

A number of CTR-supportive policies and goals were also recommended for incorporation into the City of Puyallup's Comprehensive Plan that include more specific language about urban center design, pedestrian and bicycle facilities and amenities, transit oriented design, transportation demand management, and encouraged use of traffic control measures. The following are recommendations for potential policies or goals that should be considered for inclusion into the next Comprehensive Plan update.

- Work with transit providers to provide transit that is fast, frequent and reliable between urban centers, urban villages, GTEC's and accessible to most of the city's residences and businesses.
- Enter into agreements and establish procedures for setting priorities, programming, maintaining and financing for countywide, regional and state transportation facilities and services consistent with the GMA current federal transportation legislation
- Land use and transportation goals and decisions should be integrated with one another and coordinated with adjacent jurisdictions and with the Regional Transportation Plan to determine the types and levels of transportation facilities to be provided within the unincorporated county.
- Integrate Commute Trip Reduction land use planning by requiring non-motorized pedestrian connections between retail, living, and work places. Non-motorized connects shall include, but not be limited to: transit connections, bus stops, sidewalks, bike facilities, trails and encouraging employers to participate in ride sharing programs.
- Pursue transportation demand management (TDM) strategies at the local/regional level by coordinating with regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community. Examples include: regulations to influence travel behavior, marketing, and improvements in services and facilities.
- Require the integration of non-motorized and transit connections when planning and developing urban centers or GTEC's.
- Establish urban centers and/or GTEC's where they can be served by regional transit agencies, or work with the appropriate transit agency to expand service to the urban center within a reasonable timeframe.
- Discourage transportation improvements that would trigger development that is premature or not consistent with applicable comprehensive plans, policies, or zoning.
- Provide aesthetic and functional amenities along pedestrian facilities, such as water fountains, benches, trash receptacles, public art, and open spaces (such as seating plazas).
- Provide pedestrian, and bicycle connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.
- Incorporate transit-supportive and pedestrian friendly design features in new development through the development review process. Examples include:
- Provide pedestrian pathways that minimize walking distances to activities and to transit stops.
- Provide weather protection such as covered walkways or arcades connecting building developments, and covered waiting areas for transit and ridesharing.
- Incorporate guidelines for addressing that sidewalks and walkways are separated from the roadway by a landscaping strip or drainage swale.
- Adopt pedestrian friendly design guidelines, especially in high pedestrian activity zones, such as wide sidewalks, landscape buffers or strips, street trees, adequate lighting, traffic calming

- measures (such as traffic circles, curb bulbs, raised medians, speed tables and chicanes), special pavements, and bollards.
- Secure bike lanes and trail improvements or easements through the development review process to develop portions of the bicycle and pedestrian system.
 - Require new developments to incorporate non-motorized features or programs designed to promote use of alternatives to single-occupant vehicles, such as;
 - Preferential parking for car pools and van pools
 - Special loading and unloading facilities
 - Transit facilities, including comfortable bus stops, and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes
 - Bicycle parking and related facilities
 - Pursue strategies that make transit safe, secure, comfortable, and affordable.
 - Integrate multiple access modes, including buses, carpools, and vanpools, bicycles, and pedestrians.
 - Integrate transit-oriented development opportunities with the private and public sectors.
 - Discourage the development of major, stand-alone park and ride facilities with city limits. Situations where additions to park and ride capacity could be considered include:
 - At the terminus for a major, regional transit system.
 - When opportunities exist for “shared parking “(e.g., where transit commuter parking can be leased from another development. Such as a shopping center, movie theatre, church, etc.)
 - Areas where alternatives to automobile uses are particularly inadequate (e.g., lack of direct transit system, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner.
 - Allow a reduction in the number of required parking spaces if a developer or employer provides ride-share programs, car pool parking spaces, bike racks, lockers or other approved non-motorized parking options.
 - Adopt a parking credit program that allows developers to reduce the number of required parking spaces if they provide an alternative transportation program to single occupant vehicles.
 - Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.
 - Promote quality, community-friendly residential development, through features such as enhanced open space and pedestrian connectivity.
 - Explore the possibility of encouraging cooperative funding for bicycle trails.
 - Implement a methodology for public-private partnerships when it would result in a more efficient use of public resources.
 - Aggressively seek funding opportunities for safety, mobility, intermodal, bicycle, pedestrian, neighborhood, and transportation demand management improvements
 - Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects.
 - Effectively link pedestrian project funding and approval decisions to priorities identified in the CTR plan, as well as the Non-Motorized element of the jurisdiction’s Comprehensive Plan.
 - Support a greater investment in pedestrian enhancements, and ensure that all new transportation projects include funding for pedestrian improvements.
 - Continue programs to construct, maintain, and repair sidewalks.

- Assign high priority to pedestrian and bicycle projects that provide access to major employment areas and activity centers, provide linkages to transit, complete planned bicycle facilities and provide system connectivity.
- Effectively link TDM program funding and approval decisions to priorities identified in the CTR plan, as well as the transportation element of the jurisdiction's Comprehensive Plan.
- Secure sidewalk and trail easements over existing utility lines where ever feasible
- Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities.
- Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.
- Provide consistently designed pedestrian activated signal crossings, and consider technologies that enhance pedestrian safety at crossings, such as longer crossing times and audible crossings.
- Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.
- Conduct periodic analyses of bicycle and pedestrian environments in and around urban centers and regional transit stations to identify deficiencies and to plan access improvements.
- Provide internal pedestrian circulation systems within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers. Provide convenient connections to frontage pedestrian systems and transit facilities.
- Conduct bicycle transportation studies to improve safety and overall quality of bicycling.
- Cooperate with the public and private schools, bicycle clubs and other interests groups to provide education and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.
- Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.
- Sidewalks or pedestrian facilities should be located along all both sides of all arterials, collectors, and at least one side of most local streets.
- Pedestrian facilities should be wide enough to allow the disabled, such as wheelchair users, to access them, usually a minimum of 5' to 6'. A wider facility should be provided along principal arterials (generally a minimum of 8'), or in business districts that attract more pedestrians.
- Direct pedestrian linkages should be considered whenever possible, to connect between internal land uses and arterials. This reduces walking distances to transit stops and commercial uses.
- Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.
- Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.
- Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.
- Design transit access into large developments, considering bus lanes, stops, shelters, non-motorized lanes & facilities as part of the project design

- Coordinate with transit providers and the private sector to develop and implement compatible transportation demand management regulations and strategies that are consistent with the Commute Trip Reduction Act.
- Work with car share companies to provide car share opportunities at key locations, such as major employers, business districts, and high density residential areas.
- Consider the formation of a pedestrian advisory committee to provide input to the jurisdiction (staff and elected officials) on pedestrian related issues and needs, as well as review of major transportation projects to ensure that pedestrian needs are adequately addressed or considered.
- Ensure that the local government monitors the results of its TDM programs and policies, and continually evaluate changes needed to improve mode split goals.
- Continually evaluate large employer CTR program effectiveness and reduce the employer threshold if needed to achieve the jurisdiction's mode split goals.
- Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.
- Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act.
- The county/city should encourage employers in urbanized areas to offer staggered work hours or flextime and other Transportation Demand Management programs such as parking management, ride match services and preferential parking of vanpools, carpools, covered bike racks, lockers and showers at work sites.
- Encourage employers to provide information and marketing on commute alternatives, such as transit schedules, rideshare information, and guaranteed ride home programs.
- Encourage employers to develop telecommuting options, which allow employees to work one or more days at home or at a "satellite work center" closer to their homes.
- Encourage employers to allow flexible work schedules or compressed work weeks to help reduce the number of vehicles using local and regional roadways.
- Encourage major employers to provide daycare opportunities onsite or nearby.
- Encourage employers to provide subsidies to employees who commute using other modes, such as free or reduced prices for transit passes, or discounted parking for rideshare vehicles.
- Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.
- Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.
- Provide for uniform bicycle and pedestrian markings and design standards for travel along city bikeways and walkways.

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Public Health Issue	Number of Comments	Specific Comments
Physical Activity		
1. Pedestrian infrastructure	19	<ul style="list-style-type: none"> • Need more sidewalks (“would help solve traffic problem”, “would be able to get rid of treadmill” if provided); (2) • Need more sidewalks and street lighting; (3) • Need continuous/usable sidewalks through out the city; • Need sidewalks that allow residents to walk to nearby businesses (destinations specifically named include grocery stores, YMCA, South Hill mall, Costco, and Wal-Mart); (3) • Connect sidewalks with trails to make a more complete pedestrian network; • Need continuous sidewalks to connect South Hill to downtown as alternative to Meridian; (“Not comfortable to walk along Meridian, make walkways on parallel streets”); (2) • Need continuous sidewalks along 23rd Avenue E; • Need continuous sidewalks along Wildwood Park Drive, especially near Ferrucci Junior High school; (2) • Need sidewalks along 39th Avenue E (from microchip plant to 5th Avenue); • Need continuous sidewalks along 94th and streets that connect to 94th; • Need existing sidewalks to extend to the corner of 43rd Avenue SE and 10th Avenue SE and from 43rd Avenue SE and 5th Street north to 39th Avenue SE; • Need walking and biking paths connecting businesses to residential areas (e.g. create a path behind strip malls on the east side of Meridian from the YMCA north along the edge of the greenbelt and Willows Pond).
2. Bicycle infrastructure	9	<ul style="list-style-type: none"> • Need more bicycle paths and wider shoulders; • Need wider shoulders that allow residents to bike to nearby businesses; • Need additional bicycle lanes throughout the city; • Need more bicycle lanes to encourage commuting by bike; • Need more commuting bike routes that lead west (towards Lakewood and other communities); • Need designated bicycle lanes on 112th Street E and 104th; • Need designated bike lanes on Meridian (“biking on Meridian is very difficult”); • Focus on increasing the number of Pierce College students that to bike to and from campus • Need to provide more bicycle lanes and bike storage facilities in downtown;
3. Trails	4	<ul style="list-style-type: none"> • Need more trails for walking and biking; • Need off road bike trails that connect South Hill with the Foothills Trail and the Riverfront Trail; • Need trail connecting Pierce College to Bradley Lake Park; • Link destinations such as parks and civic buildings (e.g. library) to residential areas via a city wide trail system.
4. Parks	5	<ul style="list-style-type: none"> • Residents use Bradley Lake Park regularly; • Need additional parks (not tot lots);

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		<ul style="list-style-type: none"> • Purchase land for additional parks/South Hill recreation center; • Need an ADA accessible playground; • Need sidewalks and bicycle lanes that connect to all parks and green spaces.
5. Barriers to physical activity	6	<ul style="list-style-type: none"> • Existing ditch in front of the South Hill library makes it inaccessible to children walking and biking; • Concern about safety minimizes physical activity (“we would do a lot more walking if we felt safe”); • Huge parking lots are a barrier to walking – need to provide pedestrian pathways through parking lots (e.g. South Hill mall and Wal-Mart parking lots); • Parking in residential driveways and blocking sidewalks is a chronic problem especially in Heritage Manor and Manorwood II – causes safety issue when pedestrians have to walk in the street; • Property owners and the City need to maintain property to keep pedestrian pathways clear and safe (e.g. “Unpruned trees in planting strips cause problem for pedestrians”, “owners of houses that back on to pedestrian pathways/sidewalks, such as Bellwood on Shaw Road, are not maintaining trees/shrubs/brambles that extend onto sidewalk”). (2)
Injury		
1. Pedestrian and bicycle infrastructure	6	<ul style="list-style-type: none"> • Concern about possibility of injury related to walking or biking to retail shops because of lack of infrastructure; • Concern about possibility of injury related to large number of driveways serving commercial areas; • Focus on improving pedestrian and bicyclist safety (sites specifically mentioned included: near schools, near South Hill mall, and along Meridian); (2) • Need continuous sidewalks along Shaw road (existing conditions are dangerous for pedestrians because of ditches and rocks); • Need to have designated striped bike lanes – city has indicated that designated bike lane provides a false sense of security but it is more dangerous without the demarcations.
2. Safety enhancing amenities	5	<ul style="list-style-type: none"> • Need improved pedestrian crossings along Meridian; • Need four way stop (in place of existing 2 way stop) at intersection of 118th Street E and 98th Avenue E; • Need traffic lights at the corner of 43rd Avenue SE and 10th Avenue SE; • Need more painted crosswalks (e.g. 23rd Ave SE and Wildwood Park Drive to allow children to cross safely to the park); • Need to install pedestrian crossing signals at strategic locations along streets with few traffic lights but high traffic volume (e.g. 23rd Ave SE, 39th Ave SE, Shaw Road) to facilitate pedestrian access to specific destinations (e.g. near an entrance to a park, school, or place where there is heavy pedestrian traffic).
3. Traffic calming	3	<ul style="list-style-type: none"> • Need traffic calming (speed humps and/or roundabouts) on 98th Ave E between 118th St E and 128th St E; • Need more effective traffic calming on Wildwood Park Drive and other locations; • Need traffic calming on 122nd;
Air Quality		
1. Pedestrian and bicycle	4	<ul style="list-style-type: none"> • Need continuous/usable sidewalks through out the city to encourage walking for short trips (“could walk instead of

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infrastructure		<p>driving”); (2)</p> <ul style="list-style-type: none"> • Need more bike lanes to make it practical to run errands without using a car; • New roads should not be built without sidewalks to make walking a more viable option.
2. Transportation	4	<ul style="list-style-type: none"> • Coordinate traffic lights, especially on Meridian, to minimize stop and go traffic and improve traffic flow; (2) • Create more interconnected through streets to provide alternative routes (e.g. 94th Ave). (2)
3. Other	3	<ul style="list-style-type: none"> • Less development/traffic will improve air quality; (2) • Do not allow new homes to be built with wood burning stoves; • Provide daily air quality data to the public (e.g. in the newspaper or on television as a part of the 7 day weather forecast).
Development		
1. Housing	7	<ul style="list-style-type: none"> • Concern that building additional condominiums will increase traffic; • Do not allow developers to build more single family houses without significant improvements to existing roads and the creation of new roads (condos do not create as much of a problem); • Housing in South Hill should include single-family and multi-family options; • Need people “living where they shop” (reduces traffic); • Need to integrate adequate park space/open space into residential development (especially important for higher density housing); • Need cottage style housing or smaller houses with porches for individuals who want to downsize/age in place; • Need more homes built with common areas to promote a sense of community (examples in recent editions of <i>Sunset</i> magazine).
2. Design	4	<ul style="list-style-type: none"> • Need to create commercial areas/business that are human scale; • Need to build businesses and residences that front on to the street with access via allies (more like downtown); • Need to integrate common areas (plazas etc.) into commercial/retail areas (e.g. like Gig Harbor); • Need to build smaller scale business that are street fronting.
3. Trees and green space	3	<ul style="list-style-type: none"> • Provide more street trees and “green ways”; • Provide larger planting strips for large trees (e.g. many Midwestern cites like Kansas City have boulevards with very large stately trees, helps with air quality, slows down traffic, and beautifies area); • Require developers to minimize grading and maintain existing trees (e.g. Crystal Ridge is unattractive compared to Manorwood).
4. Other	5	<ul style="list-style-type: none"> • Building additional commercial/retail will increase traffic; • City should not annex any more land; • West Campus community in Federal Way is a good model to look at for future development in South Hill. The development has a commercial area with high density housing close by and lower density housing slightly further out. • Ensure that development pays for itself; • Pay for infrastructure at front end.

