



CITY OF PUYALLUP Commute Trip Reduction Four-Year Plan Update: 2025–2029

February 26, 2025

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Appendix A

2024 Comprehensive Plan Outreach Summary

Appendix B

2024 Comprehensive Plan Transportation Element

Abbreviations

ACS	American Community Survey
Census	U.S. Census Bureau
City	City of Puyallup
Comprehensive Plan	Puyallup 2044 Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
DSHS	Washington State Department of Social and Health Services
ETC	Employee Transportation Coordinator
ORCA	One Regional Card for All
PSRC	Puget Sound Regional Council
RTPO	regional transportation planning organizations
SOV	single-occupancy vehicle
SR	State Route
State	State of Washington
WTP	Washington State Transportation Plan

Summary

Commute Trip Reduction (CTR) was passed into law by the Washington State Legislature in 1991, to improve air quality, reduce traffic congestion, and decrease fossil fuel use by lowering the number of people driving alone to work. The law requires large employers to promote alternatives to driving alone such as carpooling, public transportation, biking, walking, or working from home.

In 2006 the Legislature added the Commute Trip Reduction Efficiency Act, which requires local governments in areas with the most traffic and pollution to make and regularly update CTR plans to reduce drive alone rates in their jurisdictions. This update is for the 2025-2029 CTR planning period.

This CTR Plan describes how the City will work with employers, residents, and transit agencies over the next four years to achieve its CTR targets. It aligns with the City's 2024 Comprehensive Plan, which is currently in development, and its 2023 Environment and Sustainability Action Plan. Robust engagement with the community, local businesses, the Puyallup Tribe, and other regional jurisdictions has informed the development of this plan.

The plan is laid out according to a template provided by the Washington State Department of Transportation (WSDOT). A summary of the sections is as follows:

The first section of this plan, *Benefits of Commute Trip Reduction*, describes the City of Puyallup's geographic setting and context, major themes in land use, transportation infrastructure, and planned development, as well as the CTR Plan's alignment with local and regional planning goals.

The second section, *Performance Targets*, describes how the City will monitor the success of the plan, followed by the third section, *Services and Strategies*, which outlines key steps the City will take to promote alternative commute options for people living and working in Puyallup.

The fourth section, *Alignment with Plans*, describes how the CTR Plan aligns with the City's Comprehensive Plan and the long-term plans of transit agencies operating in Puyallup. The fifth section describes the engagement which informed the CTR Plan, and the final section includes notes from the Puget Sound Regional Council (PSRC) on the City's draft CTR Plan.

Benefits of CTR

1. Local Land Use and Transportation Context and Objectives

a. Setting In City of Puyallup as It Is Today or Will Be in the Near Future

The City of Puyallup is a dynamic community that blends a diverse population and thriving businesses with its appeal as a distinctive destination in the Puget Sound region. Puyallup is located in Northwest Pierce County about 10 miles southeast of Tacoma and 35 miles south of Seattle. The city was incorporated in 1890 and has grown to an estimated population of 43,410 in 2024.¹ Recognized as a regional growth center by the Puget Sound Regional Council (PSRC), Puyallup strives to honor its agricultural heritage while embracing its evolving role in the region. Nestled in the fertile Puyallup Valley, the city features a balanced mix of commercial, industrial, residential, and agricultural land uses, shaped by its proximity to major urban centers like Tacoma and Seattle. Currently, vehicular travel is the primary choice for most travelers in and around Puyallup, with 77% of commuters driving alone, requiring the road network to accommodate both local trips and regional travelers passing through; only 23% of commuters opt for alternative modes of transportation, with almost half that percentage coming from remote work. With a focus on fostering economic vitality and enhancing quality of life, Puyallup is committed to a forward-thinking transportation vision that supports sustainable growth. [PCP 2044].

b. Features of Land Use and Transportation Facilities and Services that Affect Commuters

Puyallup’s current travel needs are mainly met through arterial and collector roadways, and regional routes like SR 512, as well as sidewalks, trails, bus routes, and a commuter rail line. Puyallup’s population is expected to increase by 18,495 (43%) between 2020 and 2044, based on County growth targets.² The city’s transportation infrastructure and services will need to expand accordingly, to keep up with increased demand.

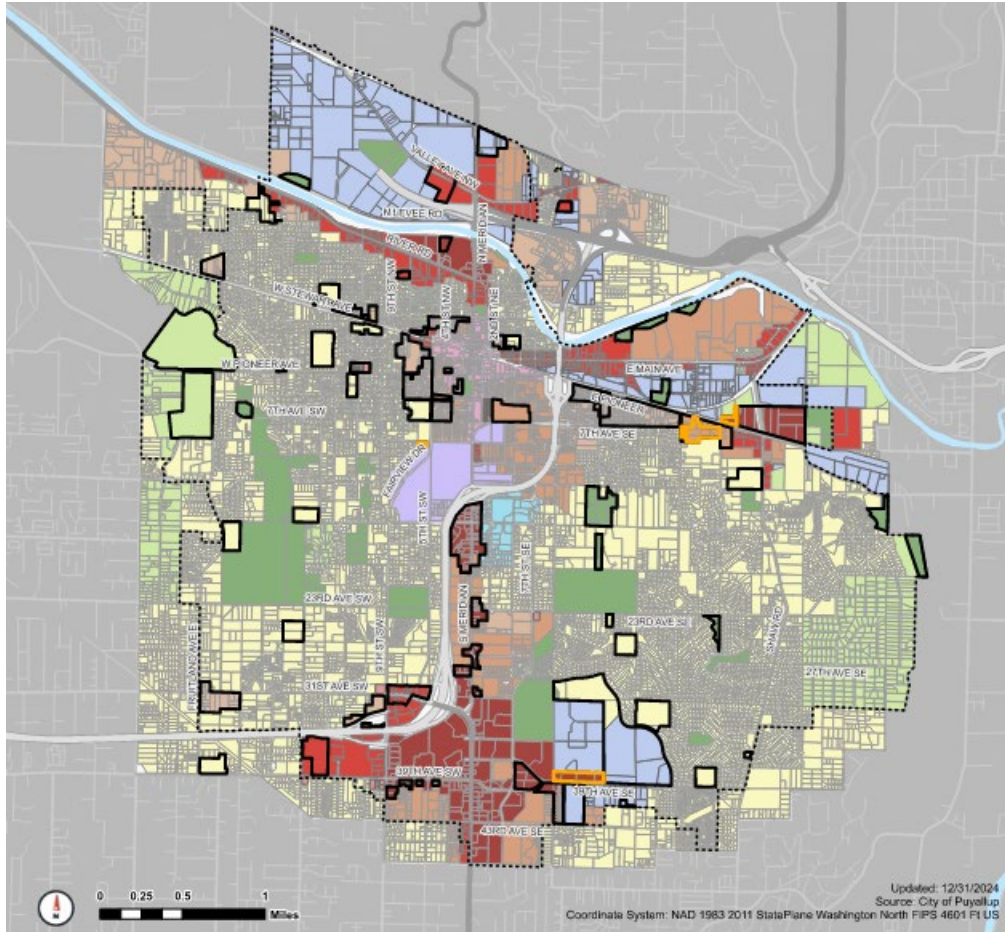
Land Use Features that Affect Commuters

Puyallup features two major commercial hubs, Downtown and South Hill, designated as Regional Growth Centers by PSRC. These areas, connected by South Meridian, are surrounded by high-density residential, commercial, and fairground zoning. Northern sections of the city host additional commercial and industrial zones along Valley Avenue, River Road, and East Main Avenue, as well as mixed-use zoning along River Road Limited manufacturing zones are located north of the Puyallup River and in areas around East Main Avenue and Shaw Road.

¹ Washington Office of Financial Management, 2024. April 1 Official Population Estimates. <https://ofm.wa.gov/washington-data-research/population-demographics/population-estimates/april-1-official-population-estimates>

² Countywide Planning Policies for Pierce County, 2022. Appendix A. <https://www.piercecountywa.gov/DocumentCenter/View/23902/Appendix-A-CPPs>

Most of the city contains public facilities and single-family residential zones. High-density zones generate significant traffic and support alternative travel modes like walking and transit, while low-density residential areas primarily depend on personal vehicles. The northern portion of Puyallup, roughly between the Puyallup River and 7th Avenue SE and SW, has a well-connected street grid. The southern and eastern portions of the city are characterized by larger blocks and curvy streets with limited outlets, which can make direct connections more difficult. Major north-south corridors such as South Meridian, South Fruitland, and Shaw Road channel traffic to key regional routes (SR 167, SR 512, and SR 410). South of the city, zoning is currently dominated by low-density housing, with a mix of commercial, mixed-use, multi-family residential, and manufacturing zoning within or adjacent to the South Hill regional growth center.



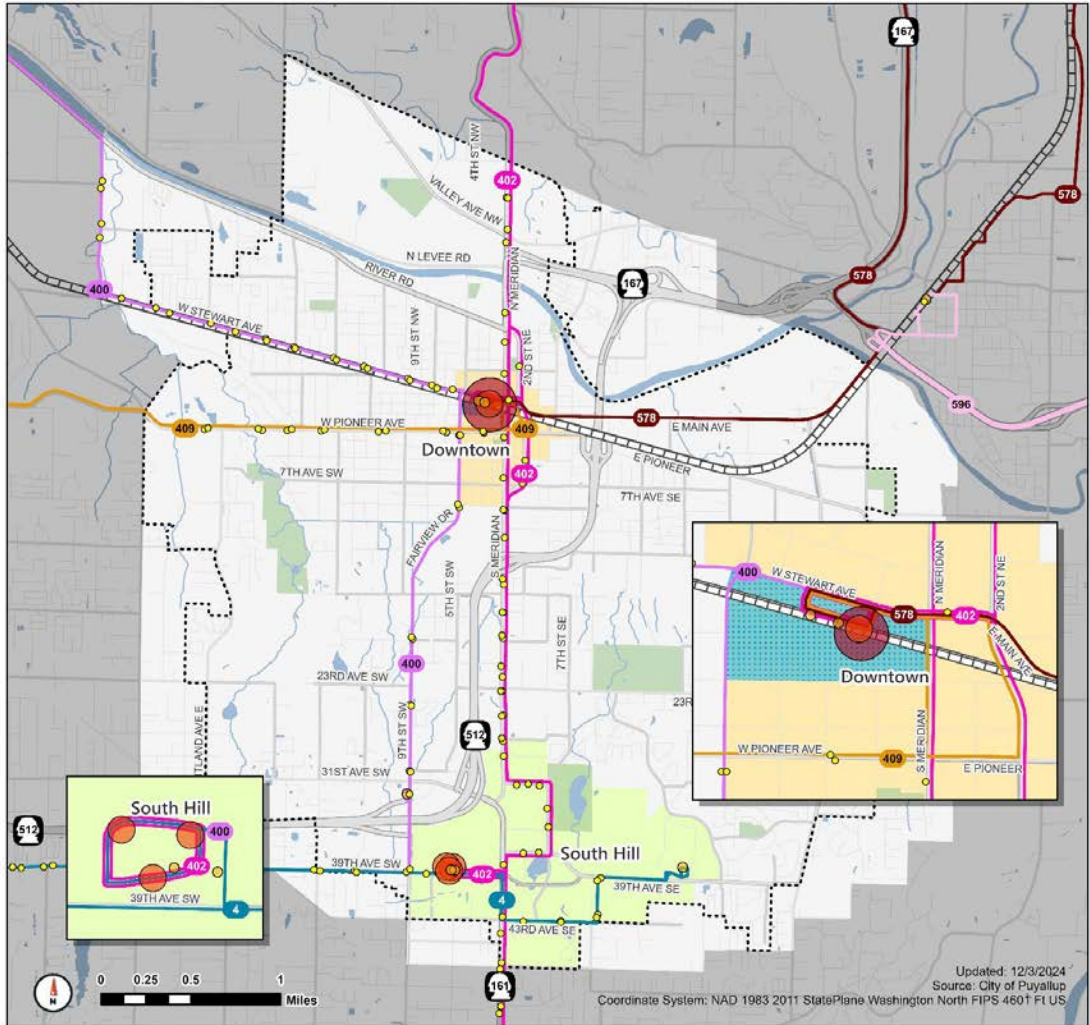
PRELIMINARY FUTURE LAND USE MAP
Draft Future Land Use Map

City Limits	FAIR - Fair	ME - Mixed Employment	POC - Pedestrian Oriented Commercial
Tax Lots	GC - General Commercial	MED - Medical Facilities	RBR - Rural Buffer Residential
City Initiated FLU Changes	HDR - High Density Residential	MUC - Mixed Use Commercial	SR - State Roads
Private Requests	LDR - Low Density Residential	NC - Neighborhood Commercial	
	MDR - Moderate Density Residential	OS/PP - Open Space / Public Parks	

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Transportation Facilities and Services that Affect Commuters

Vehicular travel is the primary choice for most travelers in and around Puyallup, and the roads must accommodate both local trips and regional travelers passing through. One major change to regional traffic routes will be the completion of SR 167, from the current terminus at Meridian, all the way to I-5 and SR 509 in Fife. This project is under construction and is expected to be open to traffic in 2029. Some traffic that currently travels through Puyallup (primarily on River Road, the current SR 167) will likely shift to this new freeway. Puyallup’s transportation network also accommodates many other modes of travel. [PCP 2044]



Existing Transit Facilities



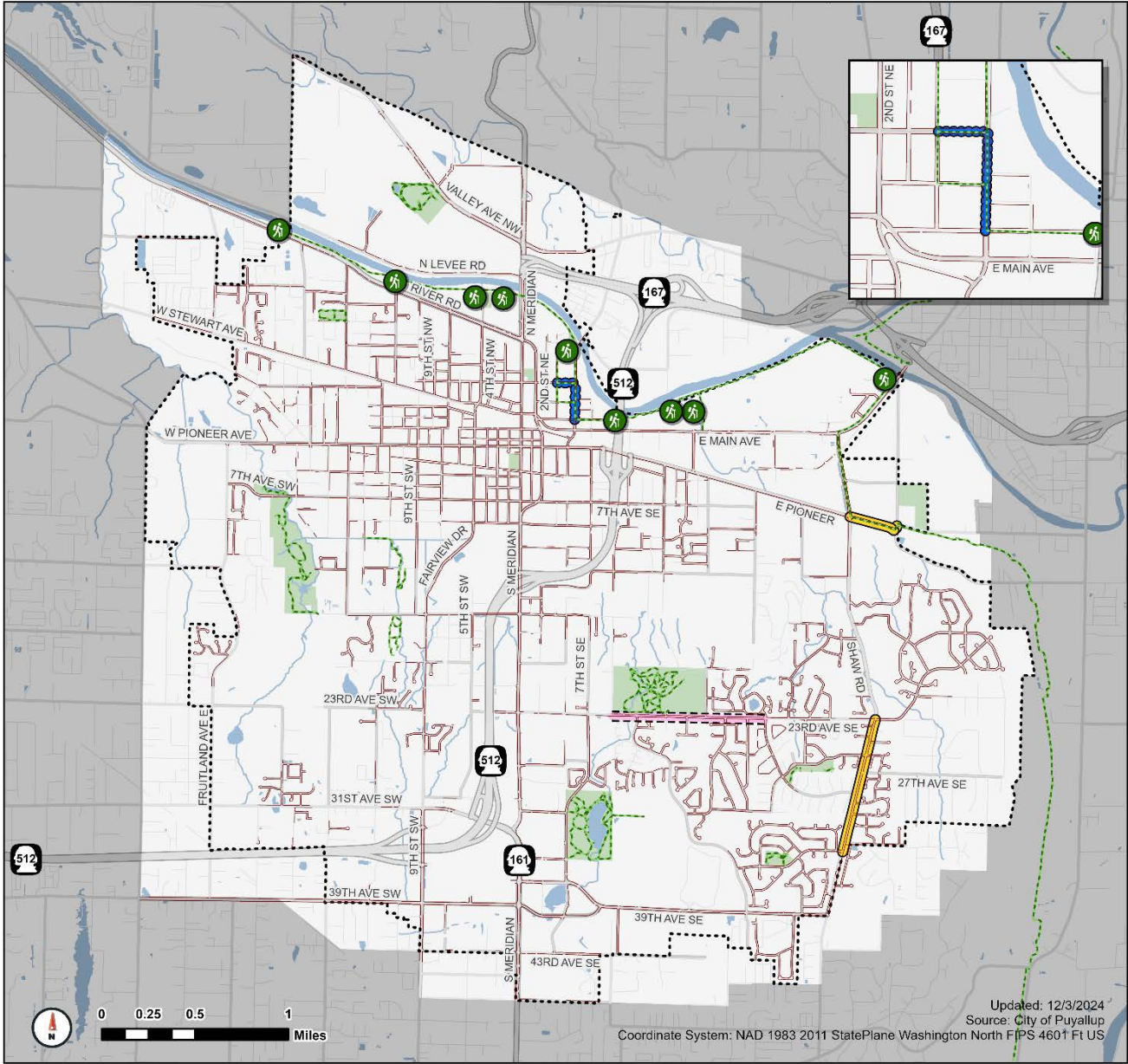
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Within the downtown business district, the Puyallup Sounder Station offers convenient access to Sound Transit's Lakewood-Seattle Sounder commuter rail line, as well as regional express bus routes. Pierce Transit operates bus lines, paratransit shuttles, Vanpool, and on-demand transit services within and around the City of Puyallup. Sound Transit and Pierce Transit Runs buses out of The South Hill Park and Ride bus station which is strategically located next to state highway 512.

Recently, the City of Puyallup has made significant investments in multimodal transportation downtown, but gaps in connectivity still exist for non-vehicular modes and infrastructure for bicycling is extremely limited throughout the network [PCP 2044].

Bicycle infrastructure within the city primarily consists of sharrows, limited bike lanes, and a shared use trail. The Puyallup Riverwalk Trail is approximately five miles long and is located along the southern bank of the Puyallup River. The Riverwalk Trail provides a connection to the Sumner Link Trail. The 21-mile Foothills Regional Trail currently terminates at E Pioneer and Shaw Road within city limits. It extends east and south along SR 162 outside of the city as a commuter and recreational scenic route.

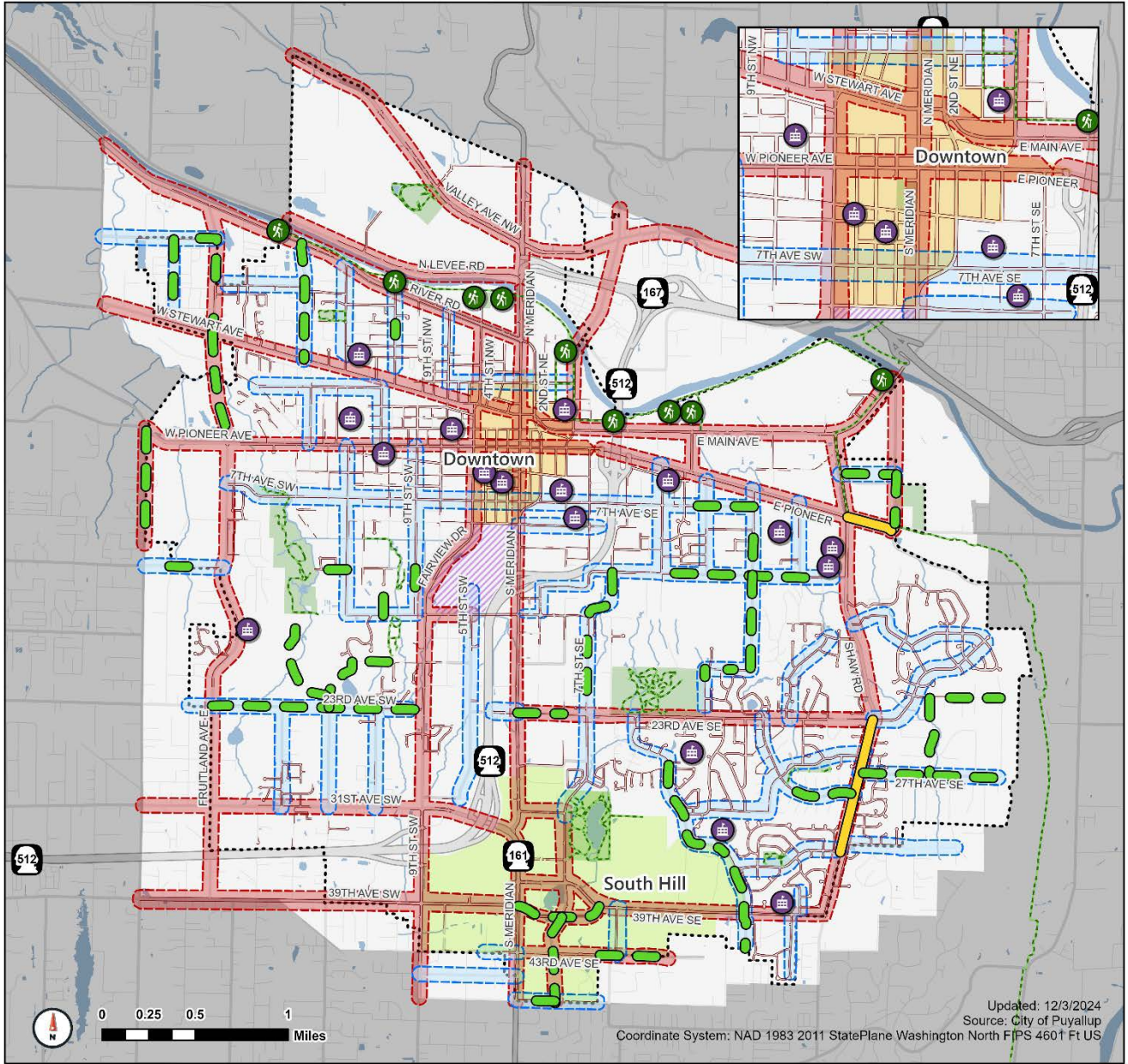
Generally, sidewalks are available along many arterials, streets within the central business district, and in newer subdivisions. However, older residential areas in Puyallup often feature incomplete or poorly maintained sidewalks. Even along arterials and in the downtown area, sidewalks may not be well maintained or meet current accessibility requirements such as width, cross slope, and curb ramps. A recent City assessment for arterials and collectors calculated approximately 100 miles of missing sidewalk [PCP 2044].



Existing Bicycle and Pedestrian Facilities

-  Trail Access
-  Multi-use Trail
-  Existing Sidewalk
-  Bike Lane
-  Shared Use Path
-  Sharrow
-  Streams
-  City Limits
-  Urban Growth Area
-  Water Bodies
-  Park

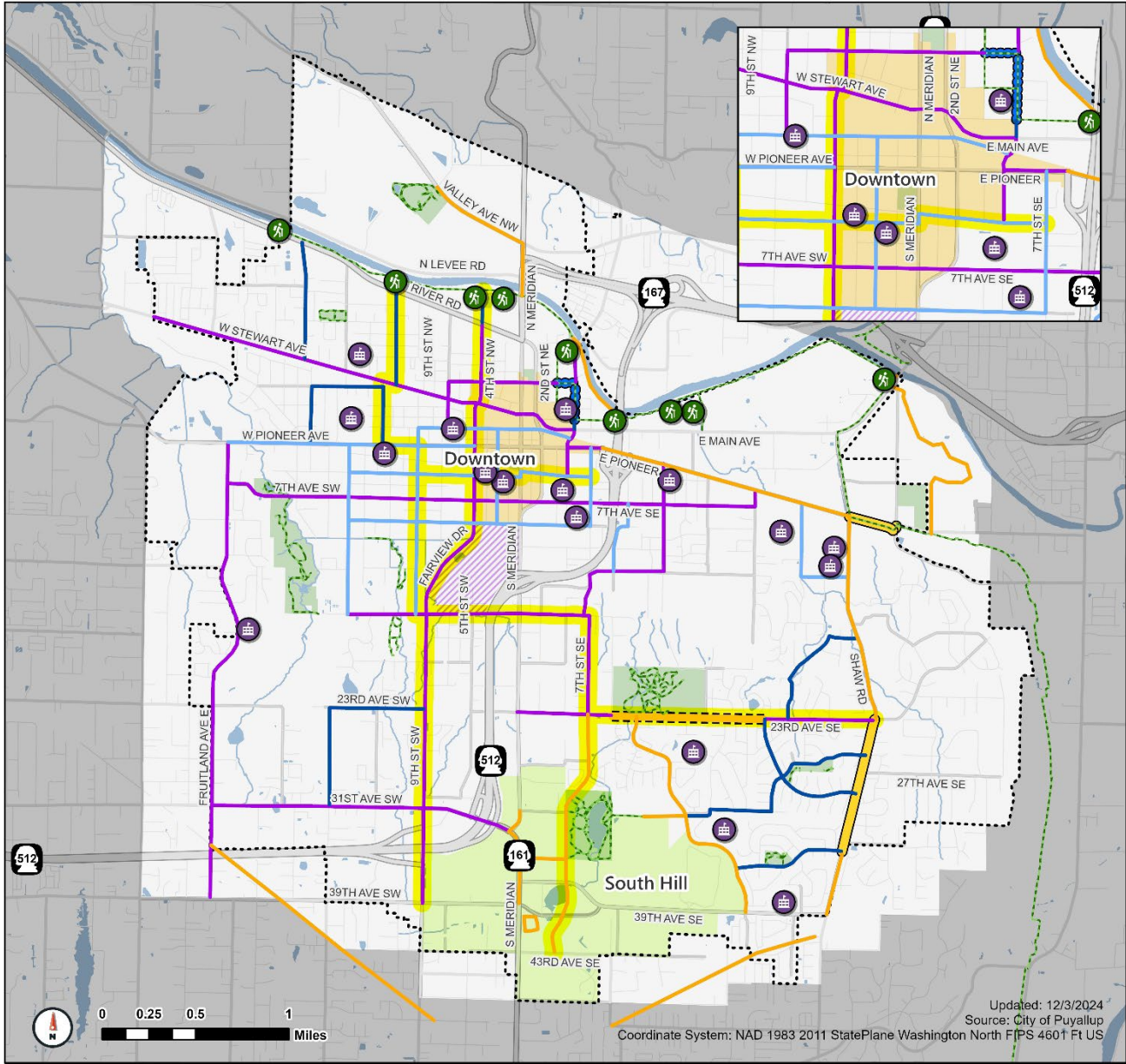
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Pedestrian Priority Network

- | | | | |
|--------------------------------|---------------------------------------|-----------------------------------|-------------------|
| Proposed Pedestrian Facilities | Existing Pedestrian Facilities | Downtown Regional Growth Center | Streams |
| Arterial Sidewalk (1 Side) | Sidewalk | South Hill Regional Growth Center | City Limits |
| Collector - Sidewalk (1 Side) | Shared Use Path | Fairground | Urban Growth Area |
| | Trail Access | School | Water Bodies |
| | Multi-use Trail | | Park |

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Bicycle Priority Network

Proposed Bike Facilities		Existing Bike Facilities		Other Features	
	Sharrows		Sharrow		Downtown Regional Growth Center
	Bike Boulevard		Bike Lane		South Hill Regional Growth Center
	Bike Lane		Shared Use Path		Fairground
	Shared Use Path		Trail Access		School
	Bicycle Priority Network		Multi-use Trail		Streams
					City Limits
					Urban Growth Area
					Water Bodies
					Park

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c. Whether and How Commuting Patterns Have Changed in the Past Few Years

Impacts of COVID-19 and service changes have impacted transit ridership within Puyallup, along with the rest of the region. Sound Transit's Sounder S Line connects Seattle and Lakewood, with a stop in Puyallup. While average daily boardings were reported at over 14,000 in 2019, average daily boardings reached only 5,900 in 2023. In Spring 2023, the S line at had average weekday boardings of 650 passengers at Puyallup Station, Route 578 had 27 boardings at Puyallup Station, and Route 580 recorded less than 10 boardings within Puyallup on the average weekday [PCP 2044]. Through transit agency interviews, Sound Transit reported commuting peaks to be lower on Mondays and Fridays and higher Tuesdays through Thursdays, likely due to the lasting rise in remote and hybrid work.

d. The Most Important Land Use and Transportation Objectives from Plans that Commute Trip Reduction Most Directly Affects

The Puyallup 2044 Comprehensive Plan emphasizes the integration of Commute Trip Reduction (CTR) strategies within its Transportation Element to achieve broader community objectives. These goals include enhancing multimodal connectivity, improving quality of life, and minimizing environmental impacts.

The Transportation Element outlines a "layered network" approach, designed to create a balanced and efficient transportation system accommodating pedestrians, cyclists, transit users, and drivers. This plan integrates land use with transportation to reduce reliance on personal vehicles and promote sustainable alternatives, such as public transit and active transportation modes like biking and walking. It also addresses community accessibility by linking key destinations, such as schools, parks, and commercial hubs, with multimodal infrastructure.

In terms of environmental goals, the plan supports reducing vehicle emissions through the adoption of transit-oriented development, complete streets policies, and encouraging use of public transit systems like the Sounder commuter rail. These initiatives aim to lower greenhouse gas emissions, improve air quality, and foster a more livable urban environment.

By incorporating CTR within this framework, Puyallup aims to align commuter behaviors with sustainable practices while supporting its projected growth, thus fostering a more connected and resilient community.

LU - 4 Plan the city's land uses, programs, and built environment to promote physical, social, and mental well-being, with a focus on reducing health disparities.

LU - 4.1 Community services, including schools, community centers, and medical services, should be focused on central locations and/or near transit centers.

LU - 4.3 Encourage the development of and improvements to the pedestrian and bicycle network that enhance access to community and personal services.

LU - 7 Maintain residential designations that support housing choices and healthy, stable neighborhoods.

LU - 7.4 Focus the highest density residential development primarily in areas near employment, and/or commercial or mixed-use areas, where higher levels of transit are present or planned.

LU - 8 Maintain and enhance a well-distributed system of commercial land uses that serve the needs of residential neighborhoods, workplaces, and the greater Puyallup community.

LU - 8.2 Allow for neighborhood-serving commercial uses in defined commercial nodes that serve the needs of the surrounding community and that enable residents to walk or bicycle to meet their daily needs.

LU - 9 Support a mix of uses that reinforce the pedestrian, bicycle, and transit-oriented character of commercial and mixed-use areas.

LU - 9.1 Require designated commercial areas to consider pedestrian and bicycle connectivity as part of the development process.

LU - 9.3 Allow moderate- and high-density residential development in mixed-use and commercial areas as part of a mixed-use development or where residential uses are ancillary to commercial functions. Allow residential-only development in locations where retail frontages are not critical to promoting a walkable district. New single-family uses shall not be allowed.

LU - 14 Promote industrial, business, and research-oriented employment opportunities that provide living wage jobs and meet the employment growth targets set by Pierce County Planning Policies.

LU - 14.1 Coordinate with public services providers to ensure that adequate public facilities, services, and infrastructure are provided to areas designated for industrial development.

LU - 14.7 Allow and encourage ancillary retail and personal services, walking trails and open space to support industrial businesses and employees. Limit commercial uses that are not supportive of or incidental to industrial uses.

T - 1 Build a complete system that supports people walking, rolling, and biking, accessing transit, and making regional connections.

T - 1.2 Coordinate with transit agencies to provide meaningful transit connections and stop improvements in Puyallup.

T - 1.3 Improve streetscapes and intersections to encourage walking, biking, and rolling.

T - 1.4 Create Traffic Impact Analysis (TIA) guidelines to ensure that developers help reduce multimodal network gaps.

T - 1.5 Partner with other transportation agencies to deliver a complete multimodal system and coordinate closely with Pierce County on unincorporated development impacts on Puyallup's transportation network.

T - 2 Prioritize safety and quality of life, especially for the most vulnerable users of our system.

T - 2.6 Provide transportation options that are accessible and affordable for people of all ages and abilities

T - 2.9 Connect jobs, housing, and services, especially for low-income residents and workers

T - 4 Minimize our impacts and advance environmental goals.

T - 4.2 Increase the number of trips made without a car.

T - 4.7 Implement commute trip reduction programs as a means to limit or reduce vehicle trips.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction’s Contribution to the Land Use and Transportation Objectives Referenced

Critical Aspects of Land Use and Transportation that Should Be Sustained

Supporting Sound Transit and Pierce Transit systems is essential to meet the increasing transportation demand and the success of commute trip reduction programs in Puyallup. Continued investment in these systems will enhance regional connectivity, reduce traffic congestion, and provide sustainable, reliable transit options for residents and commuters.

The City is actively working to enhance bicycle and pedestrian commuting by adding protected bike lanes to arterials and completing sidewalk sections on key travel corridors. The City should continue guidance from its 2017 Active Transportation Plan and 2019 Safe Routes to School Plan.

Key Changes that Should Be Considered

These efforts will need to continue and expand as Puyallup’s population grows in the coming decades. The City can work to make public transit more accessible for Puyallup residents, by advocating for better transit options, supporting flexible micro transit options, supporting easy access park and rides, and accommodating transit services on City-owned streets. The City also plays a vital role in directing growth to higher density areas that support higher quality transit service.

In addition to simply adding bicycle and pedestrian facilities where they are not present, the City will aim to create a more accessible, safe, and comfortable multimodal transportation network. The City will work with developers to add complete facilities as part of larger developments as well as seek grant funding to implement pedestrian and bike facilities as part of City led projects. A more complete and comfortable multimodal network will lower the barriers to non-vehicle commuting and support the success of the CTR program.

2. How the CTR Program Will Help Achieve City of Puyallup’s Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help City of Puyallup Achieve the Land Use and Transportation Objectives Referenced in Question 1

Implementing a Commute Trip Reduction (CTR) program to limit or reduce vehicle trips is one of Puyallup’s explicit Transportation policies (T-4.7) in its Comprehensive Plan Update. The CTR program

encourages health-promoting active commutes, and the development of infrastructure and services that makes them accessible to residents. The CTR program supports objectives to create a more complete multimodal transportation network across Puyallup, and between the city and neighboring jurisdictions. Improving connectivity between housing, jobs, and key community services supports higher density land use objectives, and supports employees of new business that the City aims to attract.

3. How the CTR Program Will Help Achieve City of Puyallup’s Environmental Objectives

a. How the CTR Program Will Support City of Puyallup’s Greenhouse Gas Emission Reduction Efforts

The City of Puyallup aims to reduce Greenhouse Gas (GHG) emissions significantly over the coming decades. Reductions in transportation-related emissions will be critical, as 35% of citywide GHG emissions were estimated to come from on-road vehicles in 2019. Solo vehicle trips account for 77% of all commutes in Puyallup, representing significant room for improvement through a commute trip reduction program. Relevant goals from Puyallup’s Comprehensive Plan Natural Environment Element are included below.

NE - 11.5 Address Puyallup’s contribution to climate change by, at a minimum, committing to comply with state initiatives and directives regarding climate change and the reduction of greenhouse gases.

NE - 11.7 Promote the reduction of greenhouse gases by encouraging conservation, the use of zero emission and renewable energy sources and reducing vehicles miles traveled by increasing alternatives to driving alone.

b. How the CTR Program Will Support City of Puyallup’s Environmental Objectives in addition to Greenhouse Gas Emission Reductions

Reducing drive-alone vehicle commutes does more to support the environment than just reduce GHG emissions. In addition to greenhouse gases, vehicles emit other air pollutants which reduce air quality around major roads. By reducing vehicle trips, CTR programs also improve air quality levels. Fewer cars on the road also limits vehicle contributors to water pollution, like leaking oil and tire wear particles.

NE - 1.2 Maintain and, where possible, improve air quality, water quality, soil quality, and ecosystem function to ensure the health and well-being of all residents, regardless of race, social, or economic status, as well as animals and plants.

NE - 11.4 Maintain high air quality through land use and transportation planning and management to reduce airborne particulates, such as dust from construction.

T - 4.5 Seek to reduce stormwater pollution from transportation facilities and improve fish passage

4. How the CTR Program Will Help Achieve Regional and State Objectives

State and regional objectives are clearly laid out in the 2022 [Regional Transportation Plan](#) and the [2018 Washington State Transportation Plan \(WTP\)](#).

The 2022 Regional Transportation Plan, prepared by the Puget Sound Regional Council (PSRC), emphasizes climate, equity, access to transit, safety, and mobility. Direct objectives include the following:

- Increased transit-oriented development
- Increased nonmotorized transportation
- Decreased travel times when taking transit
- Increased service times and services
- Access to health and wellness destinations
- Affordable transportation options
- Microtransit/micromobility
- Increased connectivity for pedestrians

The 2018 WTP similarly emphasizes economic vitality, preservation, safety, mobility, environment and health, and stewardship. Direct objectives include:

- Continue the ongoing practice of integrating safety into infrastructure design and system operations for all modes of travel and work to ensure the safety of those who operate and maintain the transportation system
- Support efforts to increase reliable multimodal travel for people and goods in communities across the state, recognizing that the diverse nature of places, needs, and opportunities statewide require equally diverse strategies applicable to those communities
- Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages
- Align investments with desired performance outcomes to get the greatest mobility and safety benefit from existing infrastructure and services at the least cost to the traveling public, which may require revisiting existing funding programs to better align with the kinds of projects that offer cost-effective solutions

By promoting alternatives to SOV trips, the CTR program directly addresses goals such as increased transit-oriented development, enhanced access to health and wellness destinations, and decreased travel times when taking transit. Moreover, initiatives within the CTR framework, such as incentivizing microtransit/micromobility and improving pedestrian connectivity, align with objectives related to affordable transportation options and increased connectivity for pedestrians.

a. The Local, Regional, and State Benefits that Would Be Gained If City of Puyallup Achieves the CTR Targets

By addressing key objectives outlined in regional and state transportation plans, the potential advantages of successful CTR implementation are significant. From reducing greenhouse gas emissions

in highway-adjacent communities to promoting nonmotorized transportation and improving transit service quality, CTR induced benefits contribute to broader goals of sustainability, accessibility, and mobility. Furthermore, aligning with the overarching aim of increasing multimodal travel across communities, the CTR program can be a strategic tool to meet diverse transportation needs while fostering a more resilient and connected transportation network.

Local, Regional, and State Benefits

- Decrease in greenhouse gas emissions, especially for highway-adjacent communities: the City, County, region, and State have goals to decrease greenhouse gas emissions. Every reduction in SOV trips contributes to a decrease in emissions.
- Increase in nonmotorized transportation: the Regional Transportation Plan, Puyallup Active Transportation Plan, and 2024 Comprehensive Plan emphasize increases in nonmotorized transportation via walking, biking, or rolling. CTR incentives and infrastructure can help to improve this.
- Increased service: both the County and region have objectives that are centered around increasing service. Implementation of the CTR Plan can help to further this goal by providing additional demand for transit services, increasing coordination between employers and transit agencies, and adding outreach and education.
- The WTP emphasizes efforts to increase multimodal travel; implementing CTR is an inherent effort to increase multimodal travel across communities. The implementation of the program would provide a benefit in meeting this objective.

b. Adjacent CTR-Affected Cities and Counties.

Adjacent CTR-affected cities include Fife and Sumner.

Adjacent CTR-affected counties include King, Kitsap, and Thurston.

c. The Top Few Cross-Border and Regional Transportation Issues that Affect City of Puyallup.

Congestion

Congestion is a significant challenge for the Puyallup area and the broader region, with Pierce County experiencing substantial impacts. Growing population-driven travel and commuter trips from Pierce County into King County exacerbate traffic congestion. This leads to widespread delays on major corridors such as SR-512, SR-167, and I-5, which serve both regional and local traffic. In Puyallup, congestion disrupts daily life for residents and workers, while also creating environmental concerns. Vehicle emissions contribute to greenhouse gases and particulate matter, and pollutants such as oil and automobile related chemicals from roads enter local waterways through the stormwater system, affecting both air and water quality. Additionally, as congestion intensifies, traffic increasingly spills over onto local streets, further straining infrastructure and complicating mobility for Puyallup residents [PCCTR].

Bicycling Infrastructure

Despite pedestrian facility coverage on most arterials in the city, bicyclists still encounter challenges navigating Puyallup's street network due to a lack of bicycle facilities or shared use paths. A recurring theme from CTR-related outreach is the strong desire for safer and more comprehensive bicycling infrastructure. Participants emphasized the need for designated bike lanes and bike paths that are separate from motorized traffic [PCP 2044, PCCTR].

d. The Strategies City of Puyallup, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c

Congestion

Pierce County has secured grant funding to implement neighborhood and corridor sustainable transportation outreach projects. These projects are designed to address the specific concerns of residents, commuters, students, schools, and employers within the targeted areas. The County will continue to apply for additional grants to expand neighborhood and corridor initiatives, with a focus on reducing congestion and improving mobility. Puyallup has utilized quantitative assessments of the level of traffic stress to identify priority pedestrian and bicycle networks for improvements.

Bicycling Infrastructure

Pierce County seeks opportunities to expand bicycling infrastructure and active transportation across the wider community. The County offers or promotes cycling courses and community rides, free safety gear and education, a bike month campaign with prizes, and a retail discount program for bicyclists. Pierce County also advocated for employers to provide incentives and resources for bicycle commuters.

Pierce County is also addressing the lack of facilities and shared use paths for bicyclists. Pierce County Parks and Recreation is expanding local and regional trail systems, including near-term construction of the Pipeline Trail (which will eventually connect to the South Hill neighborhood just south of Puyallup, at the Nathan Chapman Memorial Trail). Pierce County is also prioritizing infrastructure to eventually connect this trail to Foothills Trail--which currently runs from east Puyallup to Buckley—with the goal of connecting communities from Commencement Bay to Mt. Rainier National Park.

Performance Targets

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026-,2028 and 2030 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026,2028 and 2030 survey results.

8. How City of Puyallup Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

9. CTR-Affected Worksites in City of Puyallup

a. List of CTR-Affected Worksites

- City of Puyallup
- MultiCare Health System - Behavioral Health
- MultiCare Health System - Good Samaritan Hospital
- Red Dot Corporation

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028 and 2030 survey results.

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

A base value will be established during the 2023-2025 survey cycle.

Services and Strategies

12. Services and Strategies City of Puyallup Will Use to Achieve CTR Targets

City of Puyallup will offer employer and commuter services through the Ride Together Pierce program, a one-stop-shop for sustainable transportation information and services.³ Ride Together Pierce provides services that help businesses in Puyallup and across Pierce County implement commute options programs and make sustainable transportation options easy for riders to access.

Free Services for Employers:

- Employee commute options program development and analysis assistance.
- Employee Transportation Coordinator (ETC) training.
- Employer network and learning opportunities.
- Survey tools, marketing materials, and assistance with the state-required biennial survey of employee commuting habits.
- Marketing materials such as posters, brochures, and sample email messages.
- As needed, transcribed or trans-created materials in languages other than English.
- Campaign toolkit with directions, promotion tips, marketing materials, and sample emails. The campaigns will promote the use of sustainable modes such as Bike Month in May.
- Access to employee trip-tracking data to monitor program efforts and issue program benefits such as subsidies.
- Online library of employer support services such as best-practice tip sheets.
- Online telework toolkit for businesses and managers.
- Co-host worksite transportation fairs with ETCs.
- Carpool and vanpool ride-share matching and formation assistance.
- Carpool and vanpool parking signs and vehicle rearview mirror hang tags.
- ORCA (One Regional Card for All) cards loaded with transit fare to provide to employees to try transit.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and up to three trips per year.
- Quarterly ETC recognition on the Ride Together Pierce website.

³ <https://www.ridetgetherpierce.com/>

- Best Commuter Business leadership program to honor top-performing employer commute options programs.

Free Services for Residents:

- Carpool and vanpool ride-share matching and formation assistance.
- Bicycle Buddy matching assistance.
- Mode-based campaigns with incentives to encourage the use of sustainable modes. Participants will receive first-time user tips for getting started, motivational communication, and notices of opportunities to connect with other sustainable commuters through Ride Together Pierce social media channel.
- Resources to help plan sustainable commute trips to save on personal commuting costs and reduce climate footprint.
- Travel mode information that explains each mode and first-time user guides.
- Online telework toolkit for teleworkers.
- Trip-tracking calendar that will allow users to log their trips to earn participation badges, view pollution and personal cost savings, join team challenges, enter campaign prize drawings, and earn employer program benefits.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to \$100 per trip and three trips per year.
- Opportunities to receive commuter assistance or safety items such as helmets, gear with reflective material, and umbrellas.
- Opportunities to participate in transit and bicycle riding classes, bicycle rides, or transit field trips.
- ORCA cards loaded with transit fare to provide to employees to try transit.

13. How City of Puyallup’s Services and Strategies Will Support CTR-Affected Employers

Ride Together Services and Strategies

Ride Together Pierce assists employers with developing effective strategies and programs that support CTR and help their employees choose sustainable transportation practices. The City of Puyallup will continue to partner with Ride Together Pierce to implement these services for people living and working in Puyallup.

- **These services will support CTR-affected employers in the following ways:**
 - Help businesses meet their sustainable goals and climate action visions and missions.
 - Survey results can be used to identify the commute plans that best suit employees’ needs and to help employers develop their own CTR plans.

- Funding rideshare events and campaigns will provide a community of awareness that will support the CTR actions of individual employers.
- The services and strategies will be provided free of cost to the employer, not requiring them to budget for these services.
- Customized support and tools can be piloted by the employer, allowing for program modifications and final implementation of successful programs with no financial risk by the employer.
- Fulfilling request for free translated materials will help them provide information to non-English or limited English speakers at no additional cost to the employer.
- Employers can take advantage of other employee events such as a benefit fair to present commute options information.
- Implementing a commute options program and providing an Employee Transportation Coordinators to serve as liaisons between businesses and the City, facilitates ongoing support for transportation plans and improves future CTR strategies and services.
- Providing employees with commute option benefits such as transit subsidies and HOV parking, may reduce the costs associated with providing parking spaces or increase client parking.
- Employer commute options programs, which help to reduce the rate of solo driving; support the economy and environment; and effectively reduce traffic congestion, air pollution, and fuel consumption, which help business operations for all companies.

14. Barriers City of Puyallup Must Address to Achieve CTR Targets

a. How City of Puyallup Will Address the Barriers

Pedestrian infrastructure Safety Concerns

Downtown Puyallup has a network of sidewalks along major roadways, but gaps exist in the pedestrian network, especially in older residential areas and the South Hill area. Some roadways with sidewalks have higher traffic volumes and speeds and some existing sidewalks are not well maintained. Despite some recent improvements, the level of comfort experienced by pedestrians along these facilities is still low, and busy corridors, such as Pioneer and Meridian, have recently seen a significant number of collisions involving pedestrians.

City Response: Puyallup has recently applied for and been awarded a federal grant to create a comprehensive safety action plan aimed at reducing traffic-related fatalities and severe injuries. Currently, Puyallup does not have a local road safety plan and is therefore not eligible for Highway Safety Improvement Program funding to address critical safety needs. Looking ahead, the City may explore the development of a Comprehensive Safety Action Plan (CSAP) using grant funding from the federal Safe Streets and Roads for All (SS4A) program.

Bicycling Infrastructure Safety Concerns

Several community-based organizations and attendees at events commented that they would prefer to bicycle in designated bike lanes and multiuse paths that are separated from the road. Without safety-focused bicycle infrastructure, many do not select bike trips as a commute alternative.

City Response: The City of Puyallup has quantified levels of traffic stress bicyclists face on different roads throughout the city and has prioritized roads for the addition of bicycle facilities that reduce those levels of stress to the point that most users would feel comfortable using them.

15. The Transportation Demand Management Technologies City of Puyallup Plans to Use to Deliver CTR Services and Strategies

Through Ride Together Pierce, City of Puyallup will offer the following transportation demand management technologies to deliver CTR services and strategies:

- A website that offers CTR information for residents, commuters, and employers. There will be first-time guides for sustainable transportation modes, and links to services such as ride-share matching and transit route planning.
 - The website will host an employer portal for turnkey materials to promote commute options services to their employees, campaign mode materials, and training videos for ETCs.
 - The website will house a comprehensive Telework Tool for businesses, managers, and teleworkers. The toolkit will provide the resources needed to establish a policy, training for how to manage in a telework setting, and answer frequently asked questions about teleworking.
 - The website will have a Contact Us form that will be monitored by the Ride Together Pierce team.
- Host a trip-tracking calendar that will allow people to record their trips, watch their environmental and cost savings, earn achievement badges, join team challenges, and view team results live as trips are logged.
 - The trip calendar will track campaign statistics and will include a prize entry form.
- Management of the Emergency Ride Home program to allow sustainable commute users to request an e-voucher for a Lyft or Uber ride home from their worksite. Users who pay the taxi, Lyft, or Uber provider directly, can submit a reimbursement claim for the trip expense.
- Provide trip planning through the Ride Together Pierce ride management tool. The user can input their origin and destination and the tool will provide trip suggestions for carpooling, vanpooling, transit, bicycling and walking.
 - Promote transit trip planning tools that will suggest routes, times, and fares for the Pierce, King, Kitsap, and Snohomish regions.
- Provide matching services for ride-sharing through the Ride Together Pierce ride management tool for joining or forming carpools and vanpools. Users can enter their home origin and work destination, hours, and days worked to request potential matches.

- Communicate programs and services through the Ride Together Pierce community newsletter email distribution list.
- Promote programs and services by posting on Ride Together Pierce social media accounts.

16. City of Puyallup’s Local CTR Ordinance

<https://www.codepublishing.com/WA/Puyallup/html/Puyallup21/Puyallup2116.html#21.16>

17. City of Puyallup’s Financial Plan

a. The Estimated Average Annual Costs

Through a contract with Ride Together Pierce, City of Puyallup administers CTR programs and services for the CTR-affected worksites listed in Section 9a above. Explanatory notes for each activity follow.

Table 1: 2025–2029 CTR Financial Plan City of Puyallup

Activity	Estimated Average Annual Cost
Employer Engagement	\$410,000
Performance Reporting	\$12,000
Administration and Agency Coordination	\$26,000
Commute Trip Reduction Plan Development	\$21,000
City of Puyallup Employee Commute Options Program*	\$5,540.00
Estimated Annual Total	\$474,540

Note: Estimated average annual cost is based on 2024 grant funding levels.

*Indicates a jurisdiction-specific cost. All others are collective under Ride Together Pierce.

- **Employer Engagement** includes training ETCs, conducting networks, providing technical assistance, and reviewing employer CTR plans.
- **Performance Reporting** includes worksite surveys and program reports.
- **Administration** includes identifying worksites, financial and program management, involvement in comprehensive regional transportation and transit planning, transportation demand management technical assistance to capital projects, and collaboration with community-based organizations.
- **Commute Trip Reduction Plan Development** includes consultant fees and staff charges.
- **City of Puyallup Employee Commute Options Program** includes transit and vanpool subsidies and staff charges.

b. The Likely Funding Sources, Public and Private, to Implement the Plan

Table 1—Likely Revenue Sources for Funding CTR Plan

Source of Revenue	Estimated Average Annual Revenue
Pierce County	\$57,000
City of Puyallup*	\$0
Washington State Department of Transportation CTR Formula Funds	\$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	\$337,000
Total	\$561,000

*Indicates a jurisdiction-specific funding source. All others are collective under Ride Together Pierce.

18. City of Puyallup’s Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

The CTR-affected cities of Pierce County, including the City of Puyallup, will contract with Pierce County for CTR program administration. It is expected that the City will continue contracting during the 2025–2029 plan years. Within the County, the Planning and Public Works department will be responsible for plan implementation.

b. Who Will Monitor Progress on the Plan

At least two City of Puyallup staff members, as assigned, will monitor the progress of the CTR Plan.

19. City of Puyallup’s Implementation Schedule

Table 2—Anticipated CTR Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
<ul style="list-style-type: none"> Provide commute and other employee transportation services to City of Puyallup employees. <p>Work with Pierce County to:</p> <ul style="list-style-type: none"> Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. Identify CTR-affected and voluntary worksites. 	<ul style="list-style-type: none"> Provide commute and other employee transportation services to City of Puyallup employees. <p>Work with Pierce County to:</p> <ul style="list-style-type: none"> Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. Identify CTR-affected and voluntary worksites.

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
<ul style="list-style-type: none"> • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional and state CTR planning and collaborate CTR efforts with Pierce County and other local agencies. 	<ul style="list-style-type: none"> • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional, and state CTR planning and collaborate CTR efforts with Pierce County and other local agencies. • Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for City of Puyallup Employees

a. Services, Programs, Information, and Other Actions City of Puyallup Put in Place to Help Employees Reduce Their Drive Alone Commute Trips

The City provides bicycle racks, showers and locker rooms, and preferential parking locations for carpool and vanpool commuters, as well as for alternative fuel vehicles. The City has also implemented incentives such as transit subsidies and vacation credits for non-motorized commuters, both based on rider monthly frequency. The City has established work schedule policies that allow for flexible or telecommuting schedules to reduce commute trips.

21. How the CTR Plan for City of Puyallup Employees Contributes to the Success of the Overall Plan

a. How the Plan for City of Puyallup Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the City of Puyallup’s commute options employee program indicate the city’s commitment to the goals of the CTR Plan. The City of Puyallup’s employee program is similar to the worksite programs of other CTR-affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best

practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in the City of Puyallup.

Alignment with Plans

22. Transit Agencies That Provide Service in City of Puyallup

Transit Agencies:

- Sound Transit
- Pierce Transit

23. Transit Plans Reviewed While Developing this Plan

Information Sources:

- [Pierce Transit Development Plan](#) 2023-2028
- [Sound Transit Development Plan](#) 2023-2028

24. How This CTR Plan Supports the Transit Plan(s)

The City of Puyallup's Commute Trip Reduction (CTR) plan aligns with local transit initiatives by encouraging employees to opt for public transportation for their commutes. Through a combination of incentives, subsidies, and outreach efforts, the CTR program aims to boost transit usage among commuters. Currently, the City is offering subsidized ORCA passes through the City of Puyallup Employee CTR benefits program to promote increased transit use.

25. Comprehensive Plan Updates Needed and When They Will Be Made

To provide further grounding in policy, the City of Puyallup's 2024 Comprehensive Plan includes a policy to implement commute trip reduction programs as a means to limit or reduce vehicle trips (T-4.6)

Puyallup residents have voiced a need for a safer and more connected multimodal transportation network in order to feel comfortable on non-driving commutes. The 2024 Comprehensive Plan introduces new policies under goal T-1 to build a complete system that supports walking, rolling, biking, transit, and regional connectivity. Policies under T-2 aim to improve the safety and quality of life, especially for the most vulnerable users of the transportation system.

In countywide engagement, community-based organizations emphasized that members are forced to travel long distances because it is too expensive to live near their workplaces. Organizations interviewed stressed the importance of providing affordable housing near employment centers and along transit corridors.

The City's 2024 Comprehensive Plan update introduces several land use policies to accommodate transit-oriented development, that places high-density housing, key community services, near transit centers, and areas of active commute and transit investment (LU-4.1, 4.2, 4.3, 7.4, 9.1, 9.4). As part of the 2024 Comprehensive Plan update, the City's two Regional Growth Centers (RGCs) of Downtown and

South Hill, and the River Road corridor are priority areas for focusing employment and residential growth (LU-10). These centers will correlate with areas of planned transit investment and will see increased housing and prioritized infrastructure development. These updates support and encourage transit-oriented development.

Engagement

26. Stakeholder Engagement

The City's Puyallup 2044 Comprehensive Plan Periodic Update effort and Pierce County offered a series of engagement activities featuring CTR-related topics leading up to and continuing throughout the development of this CTR Plan. Broadly, the engagement activities, which included a CTR-related topics, involved:

- Tabling at community events, 2023-2024
- Meetings with the city's Community Advisory Group (CAG), 2023-2024
- Meetings with employers county-wide, 2023-2024
- Community workshop, Fall 2023
- Online surveys, 2023-2024
- Online Draft Comp Plan document review, November-December 2024

a. Who did we talk to?

City of Puyallup Residents and Workers

- Tabling Events
- Online Surveys
- Community workshop and open house
- Public meetings
- Puyallup Public Library activity boards
- Community Advisory Group – *the advisory group included city residents*

Employers, Tribal Relations, and Transit Agencies

- Community Advisory Group meetings
Puyallup Sumner Chamber of Commerce, Washington State Fair, Master Builders Association of Pierce County, Habitat for Humanity, Pierce Transit, Cafaro Company, Newell Hunt Furniture, Korum Ford, Absher Construction
- Pierce Transit coordination meetings
- Puyallup Tribe of Indians coordination meeting
- CTR-affected employers in Pierce County

b. When did we talk to them?

Community Members/City of Puyallup Residents

- **Tabling Events:** Meeker Days 6/16/2023 – 6/18/2023; Farmers' Market 7/29/2023; Concerts in the Park 8/3/2023; Farmers' Market 5/25/2024; Meeker Days 6/14/2024 – 6/16/2024
- **Community Workshop:** September 13, 2023
- **Draft Comp Plan Open House:** November 20, 2024

- **Online Surveys: Assets, Issues and Transportation Barriers Survey** 9/1/2023-10/2/2023; Policy Survey/Public Forum 5/23/2024 – 6/23/2024; Future Land Use Map and Transportation Projects Survey 10/28/2024-12/6/2024
- **Draft EIS Public Meeting:** Comp Plan Draft EIS public meeting 8/14/2024
- **Puyallup Public Library Activity Boards:** June 2024
- **Online Draft Comprehensive Plan document review:** 11/26/2024-12/11/2024
- **Community Advisory Group meetings** (see below)

Employers, Tribal Relations and Transit Agencies

- **Community Advisory Group Meetings:** 11/1/2023; 2/21/2024; 5/1/2024; 7/18/2024; 8/21/24
- **Puyallup Tribe of Indians Comprehensive Plan coordination meetings:** 8/30/2022 and 11/13/2023
- **Pierce Transit coordination meetings:** Puyallup Comprehensive Plan Update Coordination 12/8/2022; Pierce Transit Destination 2045 long range plan coordination meeting 8/22/24
- **ETC Network Event:** 10/17/2023
- **Employer Workshop:** 7/18/2024

c. What did they have to say?

Community Members/City of Puyallup Residents

Overview

Public outreach was completed at a number of key points throughout the City’s Comprehensive Plan update. Key themes identified by community members include the following:

- Multimodal connectivity around town and across major highways is difficult.
- There is a need for better transit access, particularly between key activity areas such as Downtown and South Hill.
- There are concerns about both traffic congestion and unsafe speeds.

Community members identified areas that need better walking or biking conditions primarily north of the BNSF railroad and along Shaw Road. They identified heavy traffic locations mostly along Shaw Road.

Tabling Events

- **Assets, issues, and transportation barriers**
 - Activity: Participants were asked to place stickers on a city map, where each sticker represented a different city asset (where do you live, where do you gather? where do children play? etc.) as well as challenges (where do you feel unsafe, where are better walking or biking conditions needed, etc.).
 - Findings:
 - *What do you love about Puyallup?*
 - Farmers Market
 - Concerts in the Park
 - Loop Trail
 - Meeker Mansion
 - Vibrant community that cares
 - More flexible ADU regs
 - Friendly, clean, active community
 - As a Texan, I found a home here

- We love our library!
- *What do you think is Puyallup's biggest challenge?*
 - Need cycling corridors and bike lanes
 - The markets
 - Art
 - Not bike friendly
 - Fruitland elementary traffic unsafe when school gets out. Need support!
 - Meridian makes hanging out loud/hard
 - Shaw Road traffic
 - Train is too loud
- *The feedback received at in-person tabling events, the community workshop, and the online survey was compiled into the graphics provided at the end of this section.*

Community Workshop

- **Assets, issues, and transportation barriers:** This event was held on Wednesday, September 13 at Pierce College and involved hands-on small group activities that asked participants to share their future visions for Puyallup and to consider how the City should grow over the next twenty years
 - Small group discussions and interactive exercises to discuss how the City can accommodate future population growth and job growth, what capital investments should be made to improve the City's transportation and park systems, and show business opportunities should be enhanced
 - The project team provided comment cards and outlined the next steps. Participants were invited to take part in an online survey, to spread the work to their neighbors and colleagues, and to visit the project website to stay up to date
 - Findings:
 - Parks are a major asset in the community and should continue to be prioritized
 - The Puyallup River is a valuable environmental asset that should be protected from development
 - Multi-modal connectivity around town and across Highway 512 is a major challenge
 - Mixed-use development should be concentrated in areas that already have commercial development
 - Create neighborhood commercial centers
 - *The feedback received at in-person tabling events, the community workshop, and the online survey was compiled into the graphics provided at the end of this section.*

Online Surveys

- **Assets, issues, and transportation barriers:** an online survey was conducted between September 1 and October 2 and mirrored many of the in-person activities at the tabling events and workshop described above.
- **Online Policy Forum**
 - Platform: Consider.it
 - Purpose: Sought feedback on policy concepts that the City is considering in the updated Comprehensive Plan. Asked about high-level policy changes and goals for most elements of the Comprehensive Plan, including the Transportation Element

- Findings: Six draft transportation goals (which were later consolidated into five) were presented to the community with an opportunity to place their opposition or support for each goal along a sliding scale. There was clear support for every draft goal, although Goal T-4 – *Minimize our impacts and advance environmental goals* – had a minor number of responses in opposition. Please see the graphic below for the overall response to the high-level policy concepts.

Transportation

Clear support for all draft transportation goals.

Build a complete system that supports people walking, rolling, and biking, accessing transit, and making regional connections.
5/23/2024 73 opinions 7 pros & cons Give your Opinion

Prioritize safety and quality of life, especially for the most vulnerable users of our system (e.g., children, seniors, people with disabilities, and people walking, biking, and rolling).
5/23/2024 72 opinions 4 pros & cons Give your Opinion

Move people and goods safely and efficiently within and through the city.
5/23/2024 68 opinions 4 pros & cons Give your Opinion

Minimize our impacts and advance environmental goals (such as reducing greenhouse gas emissions and enhancing air quality).
5/23/2024 71 opinions 6 pros & cons Give your Opinion

Invest wisely to support a resilient transportation system (i.e., a system that can continue to work effectively even when faced with obstacles).
Obstacles can look like:
+ extreme weather events
5/23/2024 67 opinions 4 pros & cons Give your Opinion

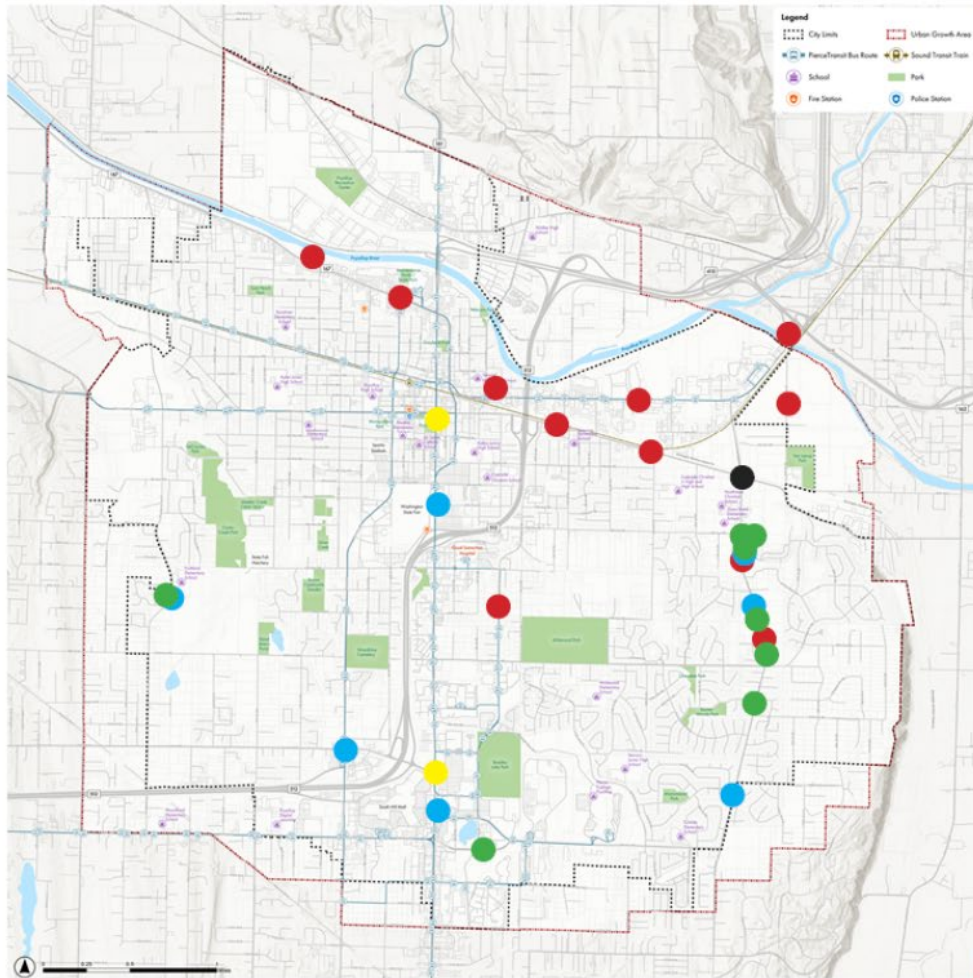
Connect people with key destinations (parks, schools, jobs, etc.) in an equitable and safe manner.
5/23/2024 69 opinions 3 pros & cons Give your Opinion

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- **Future Land Use Map and Transportation Projects Survey:**
 - Activity: Towards the conclusion of this Comp Plan update process, seven priority transportation projects were presented to community members who were asked to prioritize their support for each project on a scale of one (low priority) to ten (high priority).
 - Findings: The community prioritized the projects from most to least support as shown below:
 1. Shaw Road widening from 12th Avenue SE to 25th Avenue SE
 2. 9th Street SW widening from 15th Avenue SW to 31st Avenue SW
 3. Connection between Riverwalk Trail and Foothills Trail
 4. S Fruitland & 7th Avenue SW intersection improvements
 5. S Fruitland & 31st Avenue SW intersection improvements
 6. 23rd Avenue SE & 7th Street SE intersection improvements
 7. W Stewart Avenue bike facility improvements from 15th Street NW to 5th Street NW

The feedback received at in-person tabling events, the community workshop, and the online survey was compiled into the graphics provided below. More details on the outreach efforts and feedback received from the public may be referenced in Appendix A.

What are the challenges and barriers you experience getting around Puyallup?



where better walking or biking conditions are needed.
donde se necesitan mejores condiciones para caminar o andar en bicicleta.

where better driving conditions are needed.
donde se necesitan mejores condiciones de conducción.

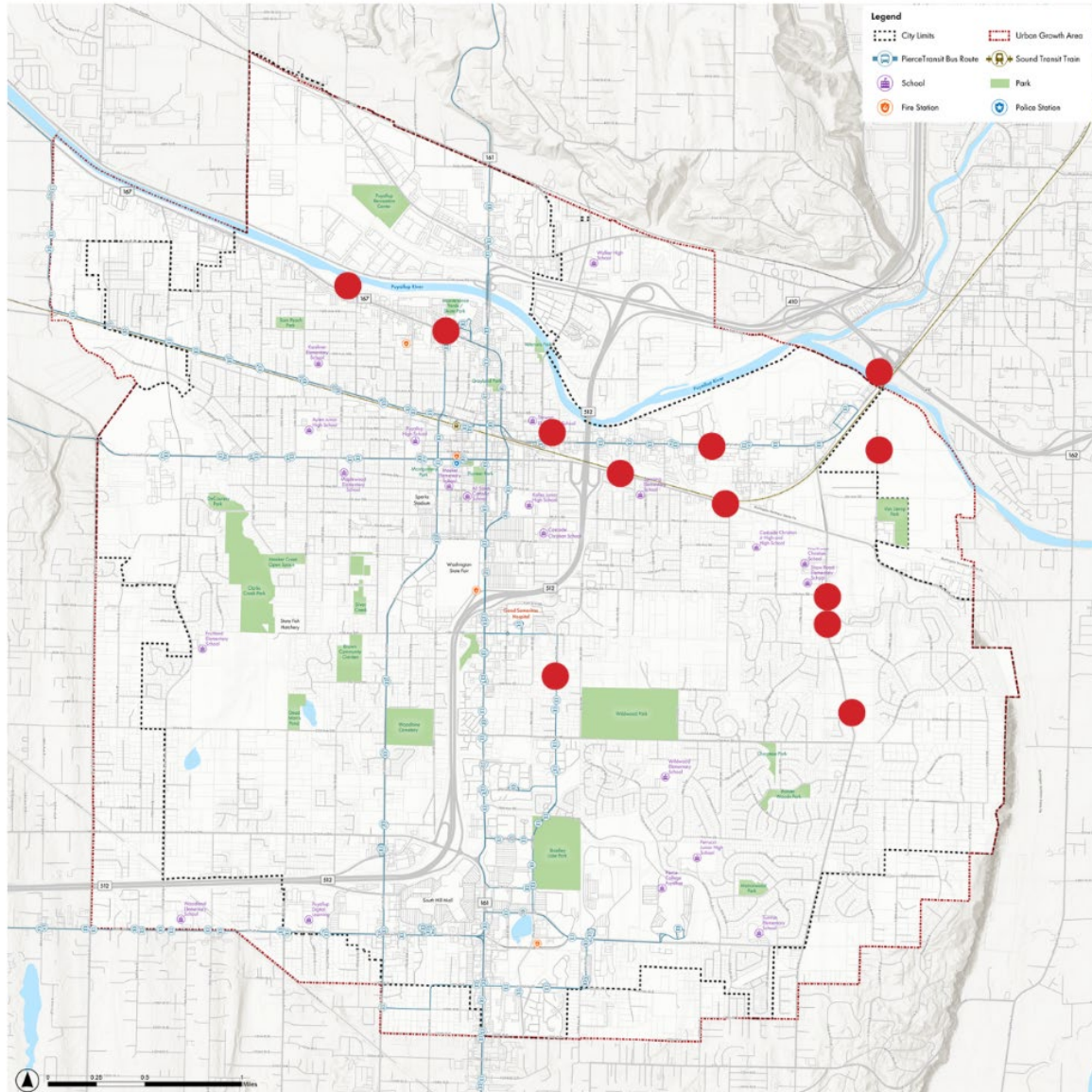
where there is heavy traffic.
donde hay alto nivel de tráfico.

where the bus does not come often enough.
donde el autobús no viene con la frecuencia suficiente.

where I would like to go on a bus.
donde me gustaría ir en autobús.



where better walking or biking conditions are needed.
donde se necesitan mejores condiciones para caminar o andar en bicicleta.



Employers, Tribal Relations and Transit Agencies

- **Community Advisory Group Meetings:** The group met at major milestones of the periodic update process and focused on different Elements or topic areas. In general, most of the meetings discussed the potential growth patterns for the future growth of Puyallup, housing and land use, which enabled discussion about proximity to amenities and how growth impacts the city's transportation system. The July 18, 2024, meeting focused on goal and policy updates for the city's Transportation Element. At that meeting, staff heard the following feedback:

- Trail connectivity is important
- Vision Zero was a good goal that also provides funding opportunities
- Transit service to move people in and out of Puyallup should be considered more in city policies
- Street maintenance is important
- **Puyallup Tribe of Indians Comprehensive Plan coordination meetings:**
 - City staff met with staff from the Puyallup Tribe on two occasions: once in 2022 when the city was scoping its periodic update and another time during the update. City and Tribal staff discussed the goals of the update, important areas of focus, and how best to coordinate. Discussion on CTR-related topics include:
 - Impacts of SR-167 Completion project on Meridian Ave and River Road. Coordination with WSDOT on the trail project in Puyallup. River Road could be improved with a road diet, lighting, and other bike/pedestrian improvements.
 - Riverwalk Trail also needs some attention as it is a key corridor for tribal business and tribal trust properties.
 - Grade separation is important at railroad crossings.
 - Safety study findings and impacts on tribal members.
- **Pierce Transit coordination meetings:** City staff met with Pierce Transit staff on two occasions: once early on when the city was scoping its periodic update and another time towards the end of the periodic update process when Pierce Transit was in the early stages of the update to their long-range plan. Staff discussed the goals of their updates and plans and how each agency could best support the other's work. For Pierce Transit's long-range plan meeting, city staff were able to provide feedback on proposed routes in the City and how the city's proposed growth pattern could be further supported by transit access.
- **Employer Network Event**

Keep doing:

 - Providing promotional materials, templates, and campaigns.
 - Training and ongoing coordination and support for ETCs.

Start doing:

 - Employer and employee spotlight.
 - Providing vanpool vans and assisting with rideshare matching and formation.
 - Adding earlier or later transit routes and improving the Emergency Ride Home program for those working early or late shifts.
 - Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

 - Opt-out option to not receive printed campaign posters (employers will print the posters in-house).
- The **Employer Workshop** brought together major employers to discuss and enhance the development of Pierce County's CTR plan and the CTR plans of CTR-affected cities in Pierce County. This engagement centered around understanding current challenges, sharing best practices, and

identifying strategies to encourage sustainable commuting methods among employees. Key themes of the feedback collected during this workshop are captured below.

Infrastructure and Accessibility

- Time and Convenience Issues: Public transit is perceived as taking significantly longer than driving. This perception, combined with the availability of free parking, makes transit use less attractive.
- Non-traditional start times and safety concerns: Employees who start their shifts very early in the morning or end late at night face more barriers to using transit, rideshare, or active transportation modes.
- Lack of Active Transportation Infrastructure: Current infrastructure inadequately supports bicycling and walking, with safety concerns being a major barrier.

Remote Work Impact

- Reduced Need for Commuting: The rise in remote work has decreased the number of employees commuting regularly, affecting traditional CTR efforts.

Incentives and Employee Engagement

- Low Incentives for Transit Use: The availability of free parking diminishes motivation for employees to choose alternative commuting methods.
- Challenges with Employee Buy-In: Engaging employees and shifting their commuting habits remains a challenge, with employers seeking better incentives to increase participation.
- Awareness of Incentives: There is a lack of employee knowledge about available programs such as Emergency Ride Home and other CTR benefits.

Cultural and Organizational Shifts

- Need for Internal Support: Effective CTR plans require strong internal support and policies that encourage sustainable commuting methods, highlighting the importance of organizational commitment to these initiatives.

d. How did what they said influence the plan?

The City of Puyallup collected comments at several community events during 2023 and 2024. The community feedback informed the city's policy direction, future transportation system improvements, and project lists of the city's Comprehensive Plan. The feedback on surveys also helped the city prioritize seven key transportation projects.

27. Vulnerable Populations Considered

At the beginning of the City's Comprehensive Plan Update, the project team prepared a Public Engagement Plan (PEP) intended to create opportunities for inclusive, equitable, and accessible engagement with tools, techniques and activities that would capture responses from key audiences, especially those impacted by previous planning efforts or barriers. Efforts around equitable engagement included:

- Selecting community members with diverse backgrounds and ages for the Community Advisory Group
- Partnering with Pierce College on outreach to students and event promotion
- Translating workshop materials into Spanish
- Focusing on online engagement activities with low barriers to participation

28. Engagement Focused on Vulnerable Populations

a. Who did we talk to?

Community members (at tabling events held in Puyallup)

b. When did we talk to them?

Tabling Events: Meeker Days 6/16/2023 – 6/18/2023; Farmers’ Market 7/29/2023; Concerts in the Park 8/3/2023; Farmers’ Market 5/25/2024; Meeker Days 6/14/2024 – 6/16/2024

c. What did they have to say?

- Need cycling corridors and bike lanes
- City is currently not bike friendly
- Fruitland elementary traffic is unsafe when school gets out and needs attention
- Meridian makes hanging out loud/hard
- Shaw Road traffic
- Train is too loud

d. How did what they said influence the plan?

The City of Puyallup collected comments at several community events during 2023 and 2024. The community feedback informed the city’s policy direction, future transportation system improvements, and project lists of the city’s Comprehensive Plan. The feedback on surveys also helped the city prioritize seven key transportation projects.

29. List employers’ suggestions to make CTR more effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer workshop made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for ride-share matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.

- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

Community wide engagement focused on vulnerable populations revealed several themes relevant to Puyallup's plan updates. One common theme was a desire from workers to live closer to their workplaces and amenities. The City's 2024 Comprehensive Plan update addresses this by prioritizing housing growth, infrastructure, and transit and active commute investment in designated centers and areas with CTR-affected employers (LU - 7.1, 7.4, 8.1, 8.2, 9.1, 9.3, 9.4, 10).

Another theme public engagement participants cited was a need for improved facilities for bicyclists and pedestrians, to reduce vehicle commute trips. The City's 2024 Comprehensive Plan Update addresses this by directing investment toward a safe and complete multimodal transportation network (T – 1, 2.1-2.4, 3.4).

Regional Transportation Planning Organization CTR Plan Review

City of Puyallup provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on February 19, 2025.

PSRC Comments will be integrated as they are received and incorporated into the final CTR Plan.

Appendices

Appendix A

2024 Comprehensive Plan Outreach Summary

(To be provided pending anticipated Council Adoption April 2025)

Appendix B

2024 Comprehensive Plan Transportation Element

(To be provided pending anticipated Council Adoption April 2025)