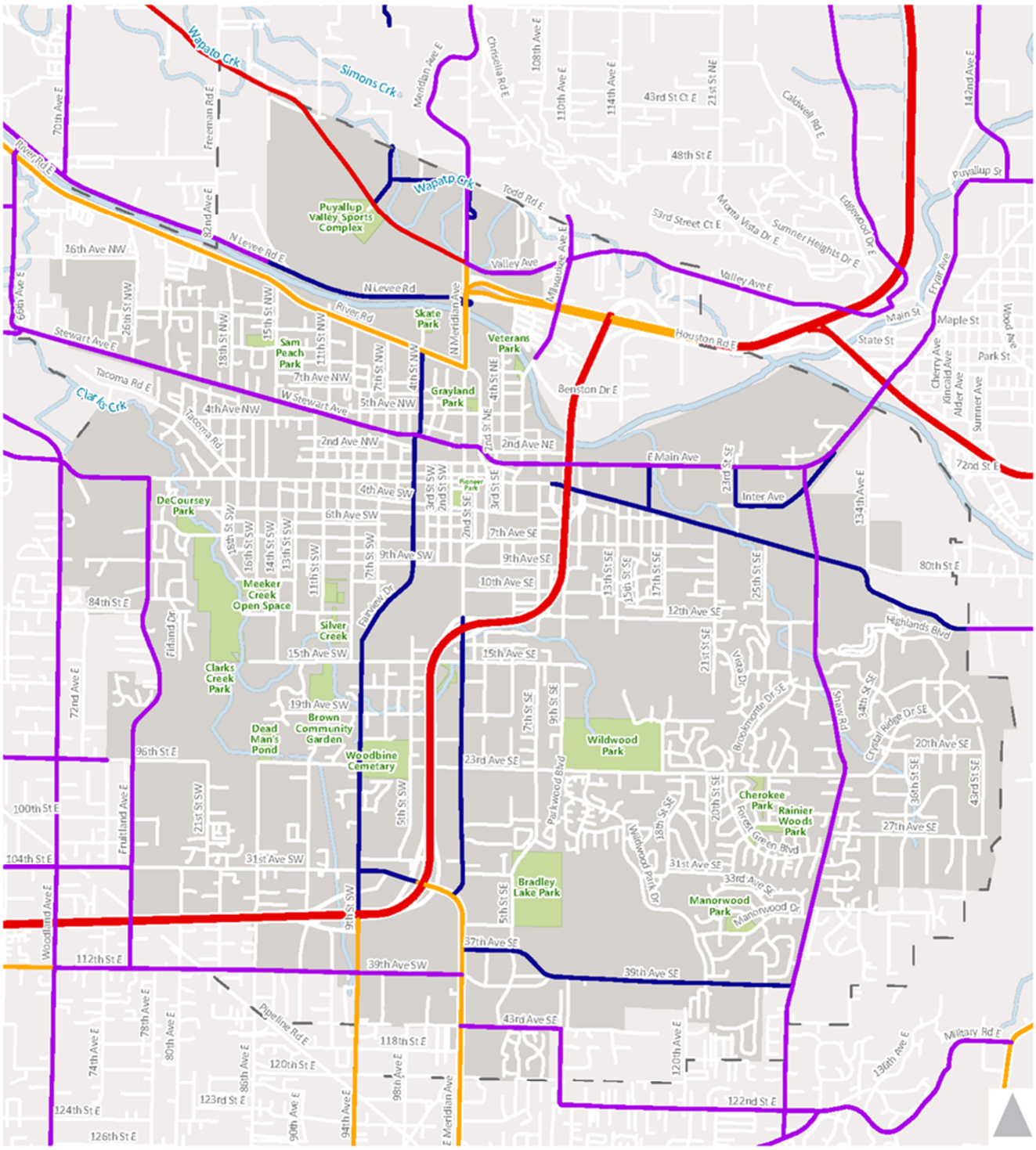
- **Cost:** Maintaining LOS D operations would require an additional **$50-70 million** in capital investment along Meridian, 9th Street SW, and Shaw Road. Recognizing that this plan's project list is already at the limits of the city can reasonable afford over the next 20 years, achieving LOS D in these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



Map 7-12: Existing WSDOT and City Truck Routes



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.

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

Mode	Downtown		South Hill	
	2010[1]	2035	2010[1]	2035
Drive alone	83%	67%	83%	70%
Carpool	8%	17%	8%	18%
Transit	3%	6%	3%	4%
Walk/Bike	5%	10%	5%	8%

[1] Puget Sound Regional Council, "Growth Targets and Mode Split Goals for Regional Centers," July 2014.

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 $45-50million. 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-A** describes the recommended citywide 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.

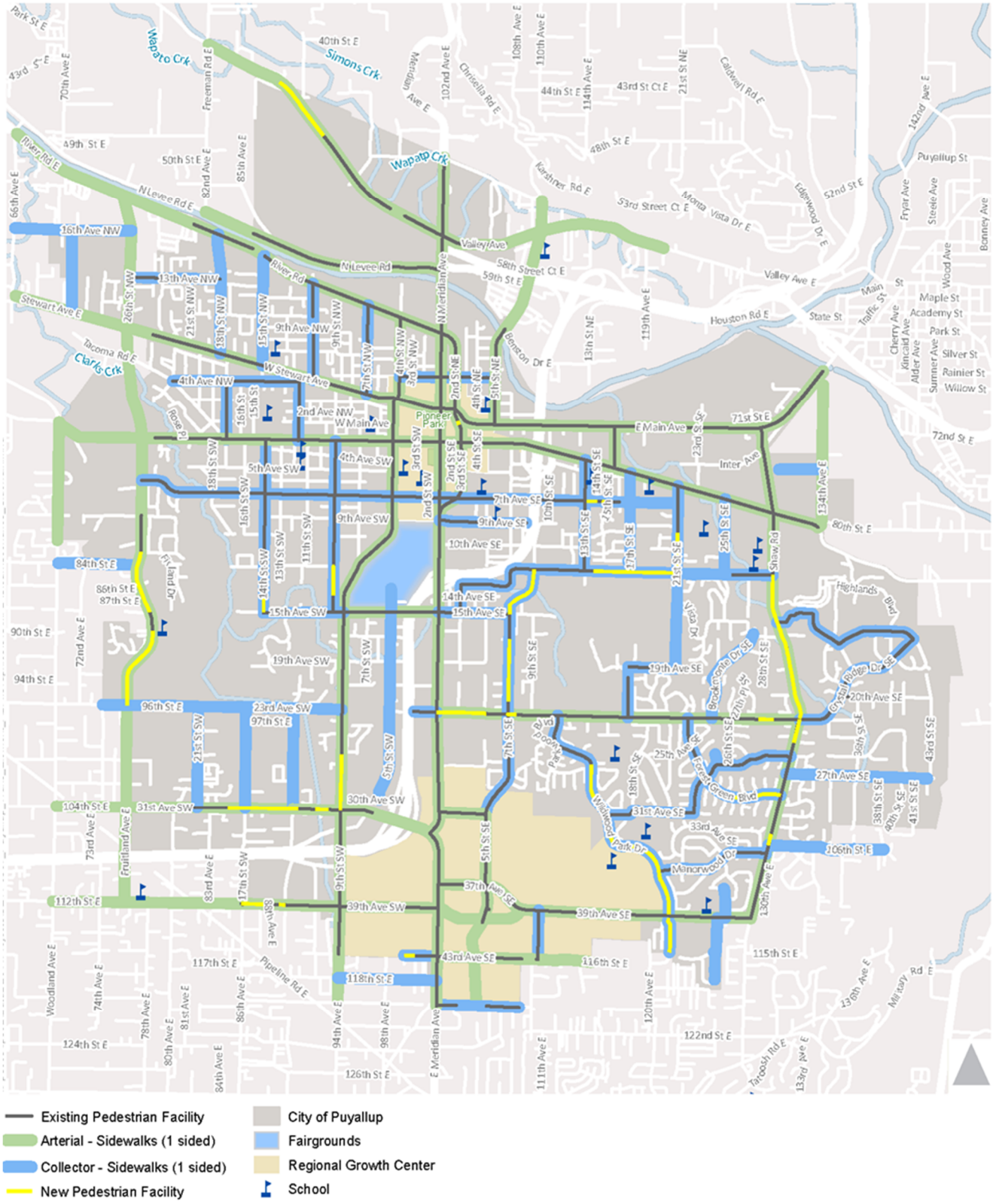
Should funds become available, the City would move forward in the near term with projects that meet community priorities. These projects provide a starting point for the City in developing its financially constrained Six-Year Capital Improvement Plan, which is updated annually and is developed based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

Table 7-8-A: Twenty Year Project List - Citywide

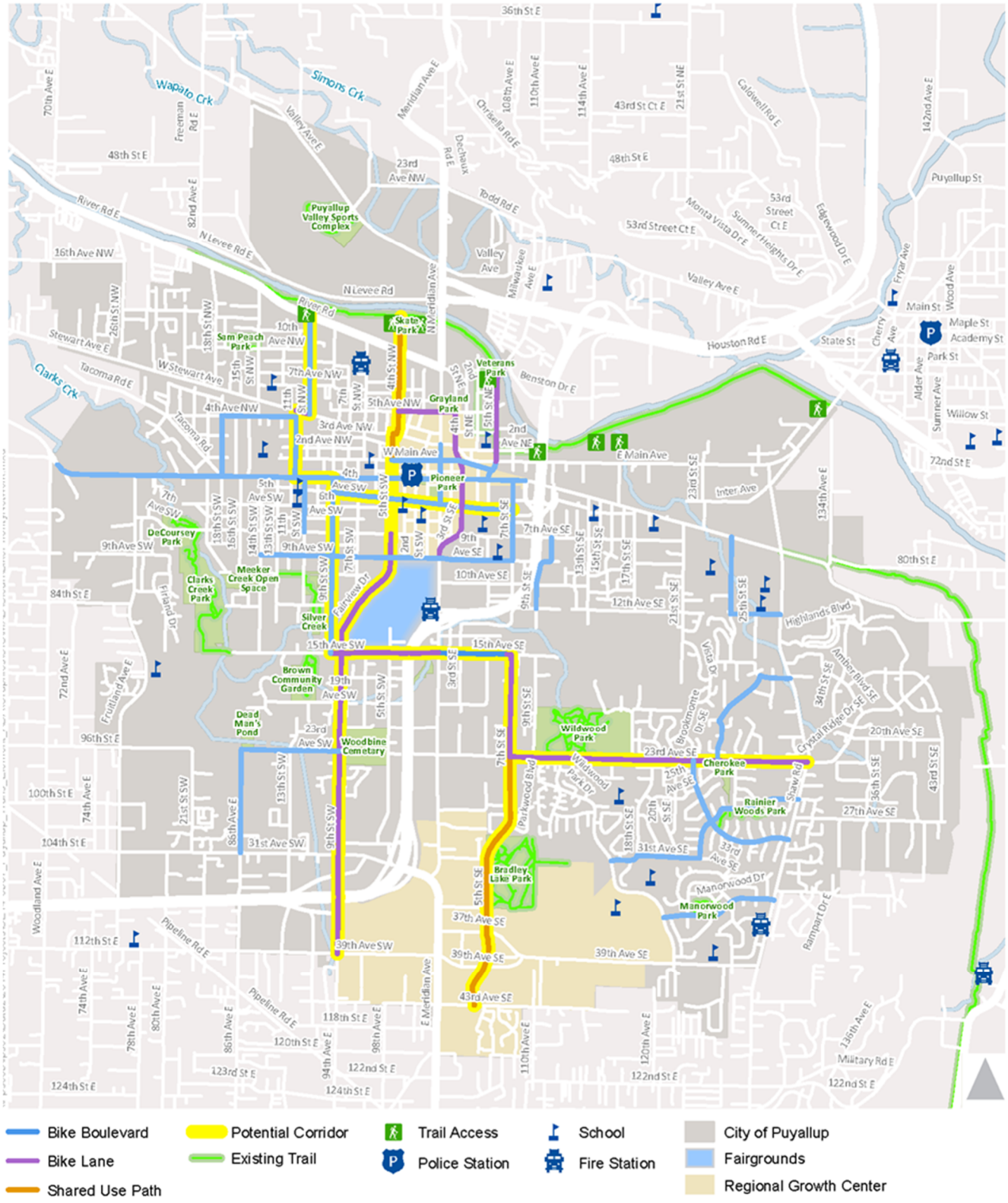
Project Number	*Projects*	*Benefit to Puyallup*	*Primary Benefit*	*Total Cost*	*Expected City Contribution*	*Goal Met*
1	**Milwaukee Bridge Replacement**	New Bridge or Retrofit	Local	$12.5M	$2.57M	2, 5
2	**Adaptive Signal Control Updates**	Reduce congestion	Local	$900K	$0	5
3	**Citywide Signal, Street lighting, and curb ramp updates**	Safety and accessibility	Local	$1M	$200K	5
4	**Shaw Road (23rd Ave SE to 39th Ave SE) widening, add bike lane and sidewalks, and improve signal phasing**	Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)	Local	$16.3M	$2M	2, 4, 5
5	**Shaw Road (23rd Ave SE to 12th Ave SE) widening and add bike lane and sidewalk**	Improve bicycle and pedestrian safety and connectivity and reduce congestion (3 lane cross section)	Local	$40M	$5M	2, 4, 5
6	**West Stewart (4th St NW to 12th St NW) overlay, re-stripe, and signal upgrade**	Maintenance upgrades to the roadway and reduce congestion	Local	$600K	$0+	1, 6
7	**7th St SE widening and roadway improvements**	Maintenance upgrades to the roadway and reduce congestion; between 15th Ave SE and 23rd Ave SE	Local	$8M	$1.6M	5, 6
8	**New traffic signal installation throughout the city**	New signals help move traffic and improve level of service	Local	$3M	$600k	5, 6
9	**43rd Ave SE roadway and intersection improvements**	Completion of streets to City standards, maintenance upgrades, and intersection improvements at 43rd Ave and 10th St SE to improve safety and mobility	Local	$1.5M	$300K	5, 6
10	**9th St SW roadway widening and add bike lane and sidewalk**	Improve bicycle and pedestrian safety and connectivity and reduce congestion	Local	$12M	$2.4+M	2, 4, 5
11	**23rd Ave SE widening and install new traffic signal**	Reduce congestion	Local	$7.8M	$1.56M	5

Project Number	Projects	Benefit to Puyallup	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
12	**South Fruitland widening with water, sewer, bike lane and sidewalk, signal upgrade and new signal installation**	Improve bicycle and pedestrian safety and connectivity and reduce congestion	Local	$7.1M	$1.42M	2, 4, 5
13	**West Pioneer rebuild (Clark's Creek Bridge to South Fruitland)**	Maintenance upgrades to the roadway and reduce congestion	Local	$1.03M	$206K	5, 6
14	**South Meridian (9th Ave SE to 15th Ave SE) overlay and re-stripe**	Maintenance upgrades to the roadway	Regional	$800K	$160K	5, 6
15	**7th St SE (15th Ave SE to 12th Ave SE) build new roadway with sidewalk**	Improve motor vehicle connectivity	Local	$4.0M	$800k	2, 3, 5,
16	**South Meridian and 43rd Ave intersection improvements**	Reduce roadway congestion	Regional	$26K	$5.2K	5
17	**31st Ave SW WSDOT Bridge widening**	Improve regional traffic flow [the expected City contribution covers street improvements associated with WSDOT's bridge widening project]	Regional	$27.6M	$5.5M	1, 2, 4, 5
18	**North Meridian and 2nd Ave NE/River Road intersection improvements**	Improve regional traffic flow	Regional	$622K	$124K	1, 2, 4, 5
19	**35th Ave SE widening and intersection improvements**	Improve regional traffic flow	Regional	$4.3M	$860k	1, 2, 4, 5
20	**Pioneer Road widening**	Reduce congestion	Local	$3.4M	$680K	3, 5
21	**Fruitland Ave Extension**	Improve motorist and pedestrian connectivity	Local	$24.4M	$4.9M	3, 5
22	**Shaw Road and 39th Ave SE intersection widening**	Improve intersection operations	Local	$926K	$185K	5
23	**Yellow standard pedestrian facilities (see Error! Reference source not found.)**	Improve pedestrian facility coverage (at least on one side of the street) to fill key gaps in non-local streets and near schools	Local	$12.3M	$12.3M	2, 4, 6
24	**Yellow standard bicycle facilities (see Error! Reference source not found.)**	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.	Local	$12M	$6M	2, 4, 6
25	**Yellow standard transit amenities (see Error! Reference source not found.)**	Create a welcoming environment for transit users to encourage ridership and attract more service.	Regional, Local	$52K	$26K	1, 3, 4, 6
			Total	**$202.2 M**	**$49.4 M**	

Map 7-13: Yellow Standard Pedestrian Facilities



Map 7-14: Yellow Standard Bicycle 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.

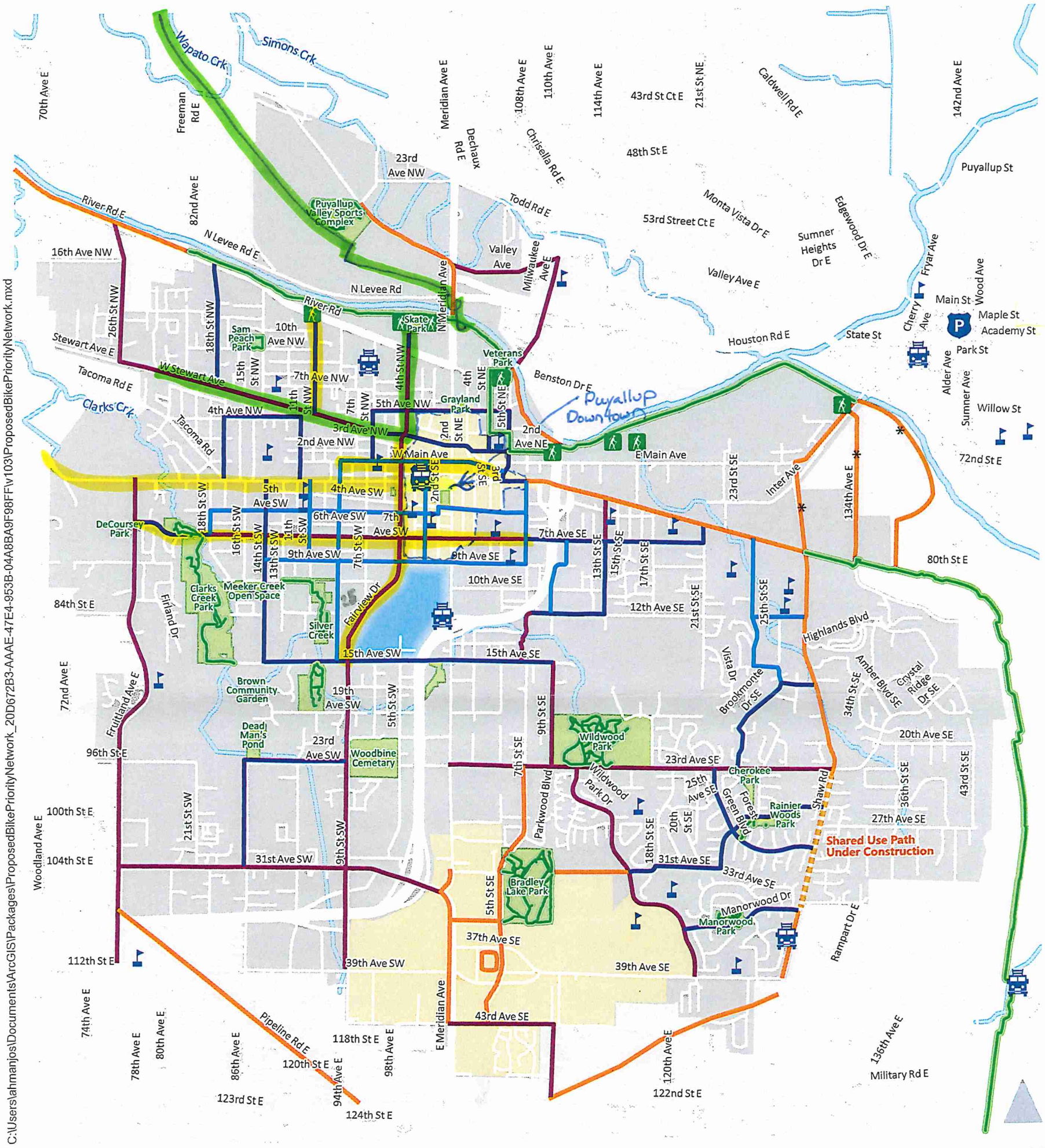


Figure 16

Long-Term Bicycle Network Projects

* Only one of the alignments will be constructed

PuyallupMOVES

Routes included in Puyallup Moves- Downtown Destination TAP application

Routes already under design and funded thru construction.

Table 2: Top 10 Priority Projects

1. 7TH AVENUE SE SIDEWALKS, SHARROWS, AND CROSSING ENHANCEMENTS	
Cost	**$1.52 million**
Location	7th Street SE to 21st Street SE
Project Elements & Considerations	› Construct sidewalks to fill gaps from 14th Street SE to 21st Street SE › Construct sharrows from 7th Street SE to 21st Avenue SE › Construct crossing enhancements at the intersection of 7th Avenue SE and 13th Street SE › Curb placement should be designed to accommodate a three-lane roadway (2 lanes with a two-way left turn lane) along the entire length of 7th Ave SE

2. WEST STEWART AVENUE/2ND AVENUE NE SEPARATED BIKE LANES, SHARROWS, AND CROSSING ENHANCEMENTS	
Cost	**$5.1 million**
Location	Aligned generally east-west through downtown between western city limit and 9th Street NE/Riverwalk Trail access
Project Elements & Considerations	› Cost estimate builds on the estimate developed for the Puyallup ATP ($5 million) with the addition of crossing enhancements at two locations ($100,000) › ATP cost estimate includes roadway widening as a percent of construction costs. › Nearby access to Karshner Elementary, Aylen Junior High (south side of tracks), Puyallup High School (south side of tracks), Stewart Elementary School › On arterial with heavy traffic › May require modification of parking or removal (parts of Stewart and 2nd Avenue NE) and/or right-of-way widening (26th Street NW and Stewart between 26th Street NW to 23rd Street NW) › West Stewart Avenue needs to accommodate a three-lane roadway with a two-way left turn lane › Portion of corridor is proposed by Sound Transit as part of Sounder Station Access Project › Portion from 7th Street NW to 9th Street NE/Riverwalk Trail Access would consist of sharrows › Construct crossing enhancements at the intersections of West Stewart Avenue / 12th Street SW and 15th Street SW. Crossings interact with railroad tracks and will necessitate additional study and coordination with BNSF Railroad.

3. 11TH STREET NW SIDEWALKS AND SHARROWS	
Cost	**$215,000**
Location	Puyallup River (Riverwalk Trail) to W Stewart Avenue
Project Elements & Considerations	› Construct sidewalks to fill gaps from 10th Avenue NW to 9th Avenue NW, including curb ramps at intersections › Construct sharrows from Puyallup River (Riverwalk Trail) to West Stewart Avenue › New sections of sidewalk must include vertical curb along this corridor › Some existing sections of sidewalk (south of 9th Avenue NW) currently do not include vertical curb and may be retrofitted as part of this project › Curb placement should be designed to accommodate three lanes of vehicle traffic › The estimated cost does not include vertical curb elements, replacement of existing sidewalks, or right of way acquisition and **may substantially exceed estimate provided**

4. 7TH AVENUE SW PROTECTED BIKE FACILITIES, SIDEWALKS, AND CROSSING ENHANCEMENTS	
Cost	**$2.9 million**
Location	7th Avenue SW from Fruitland Avenue to 7th Street SW
Project Elements & Considerations	› Crossing enhancement at the intersections of 7th Avenue / 13th Street SW and 7th Avenue Avenue / 11th Street SW › Construct sidewalks to fill gaps on one side of street from S Fruitland Avenue to 7th Street SW › Construct a protected bike lane on one side of 7th Avenue SW and a buffered bike lane on the other side from 18th Street SW in the west to South Meridian in the east › Cost estimate builds on the estimate developed for the Puyallup ATP ($870,000) with the addition of about a half-mile of sidewalks on one side of the street ($1.9 million) and crossing enhancements at two locations ($100,000) › The design for 7th Avenue SW would need to include adequate width for 3 vehicle lanes including a two-way left turn lane for safety and capacity › Parking should be removed or additional right of way should be purchased to accommodate a two-way left turn lane and bicycle lanes in both directions › Further study should evaluate parking utilization to understand impacts of removal

I believe this is supposed to be 7th St. SE., which would connect with the end the 7th Ave SE sidewalks. It will also allow connection with the bike lanes proposed on 5th St. SW.

TIB Grant funde constructing side side of 7th Ave. with crossing en 11th St. SW.

5. 13TH STREET SE SHARROWS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$110,000**
Location	Manorwood Drive to East Pioneer Avenue East Pioneer Avenue to 7th Avenue SE
Project Elements & Considerations	› Construct crossing enhancement at the intersection of 13th Street SE / 7th Avenue SE › Construct sharrows from East Pioneer Avenue to 7th Avenue SE › Evaluate need for traffic calming based on City guidelines

6. SHAW ROAD E SHARED USE PATH, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$37 million with $9 million constructed to date**
Location	Manorwood Drive to Pioneer Avenue
Project Elements & Considerations	› This project will focus on 23rd Avenue SE to East Pioneer Avenue to extend the shared use path recently constructed › Cost estimate builds on the estimate developed for the Puyallup ATP ($36.9 million) with the addition of crossing enhancements at two locations ($100,000) › Evaluate need for traffic calming based on City guidelines. This estimate assumes a road diet will be constructed on Shaw Road and will act as a traffic calming mechanism. › Construct crossing enhancements at the intersections of Shaw Road E / 12th Avenue SE and Shaw Road E / 16th Avenue SE › Shaw Road has known drainage and right-of-way challenges that will require significant improvements

7. WILDWOOD PARK DRIVE BIKE LANES, SIDEWALKS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING	
Cost	**$1.2 million – 6.9 million**
Location	Aligned generally north-south between 39th Avenue SE and 23rd Avenue SE
Project Elements & Considerations	› Construct sidewalks to fill gaps along Wildwood Park Drive on the east side of the street. The City of Puyallup has constructed sidewalks between Manorwood Drive and 31st Avenue SE, on the east side of Wildwood Park Drive. The City is planning to construct sidewalks on east side of Wildwood Park Drive from 31st Avenue SE to 25th Avenue SE in 2019. › Construct crossing enhancements and intersection control improvements along Wildwood Park Drive including candidate intersections: 26th Avenue SE, 31st Avenue SE, and Ferrucci Junior High School driveway › Evaluate need for traffic calming based on City guidelines › Provides connection to Pierce College and Ferrucci Junior High School › Provides nearby connections to Sunrise Elementary School and Wildwood Park Elementary School › Connection through South Hill and residential areas › Provides direct access to Wildwood Park › Acts as a collector facility for other facilities in South Hill area

8. E PIONEER AVENUE SHARED USE PATH	
Cost	**$5.2 million**
Location	7th Street SE to Shaw Road
Project Elements & Considerations	› Construct shared use path from 7th Street SE to Shaw Road › This project serves multiple schools with high FRPL percentages, including Stewart Elementary School and Spinning Elementary School. It also acts as a connection for Shaw Road Elementary School, Cascade Christian, and Northwest Christian School. › Could require right-of-way widening, which may be challenging on the north side of E Pioneer Avenue due to the existing railroad tracks, grade changes, and drainage ditch

9. 11TH STREET SW BIKE BOULEVARD, CROSSING ENHANCEMENTS, AND SCHOOL ZONE IMPROVEMENTS	
Cost	**$100,000**
Location	W Pioneer Avenue to 9th Avenue SW
Project Elements & Considerations	› Construct crossing enhancements at 11th Street SW / 4th Avenue SW and 11th Street SW / 5th Avenue SW › There is high on-street parking usage near Maplewood Elementary School, so the City should evaluate whether pedestrian volumes warrant bulb outs to reduce crossing distance and reduce sight distance conflicts › Construct bike boulevard including traffic calming elements along 11th Street Southwest from W Pioneer Avenue to 9th Avenue SW › Extend bike boulevard proposed in Puyallup ATP › If Maplewood Elementary School undergoes redevelopment, update on-site parking loop to improve circulation (not included in cost estimate)

10. S FRUITLAND AVENUE BIKE LANES, SIDEWALKS, AND CROSSING ENHANCEMENTS	
Cost	**$7.3 million**
Location	31st Avenue to West Pioneer Avenue
Project Elements & Considerations	› Construct crossing enhancements at Fruitland Avenue / 89th Street SE to improve accessibility to Fruitland Elementary School. The existing crosswalk across Fruitland Avenue is constrained by school congestion. Evaluate candidacy for advanced beacons or an RRFB to address existing challenges with vehicle speeds, vehicle volume, and limited sight distance on Fruitland Avenue. › Construct sidewalks to fill gaps along Fruitland Avenue › Sidewalk and bike lane designs must accommodate a two-way left turn lane on Fruitland Avenue

City of Puyallup
Safe Routes to School Master Plan
Draft Project List

Map ID	Priority Project?	Roadway Name	Limits	Project Type				
				Bicycle Facilities	Pedestrian Facilities	Crossing Enhancement /Intersection Control Improvement	Traffic Calming	School Zone Improvement
1		18th St NW	River Road (Highway 167) to W Stewart Ave	✓				
2		15th St NW	River Rd to W Stewart Ave (Crossing enhancements @ 8th Ave NW, 9th Ave NW, 10th Ave NW)			✓	✓	
3		Karshner Elementary School	Pick-up/drop-off loop on-campus					✓
4	Priority	11th St NW	Puyallup River (Riverwalk Trail) to W Stewart Ave	✓	✓			
5	Priority	West Stewart Ave/2nd Ave NE	Riverwalk Trail Access on 26th Street NW, then aligned generally east-west through downtown between 26th Street NW and the 9th Street NE/Riverwalk Trail access (Crossing enhancements @ 12th St SW and 15th St SW)	✓		✓		
6		17th St SW --> 4th Ave NW --> 12th St NW	Bicycle loop from W Pioneer Ave / 17th St SW to W Pioneer Ave / 12th St NW (Crossing enhancement @ 3rd Ave NW / 12th St NW)	✓		✓		
7		15th St SW	Multiple crossing enhancements between 4th Ave NW and Pioneer			✓		
9		W Pioneer Ave	Crossing enhancements @ 15th St and 17th St			✓		
10	Priority	S Fruitland	31st Ave to Pioneer Way E (Crossing enhancement @ 89th St SE)	✓	✓	✓		
11		18th St SW	5th Ave SW to 7th Ave SW	✓	✓			
12		5th Ave SW	14th St SW			✓		
13		13th St SW	9th Ave to Pioneer (Crossing enhancements @ 4th Ave SW, 5th Ave SW, 7th Ave SW)		✓	✓	✓	✓
14		12th St SW	W Pioneer St to 5th Ave SW					✓
16	Priority	11th St SW	W Pioneer St to 9th Ave SW (Crossing enhancement @ 4th Ave SW and 5th Ave SW)	✓		✓	✓	
17	Priority	7th Ave SW	This project would add a parking protected bike lane on one side of 7th Avenue SW and a buffered bike lane on the other side from 18th Street SW in the west to South Meridian in the east. (Crossing enhancement @ 13th St SW and 11th St SW)	✓	✓	✓		
18		7th St SW	W Pioneer Ave			✓		
19		E Main Ave/ Spring St	5th St SE and 9th St SW	✓				
20		4th Street NW/5th Street SW/Fairview Drive/9th Street SW	Aligned generally north-south through downtown between Riverwalk Trail and 39th Avenue SW	✓				
21		5th Ave NW	5th St NE and 7th St NW	✓				
22		5th Ave NW	5th St NE			✓		
23		Riverwalk Trail Missing Link	Aligned generally northwest-southeast between existing termini of the Riverwalk Trail near 5th Street NE and 9th Street NE	✓				
24		5th St NE	Mid-block crossing between 4th Ave NE and 3rd Ave NE			✓		
25		3rd St NE	Main Ave/Spring St to 2nd Ave NE		✓			
26		5th St SW/4th St SW	Crossing enhancement @ mid-block crossing on 5th St SW between 4th Ave SW and 5th Ave SW, and 5th Ave SW / 4th St SW			✓		

City of Puyallup
Safe Routes to School Master Plan
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Map ID	Priority Project?	Roadway Name	Limits	Project Type				
				Bicycle Facilities	Pedestrian Facilities	Crossing Enhancement /Intersection Control Improvement	Traffic Calming	School Zone Improvement
27		Meeker Elementary School perimeter	ADA parking accommodation on perimeter of campus					
28		9th Ave SW / 9th Ave SE / 7th St SE	14th St SW to E Pioneer St					
29		5th St SE	9th Ave SE to 7th Ave SE					
30	Priority	E Pioneer	7th St SE to Shaw Road					
31	Priority	13th St SE	E Pioneer St to 7th Ave SE (Crossing enhancement @ 7th Ave SE)					
32	Priority	7th Ave SE	13th St SE to 21st St SE (Crossing enhancement @ 13th St SE)					
33		9th St SE and 10th St SE	12th Ave SE to 7th Ave SE					
34		13th St SE	7th Ave SE to 12th Ave SE					
35		21st St SE	9th Ave SE to 12th Ave SE					
36		12th Ave SE	Shaw Rd E to 25th St SE					
37	Priority	Shaw Rd E	Manorwood Dr to Pioneer Ave; This project will focus on 16th Ave SE to E Pioneer Ave to extend the shared use path under construction (Crossing enhancements @ 12th Ave SE and 16th Ave SE)					
38		23rd Ave SE	S Meridian to Shaw Rd					
39	Priority	Wildwood Park Drive	Aligned generally north-south between 39th Avenue SE and 23rd Avenue SE (Crossing enhancements / intersection control improvements @ 26th Ave SE, 31st Ave SE, and Ferrucci Junior High School driveway)					
40		Cherokee Blvd/31st Ave SE	Wildwood Park Dr to Shaw Rd E					

Yellow highlight indicates priority project.