City of Fife Commute Trip Reduction Four-Year Plan Update: 2025–2029

June 4, 2025

FIFE
WASHINGTON

Contents

Abbreviations iv

Benefits of CTR 1

1. Local Land Use and Transportation Context and Objectives 1
2. How the CTR Program Will Help Achieve Fife's Land Use and Transportation Objectives 11
3. How the CTR Program Will Help Achieve Fife's Environmental Objectives 12
4. How the CTR Program Will Help Achieve Regional and State Objectives 12

Performance Targets 17

5. CTR Performance Targets 17
6. Base Values for Each Performance Target 17
7. Method Used to Determine the Base Value for Each Target 17
8. How Fife Will Measure Progress Toward Each Target 17
9. CTR-Affected Worksites in Fife 17
10. Performance Targets for Each CTR-Affected Worksite 18
11. List the Base Value for Each Site 18

Services and Strategies 19

12. Services and Strategies Fife Will Use to Achieve CTR Targets 19
13. How Fife's Services and Strategies Will Support CTR-Affected Employers 20
14. Barriers Fife Must Address to Achieve CTR Targets 21
15. The Transportation Demand Management Technologies Fife Plans to Use to Deliver CTR Services and Strategies 22
16. Fife's Local CTR Ordinance 23
17. Fife's Financial Plan 23
18. Fife's Implementation Structure 24
19. Fife's Implementation Schedule 24
20. The CTR Plan for Fife Employees 25
21. How the CTR Plan for Fife Employees Contributes to the Success of the Overall Plan 26

Alignment with Plans 27

22. Transit Agencies That Provide Service in Fife 27
23. Transit Plans Reviewed While Developing this Plan 27

24. How This CTR Plan Supports the Transit Plan(s) 27
25. Comprehensive Plan Updates Needed and When They Will Be Made 27
Engagement 29
26. Stakeholder Engagement 29
27. Vulnerable Populations Considered 41
28. Engagement Focused on Vulnerable Populations 41
29. Employers' Suggestions to Make CTR More Effective 43
30. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates 43
Regional Transportation Planning Organization CTR Plan Review 45
References 46

Tables

Table 1: 2025-2029 CTR Financial Plan for Pierce County and the Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place 22
Table 2: Likely Revenue Sources for Funding CTR Plan 23
Table 3: Anticipated CTR Projects and Actions 24

Abbreviations

ACS	American Community Survey
Census	U.S. Census Bureau
City	The City of Fife
Comprehensive Plan	City of Fife Comprehensive Plan
County	Pierce County
CTR	commute trip reduction
ETC	Employee Transportation Coordinator
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
RTPO	regional transportation planning organizations
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

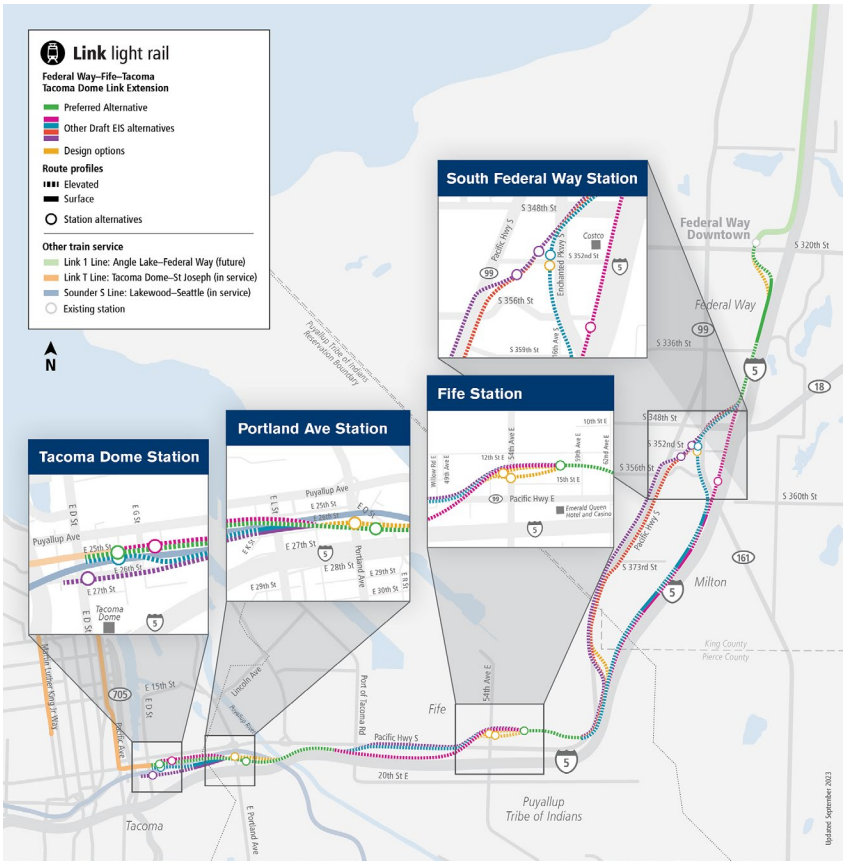
Benefits of CTR

1. Local Land Use and Transportation Context and Objectives

a. Setting In Fife as It Is Today or Will Be in the Near Future

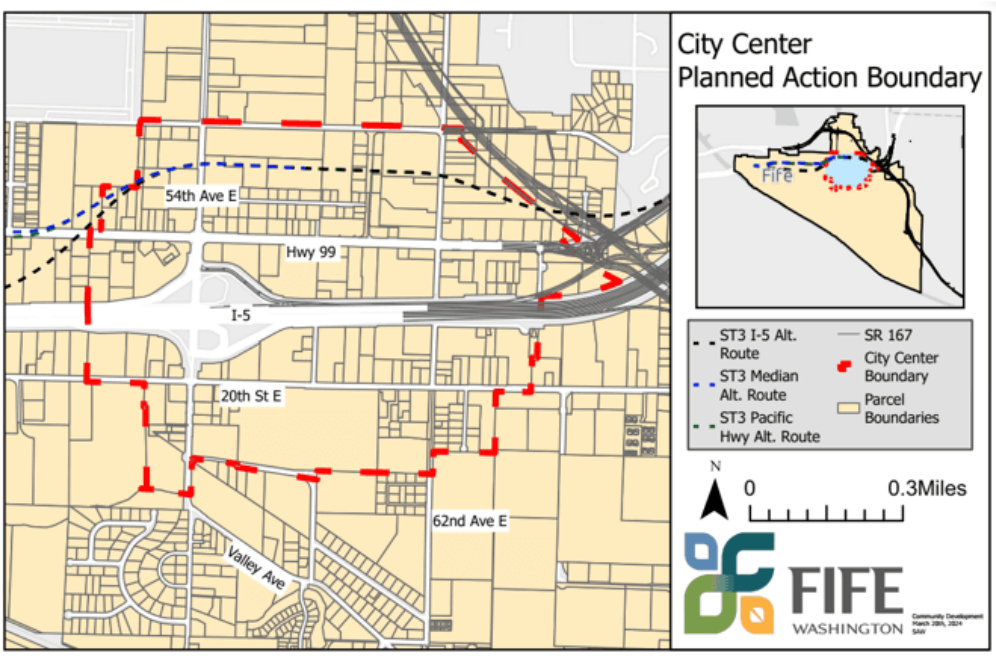
The City of Fife was incorporated in 1957 and has a long history as an agricultural town. Today, Fife is mostly a mix of residential and industrial land uses given its proximity to the Port of Tacoma, and its strategic location between Tacoma and Seattle makes it a convenient location for commuters.

Sound Transit is planning the Tacoma Dome Link Extension that will run through Fife with a stop near 54th Avenue East and 15th Street East. As such, the City of Fife is working on its City Center subarea plan, intended to be a transit-oriented development that will support ridership of the Link light rail.



This plan will build off past planning efforts and investments that support the redevelopment of the City Center, a vibrant commercial and residential district oriented around multimodal connectivity and one that embraces the arrival of the future Sound Transit Link light rail station. The City Center's higher density will increase walkability and will include affordable housing, a new park, and commercial uses at street level.

City Center Subarea Map



Sound Transit is planning a light rail station in Fife along the Tacoma Dome Link Extension which will run from SeaTac to the Tacoma Dome. As a result, Fife is planning a transit-oriented development and Center Of Local Importance (COLI) commonly referred to in Fife as the future City Center. The future City Center is being planned to support light rail ridership by rezoning for dense, walkable, mixed-use development as part of the 2024 Comprehensive Plan update.

Population and Transportation Characteristics

- **Most Fife residents drive alone to work.** The three most common commute types in 2022 were drive alone (78.1%), carpool (7.7%), and work from home (7.58%). The average commute time is 27.5 minutes. The average car ownership in Fife is 2 cars per household.
- **Washington's deadliest road starts in Fife.** State Route 99, also known as Pacific Highway, is considered the deadliest road in the state with an average of 16 fatalities per year. Between 2018 and 2022, there were 76 traffic accidents and over 80 deaths reported on SR-99 with 20 fatalities occurring in 2022.
- **Fife has a larger-than-average foreign-born population.** 20.3% of residents in Fife (2.21K people) were born outside of the United States; higher than the national average of 13.6%. In 2021, the percent of foreign-born Fife residents was 20% meaning that the rate has been increasing.
- **Employment opportunities are increasing in Fife.** From 2021 to 2022, employment in Fife grew at a rate of 1.91% from 5.82K employees to 5.93K employees. In 2022, the poverty rate in Fife was 11.7%, down 8.24% from the previous year. Median household income in 2022 was $84,538, up 11.9% from the previous year.

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

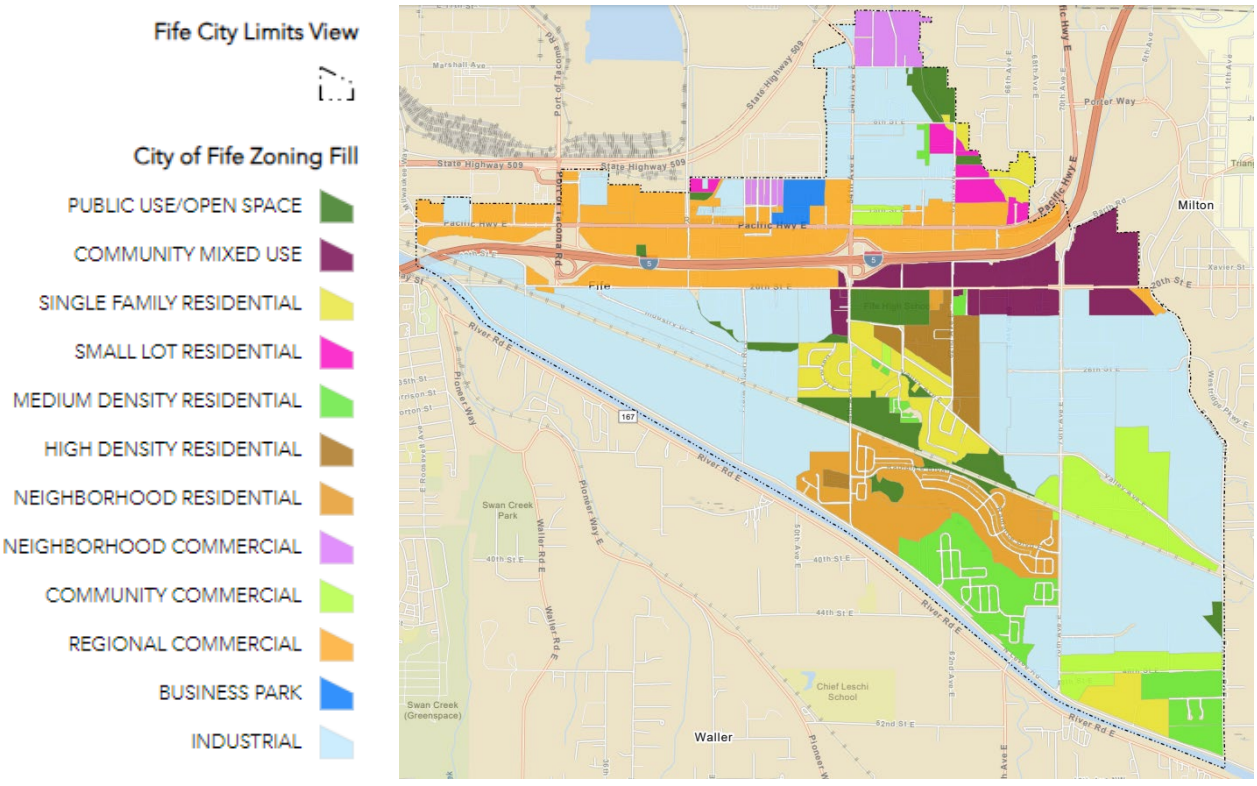
Land Use Features that Affect Commuters

Low-density, single-use zoning is the predominant land use pattern in Fife which spatially separates different land uses making it difficult for residents to commute by means other than personal vehicle. Fife is also bisected by Interstate 5 making it difficult for pedestrians to access the north side of Fife from the south side, and vice versa.

The single-use, low-density zoning pattern in Fife also reduces transit efficacy. Large swaths of land dedicated solely to commercial or industrial uses, as well as a lack of nonmotorized connections between zoning districts, make it so people must travel by car to access most places in the Fife. Gaps in the city's sidewalk and bike lane connectivity also pose a challenge for those seeking to use sustainable, active mobility to reach their destination within the city.

Fife's residential zoning is predominantly located in the central area of the city, sandwiched between two large industrial zones to the east and west. Neighborhoods in this area are primarily homeowners associations with limited nonmotorized connections between them, if any.

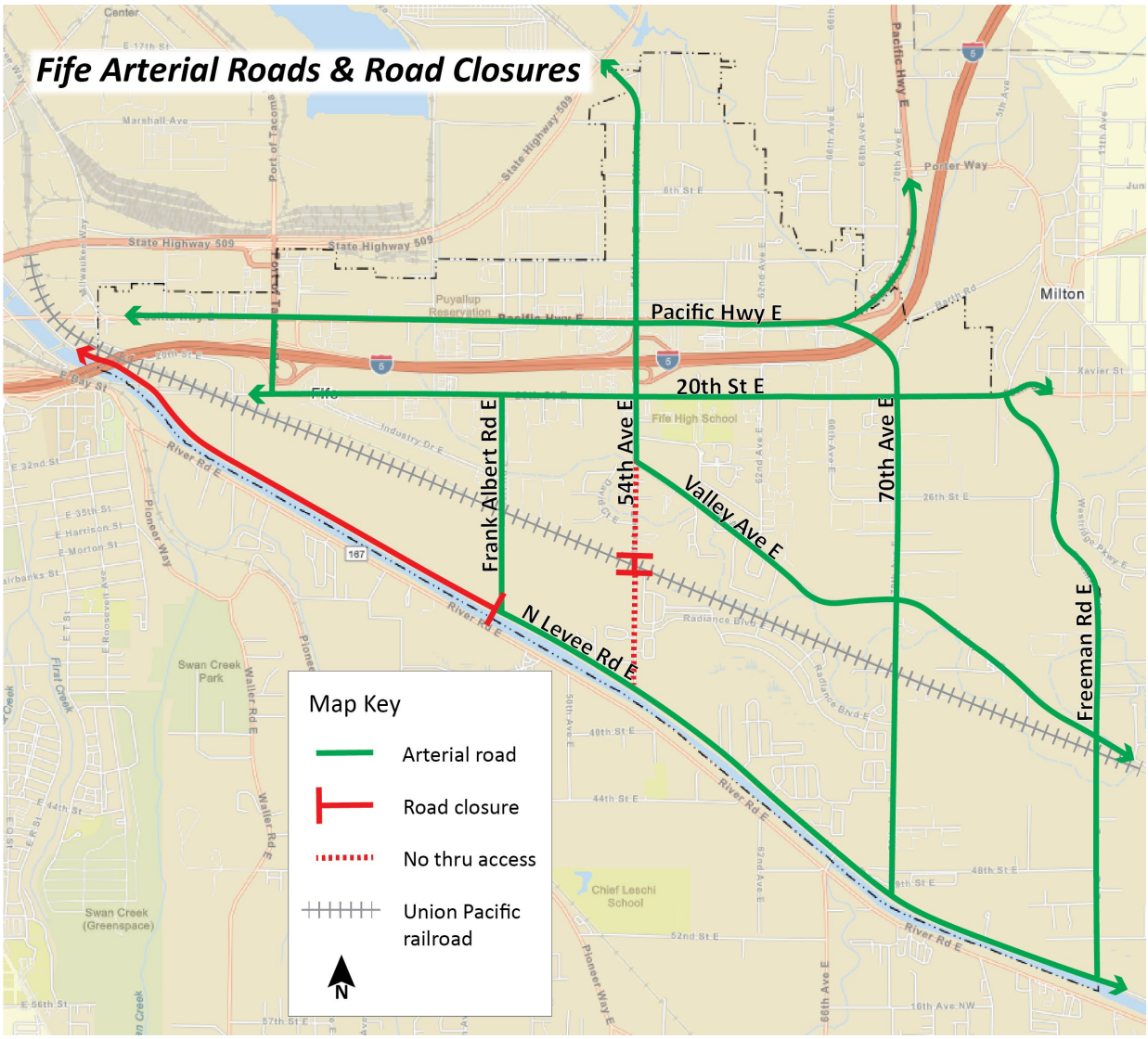
The map below shows Fife's zoning.



Fife has four arterial east-west corridors; three of which are two-lane roads south of I-5 which experience regular congestion, especially along 20th St E. The fourth east-west arterial corridor is Pacific Highway East, or State Route 99, north of I-5 which is also regularly congested with truck traffic going to

and from the Port of Tacoma and other vehicular traffic from people trying to access retail along the corridor.

There are currently two road closures in Fife affecting the flow of vehicular traffic, causing commuters to take detours, forcing more traffic onto other arterials. One road closure is at the 54th Ave E railroad crossing, and the other road closure is at N Levee Rd just after the intersection of N Levee Rd and Frank Albert Rd. The road closures and arterial roads are identified in the map below.



Transportation Facilities and Services that Affect Commuters

In 2015, Pierce Transit discontinued the Fife-Milton-Edgewood Community Connector Routes 503 and 504 citing low ridership and high costs, affecting commuters who previously depended on these routes. Route 503 once connected Fife to the Puyallup Sounder Station for commuters seeking to use transit and the Sounder commuter rail.

Two other bus routes remain that connect Tacoma to Federal Way with stops in Fife: Pierce Transit Routes 500 and 501. However, Pierce Transit's Route 501 skips service at the 70th Ave E and 28th St E bus stop in Fife on weekends and between 8:52 AM and 3:55 PM on weekdays.

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

Since the start of the COVID-19 pandemic, commuting patterns have shifted to include more remote work options that allow workers to work from home, helping to spare commuter trips. Consequently, many employees are making significantly fewer daily commutes than they did pre-pandemic.

The COVID-19 pandemic also caused a drastic reduction in transit ridership with regional transit agencies reporting record low ridership during the pandemic. As we move on from the COVID-19 pandemic, transit ridership has started to increase again, but ridership remains at about 40 to 65 percent below pre-2020 levels.

Pierce County, especially near essential work sites, saw less significant declines in transit ridership than areas in eastern and northern King County, as well as Snohomish County. These areas have also recovered more rapidly.

Although remote work has reduced transit demand and the use of personal vehicles for some commuters, some workers still prefer in-person work. As a result, transit agencies are observing a more even distribution of riders throughout the week, including weekends, instead of the traditional rush-hour peaks.

Implications for CTR

These changes have several implications for Commute Trip Reduction (CTR) goals.

- The rise of remote work suggests a sustained decrease in physical commutes to workplaces, aligning with a key CTR goal.
- The rebounding demand for public transit, particularly near essential job sites, presents an opportunity for CTR incentives to address a community need.
- A shift in peak commute times may alleviate traffic congestion during traditional morning and evening rush hours, indicating a more widespread distribution of traffic throughout the day.

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

CTR directly affects land use and transportation objectives adopted by the City's Comprehensive Plan. Strategies and policies implemented as part of this CTR Plan help support the Comprehensive Plan objectives by encouraging residents and workers to use the alternative transportation modes that new development is designed to incorporate. The most prominent examples include the following:

Fife Land Use Goals and Policies

LU-1 Maintain a sustainable land use pattern that accommodates the adopted growth targets, anticipates the future Sound Transit light rail station, and associated private sector development pressures and needs, and meets local, state, and regional requirements.

LU-1.1: Focus the majority of anticipated growth within the City Center and within close proximity to high-capacity transit.

LU-2.1: Promote and require accessible pedestrian amenities and create an accessible pedestrian oriented and friendly environment, especially within the City Center and along the 20th St E corridor east of the City Center.

LU-2.4 – Create community cohesiveness and encourage pedestrian and multimodal connections between neighboring communities, private development, and public amenities.

LU-4 Create a well-planned and sustainable built environment, promoting community connections, physical health, economic development, and desirable places to live, work and play in Fife.

LU-4.1: Provide objective site and building design standards to promote the use of quality building materials, architectural variety, interconnected open spaces, pedestrian scale streetscapes, physical and social health, and preservation of neighborhood feel.

LU-4.6: Support compact urban forms of interconnected development that promote physical activity and reduce vehicle miles traveled within the city.

LU-7.2: Locate industrial and port supporting uses in areas that have direct access to the Port of Tacoma without having to travel through the City's residential neighborhoods or City Center.

LU-7.5: Limit the expansion of industrial land within the City of Fife to those areas immediately adjacent to the Port of Tacoma and/or with direct access to adopted truck routes and the highway system.

Fife Transportation Goals and Policies

T-1 Provide a safe, efficient, and well-connected multimodal transportation system that supports mobility for all users.

T-1.1: Plan, design, construct, operate, and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight, and users of all ages and abilities, in accordance with the City's adopted Complete Streets Policy.

T-1.2: Improve safety in the transportation system by working toward the goal of zero deaths and serious injuries by 2030, in line with the State's "Target Zero" plan.

T-1.3: Establish and maintain an efficient roadway network through the use of intersection improvements, signal timing optimization, access management, and intelligent transportation systems.

T-1.4: Develop comfortable and connected bicycle and pedestrian networks, including multi-use trails separated from roadways.

T-1.5: Remove barriers to travel and enhance the social and economic integration of the City by adding new vehicle and non-motorized connections across I-5 and the Union Pacific Railroad tracks, including reopening 54th Avenue East as a neighborhood collector street between Valley Avenue East and North Levee Road East.

T-1.6: Add new street, pedestrian, and bicycle connections as new development occurs within the City. Discourage cul-de-sacs and dead-end roads.

T-1.7: Requests for the vacation of existing rights of way shall only be approved when presented with a logical plan for development of an area and when there is no value to using the right of way for providing transportation connectivity, pedestrian or bicycle paths, or other public uses.

T-1.8: Establish and maintain appropriate design standards for streets based on land use and transportation context, including:

a. removing physical barriers to transit, where appropriate, on existing and future rights-of-way, and
b. working with transit professionals to make sure city street design standards balance and incorporate the needs of public transit.

T-1.9: Plan for natural disaster events and participate in emergency management coordination with other agencies.

T-1.10: Actively seek and maintain representation on all governmental and civic groups and committees which are concerned with transportation issues and solutions for the local area, Pierce County, and the region.

T-2 Work with transit agencies to ensure integrated and efficient transit service.

T-2.1: Work with transit providers to maintain existing facilities, provide more frequent service, and establish service for residential areas that are not currently served by transit.

T-2.2: Work with Sound Transit, Pierce Transit, and other transit agencies to ensure that that the locations of high-capacity transit routes and stations are consistent with the City's land use and transportation plans.

T-2.3: Coordinate with transit providers to provide service and facilities supportive of transit-oriented development in areas which the City has identified as appropriate for that type of land use.

T-2.4: Work with transit agencies to encourage the provision of bus shelters.

T-3 Support freight mobility and access needs while mitigating the impacts of freight on residential areas and other road users.

T-3.1: Provide truck routes to ensure that industrial and commercial areas are adequately served. Reduce truck and commercial traffic impacts on residential areas, public uses and, in some cases, light commercial areas. Properly sign and enforce the use of truck routes.

T-3.2: Participate in interjurisdictional efforts to improve access to the Port of Tacoma Manufacturing and Industrial Center.

T-3.3: Minimize freight conflicts with other transportation modes, especially vulnerable road users such as pedestrians and bicyclists.

T-3.4: Work with the Union Pacific Railroad and others to ensure public safety at all rail crossings.

T-4 Consider equity, inclusion, and access to opportunity when developing and implementing transportation projects, programs, and actions.

T-4.1: Prioritize investments for historically underserved populations to improve affordable and convenient access to jobs, education, health care, social services, recreation, and culture.

T-4.2: Mitigate negative impacts of the transportation system on historically underserved communities when developing plans and programs.

T-4.3: Coordinate with transit agencies, human service agencies, and other organizations to facilitate the provision of transportation services to populations with special needs such as the elderly, youth, those with disabilities, and low-income households.

T-4.4: Develop plans to meet Americans with Disabilities Act (ADA) requirements and guidance, including facilitating ease of access for disabled people and retrofitting non-compliant sidewalks and walkways.

T-4.5: Coordinate with the Puyallup Tribe of Indians on joint planning and project implementation consistent with Pierce County's "Tribal Consultation, Coordination, and Lands Compatibility" countywide policies.

T-5 Promote and develop a transportation system that supports health and well-being.

T-5.1: Promote a transportation system that support health and well-being by improving the design of streets to support walking, bicycling, transit use, placemaking, social connections, and physical activity.

T-5.2: Support a safe and inviting multi-modal environment and discourage cut-through traffic in residential areas, near schools, parks, and other areas with pedestrian safety needs through the use traffic calming treatments such as street narrowing and traffic circles.

T-5.3: Work with school districts to enhance safety at/near schools and establish safe routes to school for pedestrians and bicyclists of all ages and abilities.

T-5.4: Support the development of safe routes for pedestrians and bicyclists to and from bus stops and popular destinations.

T-6 Address transportation impacts to the natural environment in coordination with the policies of the Environment Element.

T-6.1: Reduce pollutants from transportation activities, including carbon emissions and particulate matter, by working to:

a. reduce vehicle miles traveled (VMT) and auto dependency,
b. provide active transportation facilities,
c. design compact communities and neighborhood accessibility for daily goods and services,
d. promote the use of cleaner fuels, electric vehicles, and zero-emissions technologies, and
e. coordinate with other public agencies and private companies to provide electric charging infrastructure.

T-6.2: Design transportation facilities using low-impact development practices to alleviate and mitigate impacts on air quality, energy consumption, water quality, and other environmental resources.

T-6.3: Use vegetative installations such as bioswales, rain gardens, and green spaces to assist with carbon uptake and control stormwater runoff.

T-6.4: Retrofit fish passages and storm systems to meet the best available science and standards of practice.

T-7 Use level of service standards and concurrency management strategies to provide multimodal transportation facilities that meet the demand from new development.

T-7.1: Require that transportation facilities be provided concurrent with development to maintain the City's Level of Service (LOS) standards. Allow new development only if:

a. Transportation facilities are adequate at the time of development and transportation impacts will not reduce LOS below the city-adopted minimum, or
b. A financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, or

c. The City has approved the developer's alternative concurrency management strategy, such as transportation demand management (TDM), redesign or phasing of the project, or other methods consistent with maintaining the adopted level of service.

T-7.2: Use the annual update of the Six-Year Transportation Improvement Program (TIP) to ensure consistency of planned transportation improvements with the Comprehensive Plan, seek public input in prioritizing transportation needs, and program transportation funding.

T-7.3: Require new development to mitigate transportation impacts.

a. Require developers to conduct traffic studies or analyses, including level of service analysis, to identify development impacts on the transportation system.

b. Require developers to mitigate site-specific development impacts, including street improvements adjacent to and internal to the development, the dedication of necessary rights of way as determined by the City, and improvements to address safety.

c. Assess a transportation impact fee for all new development. The fees will be applied to growth related transportation system improvements as articulated in the project list.

T-7.4: Work with other agencies in the region to obtain agreements or implement improvements that mitigate adverse impacts of development on Fife's transportation system.

T-7.5: Require new development to provide, in consultation with Pierce Transit, necessary transit infrastructure such as space and/or pads for bus stops within or adjacent to the new development.

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

Pierce Transit currently operates two bus routes that travel through Fife. Maintaining and expanding bus services is crucial for the success of the CTR program.

Other critical aspects of land use and transportation to be maintained, which are useful in achieving a reduction in commute trips, are almost exclusively related to future land use planning and zoning changes as part of Fife's 2024 Comprehensive Plan update.

Key Changes that Should Be Considered

The City of Fife recognizes that the city's existing conditions as they relate to land use and transportation make it difficult to achieve a reduction in commute trips, and that bike lanes, transit projects, and other

critical safety improvements are needed to create a more community-centered transportation system. As such, Fife is undergoing big changes now and in the next several years to prepare for the arrival of the Sound Transit Link light rail station in the mid-2030s.

Pierce County has identified and designated priority areas for focusing growth as Centers of Local Importance (CoLI), such as Fife's future City Center. As part of the 2024 Comprehensive Plan update, the City of Fife is planning a transit-oriented development for the future City Center, which will be zoned primarily as high-density, mixed-use that includes storefronts to activate public space at street level with housing above, including affordable housing. The City Center will also include non-motorized paths and pedestrianized streets to support walkability, active mobility, and transit-ridership. This will allow for residents who live in the City Center to access goods and services using sustainable modes of transportation, reducing the number of commute trips Fife residents and workers make.

Other key changes to transportation that should be considered to improve this CTR Plan's efficacy include offering more transit routes that connect Fife to other surrounding areas. Continuing to invest in active transportation infrastructure and additional public transportation options in Fife will help to increase livability, maintain sustainability, and support transportation goals for Fife commuters and residents. Investments should be considered for rideshare programs for major employers, as this can increase the amount of higher occupancy vehicle trips made by commuters.

2. How the CTR Program Will Help Achieve Fife's Land Use and Transportation Objectives

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

The goals and policies listed previously from the Fife Forward 2024 Comprehensive Plan align with the goals and programmatic elements of the Pierce County CTR Plan. The programmatic elements of the CTR Plan and Ride Together Pierce help support Fife's transportation and land use goals and policies by offering services to residents and workers in Fife that help reduce drive-alone commute trips. Investments in sustainable transportation infrastructure at the city, county, and regional levels will also provide more opportunities for commuters to reduce their drive-alone rates.

3. How the CTR Program Will Help Achieve Fife's Environmental Objectives

a. How the CTR Program Will Support Fife's Greenhouse Gas Emission Reduction Efforts

According to the Pierce County community-wide Geographic Greenhouse Gas Emissions report, 23 percent of countywide emissions were from on-road vehicles in 2019. Passenger vehicles accounted for 83 percent of on-road vehicle emissions or 19 percent of total emissions.

The Commute Trip Reduction program will support Fife in reducing greenhouse gas emissions by helping to provide commuters with incentives and resources that make sustainable modes of transportation more accessible. A reduction in commute trips means a reduction in vehicle miles traveled which yields a reduction in greenhouse gas emissions resulting in healthier communities.

b. How the CTR Program Will Support Fife's Environmental Objectives in addition to Greenhouse Gas Emission Reductions

The Commute Trip Reduction program supports both the environmental objectives and greenhouse gas emissions reduction goals set forth by the City of Fife by prioritizing sustainable and active modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality.

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

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

State and regional objectives are 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
- Micro-transit/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 micro-transit/micromobility and improving pedestrian connectivity, align with objectives related to affordable transportation options and increased connectivity for pedestrians.

The Fife CTR Plan supports the TDM priorities in the Regional Transportation Plan by distributing educational materials to City employees, incentivizing commute trip reduction with engaging challenges and contests, and distributing annual surveys to measure employee commute behavior.

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 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 and 2024 Comprehensive Plan both 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 Puyallup and Tacoma.

Adjacent CTR-Affected Counties include King, Thurston, and Kitsap.

c. The Top Few Cross-Border and Regional Transportation Issues that Affect Fife.

Congestion

Fife has a "daytime" population of over 20,000 and a resident population of approximately 11,000. As such, congestion is the primary transportation issue in Fife. I-5 runs east and west, bisecting the city. The City also borders the Port of Tacoma and experiences a fair amount of freight traffic as a result. Fife also has many industrial warehouses that produce a large volume of semi-truck traffic. Focus groups and community engagement surveys conducted by the City of Fife as part of the 2024 Comprehensive Plan update suggest that residents have anxiety about congestion in general, especially regarding sharing city streets with semi-trucks.

There is significant congestion on roads and highway exits at the Port of Tacoma Rd and at 54th Ave E. This congestion not only disrupts the daily lives of residents and workers, it also adversely affects air and water quality. Vehicular traffic, whether combustion-engine or electric, produce several concerning negative environmental effects. Among these are emissions containing greenhouse gases and particulate matter, oil leaks, and other pollutants that enter the water system including 6PPD-Q from tires. Congestion from vehicular traffic and single-occupancy vehicle use has negative implications as far reaching as land use and mental health.

These negative impacts from congestion and environmental pollution are disproportionately experienced in communities with less access to parks, greenspace, and adequate tree canopy coverage.

Transit Connectivity and Access

Access to public transit remains a key challenge for residents in many Fife neighborhoods. The only regional public transit connections in Fife are Pierce Transit bus routes 501 and 503 which connect to Tacoma and Federal Way. For many Fife commuters, these bus stops are not in walking distance of home or work, or they do not connect to residents' and workers' destinations.

Despite ongoing initiatives to enhance funding, improve access, and expand route networks, certain parts of the City remain without adequate sidewalks or bicycle infrastructure. During outreach efforts,

participants identified multiple barriers to taking transit, including a lack of reliability and safety as well as the limited reach and schedules of transit routes.

Bicycling Infrastructure

A strong theme heard by staff through CTR-related outreach efforts is a desire for safer bicycling infrastructure such as barrier-protected bike lanes and non-motorized paths separated from vehicular traffic. Another sentiment heard during outreach was the need for better connectivity of Fife's biking network in addition to bicycling safety improvements.

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

Congestion

Fife works in conjunction with WSDOT and Pierce County to improve its road infrastructure. I-5 runs through Fife and brings high volumes of traffic to the areas of the City with highway entrances and exits. Fife receives funds from the Motor Vehicle Fuel Tax as well as from federal aid funding programs including the Surface Transportation Program (STP) and the Highway Safety Improvement Program (HSIP). State funding comes from competitive programs run by the Washington State Transportation Improvement Board (TIB). Fife competes for Urban Arterial Program (UAP) funds as well as Complete Streets funds. Fife's most recent major road network improvements include the I-5 Wapato Way overpass and roundabout connection 70th Avenue East to SR-99.

Transit Connectivity and Access

While Fife does not directly provide transportation services, the City is always looking for opportunities to support transit options for residents and workers. Fife supports regional transportation planning efforts in partnership with Pierce Transit for bus connections and Sound Transit for the future Link light rail connection. Pierce County's Ride Together Pierce program helps residents and commuters access transit by:

- providing information on transit route planning
- supporting a rideshare program
- making free ORCA cards available loaded with transit fares
- providing safety gear
- educating on ways to combine active mobility and transit
- asking employers to provide their employees with transit subsidy programs
- promoting a rideshare month campaign with prizes
- coordinating with transit agencies to promote their services and products

The County plans to develop a multi-family housing sustainable transportation toolkit. This toolkit will show developers and property managers of multi-family developments how to incorporate transit fare

programs into their resident package along with providing bike racks and workspaces for remote workers. Through this CTR Plan and other planning efforts, the County will coordinate with transit agencies on land use development, community needs, and transit service.

Active Transportation Infrastructure

The County will look for opportunities to support the growth of bicycling in Pierce County. Pierce County will assist residents and commuters to try adding or increasing their bicycle trips by:

- lending organizations a cycling skills course kit to teach confident riding,
- promoting bicycle courses and rides,
- providing free safety gear, educating on ways to combine bicycling and transit,
- asking employers to provide their employees with bicycle parking, bicycle fix-it stations with tools, showers and clothes lockers and incentives,
- supporting a retail discount program for bicyclist,
- and promoting a bike month campaign with prizes.

Pierce County is taking a multi-pronged approach to improving infrastructure for bicycling, walking and other active transportation modes. Pierce County Parks and Recreation is working to expand the local and regional trail systems, including near-term construction of the Parkland Community Trail and Pipeline Trail. Pierce County Planning and Public Works is actively planning, designing, funding and constructing sidewalk and bike lanes projects through a combination of grants and local funding. High priority areas for sidewalk construction are connecting to transit stops, trails, and providing safe routes to schools. In recent years, bicycle lanes have been added in various ways - with grant funds, striped and signed after developers constructed roadways, and in one case, a “road diet” was completed that reduced a four-lane road to three lanes with addition of bike lanes on both sides.

Annually, Pierce County will offer a community bicycle fair where people can purchase used or new bicycles and gear, ask about routes, ride a skills course, practice placing their bicycle on the bus bicycle rack, and interact - with others from the bicycling community.

Pierce County will develop a multi-family housing sustainable transportation toolkit. This toolkit will show multifamily developments how to incorporate bicycle programs into their resident package such as bike racks, fix-it stations with tools, and a bike wash area.

Performance Targets

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate (DAR) 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 Fife 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 Fife

a. List of CTR-Affected Worksites

- City of Fife
- Milgard Doors and Windows

Some worksites within Fife with more than 100 employees operate on land in trust with the Puyallup Tribe of Indians, making them exempt from the requirements of Commute Trip Reduction. As a result, those employers and work locations are not included in this list of CTR-affected worksites.

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 Fife Will Use to Achieve CTR Targets

The City of Fife will offer employer and commuter services through the Ride Together Pierce program design to provide commuters with information about sustainable transportation options. Ride Together Pierce provides services that help businesses in Pierce County implement commuter programs and make alternative transportation options easy for riders to access.

Services for Employers

- Program development and analysis assistance
- Employee Transportation Coordinator training
- Employer network opportunities
- ORCA product assistance
- Survey assistance
- Staffing at worksite transportation fairs
- Vanpool formation assistance
- Marketing materials such as posters and brochures
- Online library of materials
- RideshareOnline.com online ridematching
- Countywide and statewide campaigns, see eligibility criteria for each campaign
- HOV parking signs and hang tags
- Emergency Ride Home
- Quarterly and Annual Employer recognition

Services for Residents

- Vanpool formation assistance
- RideshareOnline.com online ridematching
- Your Work, Your Way Campaign, promoting telework and compressed work weeks
- Bike Everywhere Challenge, promoting biking as a mode of transportation
- Walk Everywhere Challenge, promoting walking as a mode of transportation
- Rideshare Campaign, promoting rideshare as a mode of transportation
- First Time User Guides,
- Resources to help plan and save on commuting

- Travel modes information

13. How Fife'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. 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 Pierce County, 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.

Fife Services and Strategies

The City of Fife partners with Ride Together Pierce to connect workers and residents with services to help them reduce their commute trips. There are currently no programs at the city level to help reduce commute trips.

14. Barriers Fife Must Address to Achieve CTR Targets

a. How Fife Will Address the Barriers

Transit Safety Concerns

Public comments received during CTR Plan public engagement identified concerns regarding the safety of riding public transit and fear that crime and drug use may occur aboard public transit.

City Response: The 2024 Fife Comprehensive Plan update includes transportation goal 1 intended to "provide a safe, efficient, and well-connected multimodal transportation system that supports mobility for all users." Fife will continue identifying opportunities to enhance transit safety where applicable.

County Response: The County will offer tips for riding safely, statistics on the relative safety of taking public transit compared to driving, and protocol for reporting unsafe drivers or misconduct of passengers on our website, RideTogethterPierce.com. Additionally, goal T-16.9 of the 2024 Comprehensive Plan encourages the placement of transit shelters that are well lit and clearly visible[11].

Bicycling Infrastructure Safety Concerns

Several participants of focus groups and surveys commented that they would prefer to bicycle in designated bike lanes and multi-use paths that are separated from the roadway. Without safety-focused bicycle infrastructure, many are deterred from selecting bike trips as a commute alternative.

City Response: The 2024 Fife Comprehensive Plan update includes goals and policies to advance the implementation of safe, nonmotorized connections and multimodal transportation. Transportation policy 1.4 in the 2024 Fife Comprehensive Plan states, "Develop comfortable and connected bicycle and pedestrian networks, including multi-use trails separated from roadways."

County Response: Pierce County offers its First Time Riders Guide to help new bicycle commuters plan their bike route and safely and confidently navigate their commute. Pierce County also offers a bike buddy program that allows new riders to test out their route with an experienced companion. These guides and program can be found on, RideTogetherPierce.com.

Transit Service Area

The Saddle Creek and Radiance Homeowners Associations do not have transit service within a half-mile walk. Though there are two bus stops for Pierce Transit route 501 along Valley Ave E within a half-mile radius of Radiance HOA, indirect paths and a lack of nonmotorized connections require residents to walk approximately 1 mile or more to access these stops which may or may not connect workers to worksites. Vanpool service in these areas could aid HOA residents seeking to connect to transit, as well as direct nonmotorized paths that reduce the actual distance commuters need to walk to access bus stops along Valley Ave E.

City Response: The 2024 Fife Comprehensive Plan update includes a goal to "provide a safe, efficient, and well-connected multimodal transportation system that supports mobility for all users." This includes removing barriers to travel and including new street, pedestrian, and bicycle connections as new development occurs.

County Response: Goal T-16.12 of the draft transportation element for the 2024 Comprehensive Plan calls for supporting opportunities to serve or increase transit service to high-employment commercial and industrial centers within the urban growth area.[12]

15. The Transportation Demand Management Technologies Fife Plans to Use to Deliver CTR Services and Strategies

Through Ride Together Pierce, Fife 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. Fife's Local CTR Ordinance

https://www.codepublishing.com/WA/Fife/#!/html/Fife17/Fife1719.html

17. Fife's Financial Plan

a. The Estimated Average Annual Costs

The 2025–2029 CTR Financial Plan for the region is provided as Table 1. Explanatory notes for each activity follow.

Table 1—2025–2029 CTR Financial Plan for Pierce County and the Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place

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
Pierce County Employee Commute Options Program	$92,000
Estimated Annual Total	**$561,000**

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

- **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.
- **Pierce County Employee Commute Options Program** includes transit and vanpool subsidies and staff charges. Does not include city employee commute option program costs.

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

Table 2—Likely Revenue Sources for Funding CTR Plan

Source of Revenue	Estimated Average Annual Revenue
Pierce County	$149,000
Washington State Department of Transportation CTR Formula Funds	$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	$337,000
Total	**$561,000**

18. Fife's Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

The CTR-affected Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place contract with Pierce County for CTR program administration. It is expected that the cities 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

The Pierce County Planning and Public Works Department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.

19. Fife's Implementation Schedule

a. Timeline for Anticipated Projects and Actions

Table 3—Anticipated CTR Projects and Actions

1st Biennium July 2025-June 2027	2nd Biennium July 2027-June 2029
• Provide commute planning and other employee transportation services to Pierce County employees. • 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. • 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 local agencies.	• Provide commute planning and other employee transportation services to Pierce County employees. • 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. • 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 local agencies. • Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for Fife Employees

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

The City of Fife offers compressed work schedules such as a 4/10 schedule allowing employees to reduce the number of days they commute from five to four. The City also offers one to two remote work days to some employees, reducing the number of days they need to commute to the office.

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

a. How the Plan for Fife Employees Reinforces the Success of the Jurisdiction Plan

Jurisdiction Plan

The actions included in the County's commute options employee program indicate the County's commitment to the goals of the CTR Plan. The County'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 County 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 Pierce County.

Alignment with Plans

22. Transit Agencies That Provide Service in Fife

Transit Agencies:

- Pierce Transit
- Sound 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)

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **ORCA Product Assistance:** Increases use of transit service through the ORCA Business Passport program that offers pretax and subsidized transit passes.
- **Engagement in the Planning Process:** Efforts to gather public feedback through an online open house and engaging stakeholders in interviews regarding the CTR plan increases stakeholder awareness of and support for transit and other travel modes. Facilitating workshops on developing CTR plans for jurisdictions helps staff learn how others are promoting and supporting transit use.
- **Instituting Parking Maximums:** Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

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

Several community members participating in surveys and focus groups as part of engagement efforts for the Fife 2024 Comprehensive Plan update highlighted safety as a primary concern for using transit and active transportation options. Respondents revealed that fear of criminal activity and vehicular traffic, coupled with inadequate infrastructure such as inaccessible sidewalks and poorly lit, unsheltered bus stops, significantly discourages transit ridership and active mobility. Several respondents emphasized the urgent need for protective measures such as designated bike lanes, interconnected nonmotorized

paths separated from vehicular traffic, roadway designs conducive to reduced speeds, and enhanced connectivity of sidewalk infrastructure to address these safety challenges.

The 2024 Fife Comprehensive Plan update includes new goals and policies that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to provide safety and efficiency improvements, as well as enhance a well-connected multimodal transportation network that supports mobility for all users.

The Fife Forward 2024 Comprehensive Plan also includes policies that support the implementation of nonmotorized connections to improve access to transit services, bicycle and pedestrian paths separated from roadways, and creating safe routes to schools. Other goals in the 2024 Fife Comprehensive Plan which further the goals of Commute Trip Reduction include:

- Work with transit agencies to ensure integrated and efficient transit service;
- Consider equity, inclusion, and access to opportunity when developing and implementing transportation projects, programs, and actions;
- Promote and develop a transportation system that supports health and well-being;
- Address the transportation impacts to the natural environment in coordination with the policies of the Environmental Element; (including reducing transportation emissions).

As part of Fife's 2024 Comprehensive Plan update, the City has designated the City Center (a Center of Local Importance) as a priority area for focusing dense, transit-oriented growth. The City Center will see increased housing, including affordable housing, around the future site of the Sound Transit Link light rail station to support transit ridership and reduce the need for drive-alone commute trips. These updates support and encourage commute trip reduction, transit-oriented development, and active mobility.

Engagement

26. Stakeholder Engagement

Pierce County developed a series of outreach activities designed to engage members of the community, vulnerable populations, employers, and community-based organizations on behalf of CTR-affected jurisdictions located in Pierce County. The City of Fife partnered with Pierce County in the delivery and promotion of these outreach activities and encouraged residents and employees in Fife to participate. Pierce County offered the following outreach activities:

- Community survey
- Online open house
- Workshops with employers
- Community-based organization interviews
- In addition, Pierce County collected public feedback related to CTR at a variety of in-person community events in 2022-2023.

Pierce County offered a series of engagement activities featuring CTR topics leading up to and continuing throughout development of this CTR Plan. To ensure a wide geographic reach, staff attended community-organized events across Pierce County to engage residents in their communities. Many of the engagement activities were held in conjunction with the update to the Sustainability 2030 Plan. Engagement activities for the Sustainability 2030 plan included tabling at community events, conversations with organizations and partners, and an online open house and survey. Conversation topics relevant to CTR planning included top priorities for transportation and climate impacts and solutions. Additionally, staff held engagement activities specifically for the CTR plan including meetings and interviews with community-based organizations and large employers, an online open house and survey, and an online draft CTR Plan public comment period. Broadly, CTR engagement activities included:

- Tabling at 24 community events, 2022–2023
- Meetings with employers, city staff, transit agencies, and the Pierce County Senior Counsel for Tribal Relations, 2023–2024
- Online open house and surveys, spring 2024
- Community-based organization interviews, spring 2024
- Public comments on the draft CTR Plan, summer 2024

a. Who We Talked To

Of the public comment survey responses, 0 responses indicated they live in the City of Fife and 0 work in Fife.

Four of the online open house participants indicated they live or work in Fife.

Community Members/Pierce County Residents

- Sustainability 2030 Plan Tabling Events

  – Communities in Bethel/Spanaway, Fife, Key Peninsula, Lakewood, Orting, Parkland, Prairie Ridge, Puyallup, South Hill, Sumner, Tacoma, University Place, and unincorporated Pierce County

- Pierce County Comprehensive Plan Scoping Survey
- Online Community Member Survey

  – Pierce County residents and workers

- Commute Trip Reduction Online Open House, Phases 1 and 2

  – Respondents living and working in Auburn, Bonney Lake, Buckley, Carbonado, DuPont, Eatonville, Edgewood, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Milton, Orting, Roy, Ruston, South Prairie, Steilacoom, Sumner, and Wilkeson

Employers, City Staff, Tribal Relations, and Transit Agencies

- **Employee Transportation Coordinator Network Event**

  – Cities of DuPont, Fife, Gig Harbor, and Tacoma; AGEISS; Apex Companies; Clover Park Technical College; Washington State Department of Social and Health Services (DSHS) Child Study and Treatment Center; Greater Lakes Mental Healthcare; InfoBlox; Kaiser Permanente Washington; Pacific Lutheran University; Pierce County; Pierce Transit; Sekisui Aerospace; Sound Transit; Tacoma-Pierce Health Department; University of Washington Tacoma; and Virginia Mason Franciscan Hospital

- **Partner Visioning Meeting**

  – Cities of DuPont, Fife, Gig Harbor, and Tacoma; Climate Pierce County; Clover Park Technical College; DSHS Child Study and Treatment Center; Downtown On the Go; ForeverGreen Trails; JBLM Madigan Army Medical Center; Kaiser Permanente Washington; Pierce County; Pierce Transit; Second Cycle; Toray Composite Materials America; and University of Washington Tacoma

- **Pierce County Senior Counsel for Tribal Relations Interview**

  – Informational emails with requests to meet were sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island Tribes

- **Employer Interviews**

– DSHS Child Study and Treatment Center, Toray Composite Materials America, MultiCare Health System, and Virginia Mason Franciscan Hospital

- **Transit Agency Outreach/Interviews**

  – Pierce Transit, Intercity Transit, and Sound Transit

Organizations that work with Communities

- Interviews with ForeverGreen Trails, YMCA of Pierce and Kitsap Counties, and Tacoma-Pierce Health Department

Pierce County Transportation Advisory Commission

- CTR Plan presentation and comment collection

b. When the City of Fife Talked to Them

Community Members/Pierce County Residents

- **Tabling Events:** Tree Giveaway 3/21/2022 and 3/25/2023; South Sound Sustainability Expo 4/16/2022; Spring Garden Fest 5/21/2022; Parkland National Night Out 8/2/2022; Trails Conference 9/29/2022; Summer Brain Health Event 10/8/2022; Thriftapalooza 11/5/2022 and 3/25/2023; South Hill Library 12/12/2022; Safe Streets 4/25/2023, 5/1/2023, 5/17/2023, 6/9/2023, 6/17/2023, 7/25/2023, and 7/28/2023; Orting Library Climate Change Display 5/2/2023; Pipeline Trail Party 5/20/2023; Kids Kraze 6/10/2023; Lakewood Summer Fest 7/15/2023.
- **Pierce County Comprehensive Plan Scoping Survey:** Fall 2022
- **Online Community Member Survey:** February–April 2024.
- **Commute Trip Reduction Plan Online Open House:** April–May 2024.

Employers, City Staff, Tribal Relations, and Transit Agencies

- **ETC Network Event:** 10/17/2023.
- **Partner Visioning Meeting:** 1/19/2024.
- **Pierce County Senior Counsel for Tribal Relations Interview:** 3/8/2024.

  – Information and requests to engage emails sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island Tribes, 3/15/24 and 5/3/24

- **Employer Interviews:** MultiCare Health System and Virginia Mason Franciscan Hospital 5/6/2024; DSHS Child Study and Treatment Center 5/7/2024; Toray Composite Materials America 5/15/2024.
- **Transit Agency Outreach and Interviews:** April 2024.

Organizations that work with Communities

- **Interviews:** ForeverGreen Trails 3/19/2024; Tacoma-Pierce Health Department 4/1/2024; YMCA of Pierce and Kitsap Counties 4/18/2024.

Pierce County Transportation Advisory Commission

- **CTR Plan Presentation:** 5/23/2024.

Pierce County collected public feedback on CTR at the following events:

- Tree Giveaway, held in South Hill on 3/21/2022
- South Sound Sustainability Expo, held in Tacoma on 4/16/2022
- Spring Garden Fest, held in Tacoma on 5/21/2022
- Parkland National Night Out, held in Parkland on 8/2/2022
- Trails Conference, held in University Place on 9/29/2022
- Sumner Brain Health Event, held in Sumner on 10/8/2022
- Thriftapalooza, held in Puyallup on 11/5/2022
- South Hill Library: Teen Corner Climate Impacts Display, held in South Hill on 12/12/2022
- Tree Giveaway, held in Parkland on 3/25/2023
- South Sound Sustainability Expo, held in Tacoma on 4/22/2023
- Safe Streets: Washington High School Youth Leading Change, held in Parkland on 4/25/2023
- Safe Streets: Red Barn Youth Center, held in Key Peninsula on 5/1/2023
- Orting Library Climate Change Display, held in Orting on 5/2/2023
- Safe Streets: Pacific Islander Health Board of WA, held in Fife on 5/17/2023
- Pipeline Trail Party, held in Tacoma on 5/20/2023
- Safe Streets: Bethel Community Services, held in Bethel/Spanaway on 6/9/2023
- Kids Kraze, held in University Place on 6/10/2023
- Safe Streets: Peace, Understanding, Love, Loyalty Coalition, held in Tacoma on 6/17/2023
- Lakewood Summer Fest, held in Lakewood on 7/15/2023
- Safe Streets: Puget Sound Educational School District Latinx Family Advocacy Group, held in Prairie Ridge on 7/25/2023
- Safe Streets: DeMark Apartments and Pierce County Housing Authority, held in Unincorporated Tacoma on 7/28/2023

c. What Stakeholders Said

Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County Sustainable 2030 Plan staff. The following summary of comments received at tabling events, grouped by the event location, were reviewed for the CTR Plan.

Fife – Create public transportation routes that serve working-class and poor communities. – Improve safety on transit systems. – Offer vouchers for low-income, disabled, homeless, vulnerable community members. – Provide carpooling incentives.

Pierce County Comprehensive Plan Scoping Survey

- When asked "Which alternatives to a car would you consider using at least once a week if comfortable, convenient, and safe?," 46.2 percent of respondents reported that they would walk, followed by 36.3 to 39.2 percent said that they would ride the bus or rail.

- When asked "In safe and comfortable walking conditions, how far are you willing to walk to a destination such as your work, a transit stop, or a place to do errands?," 26.7 percent of respondents reported that they would walk .5 to 1 mile, 29.6 percent reported that they would walk .25 to .5 miles and 31 percent reported that they would walk less than 1/4 mile.

Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter subscribers, promoted on Ride Together Pierce's social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bicycle infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage commuting by bicycle. A few respondents expressed interest in programs focused on bicycle safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared observations that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sound Transit Sounder commuter trains or access to Sound Transit Link light rail. Multiple respondents emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

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 ride-share matching and formation.
- Adding earlier or later transit routes and improving the Emergency Ride Home program27 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).

Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

Employer and Tribal Relations Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could more effectively reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Elder and veteran transportation needs are not being met. This may include mobility and access issues and first/last mile route planning.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.
- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribal treaty rights.
- No responses were received from the informational and engagement request emails sent to the Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes.

Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and

frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted reduced ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies. For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost to employers who provide ORCA Passport Programs to their employees. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

Organizations that work with Communities Interviews

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.
- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads. Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
    - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using a mobility device, but often the budgets aren't fully utilized.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.

- There are not enough protected or connected bicycle lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County which makes driving seem like an economical and easy choice.

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit.
- Ride Together Pierce's programming and incentives can help communities to embrace heathier practices such as active mobility and reducing emissions from driving alone. This can help with developing Blue Zones, a project that encourages changes in the local community that leads to healthier options for community participants.

Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters, and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.
- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How Stakeholders' Comments Influenced the Plan

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage

residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish. To support these interests, the County will:

  - Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.

  - Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.

- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home. To support these interests:

- Pierce County will look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.

  - Pierce County will promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.

  - Pierce County will promote its online telework toolkit to businesses and school career centers.

- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a scooter or skateboard, and work from home. To help support these modes Pierce County will provide:

  - Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.

  - Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.

  - Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.

  - Work from home: online telework toolkit for businesses, managers, and teleworkers.

- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle. To address these barriers, Pierce County will:

  - Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies

– Provide transit riding classes and field trips to help grow rider confidence.

– Address rider safety concerns by providing transit agency safety information to commuters.

– Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.

– Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.

- During the Employer Network and Employer Interviews, Employee Transportation Coordinators discussed what was working and areas where their CTR programs could use additional support from the County and cities. Ideas that were mentioned included an employer and employee spotlight, assisting with ridematching, improving the Emergency Ride Home program, offering subsidies for commuter and safety gear, on-site promotions, and more printed materials for employees who do not computer-based jobs. To address these concerns, Pierce County will:

  – Spotlight individual employer efforts when promoting Best Commuter Business honorees and continue listing quarterly Employee Transportation Coordinator kudo recipients on the Ride Together Pierce webpage.

  – Support employer efforts to conduct personalized ridematching efforts or events to help form carpools and vanpools.

  – Improve access to the Emergency Ride Home program by adding an e-voucher payment option to the already provided reimbursement process.

  – Provide employers access to free bicycle helmets and ORCA cards loaded with transit fare to offer to their employees. We will investigate grant opportunities to fund other safety gear, incentives, and bike racks.

  – In addition to the posters, rack cards and flyers provided to employers to post around their worksite, Pierce County will add QR codes to printed materials, and also develop tabletop tents that can be displayed in employee break rooms and other locations.

- The Transportation Advisory Commission raised many points that will aid the success of future CTR work. Pierce County will continue seeking grant opportunities to address some the raised points:

  – Work to connect CTR-affected employers with non-CTR-affected employers to help widen the pool for forming carpools and vanpools.

  – Improve services at transportation hubs.

  – Work with high schools and colleges and universities to develop CTR program for staff, faculty and students.

27. Vulnerable Populations Considered

Staff identified vulnerable populations by using the Washington Environmental Health Disparities map and Pierce County's Equity Index. The highest environmental health disparity scores and lowest equity index scores are most prevalent along the I-5 corridor.

The feedback provided by community-based organization interviews that serve families, youth and vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.

28. Engagement Focused on Vulnerable Populations

a. Who did we talk to?

As part of the Sustainability 2030 Plan engagement efforts, staff held several focus groups that were led by Safe Streets, a grassroots organization that unites and inspires neighbors, youth, and businesses to build safe, healthy, and thriving communities. The CTR Plan reviewed the transportation comments received at the focus groups to help inform plan strategies. These focus groups were held at:

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we talk to them?

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).
- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).
- Bethel Community Services (Safe Streets tabling event in Bethel/Spanaway on 6/9/23).

c. What Stakeholders Said

- Pacific Islander Health Board of WA
  - Create public transportation routes that focus on working-class and poor communities.
  - Improve safety on transit systems.
  - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
  - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
  - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
  - Provide better carpooling and public transportation to meet the needs of low-income communities.
- Puget Sound Educational School District Latinx Family Advocacy Group
  - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.
  - We need public transportation in the Bonney Lake community.
  - We need more bikes or to walk to places that are nearby.
- DeMark Apartments w/Pierce County Housing Authority
  - Climate change is going to change no matter what. Where it would make a difference is in construction. Transporting workers and waste from construction.
  - Create an electric bike program for low-income riders.
  - Redesign main streets with more bike lanes and sidewalks.
  - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
  - We need more public transportation for older people.
- Bethel Community Services
  - Provide electric and free buses to reduce traffic.
  - Make areas more walkable.
  - If public transportation were better—such as an electric bus that could go on certain roads not available to the public—it would incentivize people to use it instead of cars.
  - Provide affordable eco-friendly cars and buses.

d. How did what they say influence the plan?

Several employers and attendees at tabling events suggested providing outreach classes and information in Spanish. Pierce County provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer. Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Pierce County will make ORCA cards loaded with transit fares available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. Employers' Suggestions to Make CTR More Effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews 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. Results of Engagement Focused on Vulnerable Populations that Will Be Provided for Use in Comprehensive Plan and Transit Plan Updates

Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone

trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes new Goals T4A-T4A.3, that recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed feeling unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or lows cost ORCA cards, and investment in transit amenities and rider safety should be prioritized in the comprehensive plan update.

These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.

Regional Transportation Planning Organization CTR Plan Review

The City of Fife provided the 2025-2029 CTR Plan to Puget Sound Regional Council (PSRC) for review on September 20, 2024.

PSRC Comments:

References

AAA. 2000. *Example Reference with Full Title of Work from Title Page of the Document.* No. 00-000-0000. American Automobile Agency. Month DD.

Appendixes

Appendix A

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Appendix B

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Appendix C

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Appendix D

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