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PuyallupMOVES 

City of Puyallup

Active Transportation Plan



NEAR-TERM BICYCLE PROJECTS

This Active Transportation Plan provides a long-term vision for making Puyallup a great place to walk and roll. To kick start this process, this chapter details four projects that were identified as the first step towards implementing the long-term vision for bicycling in Puyallup:

- 1) 5th Street NW/4th Street NW,
- 2A) 5th Avenue SW/4th Avenue SE,
- 2B) 7th Avenue SW/SE, and
- 3) Shaw Road.

These four projects were selected due to a combination of location, safety benefits, connectivity considerations, and feasibility of implementation. The projects are shown in **Figure A**. These projects are a subset of the projects listed in the Chapter 5 Medium-Term Bicycle Project list.

To facilitate near-term implementation of the four projects included in this chapter, the following details are provided:

- a project description,
- anticipated benefits,
- before and after photo simulation graphics,
- cost estimates,
- potential grant sources, and
- data needs.

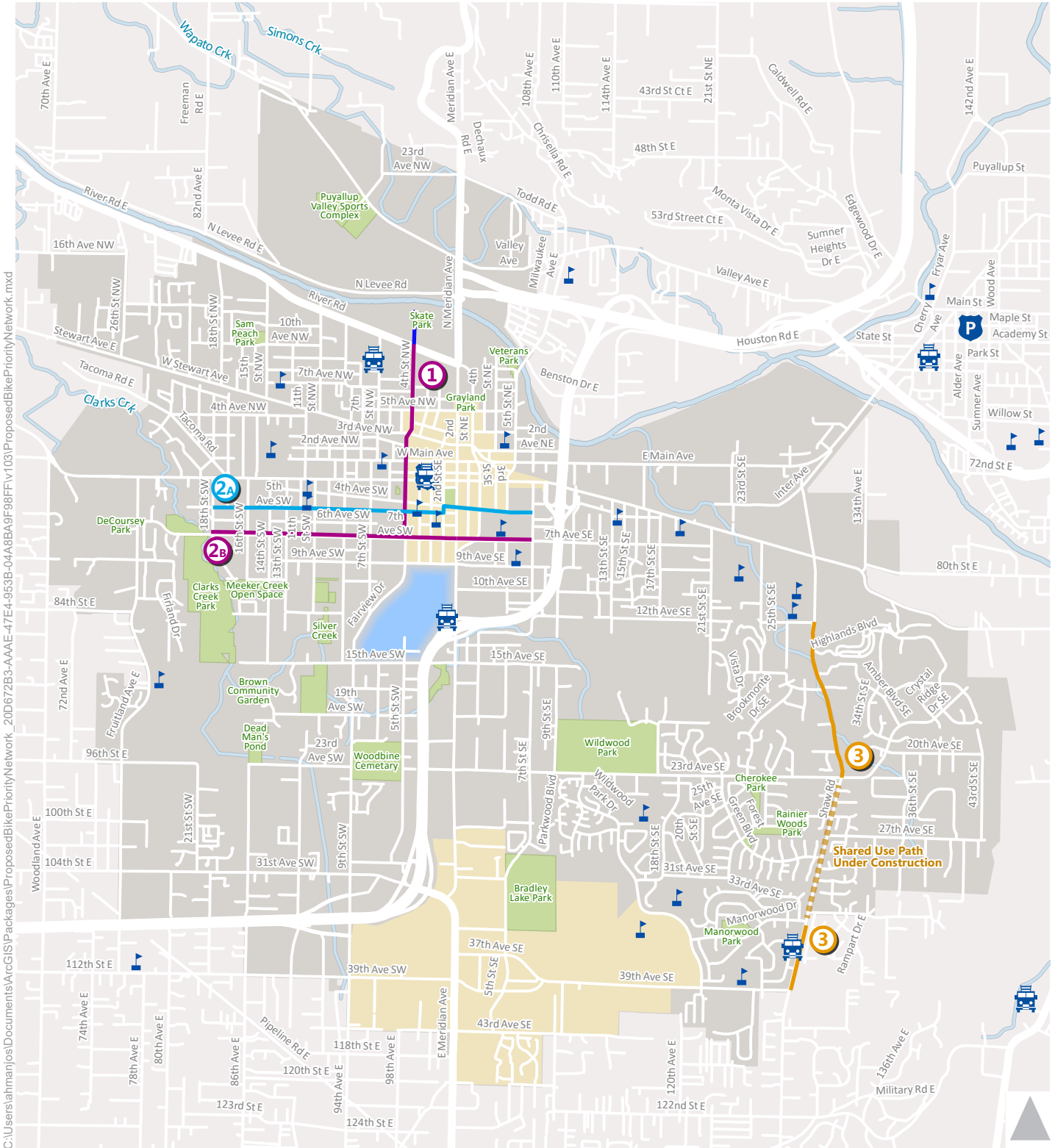
Why Are These Bicycle Projects Needed?

In 2014, the City embarked upon an effort to rethink its transportation system. While Puyallup is served by a very complete vehicular system, the City offers fewer complete connections for walking and biking. This Active Transportation Plan seeks to begin completing the City's multimodal system through investments over the next several decades.

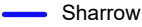
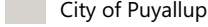


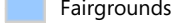


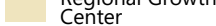


In order to kick start this evolution, this Plan identifies four early implementation projects, which would serve key activity areas of the City, such as Downtown, the Sounder Station, Puyallup's extensive regional trail system, and Shaw Road. Providing complete and comfortable connections in these parts of the City will make walking and cycling a safer, more viable option for people who live, work, and play in Puyallup, including those who cannot or do not choose to drive.

As the city grows to 50,000 residents in 2030 and beyond, it is critical to build a transportation system that offers a variety of options for the diverse population that will call Puyallup home.

Figure A: Near-Term Bicycle Projects



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

Project 1: 5th Street SW/NW & 4th Street NW

Project Description

This project would add a parking protected bike lane on one side of 5th Street SW/NW and 4th Street NW and a buffered bike lane on the other side from 7th Avenue SW in the south to River Road in the north. Parking would be removed on one side of the street. The block in front of Meeker Elementary School would have buffered bike lanes on both sides of the street, as this block does not have parking. The project would also add sharrows between River Road and the Riverwalk Trail. Additionally, this project would seek to narrow vehicle travel lanes to discourage speeding.

Project 1 would be a major connector for cyclists between downtown Puyallup and the Riverwalk Trail, and it connects to multiple schools and the Puyallup Sounder commuter rail station. **Figures B** and **C** show what this project could look like. The total estimated cost of this project is \$2.4M, which is dependent on the number of traffic signal modifications necessary and costs for widening around the railroad crossing.

Project Benefits

- This project would provide access to Meeker Elementary School, Puyallup High School, the Riverwalk Trail, the Puyallup Sounder commuter rail station, and Sparks Stadium.
- Numerous studies have shown that protected bike lanes and buffered bike lanes increase safety and result in fewer injuries than comparable streets with no bike infrastructure.
- Buffered bike lanes and protected bike lanes appeal to a wider cross-section of bicycle users than non-buffered bike lanes or sharrows, as they contribute to the perception of safety – a key factor in whether people choose to bike.
- Buffered bike lanes provide space for cyclists to pass other cyclists without encroaching into the adjacent motor vehicle lane.
- Numerous studies have found that protected bike lanes and buffered bike lanes increase bicycle ridership, supporting the “if you build it, people will ride” concept. For example, after buffered bike lanes were installed on Philadelphia’s Spruce and Pine streets, bike traffic increased 95 percent and the number of people biking on the sidewalks fell 22 percent (Bicycle Coalition of Greater Philadelphia).

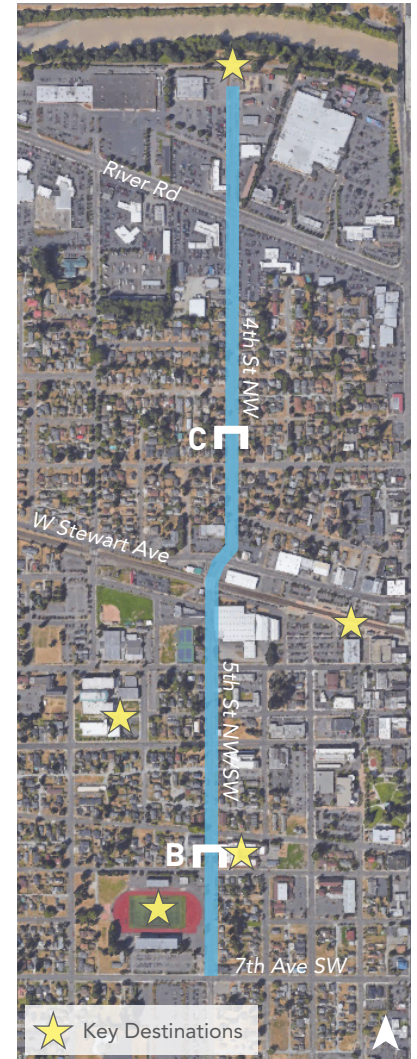


Figure B: Improvements in front of Meeker Elementary School



Before



After

Potential Grant Sources

- **WSDOT Pedestrian and Bicycle Safety Program**

State funds geared towards increasing pedestrian/bicycle safety. The grant can be used for planning and design only, or for all project phases. The next funding cycle is in 2018.

- **WSDOT Safe Routes to School (SRTS)**

State funds geared toward encouraging children to walk and bike to school. The grant can be used for construction only or all project phases, and spot improvements are often more successful than corridor improvements. The next funding cycle is in 2018.

Additional Data Needs

- Census information on Puyallup population as a whole and census tracts/block groups surrounding the project – especially regarding minority and low-income populations, seniors, people with disabilities, and limited English proficiency populations.
- Number of bicyclist/pedestrian collisions in the project area for 3 years prior (fatal, serious, and evident collisions)
- Bicycle/pedestrian counts in project area
- Posted travel speed, operating speed, and target speed in project area
- Counts of different crossing accommodations, as defined in the grant application
- Percentage of the population in the project location census tract(s) living below the poverty line
- State biennium quarterly cash flow (planned expenditures to bill to WSDOT)
- Counts of children that live within one mile of schools in project area (separate counts for each school) and mode of transportation to school (if applying for SRTS)
- Percentage of children eligible to receive free and reduced-price meals at schools in project area (if applying for SRTS)

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/Design	\$257,000
Construction	\$1,668,000
Other (Environmental Mitigation, Contingency)	\$449,000
TOTAL	\$2,373,000

Figure C: Improvements on 4th St NW near the Sounder Train Station



Before



After

Project 2A: 5th Avenue SW & 4th Avenue SE

Project Description

Project 2A would convert 5th Avenue SW and 4th Avenue SE into a bike boulevard, providing a safe east-west connection for cyclists. The bike boulevard would begin at 18th Street SW in the west and terminate at 7th Street SE in the east, with safe bicycle crossings at six busy intersections, including South Meridian and 5th Street SW. This project utilizes wayfinding signs, pavement markings, and speed bumps to discourage motor vehicle through-trips. Bike boulevards are relatively easy to implement, as they are on low volume residential streets and do not require new paving. A photo simulation of what this project could look like is shown in *Figure D*. The total estimated cost of this project is \$532,000, which is dependent on the number of intersection modifications necessary. This project could be implemented with or without Project 2B.

Project Benefits

- This project would provide direct access to Meeker Elementary School, Maplewood Elementary School, Kalles Junior High School, De Coursey Park, Pioneer Park, Sparks Stadium, and downtown Puyallup destinations along or near South Meridian, such as restaurants, the library, the Puyallup Farmers' Market, and City Hall. It also provides nearby access to Aylen Junior High and Puyallup High School on West Pioneer Ave to the north.
- Bike boulevards are a great way to encourage cycling for a wide range of skill levels, as they appeal to the most timid and novice riders who may not be comfortable riding alongside cars on busier streets.
- Many bicycle boulevard design features not only benefit people on bicycles, but also help create and maintain “quiet” streets that benefit residents and improve safety for all road users (NACTO *Urban Bikeway Design Guide*).

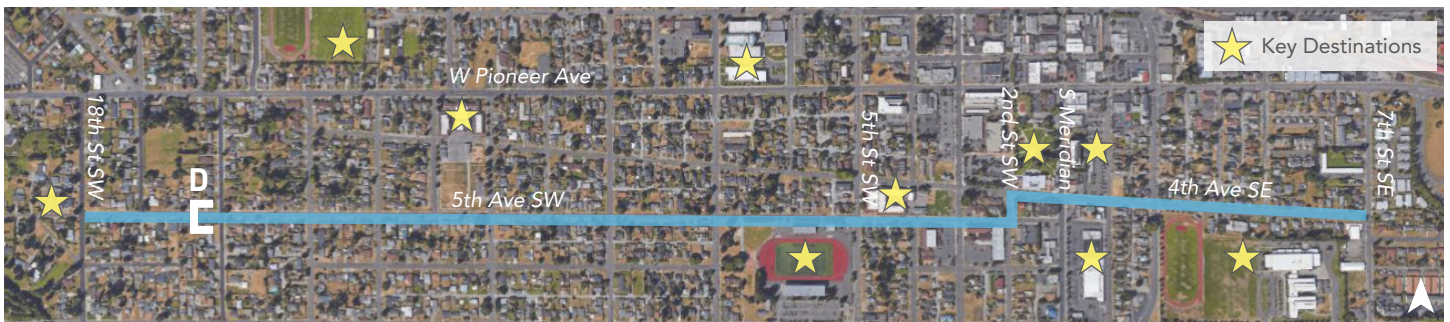


Figure D: Proposed Bike Boulevard on 5th Avenue SW



Before



After

Potential Grant Sources

- **WSDOT Pedestrian and Bicycle Safety Program**

State funds geared towards increasing pedestrian/bicycle safety. The grant can be used for planning and design only, or for all project phases. The next funding cycle is in 2018.

- **WSDOT Safe Routes to School (SRTS)**

State funds geared toward encouraging children to walk and bike to school. The grant can be used for construction only or all project phases, and spot improvements are often more successful than corridor improvements. The next funding cycle is in 2018.

Additional Data Needs

- Census information on Puyallup population as a whole and census tracts/block groups surrounding the project – especially regarding minority and low-income populations, seniors, people with disabilities, and limited English proficiency populations.
- Number of bicyclist/pedestrian collisions in the project area for 3 years prior (fatal, serious, and evident collisions)
- Bicycle/pedestrian counts in project area
- Posted travel speed, operating speed, and target speed in project area
- Counts of different crossing accommodations, as defined in the grant application
- Percentage of the population in the project location census tract(s) living below the poverty line
- State biennium quarterly cash flow (planned expenditures to bill to WSDOT)
- Counts of children that live within one mile of schools in project area (separate counts for each school) and mode of transportation to school (if applying for SRTS)
- Percentage of children eligible to receive free and reduced-price meals at schools in project area (if applying for SRTS)

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/Design	\$19,000
Construction	\$400,000
Other (Environmental Mitigation, Contingency)	\$113,000
TOTAL	\$532,000

Project 2B: 7th Avenue SW/SE

Project Description

Project 2B 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. Parking would be removed on one side of the street. Between South Meridian and 7th Street SE, the project would add 5 foot bike lanes on both sides of the street. Project 2B also seeks to narrow vehicle travel lanes to discourage speeding. Like Project 2A, this project would provide a major east-west connection for cyclists. This project is an alternative to Project 2A that could replace or supplement it. That said, different types of cyclists may feel more comfortable using one facility type over the other, so there are advantages to implementing both projects. **Figures E** and **F** show what this project could look like. The total estimated cost of this project is \$870,000.

Project Benefits

- This project would provide access to De Coursey Park, Kalles Junior High School, Sparks Stadium, Puyallup Nazarene Church and other churches, and downtown Puyallup destinations along or near South Meridian.
- Numerous studies have shown that protected bike lanes and buffered bike lanes increase safety and result in fewer injuries than comparable streets with no bike infrastructure.
- Buffered bike lanes and protected bike lanes appeal to a wider cross-section of bicycle users than non-buffered bike lanes or sharrows, as they contribute to the perception of safety – a key factor in whether people choose to bike.
- Buffered bike lanes provide space for cyclists to pass other cyclists without encroaching into the adjacent motor vehicle lane.
- Numerous studies have found that protected bike lanes and buffered bike lanes increase bicycle ridership, supporting the “if you build it, people will ride” concept. For example, after buffered bike lanes were installed on Philadelphia’s Spruce and Pine streets, bike traffic increased 95 percent and the number of people biking on the sidewalks fell 22 percent (Bicycle Coalition of Greater Philadelphia).



Figure E: Improvements connecting to De Coursey Park



Before



After

Potential Grant Sources

- **WSDOT Pedestrian and Bicycle Safety Program**

State funds geared towards increasing pedestrian/bicycle safety. The grant can be used for planning and design only, or for all project phases. The next funding cycle is in 2018.

- **WSDOT Safe Routes to School (SRTS)**

State funds geared toward encouraging children to walk and bike to school. The grant can be used for construction only or all project phases, and spot improvements are often more successful than corridor improvements. The next funding cycle is in 2018.

Additional Data Needs

- Census information on Puyallup population as a whole and census tracts/block groups surrounding the project – especially regarding minority and low-income populations, seniors, people with disabilities, and limited English proficiency populations.
- Number of bicyclist/pedestrian collisions in the project area for 3 years prior (fatal, serious, and evident collisions)
- Bicycle/pedestrian counts in project area
- Posted travel speed, operating speed, and target speed in project area
- Counts of different crossing accommodations, as defined in the grant application
- Percentage of the population in the project location census tract(s) living below the poverty line
- State biennium quarterly cash flow (planned expenditures to bill to WSDOT)
- Counts of children that live within one mile of schools in project area (separate counts for each school) and mode of transportation to school (if applying for SRTS)
- Percentage of children eligible to receive free and reduced-price meals at schools in project area (if applying for SRTS)

PROJECT PHASE	COST ESTIMATE
Planning & Engineering/Design	\$94,000
Construction	\$611,000
Other (Environmental Mitigation, Contingency)	\$165,000
TOTAL	\$870,000

Figure F: Improvements adjacent to Kalles Junior High School



Before



After

Project 3: Shaw Road

Project Description

This project would extend the shared use path that is currently being constructed on Shaw Road from Manorwood Drive to 23rd Avenue SE. The new sections from 39th Avenue SE to Manorwood Drive (south segment) and 23rd Ave SE to 12th Avenue SE (north segment) could be completed together or separately, as funding allows. The proposed widened roadway will include two through lanes, a two way left turn lane, sidewalk on one side, shared use path with planter one side, traffic signal fiber interconnect and other ITS improvements, LED street lighting, landscaping, and ADA-compliant curb ramps. **Figures G** and **H** show what this project could look like. The total estimated cost of these segments is \$42.2M, but terrain challenges and right-of-way acquisition costs could influence this estimate.

Project Benefits

- Shared use paths are a great way to encourage more walking and bicycling.
- Increases pedestrian/bicycle access from residential neighborhoods to Puyallup's extensive regional trail system, Rainier Woods Park, Sunrise Elementary, Shaw Road Elementary, Wildwood Park Elementary, Ferrucci Junior High, and other destinations.
- Increases visibility and safety along the corridor for both vehicle and pedestrian users through the installation of new lighting and streetscape.
- The three-lane cross-section provides a dedicated turn lane and further separates northbound and southbound traffic, which will make Shaw Road safer.
- Increases comfort and safety along the corridor. Shared use paths tend to attract bicyclists with a wide range of skill levels, including novice riders and young children, as the buffer increases actual and perceived safety.
- Complements the phase currently under construction, extending the pedestrian/bicycle network to the north and south.
- Improves traffic operations on Shaw Road. Shaw Road ADT is estimated at approximately 16,500, with a peak hour Volume to Capacity Ratio (V/C Ratio) of 1.0. Without changes to Shaw Road, the peak hour V/C Ratio was expected to increase to 1.3 by the year 2030. Once the project under construction is complete, the V/C ratio is expected to be approximately 0.8 in the year 2030, but extending the project would further improve the V/C ratio.

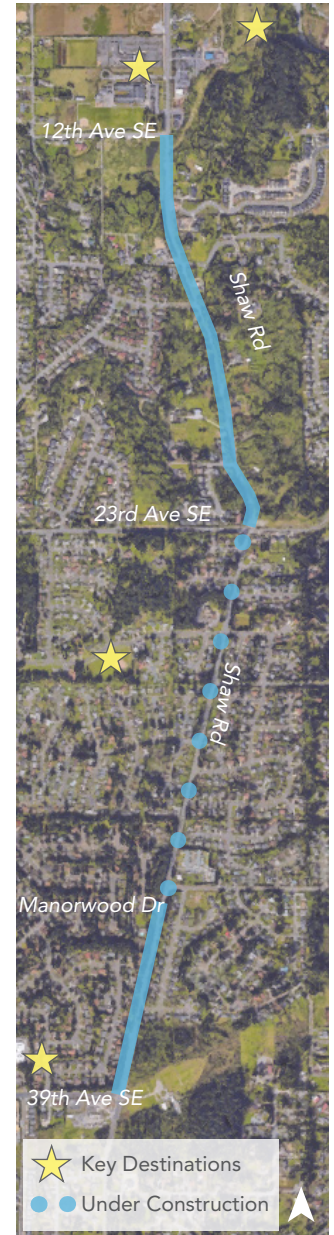


Figure G: Improvements Under Construction on Shaw Road



Before



After

Potential Grant Sources

- **Surface Transportation Block Grant (formerly STP) & Congestion Mitigation and Air Quality (CMAQ)**
Federal Highway Administration (FHWA) funds distributed through the Puget Sound Regional Council (PSRC). The next funding cycle for both grants is in 2018.
- **Transportation Alternatives (formerly TAP)**
FHWA funds distributed through PSRC. The next funding cycle is in 2017.
- **WSDOT Pedestrian and Bicycle Safety Program**
State funds geared towards increasing pedestrian/bicycle safety. The next funding cycle is in 2018.
- **WSDOT Safe Routes to School (SRTS)**
State funds geared toward encouraging children to walk and bike to school. Spot improvements are often more successful than corridor improvements. The next funding cycle is in 2018.

Note: The current project phase is being funded by local, WA Transportation Improvement Board, and STP funding. Language can be pulled from the existing applications.

Additional Data Needs

- Census information on Puyallup population as a whole and census tracts/block groups surrounding the project – especially regarding minority and low-income populations, seniors, people with disabilities, and limited English proficiency populations
- For Surface Transportation Block Grant and CMAQ: Average daily transit ridership along the corridor; daily peak period transit trips; current and expected bicycle/pedestrian counts; average bicycle and pedestrian trip lengths; expected improvement to LOS, average speed, and average vehicle delay
- For Transportation Alternatives: Key milestones for right of way and construction phase
- For WSDOT funds: see the data needs listed under Projects 1, 2A, and 2B

PROJECT PHASE	NORTH SEGMENT COST ESTIMATE*	SOUTH SEGMENT COST ESTIMATE*
Planning & Engineering/Design	\$6,759,000	\$1,079,000
Right of Way	\$6,140,000	\$262,000
Construction	\$14,693,000	\$2,698,000
Other (Environmental Mitigation, Contingency)	\$9,350,000	\$1,224,000
TOTAL	\$36,942,000	\$5,263,000

*Costs based on per mile estimates from the 2016-2021 Transportation Improvements Plan

Figure H: Improvements Under Construction on Shaw Road



Before



After

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1 | PUYALLUP TODAY

Every trip begins and ends with a form of active transportation, such as walking and bicycling. These most basic modes serve as the foundation for a successful transportation system. The active transportation environment is as much about a sense of place (spaces for events, sidewalk cafes, gathering places for conversation, enjoying art and green spaces, and window-shopping) as it is accessibility for all. This Active Transportation Plan provides a framework for implementing policies and programs to achieve the City's Vision, which is:

Provide a safe, balanced, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth.

The facilities and programs described within are proposed to enhance safety, mobility, accessibility, and provide inviting places to be active in Puyallup. An additional resource for removing barriers and improving access is the City's Americans with Disabilities Act (ADA) Transition Plan. The framework for developing programs and projects employs the following priorities:

- Provide connectivity to support local travel in Puyallup.
- Improve safety for all road users in Puyallup through street designs that accommodate all modes.
- Encourage placemaking and the creation of a vibrant, walkable identity for Puyallup's downtown.

This document includes the following Chapters:

Chapter 1: Puyallup Today. This chapter summarizes information received through interactions with the community in-person and through the projects website, and the bicycling audit.

Chapter 2: Existing Conditions. This chapter describes the current state of pedestrian and bicycling facilities in Puyallup.

Chapter 3: Alternative Travel Modes: This chapter describes available travel corridors and key destinations in Puyallup, summarizes the anticipated growth in travel in the City and Regional Growth Centers, and identifies some likely trends in the way people travel.

Chapter 4: System Implementation: This chapter describes the projects and programs that will help achieve the City's vision and priorities summarized above.

Chapter 5: Active Networks: This chapter describes the medium and long term projects for the pedestrian and bicycle network.

Chapter 6: Implementation Checklist: This chapter provides a way for Puyallup to monitor progress in implementing the Active Transportation Plan.

COMMUNITY ENGAGEMENT

The Puyallup community played a central role in the development of Puyallup Moves and this *Active Transportation Plan*. The outreach process included stakeholder workshops, open house events, online outreach in the form of a mapping exercise and survey, a bicycle audit, elected official presentations, and an ongoing focus on direction from the public, represented by the community vision, priorities and the Transportation Element.

Community feedback guided the overall direction of Puyallup Moves. An important component in the development of the active transportation network was to understand the “whys” and “why nots” of what influences how people choose to travel. The following community engagement activities shaped the development of this plan.

The City held open houses in Summer 2013 and Spring 2015 to gather active transportation strategies from the community and later to validate the draft Puyallup Moves Implementation Strategy. The open houses focused on exploring City transportation goals and facility types, and identifying transportation needs and prioritization methods for funding and locating projects.



Stakeholders, community members, and city staff shared visions, goals, and priorities for walking, bicycling, and transit access improvements. Input from physical and virtual workshops greatly informed the development of this Active Transportation Plan.

A digital mapping exercise and online survey allowed community members and stakeholders to share their ideas and input. Over 200 people who live, work and/or play in Puyallup used the online tools to provide input as summarized in **Figure 1** summarizes these results.

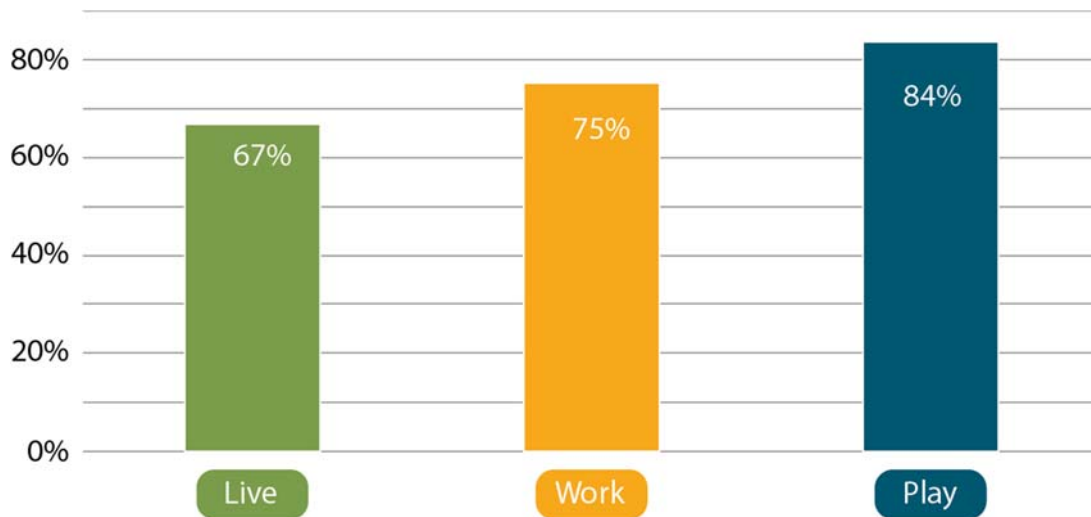


Figure 1. Survey Respondents Live, Work, and Play in Puyallup

Community members and stakeholders were also asked the following questions about their community and travel choices:

- How do you travel in Puyallup?
- What factors influence your travel decisions?
- Where should the City focus its efforts in prioritizing projects?
- How well does the current transportation system meet your needs?
- How would you like to see future congestion addressed?
- What factors prevent you from walking and rolling to your destinations?

COMMUNITY RESPONSES

How People Travel

The automobile was the most used method of travel: over 90 percent of respondents drive a car at least three times per week. Over 50 percent of respondents stated that walking is a primary mode of travel for at least one trip per week, while about 25 percent of respondents travel on bicycle one or more times per week.

Top Strategies for Addressing Congestion

The community highlighted their desire for an increase in multimodal transportation investments. Individuals ranked their top strategies for handling increased traffic congestion, and the most popular responses were:

- Better connections to the larger region through express transit, rail, and improved freeways
- Easier ways to get around on foot and/or by bike

Respondents also noted that increased traffic congestion is not acceptable. The City’s Transportation Element provides policies, projects, and programs to address vehicle capacity and mobility in Puyallup. In addition, the development of the future pedestrian and bicycle network considered the impacts to all modes in its development.

Prioritizing Projects

The community recommended prioritizing transportation improvements if they:

1. Improve connectivity between major destinations (cross-town routes)
2. Address a location(s) with safety (collisions) concerns
3. Are near businesses / downtown

How Should the City Invest in Transportation?

When considering how the City was focusing its transportation investments, people indicated the City should increase investment efforts in sidewalks, bike lanes, and street capacity. Over 90 percent of respondents also indicated the City should at least maintain or increase efforts in bicycle parking, crosswalks, and street connectivity. Compared to current investment levels, people indicated the City should maintain its investments in highway access and not increase spending levels.

Where are Improvements Needed?

Nearly 25 percent of respondents indicated that a lack of facilities was the greatest reason they did not walk, bike or roll to destinations. This was the most frequently selected response for the greatest barrier to walking and rolling. Residents also indicated that it takes too long to bike or walk to destinations.

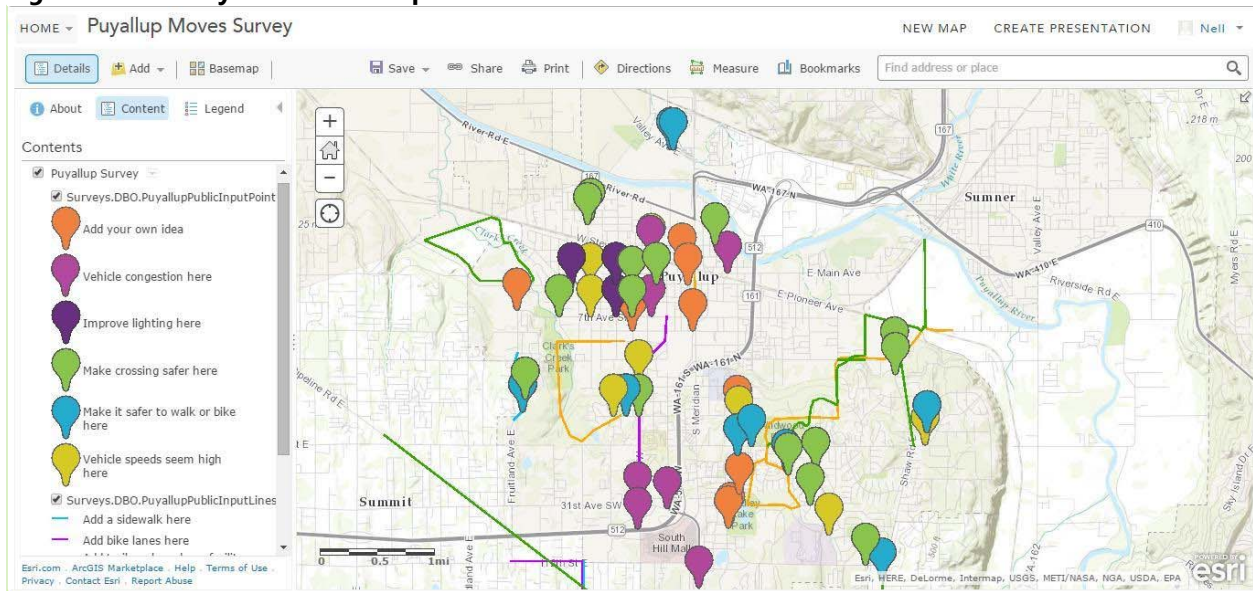
The online mapping tool provided the opportunity for community and stakeholders to identify where and what type of improvements or issues they experienced in Puyallup; people indicated where congestion was a concern, lighting could be improved, better walking and bicycling facilities could be provided, and more.



This image shows the lack of delineated facilities for cyclists, as well as conflicts between parked cars and the pedestrian realm.

These comments are summarized in **Figure 2** and were evaluated for inclusion in a list of recommended projects in the Transportation Element and this Active Transportation Plan.

Figure 2. Summary Location of Improvements



WALKING AND BICYCLING AUDITS

City staff conducted a walking and bicycle audit of proposed facilities around town. This audit evaluated pedestrian and bicyclist comfort (a wide range of walking and bicycling skill levels were represented), route selection, and appropriateness of the recommended solutions.



A walking and bicycling audit evaluated corridors throughout the City. Riders represented casual to experienced skill levels to provide greater perspective in developing facility recommendations

2 | EXISTING CONDITIONS

Active transportation, most commonly bicycling and walking, in Puyallup is evolving. The Active Transportation Plan and the Transportation Element update are part of that process. The City of Puyallup is planning for an interconnected transit, walking, and bicycling network that will improve the quality of life, safety, sustainability, and mobility for all users. This chapter provides a snapshot of the state of bicycling and pedestrian accommodations in Puyallup today, so that we can identify the needs for the future. In addition, the City is developing an American with Disabilities Act (ADA) Transition Plan, which focus on city-owned right of way and facilities. The ADA Transition Plan will identify barriers to mobility and access and propose project to remove those barriers.

BICYCLING

The existing bicycling network in Puyallup consists primarily of trails in parks and the Riverwalk Trail along the Puyallup River. The Riverwalk Trail is approximately 5 miles in length and is located along the Puyallup River between the westerly city limit and the western trailhead of the existing Foothill Trail (see **Figure 3**). There is a missing piece of the trail between 5th Street NE and 9th Street NE. The city recently installed sharrows and improved directional signage on 5th Street NE to connect the missing segment.

At its eastern end, the Riverwalk Trail provides an on street connection to the Sumner Link Trail, which was completed in 2014. Bicyclists and pedestrians can use the sidewalk on the west side of the E. Main Avenue Bridge to connect between the trails. The Sumner Link Trail is an eight-mile long, paved trail that also connects to both the King County Interurban Trail and Lakeland Hills Trail.

There is also one off-street, shared-use path located along the northwest side of Fairview Drive adjacent to the Washington State Events Center property. The nine-foot wide, paved path runs for approximately 0.3 miles from the orange parking lot driveway to the green parking lot driveway. On its north end, the path connects to a sidewalk on the northwest side of Fairview Drive.

There are also a number of trails located in parks, as well as natural, riparian and watershed areas throughout the City. These include trails such as those in Clark's Creek Park, Wildwood Park, Bradley Lake Park, Manorwood Park, and Sam Peach Park (also see **Figure 3**). Other parks also have intra-park trails. Currently, there are no on-street bicycle facilities other than the sharrows on 5th Street NE.



The Riverwalk Trail provides a scenic and mostly separated space for people to walk and bicycle along the Puyallup River.

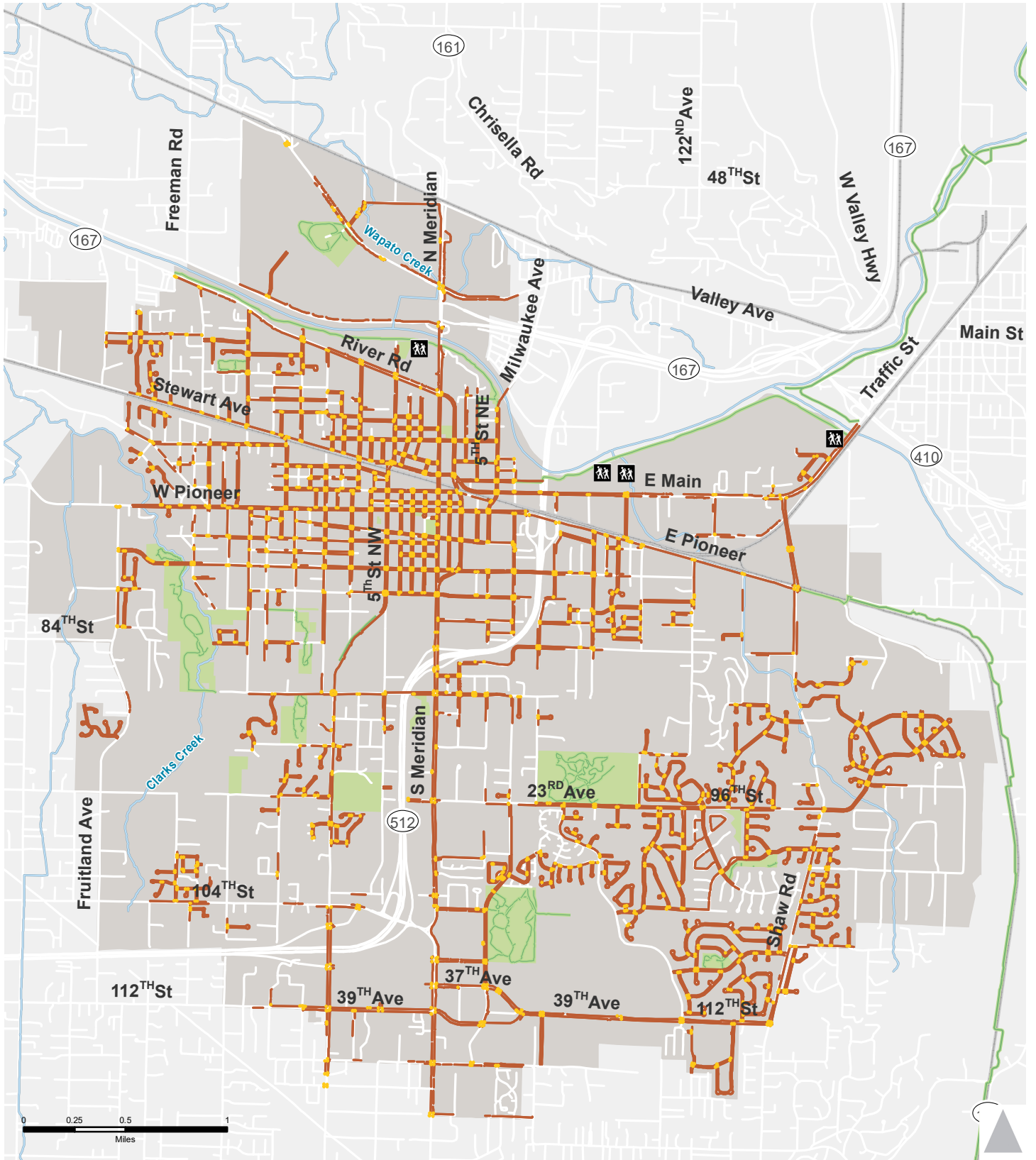


Figure 3

Existing Bicycling and Pedestrian Facilities in Puyallup

- Curb Ramp
- Sidewalk
- Multi-use Trail
- ☒ Trail Access
- City of Puyallup

BICYCLE PARKING

Offering bicycle parking is essential to encouraging bicycle use. People are more likely to try bicycling if they know they have a place to store their bike at their destination. There are several places in Puyallup where bicycle parking is currently provided. There are six bike racks provided in front of City Hall and within the parking garage on S. Meridian, five bike racks on S. Meridian between Stewart Avenue and Pioneer Avenue, three bike racks adjacent to the Puyallup Public Library, and bicycle lockers and racks at Sound Transit's Puyallup Station.

City code currently provides that all commercial, industrial, institutional, and recreational uses which require 25 or more parking spaces shall provide a designated bicycle parking area to accommodate a minimum of five bicycle spaces. The code also provides for further review of sites with additional parking spaces or anticipated high bicycle traffic to potentially provide additional bicycle parking above the minimum.



Bicycle storage lockers are provided at the Puyallup Sounder Station. Bicycle parking is essential to encouraging bicycle use.

PEDESTRIANS

The City is actively increasing sidewalk coverage every year and approximately 70 percent of Puyallup's streets currently have sidewalks. Sidewalks are generally available along all arterials, local streets within the central business district, and in newer subdivisions. Some older residential areas currently have an incomplete sidewalk network or sidewalk maintenance needs.

Particularly in the downtown and South Hill areas, crosswalks and pedestrian signals are provided at most major intersections. Special midblock pedestrian crossings are also provided with flashing lights to increase visibility. The trail network in Puyallup's parks provides recreational walking opportunities.

PEDESTRIAN NETWORK COMPLETENESS

Sidewalks are provided on most major streets in Puyallup as well as on many residential streets. A review of pedestrian facilities within a quarter mile of major pedestrian destinations was

completed to evaluate network completeness. Analysis areas included downtown Puyallup and the Sounder Station, South Hill Mall, and Elementary Schools. This analysis helped identify pedestrian projects that would improve connectivity and accessibility. Projects relating to curb ramp upgrades for ADA compliance will be addressed in the City's ADA Transition Plan, which will also address areas with sidewalk gaps. The following section summarizes the network completeness analysis.

Downtown Puyallup and Sounder Station

The regular street grid character of the downtown area allows for good pedestrian connections. As shown in **Figure 4**, most streets in and near downtown Puyallup have sidewalks on both sides.

Downtown is bisected by the Burlington Northern/Santa Fe (BNSF) railway (generally runs east-west), which limits north-south pedestrian crossing to five locations in and near downtown: 7th Street NW, 5th Street SW, Meridian, 2nd/3rd Street NE, and 5th Street SE. The Puyallup River limits travel to the northeast, with a single crossing at 5th Street NE/Veterans Bridge. SR 512 also restricts pedestrian travel to the east and south. Pedestrians must cross SR 512 at E Main Street, E Pioneer Avenue, 7th Avenue SE, or Meridian. Pedestrian connectivity between downtown and points west is much better, with the small block pattern continuing until Clark's Creek.

Sound Transit and the City are discussing pedestrian access improvements as part of the Sounder Station Access Project and are working to establish which specific improvements will be included in Sound Transit's project funding.

South Hill Mall

Sidewalks are provided on most major streets within a quarter mile of the South Hill Mall, as shown on **Figure 5**. However, block sizes are larger near the mall, resulting in lowered accessibility for pedestrians. This can be fixed by installing midblock crossings along SR 161 in places where pedestrian crossings are desired and by improving internal circulation near the mall and other pedestrian destinations. SR 512 also acts as a barrier for pedestrians heading north of the mall. Pedestrians are able to cross SR 512 on 9th Street SW. No sidewalks are provided on 31st Avenue SW, which provides an east-west crossing over SR 512 north of the mall. Presently, this connection prohibits pedestrian use and directs pedestrians to 9th Street SW.

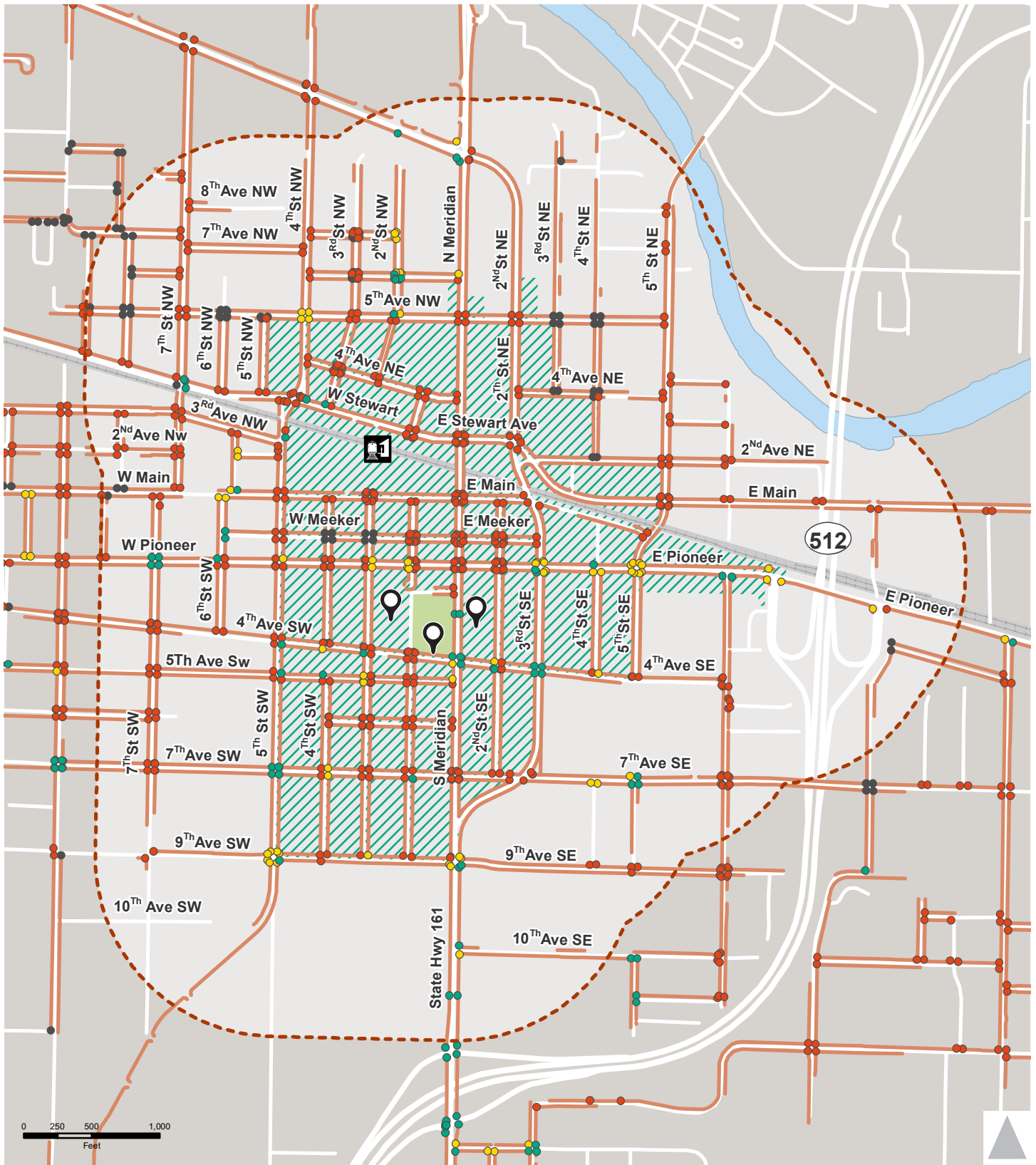


Figure 4

Existing Pedestrian Facilities

1/4 Mile Radius of
Downtown Business District

Curb Ramp Condition

- Passed
- Needs Improvement
- Failed
- No Ramp Exists

— Sidewalk

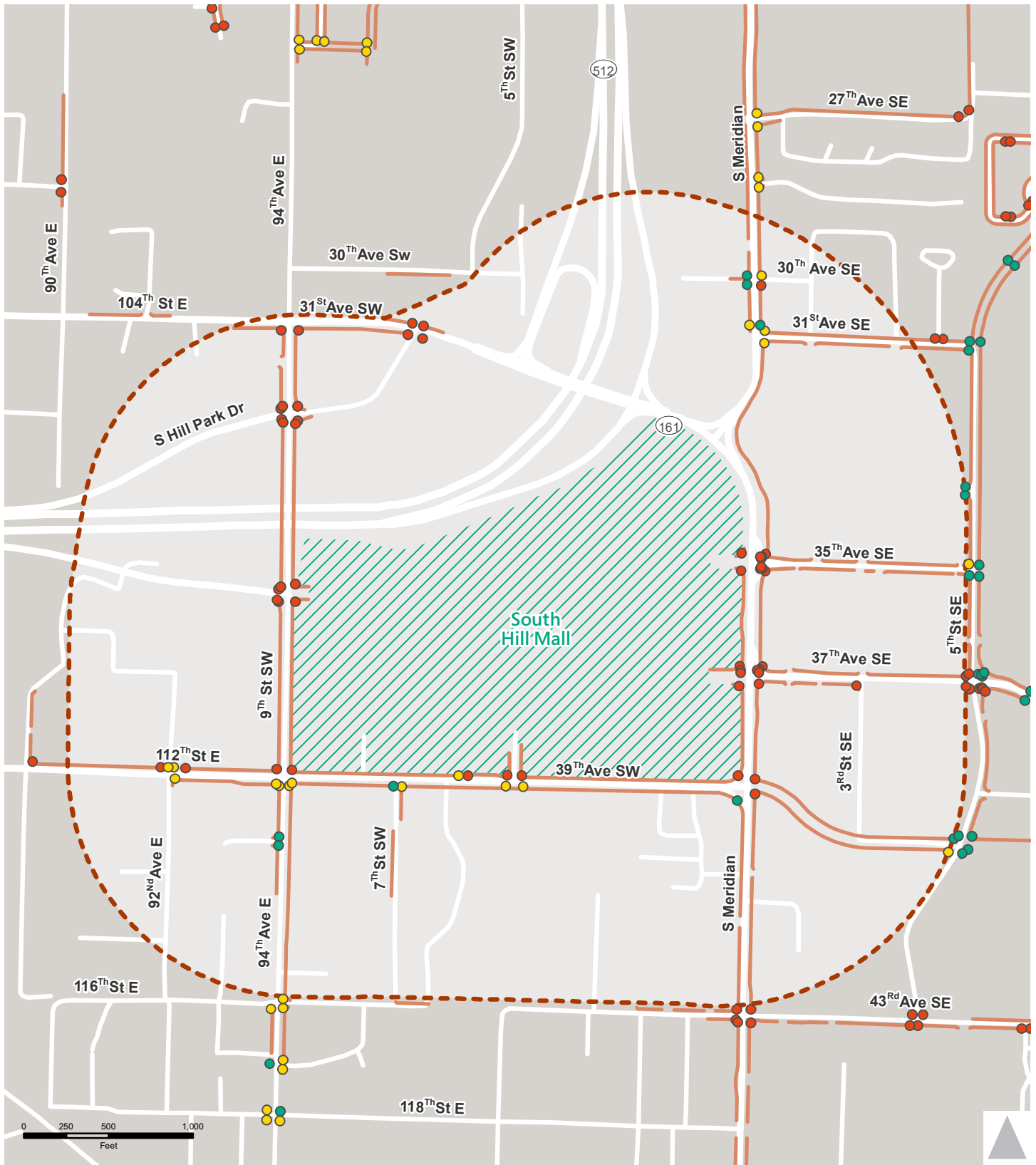
Mapped Feature

Pioneer Park

Downtown Business District

1/4 Mile Buffer Area

Sounder Station



Curb Ramp Condition

- Passed
- Needs Improvement
- Failed
- No Ramp Exists

- Sidewalk
- 1/4 Mile Buffer Area

Figure 5
Existing Pedestrian Facilities

1/4 Mile Radius of
South Hill Mall

Elementary Schools

As shown on **Figures 6 and 7**, Maplewood, Meeker, and Stewart elementary schools have the highest pedestrian accessibility with sidewalks provided on most streets within a quarter mile of each school. Fruitland and Shaw Road elementary schools have the poorest pedestrian accessibility, with most streets within a quarter mile of each school lacking sidewalks.

The City of Puyallup, the Puyallup School District, and neighborhood groups, have made a commitment to provide safe access to the City's schools through the State Safe Routes to School (SRTS) program. Puyallup was recently awarded two SRTS grants. The completed Wildwood Park Elementary School Safety Improvement project included new pedestrian paths, lighting, and curb ramp improvements. The second awarded project is for crosswalk improvements adjacent to Meeker Elementary, Stewart Elementary, and Ayleen Junior High, and included new pedestrian-activated flashing beacons, upgraded curb ramps, educational materials and events, and speed emphasis and crosswalk violation patrols.

Another SRTS candidate project is adjacent to Fruitland Elementary School and includes building new sidewalk and crosswalk improvements to connect a new residential area.

The City of Puyallup has compiled travel data for four schools in the City as part of their SRTS applications. Of the three elementary and one junior high school analyzed, 82 percent of students live within a two-mile radius of their respective school. However, only one percent of all students bike to school and only 14 percent walk to school.

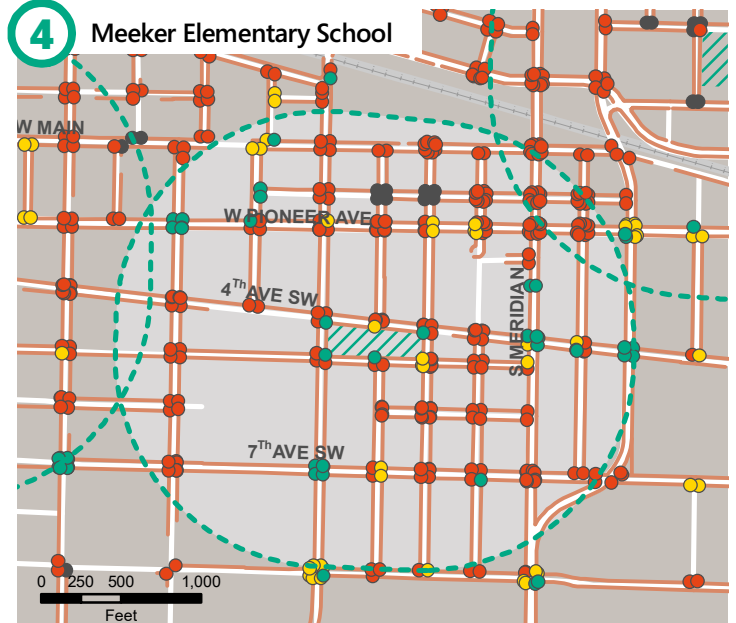
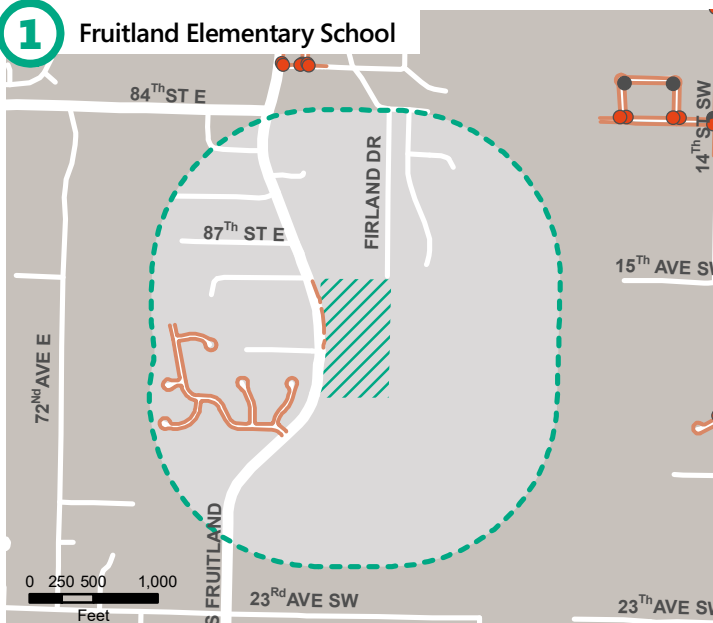
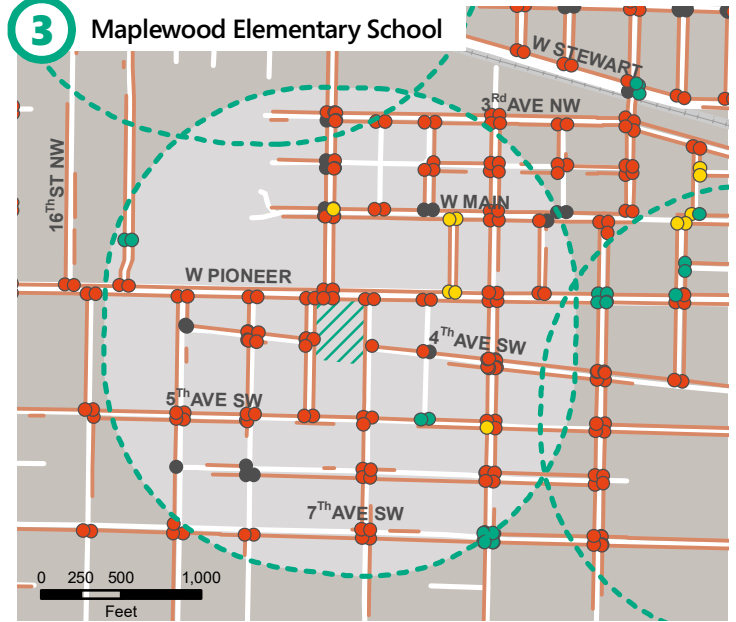
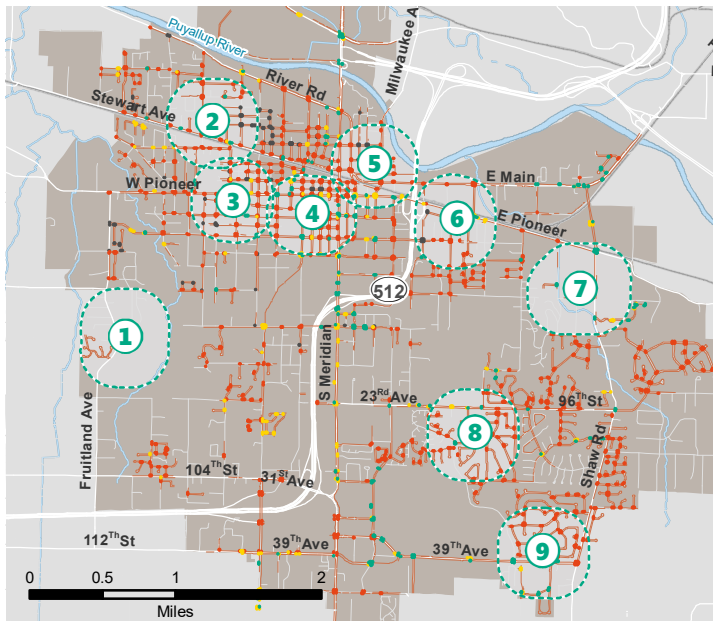


Figure 6
Existing Pedestrian Facilities
near Elementary Schools
1/4 Mile Radius of
Elementary School Locations

- Curb Ramp Condition**
- Passed
 - Needs Improvement
 - Failed
 - No Ramp Exists
- Sidewalk
- Public Elementary School Property
- 1/4 Mile Buffer Area

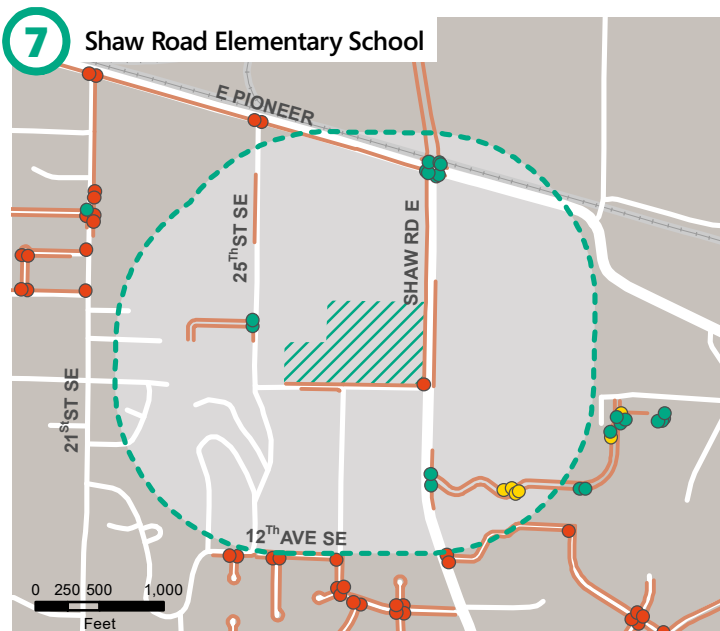
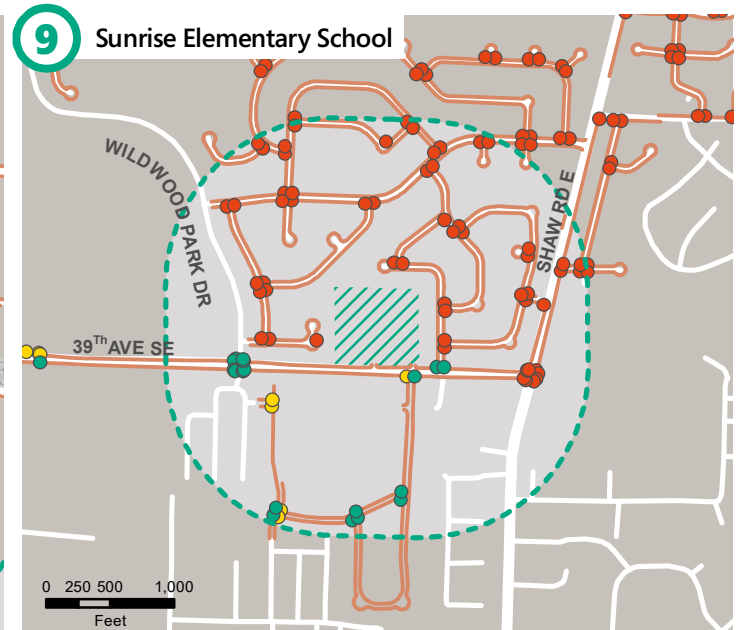
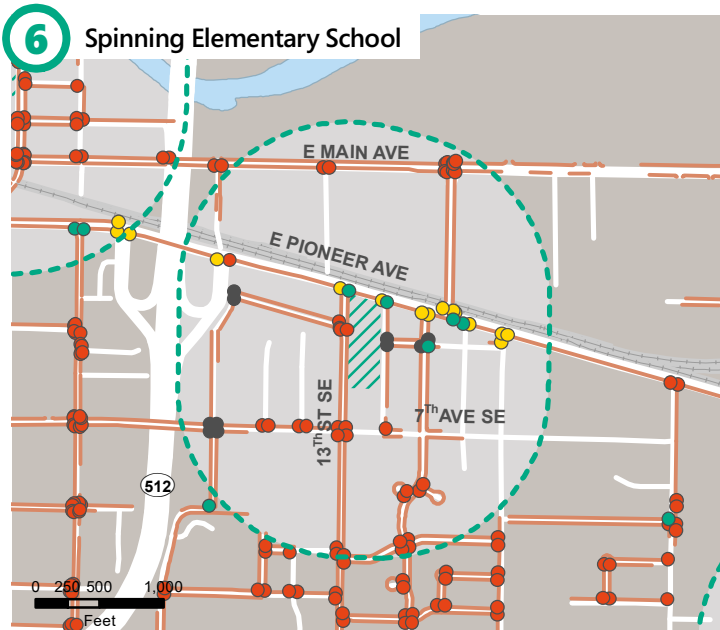
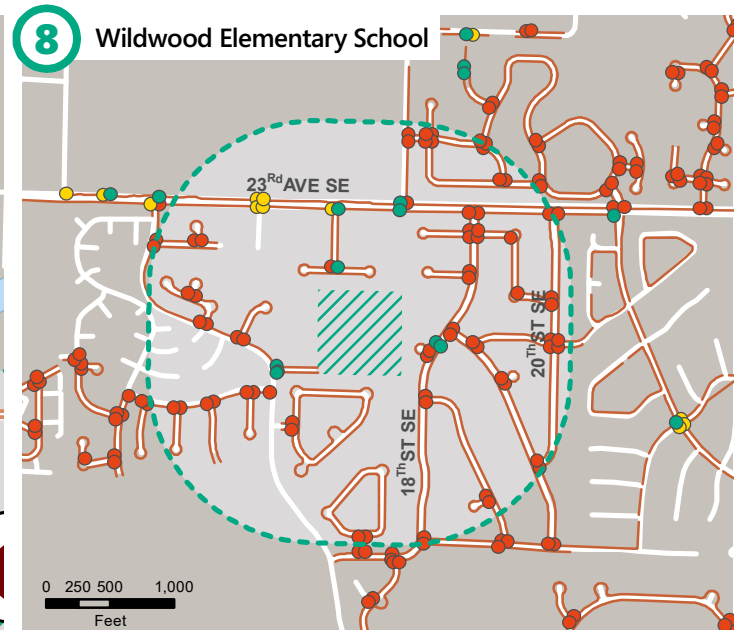
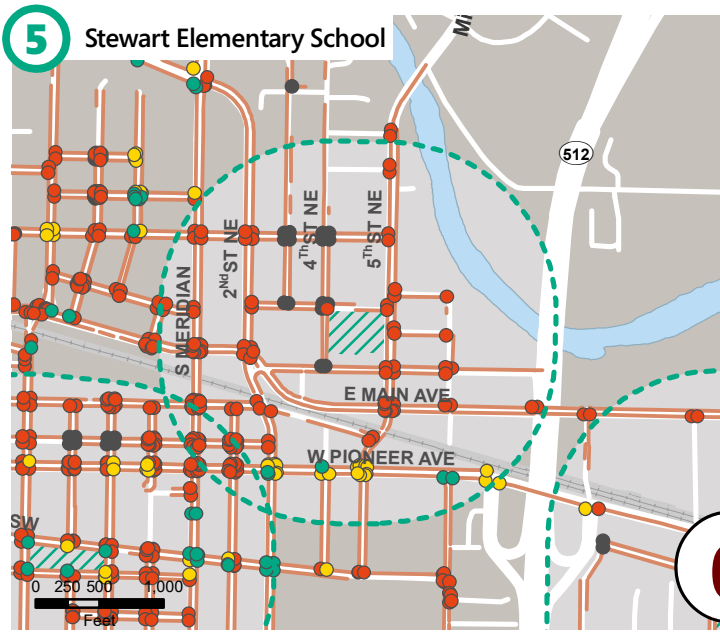


Figure 7
 Existing Pedestrian Facilities
 near Elementary Schools
 1/4 Mile Radius of
 Elementary School Locations

- Curb Ramp Condition**
- Passed
 - Needs Improvement
 - Failed
 - No Ramp Exists
- Sidewalk
- Public Elementary School Property
- 1/4 Mile Buffer Area

BICYCLING AND PEDESTRIAN SAFETY

There have been several pedestrian fatalities in Puyallup in the past few years and the City has been placed on WSDOT's list of Cities of Concern for Pedestrian Safety. Between 2010 and 2013, approximately 80 collisions involved nonmotorized users in Puyallup. Collisions were primarily distributed at locations throughout the city, indicating that there are no "hotspots" for nonmotorized collisions.

Providing bicycling and pedestrian facilities that are safe and comfortable for a range of user types is an urgent priority. As Puyallup begins to develop nonmotorized projects, facility design will be key in ensuring a safe and connected network for all users. A number of factors are considered as part of the nonmotorized facility design process:

- **Auto Volumes:** the nonmotorized facility type may be different depending on the auto volumes in corridors where the facility is proposed. As auto volumes increase, more separation for nonmotorized users is preferred.
- **Auto Speeds:** similar to auto volumes, auto speeds also influence the type of nonmotorized facility that is compatible with the corridor. As auto speeds increase, the needed degree of separation of the bicycle facility also increases.
- **Traffic Mix:** corridors with certain types of traffic mixes, such as corridors with high freight truck percentages, may be more compatible with different facility types.
- **Expected Users:** the expected user type and volume on the nonmotorized facility is an important consideration to ensure safety of users on the facility. Particular facilities and/or design characteristics (facility width, markings, degree of separation) may be safer for certain combinations of users (recreational users versus commuters, for example).
- **Topography:** Steep grades can be difficult for some users to traverse. In areas where topography is steep, additional separation from autos may be necessary to reduce the potential for conflict with slower moving cyclists.
- **Land Use:** the land use along a corridor may have an impact on the type of nonmotorized users on the facility as well as the type and frequency of vehicle movements.
- **Driveways and Access Points:** corridors that have a high number of driveways or access points to businesses or homes may require particular design considerations to avoid vehicle-nonmotorized conflicts, such as signage, markings, and/or degree of separation.
- **Roadway Function:** the type of nonmotorized facility may change depending on the roadway function, i.e. local, rural, arterial. The roadway function may influence the number of vehicles, time of day vehicle traffic is high, and allocation of right-of-way space.
- **Roadway Characteristics:** total roadway width, lanes widths, and conditions at intersections, can influence what type of facility is implemented in a corridor in relation to other corridor needs.

Each of the characteristics mentioned above influenced the facility type and location of proposed facilities included in this implementation strategy to provide safer places for walking and bicycling.

TRAVEL CORRIDORS

Travel corridors connect land uses; in Puyallup, travel corridors are mostly roadways with sidewalks but also include some trails and bus and rail transit lines. Cities typically classify their roadways by the number of vehicles the roadway could accommodate; state routes and arterials are designed for faster and more frequent vehicles including transit while local streets are generally designed for slower speeds and less vehicle traffic. The availability of nonmotorized facilities varies with sidewalks generally provided on collectors and arterials. Puyallup uses the following classifications (also illustrated in **Figure 8**):

- State Routes
- Arterials: Major and Minor
- Collectors: Major and Minor
- Local Streets

The pattern the street system takes is also important to consider for connectivity: the northern portion of Puyallup, roughly between the Puyallup River and 12th Avenue, has a relatively well-connected street grid. The southern and eastern portions of the city are characterized by larger blocks and curvilinear streets, which can make direct connections more difficult.

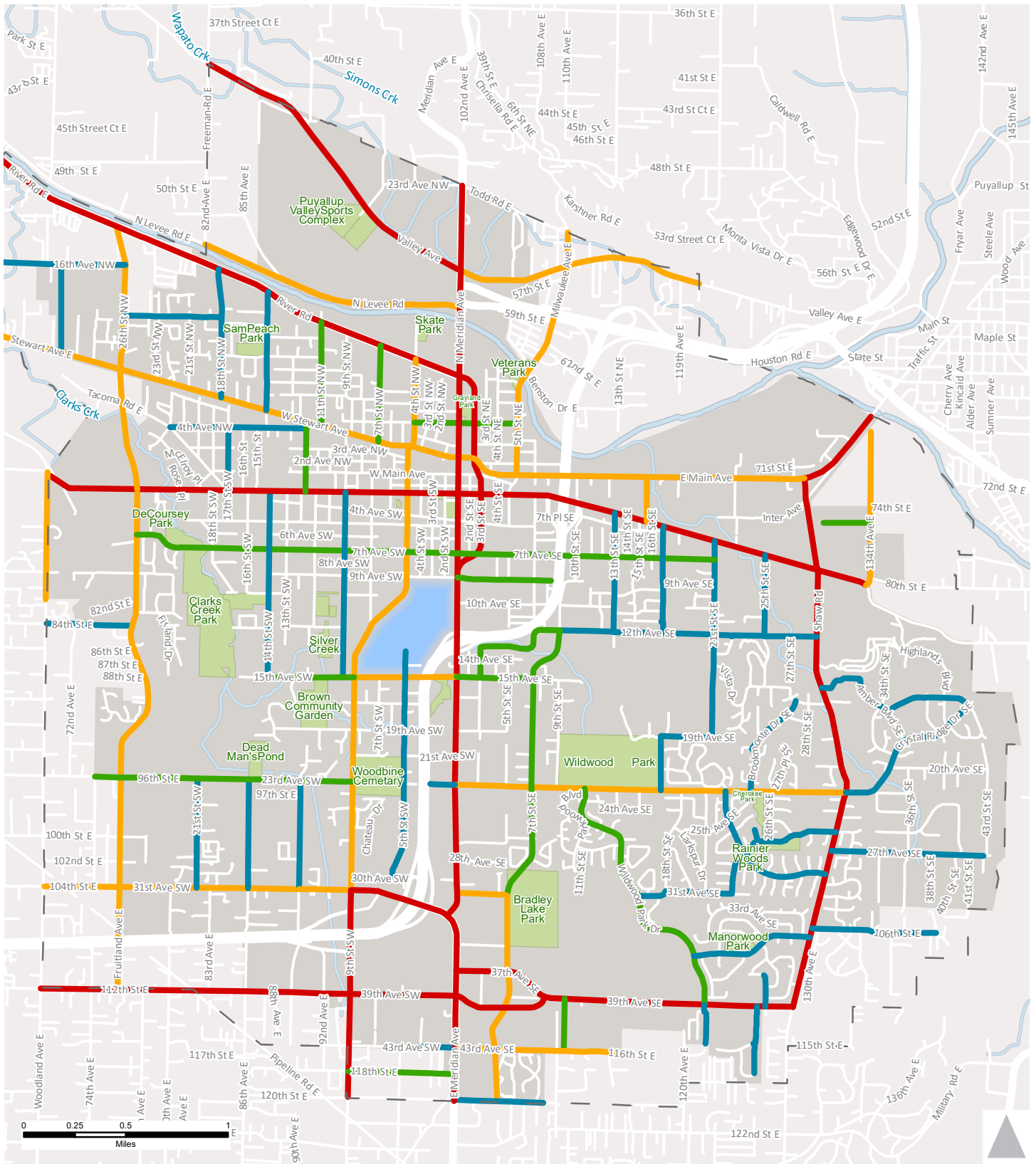


Figure 8

Proposed Roadway Classification 2015 Transportation Element

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- City of Puyallup
- Fairgrounds
- Urban Growth Boundary

KEY DESTINATIONS

Key destinations (shown on **Figure 9**) are places to and from which people want to connect. These are areas of the City that have an attraction for all residents and should be accessible by numerous travel modes, including walking, biking, and rolling. These areas are important because as we connect destinations together we provide greater access, comfort, and experiences for people of all ages and abilities to walk and roll. Some destinations, such as schools and community centers, require additional consideration in the design and implementation of connecting facilities because of who the users could be—children, families, and people of all mobility levels who are sometimes traveling during busy travel times.

DOWNTOWN PUYALLUP

The downtown business district is home to restaurants, stores, civic destinations such as City Hall and the public library, and different events such as the Puyallup Farmer’s Market at Pioneer Park. Downtown Puyallup is a Puget Sound Regional Council (PSRC) designated regional growth center, which indicates that it has been identified as a regional concentration of housing and employment growth.

WASHINGTON STATE FAIR EVENTS CENTER

Puyallup is home to the largest fair in the State – over one million people attend the Washington State Fair in September over 17 days each year, and over 1,900 employees are hired to serve them. There is also a three-day Spring Fair that attracts over 100,000 people each April. Several other major events occur throughout the year at the Fair Events Center. There is a nine-foot shared-use path provided along the northwest side of Fairview Drive, which connects the orange parking lot driveway and the green parking lot driveway. On its north end, the path connects to a sidewalk on the northwest side of Fairview Drive. Sidewalks are available on the streets surrounding the fairgrounds, but are sometimes limited to one side of the street. Marked and signalized crossings are available at most locations to access the fairgrounds, and curb ramps have recently been installed at several intersections surrounding the fairgrounds.

SOUNDER STATION

The Sounder Station located in Downtown provides access to Sound Transit’s Lakewood-Seattle Sounder commuter rail line. Almost 1,100 people use the Puyallup Station every day to access Sounder Train or Express Bus service. Sidewalks are available on adjacent streets to the Sounder Station; dedicated bicycle facilities are currently not available. Bike lockers and a bike rack are provided at Puyallup Station, and bicycle commuters are also able to bring their bikes on Sounder trains. Sound Transit is planning improvements for this Station, include expanded parking and additional service in the future. Sound Transit and the City are discussing modal improvements and are working to establish which specific improvements will be included in Sound Transit’s project funding for all modes.

SOUTH HILL MALL

The South Hill Mall and surrounding commercial area is a major retail and commercial destination. South Hill is also a designated regional growth center. This area provides sidewalks along most streets with some midblock connections to surrounding land uses. Large parking lots surround most of the retail uses in this area. A transit center is provided along 39th Avenue SW and Pierce Transit routes (4, 400, 402) and the Puyallup Connector serve this location.

PIERCE COLLEGE PUYALLUP

Pierce College is located in the South Hill area. Nearly 3,900 students enrolled on the campus in fall 2013. Pierce College offers Associate’s degrees, certificate programs, and the “Running Start” program. Currently, the campus is primarily accessed by car or transit.

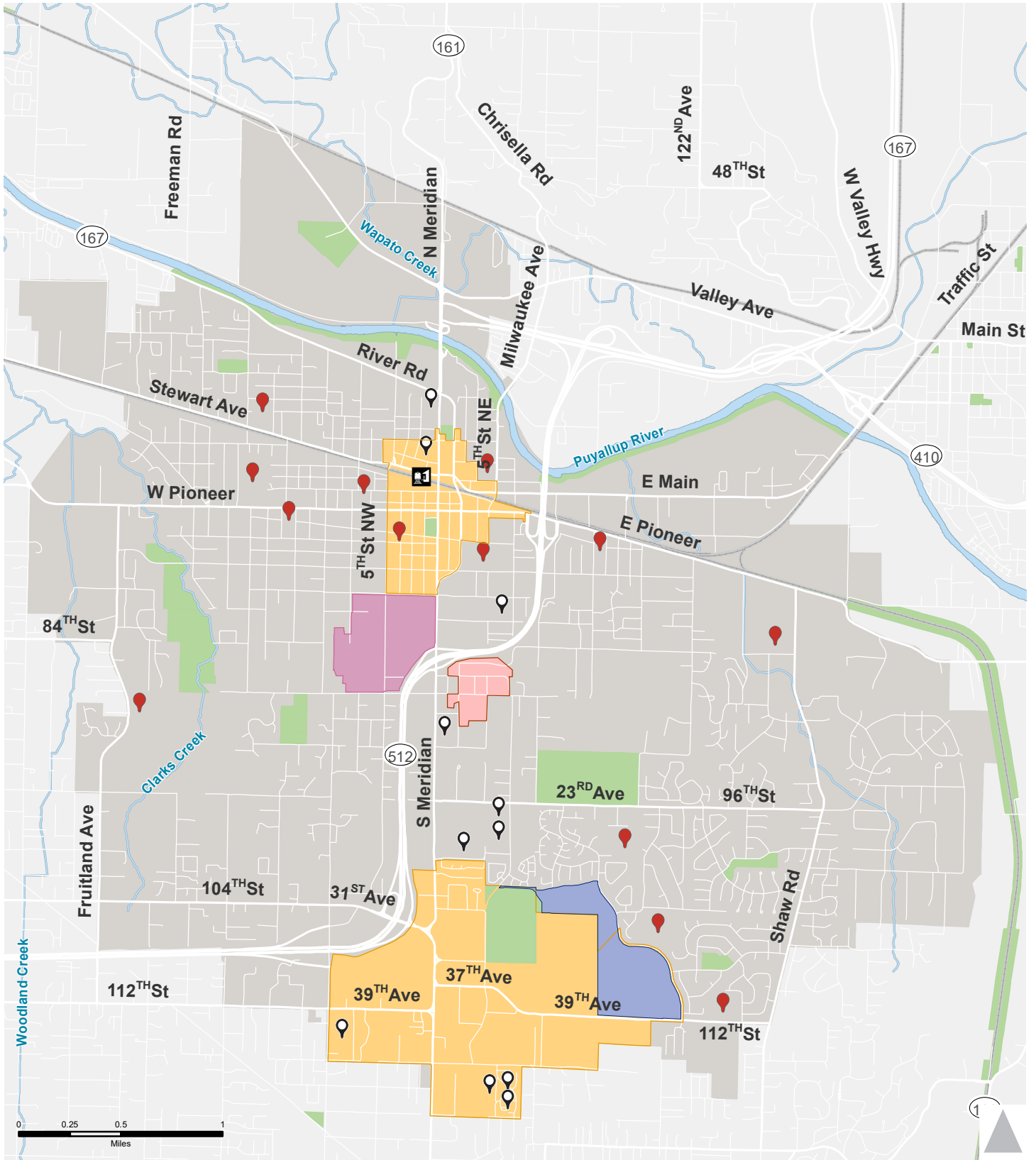











Figure 9

Key Destination and Trip Generators

-  Retirement Community
-  Public School
-  Downtown/South Hill Business Districts
-  Fairgrounds
-  MultiCare Good Samaritan Hospital
-  Pierce College Puyallup
-  Sounder Station
-  Park
-  City of Puyallup

MULTICARE GOOD SAMARITAN HOSPITAL

This hospital employs over 2,000 people in central Puyallup and serves as the regional medical center for eastern Pierce County. There are recently-constructed sidewalks and pedestrian crossings on many of the surrounding streets. This area also has other medical center and support facilities surrounding the hospital.

SCHOOLS

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

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

The Puyallup School District also determines when school bus transportation is available; per School District Policy #6600, students living within the one-mile walking radius for elementary schools, 1.25 mile walking radius for junior high schools, and 1.5 mile walking radius for high schools and have access to safe pedestrian facilities, school bus transportation may not be provided. The School Advisory Committee recommends safe walking routes to school and the school board adopts walk routes.

PARKS AND RECREATION AREAS

The City's park system consists of three community parks and 12 neighborhood parks or recreation centers (see **Figure 9**). The City's parks and recreation areas feature ball fields, playgrounds, walking paths, ponds, a dog park, a skate park, community gardens, picnic areas, an indoor recreation center, a pavilion, and restrooms.

The City recently updated their Parks, Recreation, and Open Space (PROS) Plan, which proposes policies, programs, and projects to improve these areas in the City of Puyallup. City staff responsible for guiding the development of the PROS Plan were key to developing this Active Transportation Plan.

RETIREMENT COMMUNITIES

Retirement communities are also generators of non-motorized trips. Many residents of retirement communities no longer drive their own vehicles, so they are dependent on privately-operated shuttles, public transportation, and walking or biking to get to doctors' appointments, residences of family and friends, and shopping/dining destinations. There are about ten retirement communities in Puyallup, and at least three proposed facilities, located in a north-south corridor roughly centered on S. Meridian and on 43rd Avenue SE.

TRAVEL MODE DATA

PSRC conducts household surveys to collect data on how people travel in the Puget Sound Region. This is the best available dataset on which modes people use to travel to, from, and within Puyallup. The data from the survey includes 1,628 Puyallup-based trips and the mode share results are summarized in **Table 1**. Combined, walking and biking account for 4.3 percent of all trips in Puyallup. Walking and biking increases in share to 5 percent when travel to and from work is removed. Overall, these results are typical for suburban communities like Puyallup, where most travel is via car. It is important to note that household travel surveys tend to underreport recreational travel like jogging, cycling, or dog walking so actual active transportation mode share may be somewhat higher than reported by the PSRC data.

ANTICIPATED GROWTH IN TRAVEL

The City of Puyallup and Pierce County have experienced an increase in the number of vehicles on roadways. This is attributed to the following population growth between 2000 and 2010:

- The City of Puyallup’s population increased by 12%, from 33,011 to 37,022.
- Pierce County’s population increased by 13%, from 700,820 to 795,225.

By 2030, it is projected that Puyallup’s population will be approximately 50,000 residents and Pierce County’s will reach approximately 967,600. This increase will add to the congestion that the traveling public experiences today. To help address this congestion, the Transportation Element proposes to increase the share of walking and bicycling (mode split goals) in the Downtown and South Hill Regional Growth Centers. To achieve these goals, the City will modify land use and zoning designations, and develop programs and projects to encourage the use of walking, bicycling, and transit.

Table 1. How People Travel in Puyallup

Mode	City of Puyallup
Drove Alone	44.1%
Carpooled	46.4%
Public Transportation	1.2%
Walked	4.1%
Bicycle	0.2%
Other	3.9%

Source: PSRC Spring 2014 Household Survey

ACTIVE TRANSPORTATION ANALYSIS

The way people travel is greatly influenced by the built environment described in this chapter. The built environment includes **land use** and **travel corridors**, and **key destinations** people travel to, such as where they live, work, play, shop, and recreate. Planning for the future, Puyallup Moves also provides an understanding of how people could travel based on **anticipated travel growth** and **travel mode data**.

Active transportation is defined as any human-powered mode of transportation, such as walking and biking. **Figure 10** displays areas that are attractive for active transportation in Puyallup. A description of the active transportation analysis process is provided below.

ESTIMATING ACTIVE TRANSPORTATION

To forecast areas that have higher levels of active transportation, several indices of pedestrian and bicycling demand were evaluated. Each index was chosen based on its relationship between the built environment and travel patterns. A composite score was then calculated to determine the relative attractiveness of one area over another for active transportation.

To estimate pedestrian and biking demand in Puyallup, eight indices were evaluated:

- Proximity to attractions
- Proximity to schools
- Proximity to parks
- Proximity to transit
- Population density
- Employment density
- Diversity of land use
- Age (8-80)

Each index was weighted based on the strength of its relationship with walking and biking, and measured at the census block level using spatial analysis software. Each census block was then assigned a composite score based on how accessible or attractive it was for walking and biking.

Generally, greater potential for active transportation happens with a mix of the indices (proximity, density, and diversity) coupled with walking and bicycling facilities that provide greater comfort for users.



Puyallup's downtown provides a vibrant walking environment with access to businesses, civic buildings, and public open spaces.

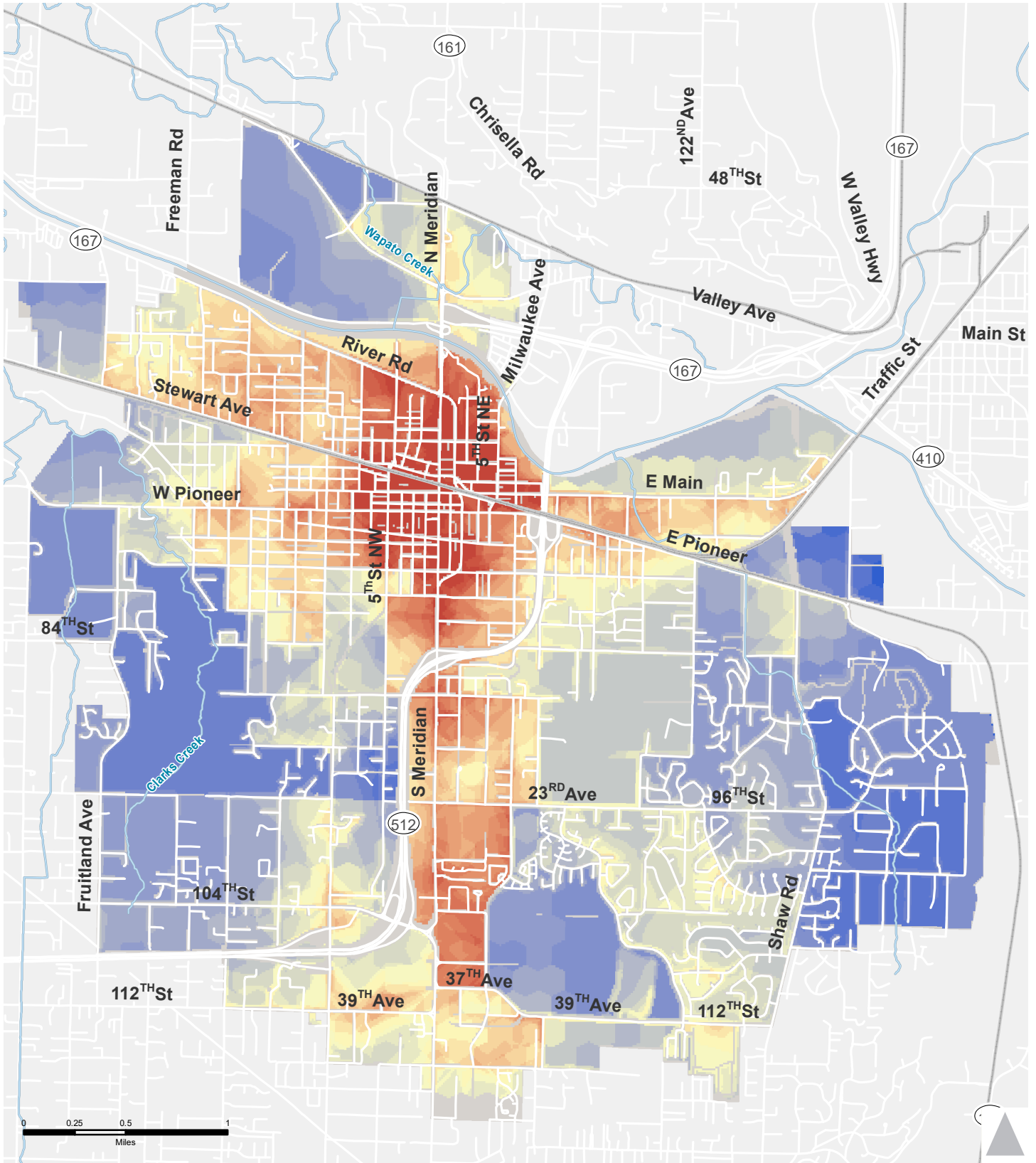
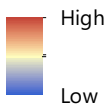


Figure 10

Estimated Demand for Active Transportation Facilities



Estimated Demand for Active Transportation Facilities

3 | ALTERNATIVE TRAVEL MODES

Walking is the oldest and most affordable and environmentally friendly form of transportation. Walking often begins and ends most of our trips – we walk to and from our destinations, such as the bus stop; our cars; bicycle racks; the train; lunch spots; coffee shops; and much more. Bicycling can also begin and end many of our trips if we are within a comfortable distance from our destinations or connections – we bicycle to and from the bus stop, the Sounder Station; places to play and work, and more.

These active modes of transportation can be linked with transit and other forms of shared transportation, such as rideshare, vanpool, transportation network companies (such as Uber or Lyft) to create a safe, balanced, and efficient multi-modal transportation system. As part of an active transportation network, these modes help to make transportation affordable, convenient, flexible, and environmentally friendly for everyone.

The following section summarizes transit and other ride sharing opportunities in Puyallup that help support the active transportation network.

BUS TRANSIT

Pierce Transit and Sound Transit provide local bus and regional express bus service with connections in Puyallup. The majority of transit riders access bus transit service by driving to a parking lot or on-street parking and then walk to connect to transit.

Pierce Transit bus service in Puyallup typically operates on 30-minute headways or greater during both weekdays and the weekend. Headways are the scheduled time between buses serving a bus stop. **Table 2** summarizes bus transit service with connections in Puyallup (as of Spring 2016). Bus service every 15-minutes or less is considered frequent transit service. **Figure 11** illustrates Pierce Transit's southeast region service map, which shows the corridors in which transit operates in Puyallup.

The Puyallup Connector, Route 425, is a local route that provides service to key Puyallup and South Hill community destinations including medical, shopping, and recreation. The Puyallup Connector is a local route designed by and for the community. This connector is an example of coordination between Puyallup residents and staff and Pierce Transit.



Sound Transit and Pierce Transit, such as Route 402, provides key connections to other parts of the region.

Table 2. Puyallup Bus Service

Route Number	Route Name	Weekday Frequency (minutes)	Approximate Time of Service
PT 4	Lakewood – South Hill Mall	30	6:15 am - 6 pm
PT 425	Puyallup Connector	30	9:30 am - 6 pm
PT 495	South Hill Mall Transit Center	20 - 30	4 pm - 7 pm
PT 402	Meridian	60	5:30 am – 8:30 pm
PT 409	Puyallup-Sumner	60	7 am - 7 pm
PT 400	Puyallup-Downtown Tacoma	30 - 60	5 am – 8:30 pm
ST 578	Puyallup-Seattle	60	8:30 am - Midnight

(PT) Pierce Transit
(ST) Sound Transit

Figure 11: Pierce County Transit Southeast Bus Service Map



COMMUTER TRAIN SERVICE

The Sound Transit Lakewood-Seattle Sounder commuter train serves Puyallup Station. The Puyallup Sounder train station is located between W. Stewart Avenue and W. Main Avenue just west of S. Meridian (SR 161). There are eight trains to Seattle in the morning that depart approximately every 20 minutes between 5 am to 8 am. There are two trains to Seattle in the afternoon approximately 30 minutes apart starting at 4:30 pm. Trains from Seattle arrive twice in the morning and then every 20 minutes from 4 pm to 7 pm.



Sounder is a weekday commuter service, and there is no regular weekend schedule. Sounder does serve selected events on Saturdays and Sundays such as Seahawks, Sounders, and Mariners games.

TRANSPORTATION NETWORK COMPANIES

Ridesharing programs, such as Lyft and Uber, carpool, and Vanpool systems help reduce the number of vehicles on the road and support active transportation. This type of service is currently available in Puyallup. In addition, these services provide extensions to transit at destinations within the Puget Sound region, such as Tacoma and Seattle. Also, these companies are continuing to evolve how they integrate with other modes; Uber recently announced a program to request vehicles with bike racks. Lyft and Uber have also introduced new programs, called Lyft Line and UberPool, which allow customers to combine their ride with other people who are traveling in generally the same direction.

These companies have found that many people use their services as a last mile solution, which helps to reduce single occupancy vehicle use and encourages a more integrated, active transportation network. Pierce Transit also provides information and assists in organizing commuter vanpools.

ACTIVE TRANSPORTATION PROGRAMS

There are a number of programs that the city can implement to support and encourage nonmotorized travel in Puyallup. The projects and programs described in this section help develop a support structure that can increase people's exposure to walking, biking, and rolling.

BIKE SHARING

Bike sharing delivers the benefits of bicycling to a broad audience. By replacing car trips, it helps the environment, improves health, reduces road congestion, boosts the economy, reduces parking, increases mobility and traffic safety, and introduces new audiences to bicycling. Bike sharing is great for short trips and errands around town and increases access to bicycling. To be successful, a critical mass of stations is needed. Other cities in the Puget Sound are considering bike share programs and a program called Pronto! Cycle Share was recently implemented in Seattle. Other lower cost bike share programs could include free bicycles that can be checked out.

HELMET KIOSKS

Paired with bike share stations, helmet kiosks improve safety and reduce barriers to bicycling. According to the National Highway Traffic Safety Administration, bike helmets can reduce the risk of head injuries by as much as 85% and brain injuries by as much as 88%. All cyclists are required to wear helmets under Pierce County's Bicycle Helmet Law.

WAYFINDING

A wayfinding signage system is a highly visible component for navigating the built environment. Wayfinding signs inform pedestrians, bicyclists, and motorists while enhancing the City's identity. Signage can communicate destinations, direction of travel, and the time/distance to these places. This can increase accessibility to the bicycle and pedestrian system and awareness that bicyclists and pedestrians use certain routes.

BIKE PARKING

People are more likely to try cycling if they know that they have a place to store their bike at their destination. Bike parking also encourages bicycling for short trips and errands. Bicycle racks can also be used to showcase public art and enhance the aesthetics of an area. Bicycle parking is currently required by Puyallup code for certain development sizes. Also, the City could develop code to stipulate or incentivize the provision of other supportive facilities such as bicycle storage areas, showers, lockers, and more.

BIKE SUPPORT FACILITIES

Support facilities can make biking a more attractive and/or realistic option for a variety of trip purposes. Such facilities can include amenities such as bike repair stations, which provide secured tools and an air pump to fix flat tires or adjust brakes, changing areas, lockers, and showers near employment centers, and water fountains. Bike support facilities should be considered within downtown and along trails, where biking volumes are highest, as well as in other strategic locations throughout city.

STREET CLOSURES

Street closures involve opening a city street for several hours for people to walk, bike, shop, and enjoy their community while reducing car travel on that street. A street becomes an open plaza, a performance space, a recreational space, and/or a space to connect with neighbors. Closures can be temporary for a few hours to a day, or can become permanent. These events encourage pedestrians and cyclists to use space otherwise dedicated to vehicles and can increase awareness of all users. Meeker Days is an example where streets are closed for a festival.

EDUCATION

Classes can serve as an introduction for anyone considering cycling and are a way to become familiar with bicycling in vehicle traffic. Classes can be held in a classroom as well as on-road, to apply safe riding techniques. Alternatively, cities like San Francisco offer classes for bus and taxi drivers to learn to share the road with cyclists. Providing education to both cyclists and motorists can increase the understanding between these groups and lead to better sharing of the road. Additionally, nonprofit groups like the Cascade Bicycle Club frequently partner with communities in the Puget Sound region to provide a variety of education opportunities, from adult classes to bike rodeos for kids.

PEDESTRIAN OR BICYCLING AUDITS

Auditing activities can be a powerful workshop tool for redesigning and visioning the community. These events bring people together to walk or ride and discuss facilities that work well for active transportation, and those that need improvement. Audits are short walks or bike rides that are educational, fun, healthy, democratic, and inspirational. These audits can also incorporate wheelchairs and strollers for a more complete perspective of users.

ARTISTS AND COMMUNITY

The opportunity to connect with the arts community can enliven pedestrian and bicycle spaces. Coordination with artists and community groups can encourage connections with the community through artistically inspired bike racks, wayfinding, branding, and other improvements. Arts Downtown, an all-volunteer, non-profit organization is an example; their mission is to curate Puyallup's Outdoor Sculpture Gallery; they began in 1995 and have a collection of 47 pieces located around town.

ENCOURAGE

Programs for encouraging bicycling and walking, such as employer incentive programs, multi-modal access guides, and Walk-and Bike-to-School Days, can keep up the momentum and support for walking and rolling. These programs can build a broad-based support and can help secure financial resources from both the public and private sector.

COUNTERMEASURES

How we plan for and design walking and bicycling facilities is constantly changing. Through education, City staff can keep up on the latest innovative designs and best practices. Facility examples include bicycle lanes, bicycle boxes, curb bulbs, chicanes and bicycle signals, among other things.

AMBASSADORS

A group of walking ambassadors can be organized and trained to lead walks that inspire, connect, and inform the community. A series of walking audits that involve the community, elected officials, and city staff can provide an assessment of the community and identify barriers and opportunities to walking. Audits can also provide the City with information on the pedestrian environment and provide recommendations for improving and encouraging walking. Friends of the Riverwalk Trail is a local ambassador, with the mission to connect communities by promoting, enhancing and protecting the Puyallup Riverwalk Trail as a safe, accessible, environment for healthier bodies, alternative transportation and recreation for all.

4 | SYSTEM IMPLEMENTATION

The facilities and programs described within this chapter are proposed to enhance safety, mobility, accessibility, and provide inviting places to be active in Puyallup. They were developed using a framework that employed the following priorities:

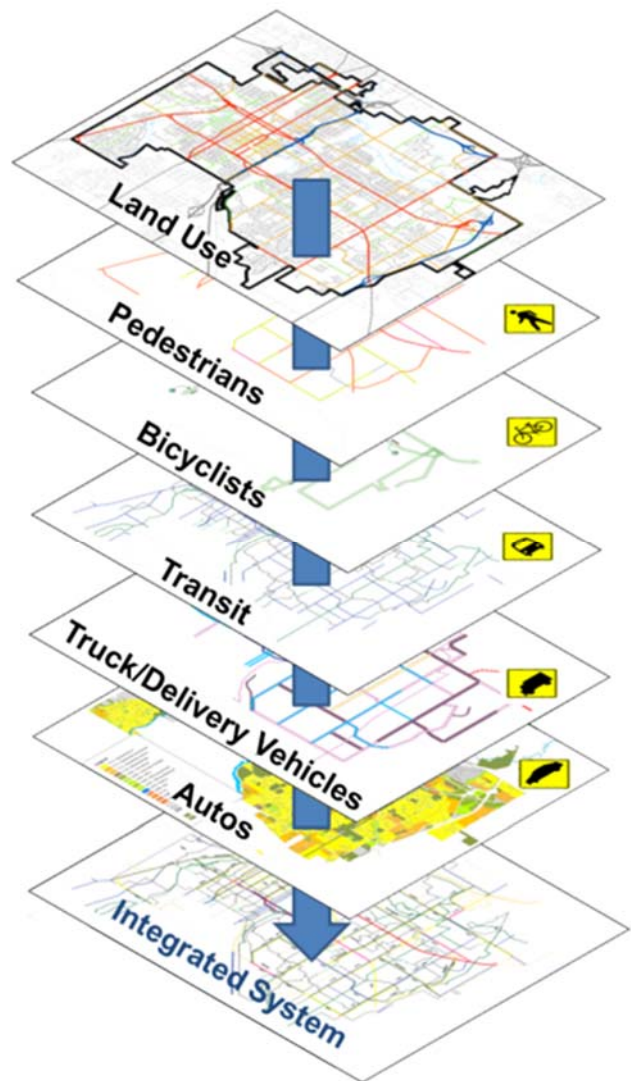
- Provide connectivity to support local travel in Puyallup.
- Improve safety for all road users in Puyallup through street designs that accommodate all modes.
- Encourage placemaking and the creation of a vibrant, walkable identity for Puyallup’s downtown.

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 chapter summarizes Puyallup’s vision for its future pedestrian and bicyclist transportation network and the infrastructure improvements that will get the City there. As identified in the Transportation Element, 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. 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.

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—the concept of a layered network is illustrated to the right.

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



MODAL NETWORKS

Streets in Puyallup serve different travel purposes, and the modal networks therefore prioritize a different balance of users on each corridor. Determining how the entire transportation network fits together in Puyallup requires identifying desirable streets for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections present the priority networks for each mode.

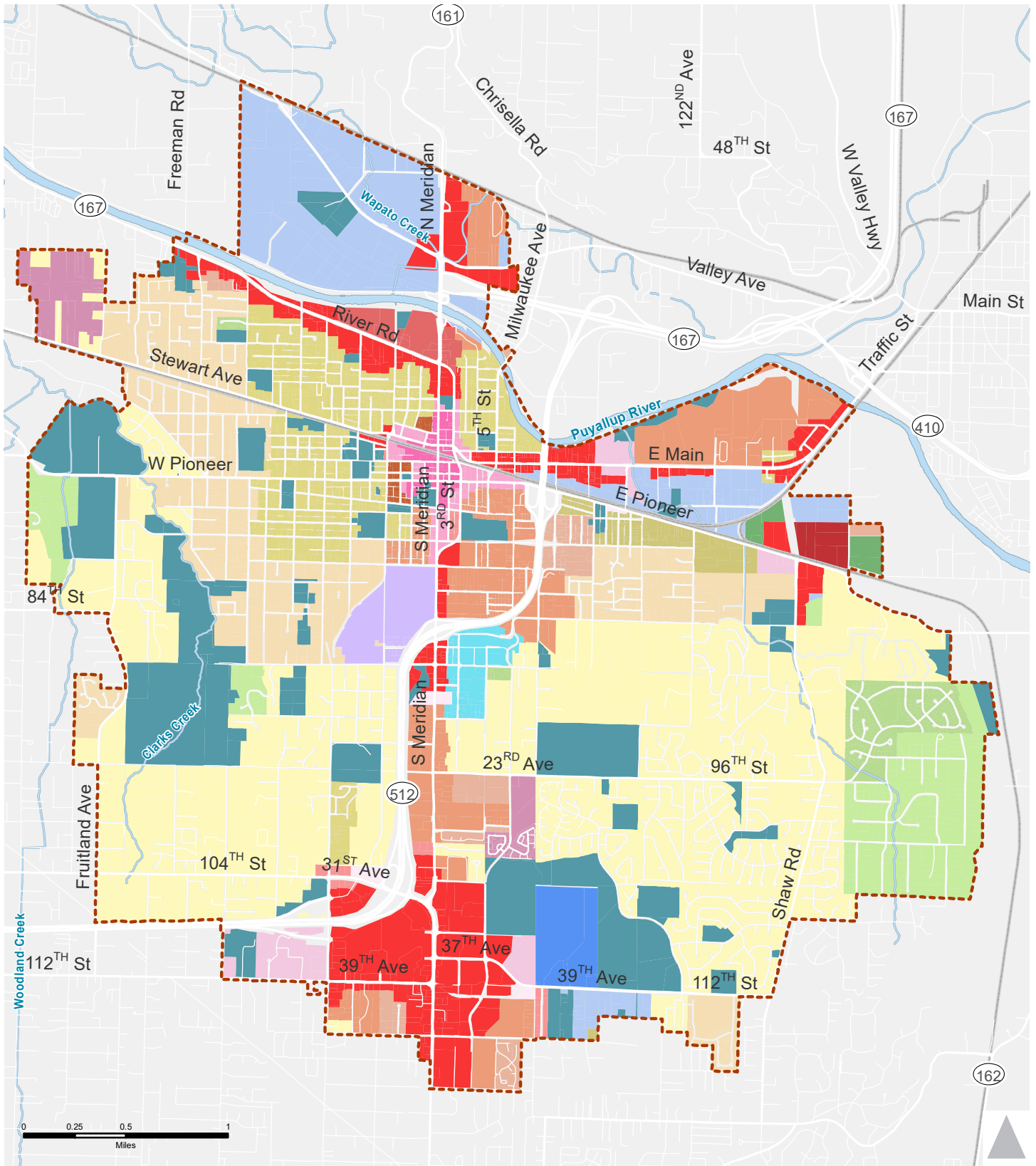
The City's recently adopted Transportation Element provides guidance on the priority development areas for pedestrians and bicyclists. In addition, the Transportation Element provides additional guidance on a proposed multimodal level of service standard based on system completeness and facility type.

LAND USE

The places people live, work, and play is influenced by how a city and surrounding communities guide where development occurs. One way a city can influence where people live, work, and play is through zoning. Zoning allows a city to encourage specific development, such as homes, parks, and businesses, to occur in targeted areas of the city. The city can also influence the form of these developments, such as being compact and comfortable, and reducing the need to drive to complete some trips. It is important to consider land use when planning for transportation because it provides insight into areas where more people may concentrate their travel.

The main commercial areas in Puyallup, where people tend to shop, are located downtown and in the South Hill area; these areas are zoned Central Business District and general commercial as shown in **Figure 12**. Downtown and South Hill are linked by S. Meridian with properties along this roadway zoned for the fairgrounds, general commercial, and high density multiple-family residential. Other areas of commercial and industrial land use are located in the northern portions of the City along Valley Avenue E, River Road, and E. Main Avenue. Much of the remaining City area is zoned for public facilities and single-family residential.

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



- OP - Professional Office
- CB - Community Business
- CBD - Central Business District
- CBD-CORE - Central Business District Core
- CG - General Commercial
- CL - Limited Commercial
- RMX - River Road Mixed Use
- CMX - Shaw-Pioneer Community Mixed Use
- ML - Limited Manufacturing
- MP - Business Park
- PDC - Planned Community Development
- PDR - Planned Residential Development
- RM-10 - Medium Density Multiple-Family Residential
- RM-20 - High Density Multiple-Family Residential
- RM-CORE - Downtown-Oriented High Density Multiple-Family Residential
- RS-04 - High Urban Density Single-Family Residential
- RS-06 - Urban Density Single-Family
- RS-08 - Medium Density Single-Family
- RS-10 - Low Urban Density Single-Family Residential
- RS-35 - Very Low Density Single-Family Residential
- PF - Public Facilities
- MED - Medical
- FAIR - Fair
- ARO - Agriculture, Recreation and Open Space
- City of Puyallup

Figure 12
Puyallup Zoning Map

PEDESTRIANS

While Puyallup's local streets may not 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.

Figure 13 highlights the Pedestrian Priority Network, which specifies where pedestrian infrastructure should be provided in the long term.

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 a quarter mile of schools, the City is looking to provide enhanced crossings at regular intervals. Also, Safe Routes to School Programs are opportunities to provide enhanced consideration in close proximity to schools. Also, school circulation and safety studies evaluating the interaction of the pick-up/drop-off areas are components to enhancing safety at schools.

PRIORITY NETWORKS

Priority Networks are corridors where the City has decided to focus bicycling and pedestrian improvements. Facility recommendations for many of the priority network corridors are included in the Active Transportation Plan.

BICYCLING

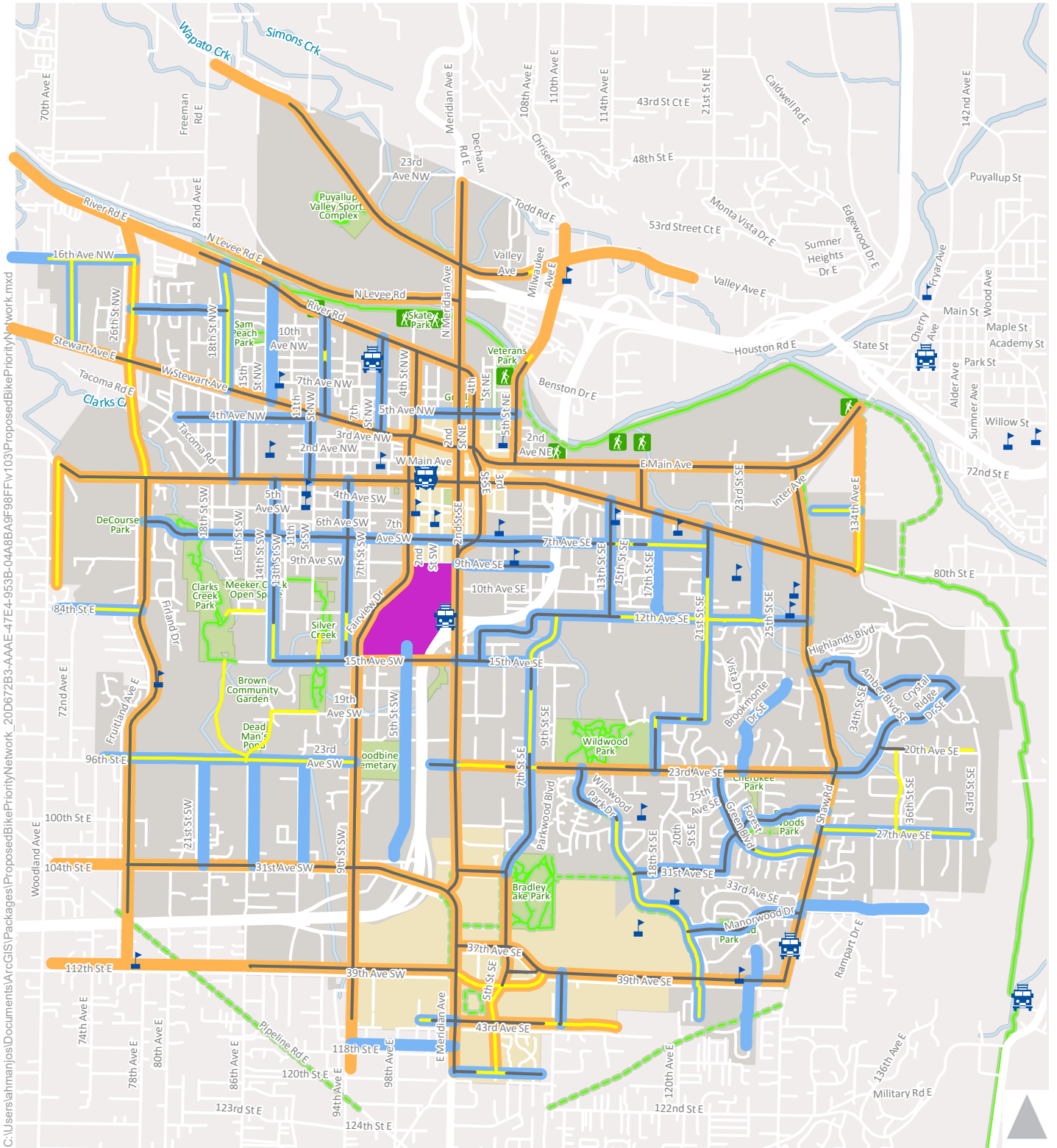
Similar to pedestrian conditions, many of Puyallup's local streets tend not to need fully separate pathways and trails or on street markings such as bike lanes. This is due to their low traffic volumes and slow speeds. The City's arterials and commercial collectors do warrant enhanced bicycle infrastructure. Dense areas with commercial land uses and streets that serve schools, parks, and churches are particularly important for safe bicycling, as they support more bicyclists.

Figure 14 highlights the Bicycle Priority Network, which specifies where bicycle infrastructure should be provided in the long term. This Active Transportation Plan further refines this network, as described in Chapter 5.

NETWORK COMPLETENESS AND CONNECTIVITY

Network completeness and connectivity of Puyallup's active transportation network is defined as the ability of a variety of user types to access and travel to many destinations safely. Because the majority of Puyallup's bicycle network is currently located within parks, system completeness and connectivity is low. The pedestrian network in Puyallup provides higher connectivity as sidewalks are provided in most primary travel corridors and in activity centers with high pedestrian use. The City also has a Sidewalk Link program which infills short missing segments of sidewalks to increase completeness and connectivity.

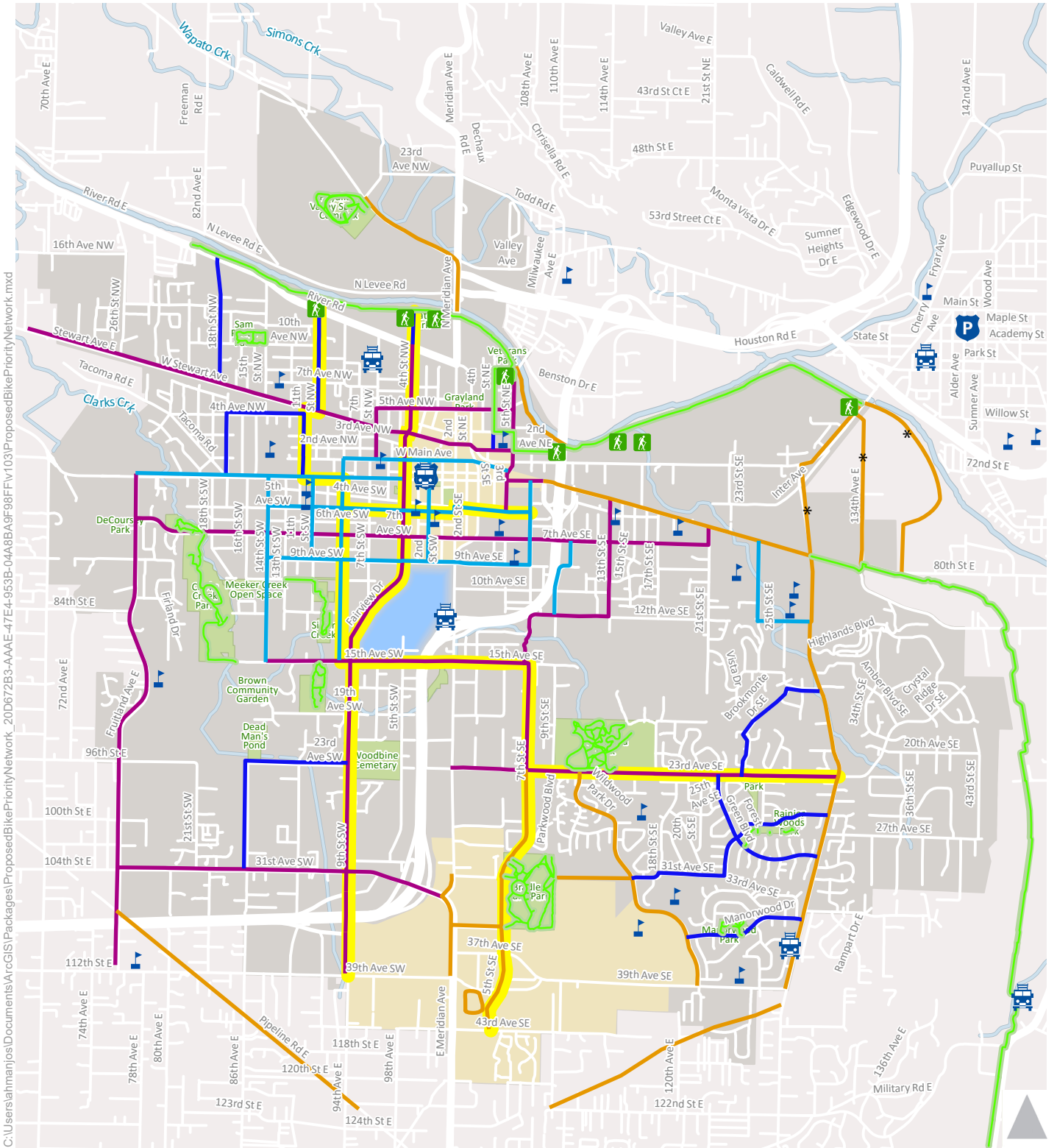
One potential way to increase connectivity is to form partnerships with various property owners that provide informal network connections. For instance, while a route through a school campus, church, or shopping center may not be a formal part of the City's bike facilities, a partnership could provide increased awareness of route availability or actually connect facilities between the city and informal network.



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- Arterial - Sidewalk (1 side)
- Collector - Sidewalk (1 side)
- Future Pedestrian Facility
- Existing Pedestrian Facility
- Existing Shared Use Path
- Future Shared Use Path
- City of Puyallup
- Fairgrounds
- Regional Growth Center
- Trail Access
- Police Station
- School
- Fire Station

Figure 13
Priority Pedestrian Network
 2015 Transportation Element



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Figure 14
Bicycle Priority Network
 2015 Transportation Element

- Sharrows
- Bike Boulevard
- Bike Lane
- Shared Use Path
- Potential Corridor
- Existing Trail
- City of Puyallup
- Fairgrounds
- Regional Growth Center
- 🚶 Trail Access
- 🚓 Police Station
- 🚒 School
- 🚒 Fire Station

* Only one of the alignments will be constructed



5 | ACTIVE NETWORKS

This chapter describes the near term planned improvements by the City and others as well as priority enhancements for the next phase of the active transportation plan. Because the City developed a multimodal level of service policy, this section also summarizes the improvements necessary to meet a minimum provision for pedestrians and bicycling, which is described further in the Transportation Element.

As new facilities are implemented, Public Works staff should review whether additional modifications to the transportation network are necessary to ensure safety (for example, lowering speed limits on streets where bike facilities are proposed). All improvements will require staff and maintenance resources to be managed and maintained over time. The cost estimates provided at the end of this chapter for improvements represent one-time capital costs only. Thus, these life-cycle costs should be considered as projects that are programmed into the City's capital program.

PEDESTRIAN NETWORK

CURRENT PEDESTRIAN PROJECTS

The City is currently working on the following enhancements:

- The Shaw Road Widening Project will provide an east side shared use path and west side sidewalk between 23rd Avenue SE and Manorwood Drive. Construction will begin in 2017.
- 23rd Avenue SE Complete Streets will provide sidewalks from S. Meridian to 9th Street SE.
- Sidewalk link program to construct missing links in the sidewalk network.

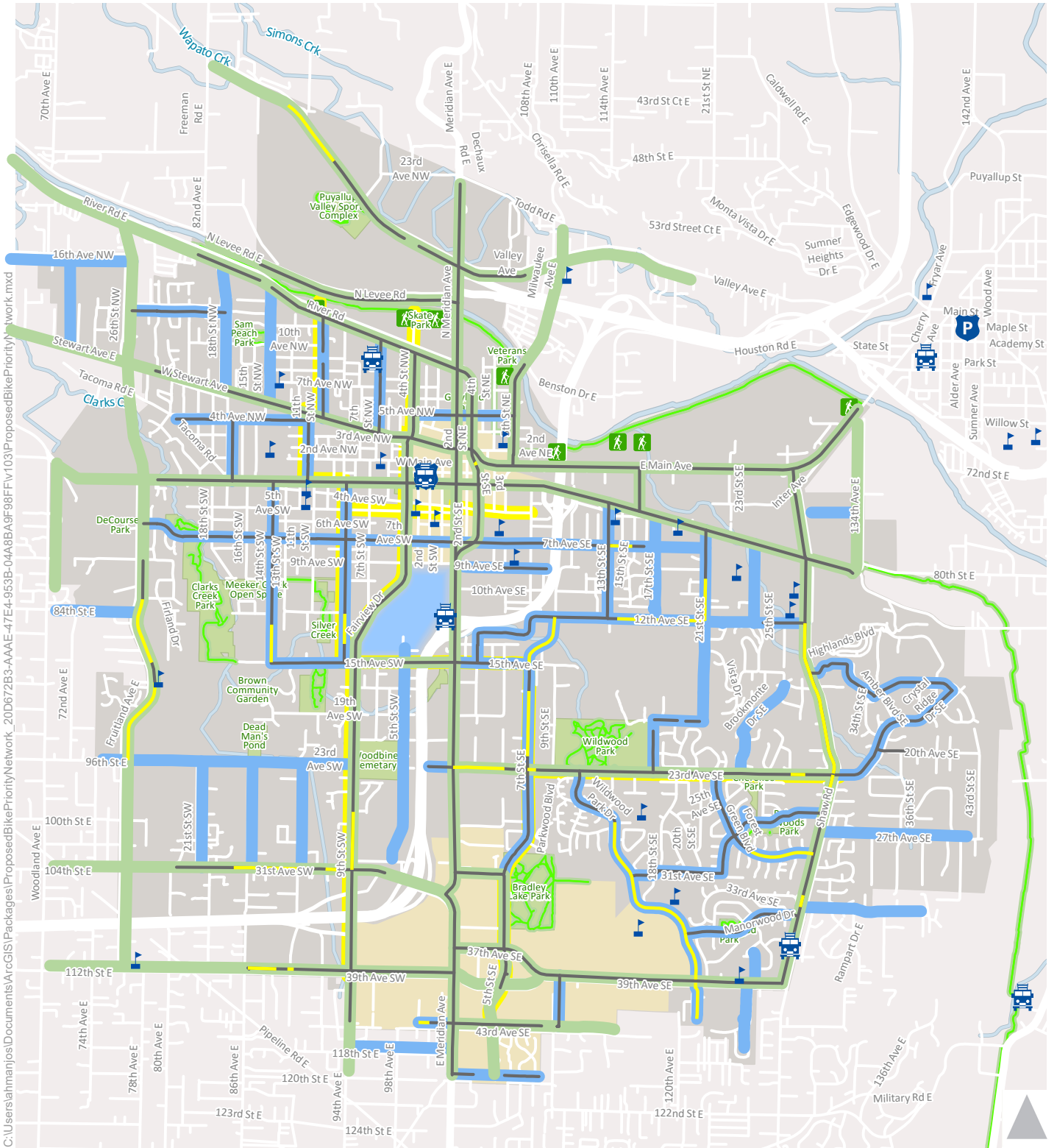
Sound Transit and the City are also discussing a number of pedestrian access improvements as part of the Sounder Station Access Project. Projects discussed include the following:

- ADA accessibility improvements for intersection curb ramps at Stewart Avenue, Main Avenue, 5th Street SW, 7th Street SW, and S Meridian.
- Street lighting enhancements on 5th Street NW between the station and 7th Avenue SW.
- Signal improvements are also proposed at the following locations:
 - 7th Street NW and W Stewart Avenue will be fully signalized,
 - 5th Street SW at the planned Eagles Garage: a new pedestrian signal is proposed,
 - 3rd Street SE and E Main Avenue: a flashing beacon is proposed;
 - 5th Street SW and W Pioneer Avenue: accessible pedestrian signal retrofit,
 - 5th Street SW and W Main Avenue: accessible pedestrian signal retrofit,
 - S Meridian and W Main Avenue: accessible pedestrian signal retrofit,
 - S Meridian and W Stewart Avenue: accessible pedestrian signal retrofit.
- Sidewalk improvements are proposed on W Stewart Avenue between S Meridian and 3rd Street NW, and along the proposed Eagles Garage and Parking Lot (7th Street NW, 3rd Avenue NW, 6th Street NW, and 2nd Avenue NW).
- Pedestrian bridge over 5th Street SW between the proposed Eagles Garage and the Sounder Station.

The two agencies are working to establish which specific improvements will be included in Sound Transit's project funding, and to determine the method of delivery for those improvements.

FUTURE PROJECTS

Pedestrian improvements include sidewalks and improved crossings. An analysis of areas where sidewalks are missing indicated a number of sidewalk improvements to be included as part of this implementation strategy. **Figure 15** represents the improvements that would allow the City to meet its yellow standard for pedestrian amenities.



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- Arterial - Sidewalks (1 side)
- Collector - Sidewalks (1 side)
- New Pedestrian Facility
- Existing Pedestrian Facility
- City of Puyallup
- Fairgrounds
- Regional Growth Center
- Trail Access
- Police Station
- School
- Fire Station

Figure 15
Proposed Pedestrian Accomodations
 2015 Transportation Element

BICYCLE NETWORK

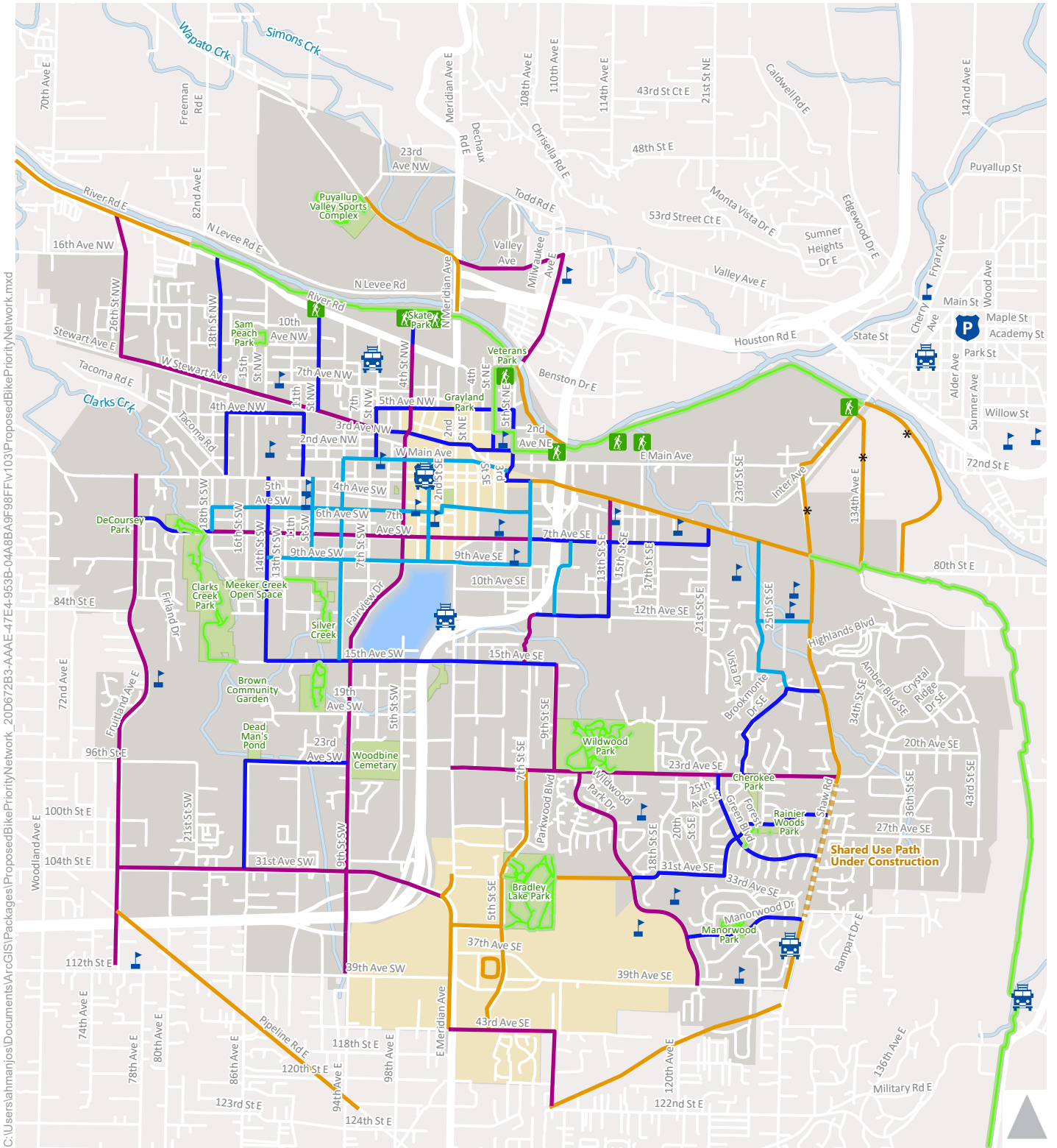
This section summarizes the major corridors for implementing the bicycle component of the active transportation plan. To guide the development of the bicycle network a map of preferred corridor facilities was developed and shown in **Figure 16**. The proposed projects are an update and refinement to the Bicycle Priority Network included in the 2015 Transportation Element. It should be noted that this is a long term project list.

PROPOSED BICYCLE TYPOLOGIES

Four types of bicycle facilities are being considered for future facilities in Puyallup, all of which have the ability to serve a variety of user groups. **Table 3** provides more information on the four bicycle typologies.

Table 3. Bicycle Typologies

Typology	Description
 <p>Bike Lanes</p>	<p>Bike lanes would be a nonmotorized facility provided as part of the roadway and designated for exclusive use by people riding bicycles. Bike lanes are separated from traffic by painted lines, bollards, planters, parked vehicles, or a curb.</p>
 <p>Sharrows</p>	<p>Sharrows or “shared-use arrows” would typically be provided on low-speed, low traffic-volume streets. This facility type would include pavement markings to designate where cyclists should ride in the roadway and provide drivers with a visual warning to expect that cyclists are present.</p>
 <p>Shared Use Path</p>	<p>A shared use path facility would typically be a paved path fully separated from a roadway. Shared use paths are wide enough for two-way travel of bicyclists, skaters, walkers, and other nonmotorized users. Separation from traffic is usually provided by open space or a solid barrier.</p>
 <p>Bicycle Boulevard</p>	<p>Bicycle boulevards are typically provided on low-speed, low traffic-volume residential streets with prioritization for walking and biking. Bicycle boulevards are shared by nonmotorized users and vehicles and include elements that make nonmotorized travel safer and more comfortable. These elements include: low speed limits; special signage; speed bumps and traffic diverters; directional signs and pavement markings; stop signs on cross streets; curb ramps and extensions; and improved crossings of busy streets.</p>



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

* Only one of the alignments will be constructed

Figure 16
Long-Term Bicycle Network Projects

CURRENT BICYCLE PROJECTS

The City is currently working on the following enhancements:

- The Shaw Road Widening Project will provide an east side shared use path and west side sidewalk between 23rd Avenue SE and Manorwood Drive. Construction is scheduled to begin in 2017.

Sound Transit and the City are currently discussing a number of bicycle access improvements in the Puyallup Station area as part of the Sounder Station Access project including:

- Stewart Avenue from 7th Street NW to 23rd Street NW: this will provide a two-way protected bicycle lane along the south side of Stewart Avenue or protected bike lanes on both north and south sides of Stewart Avenue.

The two agencies are working to establish which specific improvements will be included in Sound Transit's project funding, and to determine the method of delivery for those improvements.

NEAR-TERM BICYCLE PROJECTS

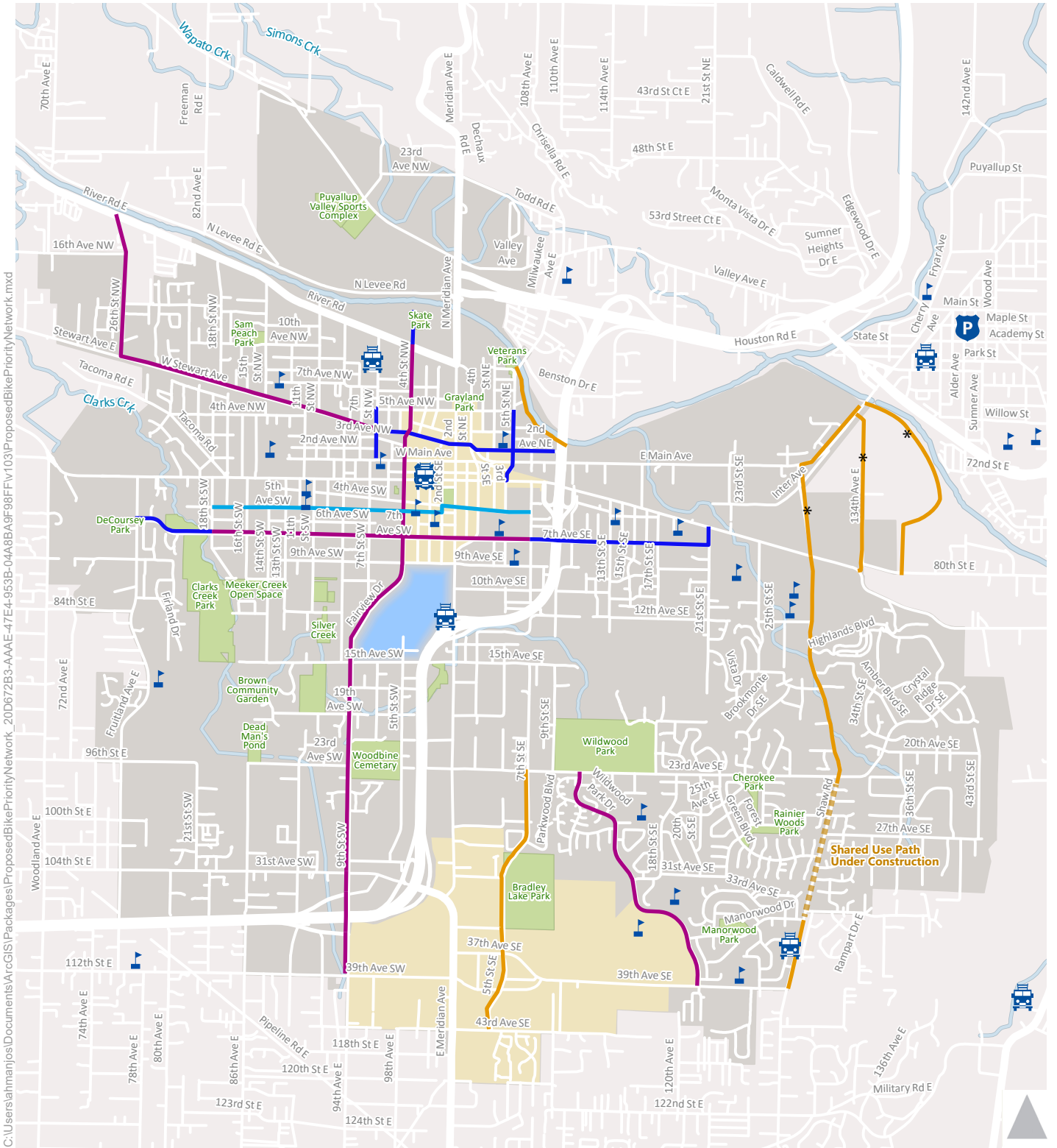
Near-term bicycle projects are explained in greater detail in the supplemental chapter that is part of this plan. These projects include 5th Street NW/4th Street NW, 5th Avenue SW/4th Avenue SE, 7th Avenue SW/SE, and Shaw Road.

MEDIUM-TERM BICYCLE PROJECTS

The following section summarizes the corridors illustrated in **Figure 17**. It includes a description of the proposed facility type, connections, implementation considerations, how the project fits the vision, and estimated project costs. These future projects were developed with public and staff input; additional transportation engineering is needed to finalize corridor improvements and costs.

Other future projects that are considered spot improvements are not specifically called out in this plan, but are typically included in the near-term Transportation Improvement Program. Known project examples include the following:

- Flashing beacons at 15th Avenue SW near Silver Creek
- Striped crossing at 14th Street SW for the nearby trail at Meeker Creek



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- Sharrow
- Bike Boulevard
- Bike Lane
- Shared Use Path
- City of Puyallup
- Fairgrounds
- Regional Growth Center
- P Police Station
- ▲ School
- 🚒 Fire Station

Figure 17
Medium-Term Bicycle Network Projects

* Only one of the alignments will be constructed

A. West Stewart Avenue/2nd Avenue NE

Facility Type:	Separated Bicycle Lanes/ Sharrows	Cost:	\$5.0 million
Location:	Riverwalk Trail Access on 26 th Street NW, then aligned generally east-west through downtown between 26 th Street NW and the 9 th Street NE/Riverwalk Trail access		
How this Fits the Vision:	<ul style="list-style-type: none"> • Acts as a collector for other facilities located between the Riverwalk Trail, residential areas, and the downtown area • Encourages active forms of transportation to transit and shopping destinations • Compliments safe routes to schools and alerts drivers of the presence of cyclists • Provides a separated facility preferred by a wider range of cyclist comfort levels for portions of project 		
Connections:	<ul style="list-style-type: none"> • Provides a cross-town connection • Provides access to downtown destinations • Along a transit route • Direct access to the Sounder Station • Nearby access to Karshner Elementary, Aylen Junior High (south side of tracks), Puyallup High School (south side of tracks), Stewart Elementary School • Direct connection to Riverwalk Trail 		
Implementation Considerations:	<ul style="list-style-type: none"> • On arterial with heavy traffic • May require modification of parking (parts of Stewart and 2nd Avenue NE) or right-of-way widening (26th Street NW and Stewart between 26th Street NW to 23rd Street NW) • 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 		

B. 4th Street NW/5th Street SW/Fairview Drive/9th Street SW

Facility Type:	Separated Bicycle Lanes	Cost:	\$8.9 million
Location:	Aligned generally north-south through downtown between Riverwalk Trail and 39 th Avenue SW		
How this Fits the Vision:	<ul style="list-style-type: none"> • Encourages active forms of transportation for a range of user types • Compliments transit in the corridor • Provides a north-south cross-town connection • Acts as a collector for other facilities located between the Riverwalk Trail, residential areas, the fairgrounds, South Hill Mall, and the downtown area • Connects growth centers • This corridor would benefit from subsequent projects to make connections to schools and parks. 		
Connections:	<ul style="list-style-type: none"> • Connects both regional growth centers • Direct access to fairgrounds, downtown destinations, Sounder Station, South Hill Park and Ride, and Puyallup Skate Park • Access to Riverwalk Trail • Nearby access to Puyallup High School 		
Implementation Considerations:	<ul style="list-style-type: none"> • A portion of this project is on the near-term project list • On arterial with heavy traffic • Grade is steep in portions of the corridor • Requires right-of-way widening between 30th and 23rd Ave, 21st and 15th Ave, 9th and 7th Ave, the railroad crossing an 4th Avenue NW • May require sewer/water improvements between 9th and 7th • Restriping between 39th and 30th Ave, between 23rd and 21st Ave, 15th to 9th Ave, and north of 4th Avenue NE to Riverwalk Trail • Requires loss of parking on 4th Street NW north of River Road • Could require wall removal • Could construct in phases with first phase including downtown section • Transitions north of River Road to bicycle in-lane markings • Requires coordination with transit facilities along portions of the corridor 		

C. 7th Street NW

Facility Type:	Sharrows	Cost:	\$20,000
Location:	Aligned generally north-south through downtown, includes crossing of railroad tracks between 5 th Avenue NW and W Main Street		
How this Fits the Vision:	<ul style="list-style-type: none"> • Encourages active forms of transportation for a range of user types • Provides a north-south connection across the railroad tracks • Alerts drivers of the presence of cyclists 		
Connections:	<ul style="list-style-type: none"> • Connects facilities north and south of the railroad tracks • Provides direct access to downtown destinations and Sounder Station from residential areas north of downtown • Provides direct access to Puyallup High School 		
Implementation Considerations:	<ul style="list-style-type: none"> • No special treatments at railroad • Striping only with possible modification of parking 		

D. 5th Street SE/7th Street SE

Facility Type:	Shared Use Path	Cost:	\$7 million
Location:	Aligned generally north-south through South Hill between 23 rd Avenue SW and 43 rd Avenue SE.		
How this Fits the Vision:	Encourages active transportation by a range of user types		
Connections:	<ul style="list-style-type: none"> • Provides access through South Hill • Connects residential areas to the south of South Hill, Bradley Lake Park and YMCA 		
Implementation Considerations:	<ul style="list-style-type: none"> • Right-of-way widening would likely be required • Corridor between 39th and 37th Avenue is problematic • Signal upgrades required at four intersections 		

E. 5th Street NE/SE

Facility Type:	Sharrows	Cost:	\$30,000
Location:	Aligned generally north-south through downtown between 5 th Avenue NE and E Pioneer		
How this Fits the Vision:	<ul style="list-style-type: none"> • Enhances potential safe routes to school by alerting drivers to the presence of cyclists • Provides connection from residential area to trails and into downtown • Connects to regional trail network • Provides a north-south corridor in east part of downtown • Acts as a collector for other facilities located between downtown and the Riverwalk Trail 		
Connections:	<ul style="list-style-type: none"> • Provides direct access to Riverwalk Trail, JP Stewart Elementary School, downtown destinations, and residential areas • Provides nearby connection to Kalles Junior High 		
Implementation Considerations:	<ul style="list-style-type: none"> • Crosses railroad • Could require modification of parking 		

F. Riverwalk Trail Missing Link

Facility Type:	Shared Use Path	Cost: \$0.5 – 2.6 million per mile*
Location:	Aligned generally northwest-southeast between existing termini of the Riverwalk Trail near 5 th Street NE and 9 th Street NE	
How this Fits the Vision:	<ul style="list-style-type: none"> • Completes regional trail • Provides a cross-town connection • Encourages active transportation by a range of users 	
Connections:	Implementation Considerations:	
<ul style="list-style-type: none"> • Connects to regional trail network 	<ul style="list-style-type: none"> • Would require acquisition of right-of-way along shoreline • Could require mitigation for shoreline impacts 	

*Typical costs for building new trail

G. Connection between Riverwalk Trail and Foothills Trail

Facility Type:	Shared Use Path	Cost: \$0.5 – 2.6 million per mile*
Location(s):	<p>Aligned generally north-south between existing terminus of the Riverwalk Trail at E Main Avenue and the existing terminus of the Foothills Trail at 134th Avenue E.</p> <p>Three different possible alignments are identified in the city's Parks, Recreation and Open Space plan.</p>	
How this Fits the Vision:	<ul style="list-style-type: none"> • Connects the regional trail system • Encourages active transportation by a range of users 	
Connections:	Implementation Considerations:	
<ul style="list-style-type: none"> • Connects regional trail system • Connections to other facilities traveling into Puyallup 	<ul style="list-style-type: none"> • Connection could be constructed on 134th Avenue E, on Inter Ave/Shaw Road E, or on new right-of-way between two termini • Could require acquisition of right-of-way 	

*Typical costs for building new trail / Alignment on 134th Avenue E could cost \$80,000 assuming striping only

H. Wildwood Park Drive

Facility Type:	Bike Lanes	Cost: \$130,000
Location:	Aligned generally north-south between 39 th Avenue SE and 23 rd Avenue SE	
How this Fits the Vision:	<ul style="list-style-type: none"> • Enhances potential safe routes to school • Encourages active transportation by a wide range of users • Acts as a collector facility for other facilities in South Hill area 	
Connections:	Implementation Considerations:	
<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • Could require right-of-way widening 	

SUMMARY OF PROJECTS

Table 4 summarizes the proposed project locations and facility types for longer-term recommended improvements not described in the medium-term list above.

Table 4. Proposed Projects and Facility Types

Roadway Name	Limits	Type of Facility
Riverwalk Trail	20 th St NW to Urban Growth Area limit	Shared Use Path
Valley Ave NE	N Meridian Ave to Milwaukee Ave	Bike Lanes
Milwaukee Ave	Valley Ave NE to Milwaukee bridge	Bike Lanes
18 th St SW	5 th Ave SW to 7 th Ave SW	Bike Boulevard
43 rd Ave SE	S Meridian to 110 th Ave E	Bike Lanes
110 th Ave E	4 rd Ave SE to Bonneville Power ROW Trail	Bike Lanes
15 th Ave SE/SW	14 th St SW to 9 th St SE	Bike Lanes
S Fruitland	112 th St E to Pioneer Way E	Bike Lanes
E Main Ave	Shaw Rd to Riverwalk Trail Access	Shared Use Path
31 st Ave SW	S Fruitland to S Meridian	Bike Lanes
17 th St SW/23 rd Ave SW	31 st Ave SW to 9 th St SW	Sharrows
5 th Ave NW	5 th St NE and 7 th St NW	Sharrows
23 rd Ave SE	S Meridian to Shaw Rd	Bike Lanes
9 th St SE	15 th Ave SE to 23 rd Ave SE	Bike Lanes
S Meridian	43 rd Ave SE to 31 st Ave SE	Shared Use Path
Manorwood Drive	Wildwood Park Dr to Shaw Rd E	Sharrows
Forest Green Blvd	23 rd Ave SE to Shaw Rd E	Sharrows
Cherokee Blvd/31 st Ave SE	Wildwood Park Dr to Shaw Rd E	Sharrows
18 th St NW	River Road (Highway 167) to W Stewart Ave	Sharrows
11 th St NW	Puyallup River (Riverwalk Trail) to W Stewart Ave	Sharrows
4 th St NW	Puyallup River (Riverwalk Trail) to River Road	Sharrows
17 th St SW --> 4 th Ave NW --> 12 th St NW	W Pioneer Ave to W Pioneer Ave	Sharrows
E Pioneer	7 th St SE to Shaw Road	Shared Use Path
E Pioneer	5 th St SE to 7 th St SE	Sharrows
9 th Ave SW / 9 th Ave SE / 7 th St SE	14 th St SW to E Pioneer St	Bike Boulevard
9 th St SW	15 th Ave SW to Main	Bike Boulevard
4 th St NE	Riverwalk Trail Access/9 th Ave NE to 2 nd Ave NE	Sharrows
3 rd St SW	Main St to 9 th Ave SW	Bike Boulevard
25 th St SE and 15 th Ave SE	E Pioneer St to Brookmonte Dr SE	Bike Boulevard
12 th Ave SE	Shaw Rd E to 25 th St	Bike Boulevard
E Main Ave/ Spring St	5 th St SE and 9 th St SW	Bicycle Boulevard

Roadway Name	Limits	Type of Facility
13th St SE	E Pioneer St to 7 th Ave SE	Bike Lane
13th St SE	7 th Ave SE to 12 th Ave SE	Sharrows
12 th Ave SE	7 th St SE to 13 th St SE	Sharrows
9th St SE and 10th St SE	12th Ave SE to 7th Ave SE	Bike Boulevard
11th St SW	9th Ave SW and W Pioneer Ave	Bike Boulevard
14th St SW	W Pioneer Ave to 15th Ave SW	Sharrows
Connection to Bradley Lake (new ROW)	Wildwood Park Drive/31st Ave SE intersection to Bradley Lake	Shared Use Path
Pipeline Rd E	S Fruitland Ave to 94 th Ave E	Shared Use Path
Bonneville Power ROW Trail	110 th Ave E to Shaw Rd E	Shared Use Path
N Meridian--->Valley Ave E	Riverwalk Trail/bridge to 7th St NW	Shared Use Path
35th Ave SE	S Meridian to 5th St SE	Shared Use Path
Brookemonte Drive SE	23rd Ave SE and Shaw Road	Bike Boulevard

6 | IMPLEMENTATION CHECKLIST

When the Active Transportation Plan is adopted, the City should monitor progress in implementing the Plan using the checklist proposed in this section.

This checklist is broken into categories for pedestrian facilities, bicycle facilities, mobility, and community engagement. Each category has quantitative measures that should be tracked biannually. The City can use this checklist to monitor progress in implementing the Active Transportation Plan.

Category	Quantitative Measurement
Pedestrian Facilities	Feet of sidewalk added in priority areas Dollars spent on ADA improvements Dollars spent on improving or adding crossing facilities
Bicycle Facilities	Feet of bike facility added New bike parking added Completed missing links
Mobility	Commute mode-share
Community Engagement	Periodic online survey results