



South Pierce

Multimodal Connectivity Study

Online Open House and Questionnaire Summary

Dec. 1-16, 2022



Executive Summary

Overview

The Washington State Legislature directed the Washington State Department of Transportation to perform a planning study that looks at the need for additional connectivity in the area between State Routes 161, 7, 507 and Interstate 5 in south Pierce County. Called the South Pierce Multimodal Connectivity Study, this study will also look at the need for more connectivity in the area between SR 162, south of Military Road East, and north of Orting.

Study community engagement

As part of the study, WSDOT hosted an online open house and community questionnaire to inform the public about the study and collect their input to inform near-, mid- and long-term strategies to address the multimodal transportation gaps that exist within the study area.

Between Dec. 1 and 16, 2022, 5,356 individuals visited the online open house and 1,574 people completed the questionnaire.

Key takeaways

The questionnaire included both multiple choice and open-ended questions. Several priorities, challenges and possible solutions emerged from community responses. Key takeaways include:



The leading challenges for respondents included north-south roadway congestion on state routes, few east-west highways to connect to other routes, and lack of connectivity options when I-5 or other state highways are closed or at capacity.



The top three suggestions to improve travel for people biking, walking, and rolling included adding missing sidewalks, improving lighting, and providing more separation between vehicles and those biking, walking, and rolling.



The top three suggestions to improve travel for people taking bus transit were more or new transit routes, separate transit lanes and more frequent transit service on existing routes. In write-in comments, respondents expressed a preference for expanding transit service to areas not currently served.



When asked about top strategies to improve vehicle travel, respondents were nearly evenly split, identifying matching population growth with transportation improvements, roadway widening, improved intersection operations, and new roadway connections.

Introduction

Overview

People who live, work, or travel in south Pierce County use state and local north-south roads, such as State Routes 7, 161, 162 and 507. People traveling in the area experience delays throughout the day. Additionally, people driving in south Pierce County have no direct connection to Interstate 5 between SR 512 and SR 510, and very few east-west highway connections other than SR 702. The area also has limited options for people walking, rolling, biking, or taking transit.

The Washington State Legislature directed WSDOT to perform a study that looks at the need for additional connectivity in the area between SR 161, SR 7, SR 507 and I-5 in south Pierce County. Called the South Pierce Multimodal Connectivity Study, this study will also look at the need for more connectivity in the area between SR 162, south of Military Road East, and north of Orting.

This study will address key priorities of reducing potential for crashes, enhancing multimodal travel options, and improving east-west connectivity.

Study community engagement

As part of the study, WSDOT hosted an online open house and community questionnaire between Dec.1 and 16, 2022. The online open house was designed to inform the public about the study and collect community input which will inform near-, mid- and long-term strategies to address the transportation gaps that exist within the study area.

When visiting the online open house, participants could:

- Learn about why WSDOT is conducting the study
- Review study area maps
- Review data about existing transportation conditions
- Provide input on the issues that they experience while traveling and their priorities for the study area

WSDOT provided the online open house and questionnaire in English, Khmer, Korean and Spanish. A copy of the online open house and questionnaire can be found in Appendix A of this document.

Goals of online open house

The following goals guided the study's online open house engagement:

- Promote awareness about the study, the study process, and its purpose and need.
- Collect community input to identify issues, concerns and priorities that will inform the development of the study and its strategies.

Community context

In September 2022, a few months prior to when WSDOT made this online open house and questionnaire available to the community, the Commercial Aviation Coordinating Commission proposed three greenfield sites as possible locations for a new commercial airport. Two proposed sites are located in the study area, roughly in south Graham and Eatonville (overlapping SR 161) and south of Elk Plain (overlapping SR 7 and SR 702). The announcement of these potential airport sites spurred many comments from the community in the questionnaire and is reflected in write-in responses.

Online open house promotions

WSDOT is committed to conducting an inclusive planning process that aims to break down barriers to involvement for all members of the community. The study team shared information about the online open house and questionnaire through a number of channels to varied audiences and communities.

Outreach method	Promotion details
Flyer	Study team distributed printed flyers to 22 community sites across the corridor (available in English, Korean, Khmer, and Spanish). Community sites included community centers, libraries, social service centers and ethnic grocery stores.
Schools	WSDOT shared information through PeachJar, an online service that partners with local schools. The flyer was made available to parents and guardians of students attending the Bethel, Puyallup, Franklin Pierce and Orting school districts. WSDOT staff also sent the flyer via email to the Chief Leschi School District communications office.
Social media	WSDOT shared the online open house on its social media accounts on Dec. 1, 5, 9 and 14. Twitter posts received 12,000 impressions and over 300 engagements. Facebook posts received over 220 comments and 305 likes. The TikTok post received 230 likes and 29 comments.
Media release	WSDOT sent a media release via GovDelivery to 5,851 subscribers on Dec. 1.
Tacoma News Tribune interview	Tacoma News Tribune published an article on Dec. 9 about the study. This article was sent to the Tacoma News Tribune online subscribers and printed in their newspaper.
Pierce County Council District 6 email	Pierce County Councilmember Jani Hitchen’s office shared study information via an e-newsletter to the communities of Parkland, DuPont, Lakewood, Steilacoom, Joint Base Lewis McChord, Anderson and Ketron Islands.
Emails to community-based organizations	The study team emailed a list of more than 100 community-based organizations and interest groups information about the online open house and questionnaire on Dec. 1 and Dec. 14.

WSDOT

Comparta sus comentarios

Estudio de conectividad multimodal de Pierce Sur

El Washington State Department of Transportation está dirigiendo un estudio de conectividad multimodal en el sur del condado de Pierce.

¡QUEREMOS CONOCER SU OPINIÓN!
 Visite engage.wsdot.wa.gov y seleccione **Estudio de conectividad multimodal de Pierce Sur**.
 Vea la jornada de puertas abiertas en línea y comparta sus comentarios del 1 al 16 de diciembre de 2022.




PARA OBTENER MÁS INFORMACIÓN
 Nazmul Alam, equipo de estudio del WSDOT | 360-357-2706 | Nazmul.Alam@wsdot.wa.gov
wsdot.wa.gov/construction-planning/search-studies/south-pierce-multimodal-connectivity-study



Photo 1: Flier in Spanish used to promote online open house.

WSDOT
 Yesterday at 12:19 PM

Hey south Pierce County communities of Parkland, Spanaway, Puyallup, Graham, South Hill, Orting, Eatonville and places in-between...we need your feedback! We're looking for ways - both near- and long-term - to improve safety, make enhancements for all modes of travel and improve east-west connectivity on several highways in those areas.
 Please take a few minutes to review the online open house through Dec. 16 and fill out the feedback section. Your input is vital for this study so while you're welcome to post in the comments, please do also share your thoughts via the open house.
<https://engage.wsdot.wa.gov/south-pierce-multimodal.../>



Washington State DOT Retweeted

WSDOT Tacoma @wsdot_tacoma · 23m

Do you use SR 7, SR 161, SR 162, SR 507 and others in south @PierceCo ? We need your feedback! Please view our online open house Dec. 1-16 and fill out the feedback section! Your input is vital for this study!
engage.wsdot.wa.gov/south-pierce-m...



Photo 2 & 3: WSDOT Facebook and Twitter posts promoting the online open house.

Participation

The online open house, hosted on the engage.wsdot.wa.gov platform, was live from Dec. 1 – 16. It consisted of 21 questions and optional demographic questions. The online open house was offered in Khmer, Korean, Spanish, and English.

Activity

Between Dec. 1 and 16, 5,356 individuals visited the online open house. The website received more than 14,900 total pageviews (the total number of times all pages were viewed). The website received 80 pageviews in Khmer, 52 pageviews in Spanish, and 44 pageviews in Korean.

1,574 people completed the questionnaire. The majority of questionnaire responses were in English, with one response each in Korean and Spanish.

Audiences

The top three zip codes we heard from were from Graham (98338), Spanaway/Elk Plain (98387) and Orting (98360).

A majority of participants identify as Caucasian (71%), followed by Asian (4%), American Indian/Alaska Native (3%), Black or African American (2%), Other (2%), and Native Hawaiian/Pacific Islander (1%). Seventeen percent of respondents chose not to disclose their racial identity. About five percent of respondents identified their ethnicity as Hispanic or Latino.

The top three languages spoken at home by questionnaire participants include: English only (89%), Spanish (4%), and 'Other' (3%).

The top age ranges of participants were 35-44 (24%), 45-54 (20%), and 55-64 (16%).

A majority of participants identified as not having a disability (75%), while 11% identified as having a disability.

Key themes

The format of the questionnaire included both multiple choice questions and options for writing in answers. This questionnaire is not considered a scientific or statistically significant poll. The robust input provided by the community leads to a number of themes, both in terms of priorities and challenges, and possible solutions.

Priorities and Challenges

The questionnaire included several multiple-choice questions. Several priorities, challenges and possible solutions emerged from community responses.



The leading challenges for respondents included north-south roadway congestion on state routes, few east-west highways to connect to other routes, and lack of connectivity options when I-5 or other state highways are closed or at capacity.



The top three suggestions to improve travel for people biking, walking, and rolling included adding missing sidewalks, improving lighting, and providing more separation between vehicles and those biking, walking, and rolling.



The top three suggestions to improve travel for people taking bus transit were more or new transit routes, separate transit lanes and more frequent transit service on existing routes.



When asked about top strategies to improve vehicle travel, respondents were nearly evenly split, identifying matching population growth with transportation improvements, roadway widening, improved intersection operations, and new roadway connections.

Additional Themes

A variety of themes emerged in the responses, including those with multiple-choice 'other' (write-in) and open-response questions:

Build capacity: Responses included suggestions to add travel lanes, turn lanes, and/or shoulders. State Route 162 was most frequently mentioned as a location that would benefit from capacity improvements. SR 161 and SR 7 were also mentioned for capacity improvements.

Addressing mobility: Many respondents suggested implementing intersection signal timing and synchronization to address congestion in the write-in comments.

Multimodal options: Across multiple questions, respondents expressed a strong desire for multimodal options, especially for people walking and rolling and taking transit. There were also some responses in opposition to these improvements. Safety concerns for people walking and rolling and taking transit were frequently mentioned. Generally, the safety concerns were focused on safe routes to school for children, lighting, and crosswalks. There was also concern about safety and security for those taking transit and at Park n Ride locations.

Modal separation: Some respondents expressed a desire for bike lanes or bike separation, keeping those walking and biking off the roads, and/or transit only lanes.

No change: Some respondents commented that they did not see any issues to fix, they want to keep their community rural, and/or prefer less development. These types of responses came up across multiple write-in questions.

Growth-minded infrastructure: Many comments expressed concern about recent, ongoing, or planned housing development. Some respondents wanted to see the pace of development slowed until sufficient infrastructure improvements can be incorporated. A desire for planning around future growth was expressed.

Expand transit service: Some respondents preferred to expand transit service to areas not currently served. A number of respondents highlighted Orting and 224th Street East as areas they would like to see service expanded, as well as the state routes. Others said they wanted more frequent service and reliable service on existing routes.

Safety on transit and at facilities: Some respondents expressed a desire for safety improvements on transit and transit facilities. These included safety improvements on buses, at Park & Ride locations, and bus stations. Several respondents noted that they would like to see improved lighting and separation from vehicles at bus stations.

New roadway connections: Some respondents suggested connecting roadways to improve mobility. Specifically, respondents suggested extending Canyon Road to 224th Street, creating more east-west connections, and creating easier ways to access I-5.

Road maintenance: Respondents expressed a desire for improved road maintenance in the study area. This included improvements such as fixing potholes, restriping lanes and adding reflectors.

Appendix B of the report includes an analysis of responses broken out by the four geographic subareas. To several questions, responses from people in the South subarea differed from those of people in the other subareas. Examples that illustrate this include:

- When asked “how likely would you take transit regularly if offered in your area?”, the majority of respondents who live in the South subarea said, “Not likely”. The majority of the Central, SR 7 and 161/162 subarea residents selected “Likely”.
- When asked “if you had the option to travel by train, would you?”, only respondents from the South subarea responded with a majority “No”.
- When asked about suggested improvements for people walking, biking and rolling, a majority of respondents from the other subareas indicated adding missing sidewalks as a top priority. However, for the South Subarea, a majority of respondents indicated improving lighting as their top priority.

Additional notable highlights from this analysis include:

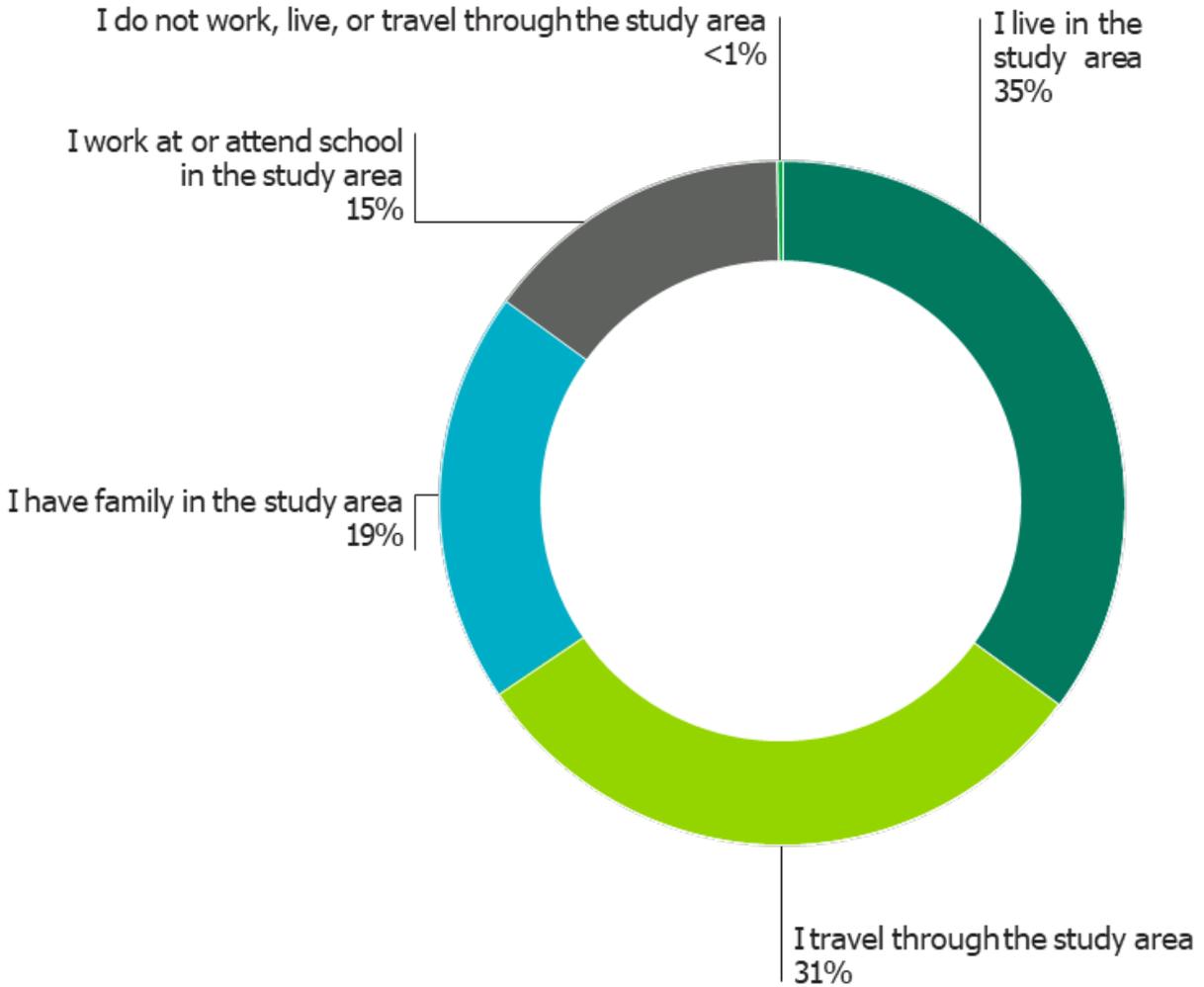
- When asked about suggested improvements for people traveling around by car, rideshare, vanpool or other vehicles:
 - Most of the respondents from the SR 7 and SR 161/162 subareas selected “matching growth with transportation improvements”.
 - The majority of the South subarea respondents selected “roadway widening”.
 - The majority of Central subarea respondents selected “new roadway connections”.
- When asked to rank challenges for traveling around the study area, all four subareas ranked the challenges in the same order.

Please see Appendix B for details.

Questionnaire results

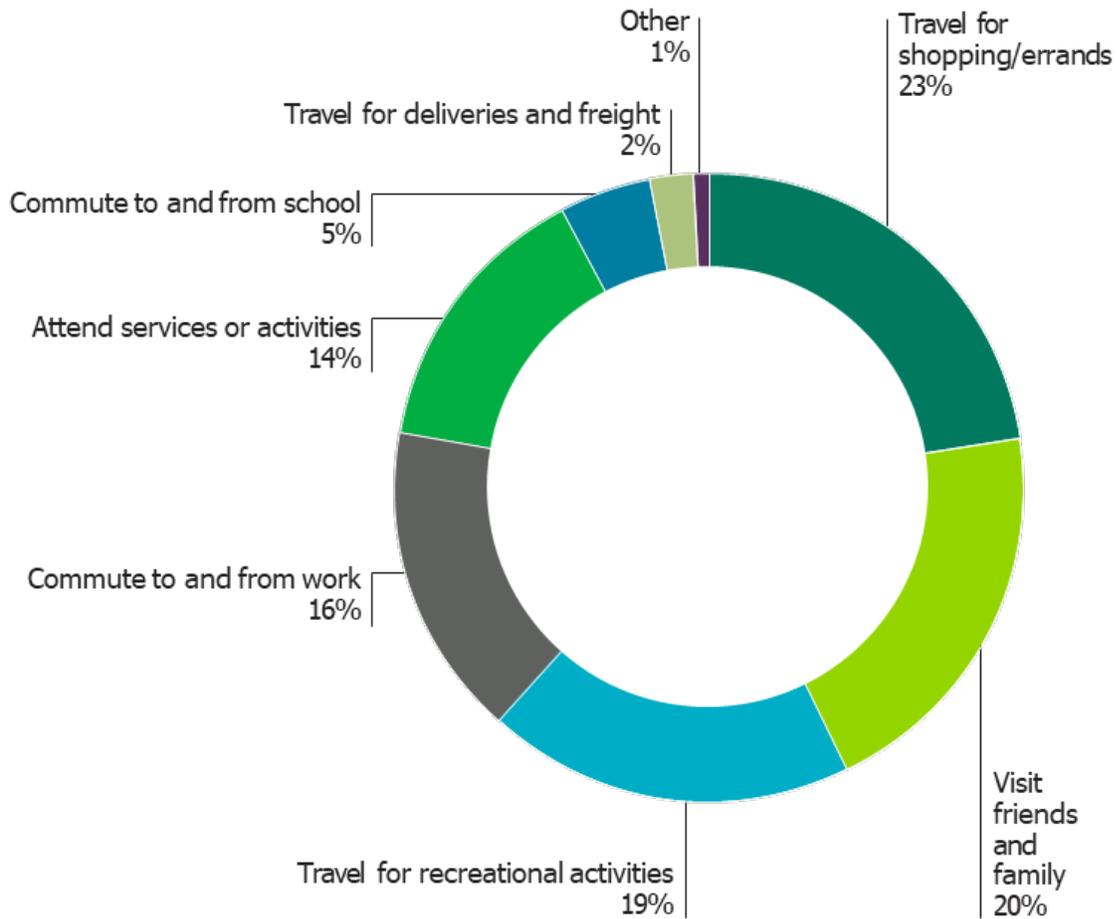
This questionnaire represents community input to inform the South Pierce Multimodal Connectivity Study. It is not considered a scientific, statistically significant survey.

Question 1 | What best describes you? Select all that apply:



Answer	Tally	Percent
I live in the study area	1238	35%
I travel through the study area	1077	31%
I have family in the study area	685	19%
I work at or attend school in the study area	518	15%
I do not work, live or travel through the study area	8	<1%

Question 2 | What types of trips do you take in the study area? Select all that apply:

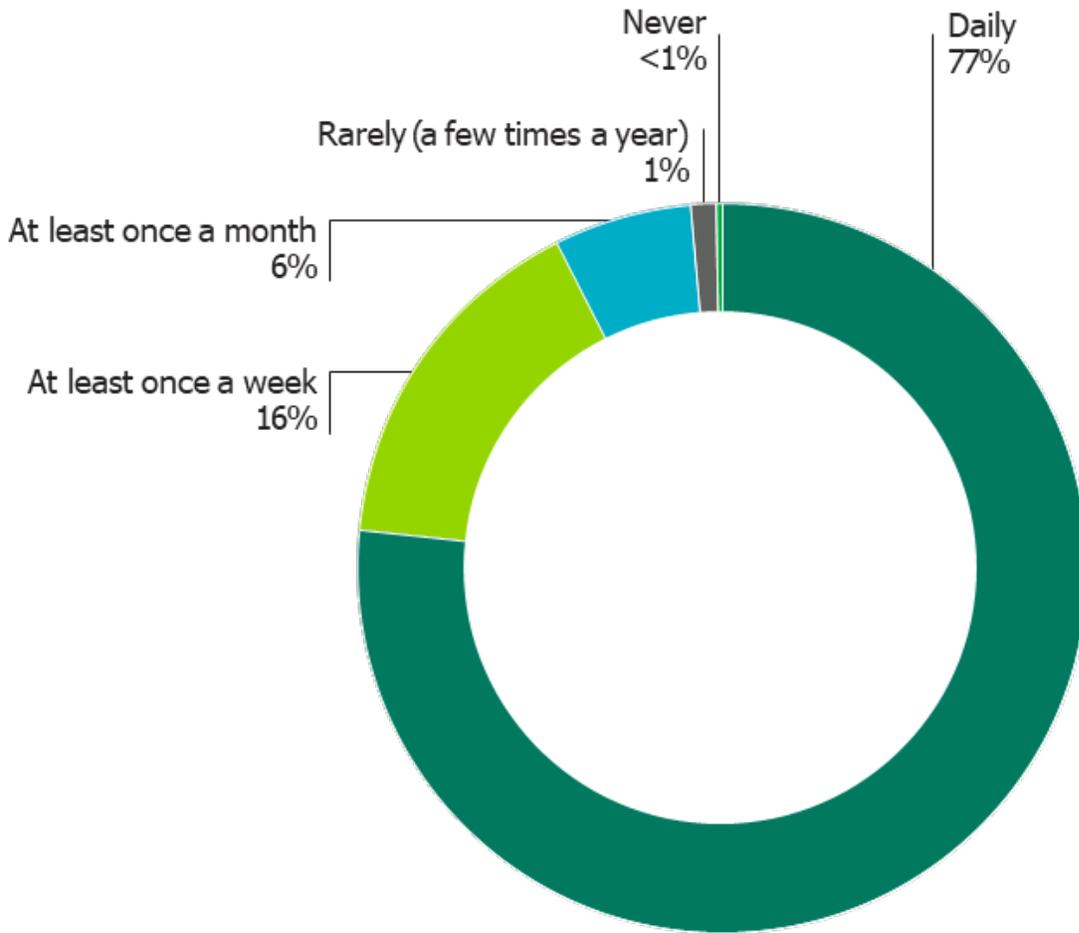


Answer	Tally	Percent
Travel for shopping/errands	1394	23%
Visit friends and family	1247	20%
Travel for recreational activities	1170	19%
Commute to and from work	999	16%
Attend services or activities	887	14%
Commute to and from school	286	5%
Travel for deliveries and freight	130	2%
Other	50	1%

The top three types of trips that respondents took in the area were: travel for shopping or errands, visiting friends and family, and travel for recreational activities.

Of the 1 percent of respondents who chose 'Other,' many specified that they took trips for work-related activities other than commuting to and from work. Several respondents also noted that they traveled in the area to medical appointments and to take care of family members.

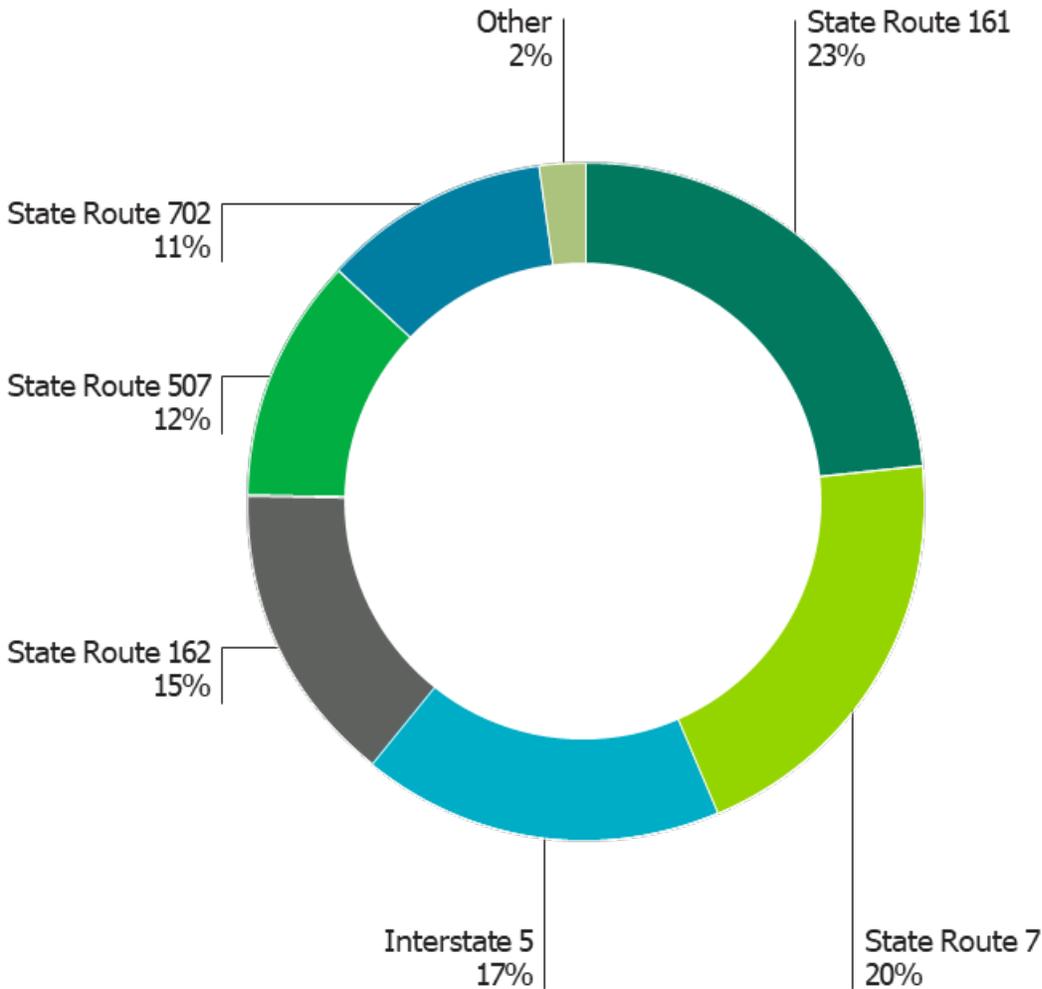
Question 3 | How often do you travel around or through the study area? Select one:



Answer	Tally	Percent
Daily	1202	77%
At least once a week	248	16%
At least once a month	92	6%
Rarely (a few times a year)	20	1%
Never	1	<1%
Total	1563	100%

A majority of respondents indicate they travel around or through the study area daily. Less than 1 percent indicated they never travel through the area.

Question 4 | Which study area state route(s) do you travel on regularly? Select all that apply:

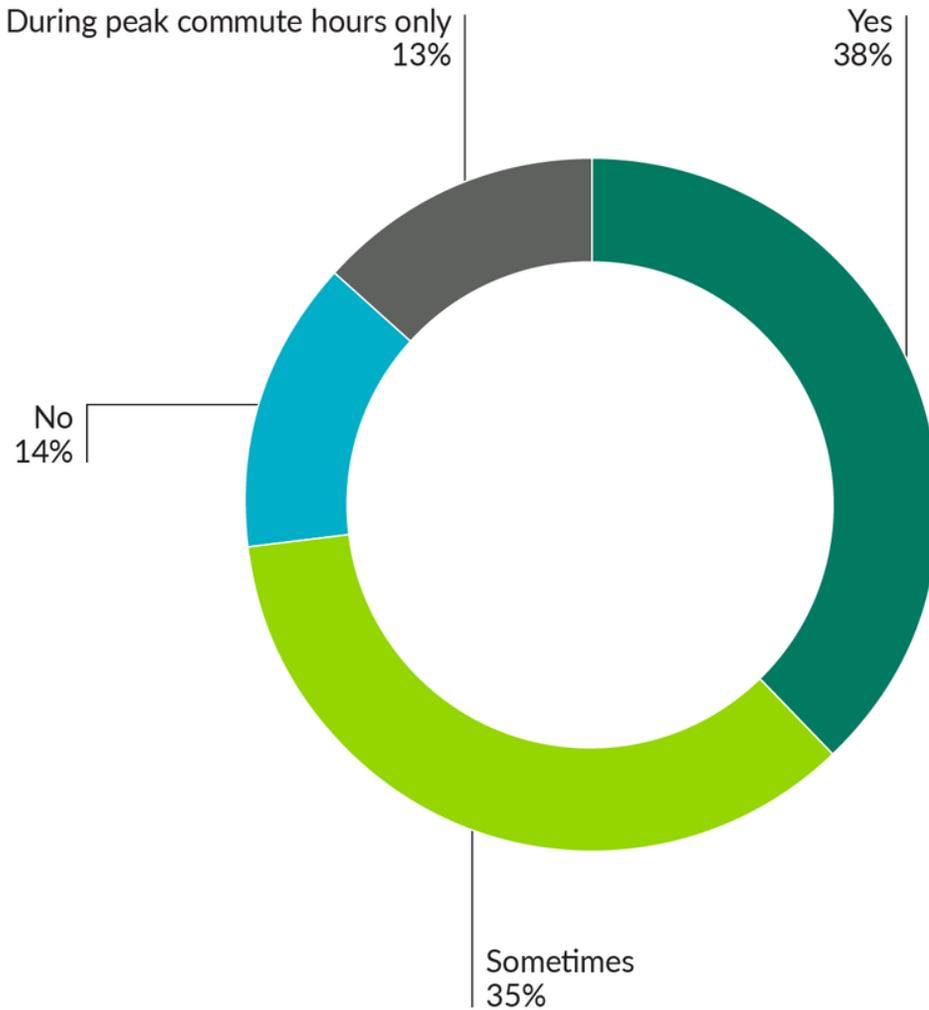


Answer	Tally	Percent
State Route 161	1160	23%
State Route 7	1003	20%
Interstate 5	843	17%
State Route 162	725	15%
State Route 507	570	12%
State Route 702	534	11%
Other	105	2%

The top three routes that respondents reported traveling on regularly were: State Route 161, State Route 7, and Interstate 5.

About two percent of respondents selected 'Other' and had the ability to write something. They most frequently shared that they regularly traveled on Canyon Road East, State Route 167, and State Route 512.

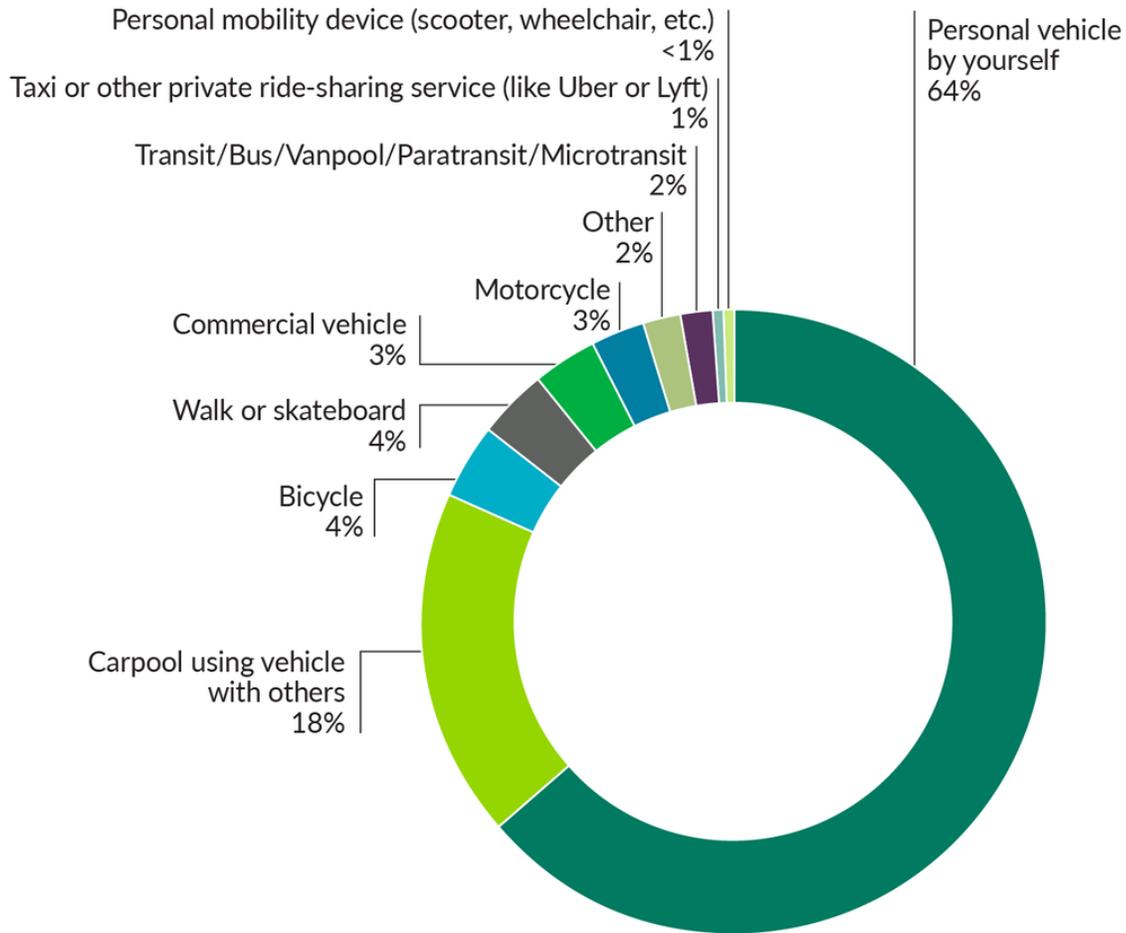
Question 5 | Do you take an alternate route to avoid traveling on any of the state highways listed above? Select one:



Answer	Tally	Percent
Yes	591	38%
Sometimes	549	35%
No	214	14%
During peak commute hours only	204	13%
Total	1558	100%

A majority of respondents indicated that they take alternate routes to avoid state highways most of the time or sometimes.

Question 6 | What are the main ways you get around the study area? Select all that apply:



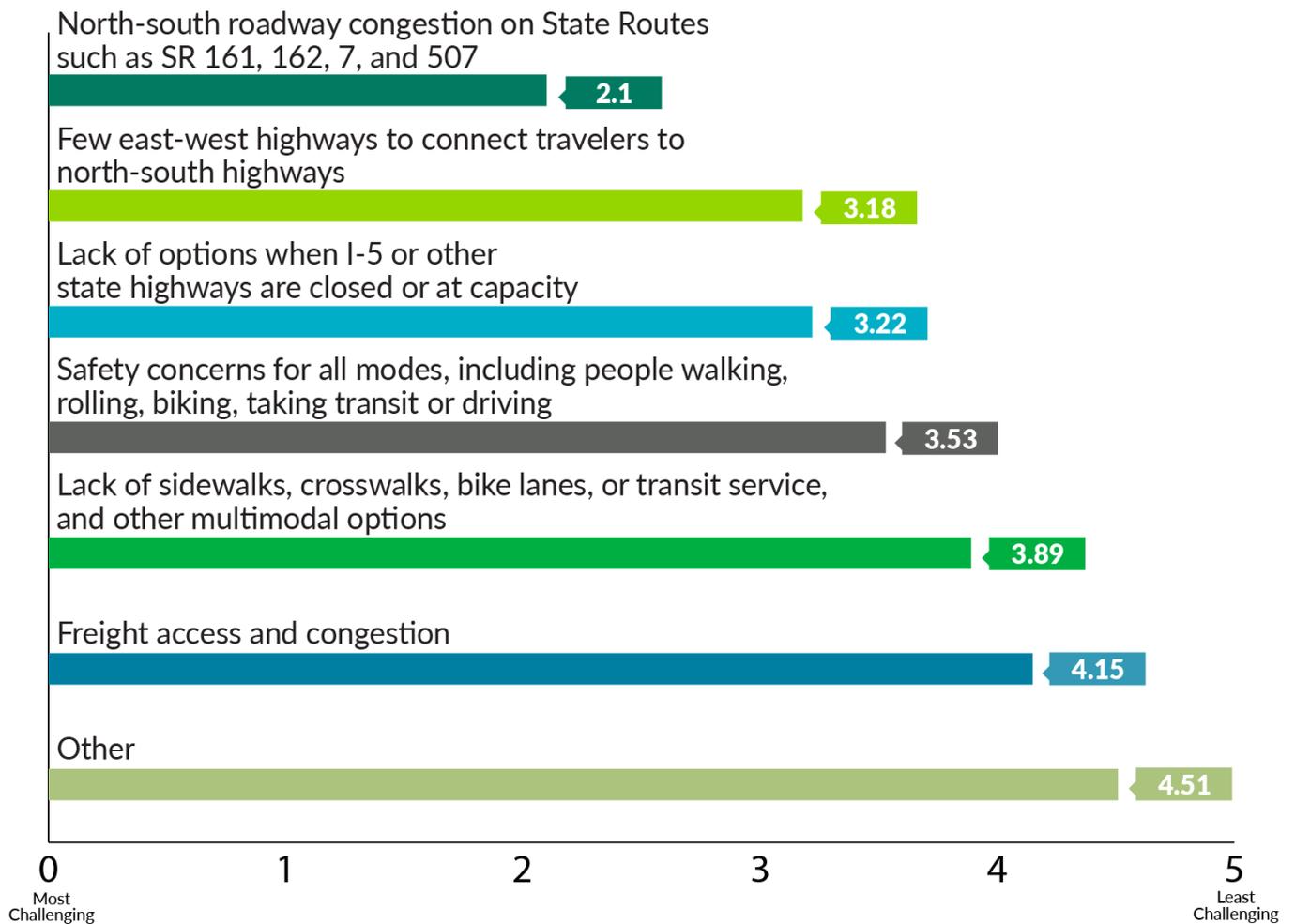
Answer	Tally	Percent
Personal vehicle by yourself	1492	64%
Carpool using vehicle with others	425	18%
Bicycle	88	4%
Walk or skateboard	85	4%
Commercial vehicle	79	3%
Motorcycle	68	3%
Other	42	2%
Transit/Bus/Vanpool/Paratransit/Microtransit	39	2%
Taxi or other private ride-sharing service (like Uber or Lyft)	15	1%
Personal mobility device (scooter, wheelchair, etc.)	9	<1%

A majority of respondents said they drive a personal vehicle by themselves or carpool in a vehicle with others.

Question 7 | What are the biggest challenges for you when you travel around south Pierce County? Rank 1 being your biggest challenge and 7 being the least challenging.

Note: For every individual that answered this question, they provided a ranking from 1 to 7. As you'd expect, the responses vary from person to person. Looking at the population of respondents overall, we've taken the average of each option to help us understand where it falls relative to the set of options. Those answers with the lowest average ranking reflect the biggest challenges.

AVERAGE RANKING

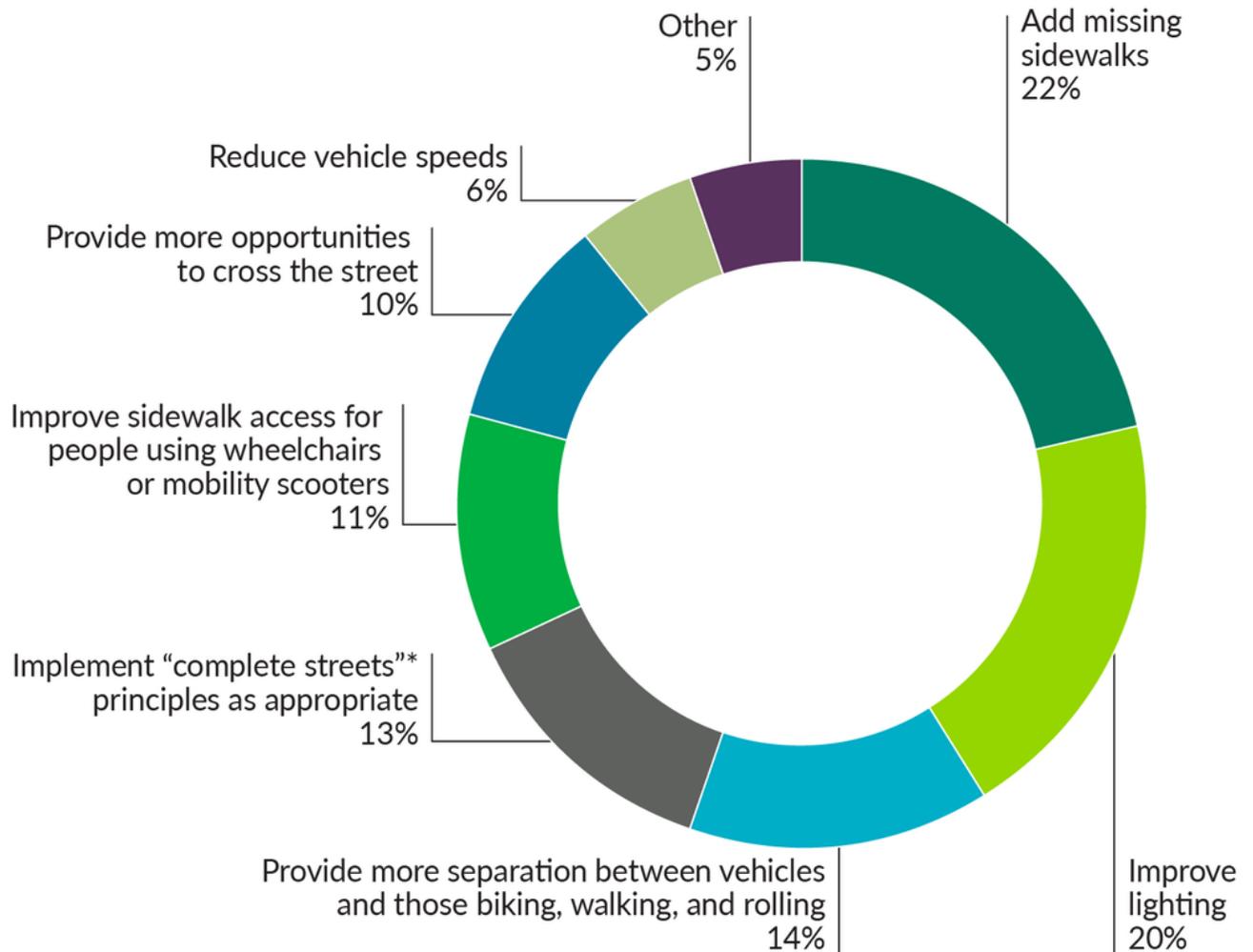


*see standard deviations in table below

Answer	Tally	Relative ranking	Average Ranking	Standard Deviation	Most challenging → Least Challenging
North-south roadway congestion on State Routes such as SR 161, 162, 7, and 507	3279	1	2.1	1.73	
Few east-west highways to connect travelers to north-south highways	4989	2	3.18	1.86	
Lack of options when I-5 or other state highways are closed or at capacity	5040	3	3.22	2.00	
Safety concerns for all modes, including people walking, rolling, biking, taking transit or driving	5520	4	3.53	2.13	
Lack of sidewalks, crosswalks, bike lanes, or transit service, and other multimodal options	6100	5	3.89	2.13	
Freight access and congestion	6486	6	4.15	2.07	
Other	6928	7	4.51	2.81	

North-south roadway congestion on state routes, few east-west highways to connect to other routes, and lack of options when I-5 or other state highways are closed or at capacity are the leading challenges for respondents.

Question 8 | What can be done to improve travel for people biking, walking and rolling? Select all that apply.



**Complete streets is defined as: a complete street is safe and feels safe for everyone using the street, for all users regardless of their age and ability.*

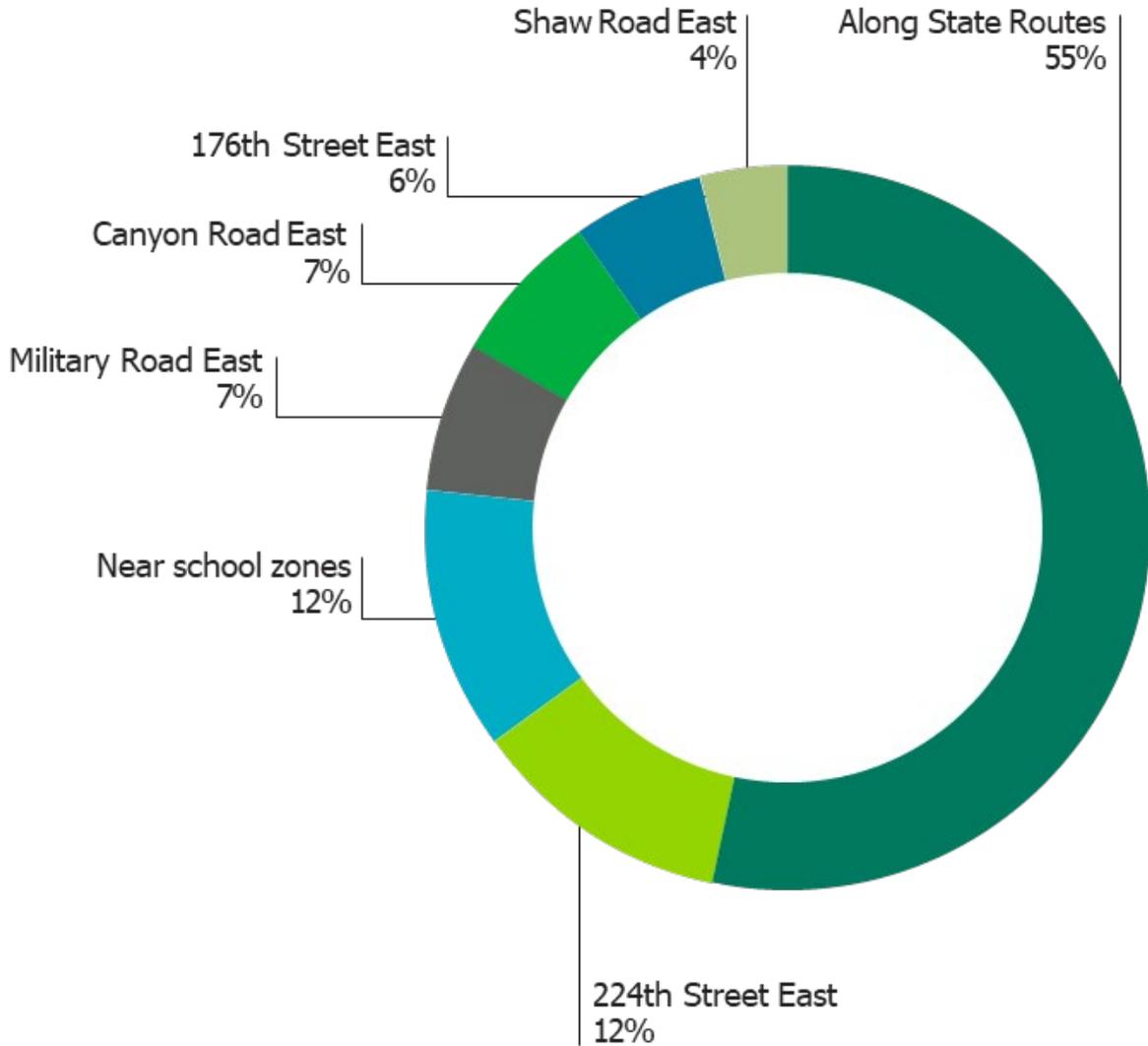
Answer	Tally	Percent
Add missing sidewalks	943	22%
Improve lighting	866	20%
Provide more separation between vehicles and those biking, walking, and rolling	617	14%
Implement "complete streets" principles as appropriate (complete streets is defined as: a complete street is safe and feels safe for everyone using the street, for all users regardless of their age and ability).	560	13%

Improve sidewalk access for people using wheelchairs or mobility scooters	491	11%
Provide more opportunities to cross the street	438	10%
Reduce vehicle speeds	241	6%
Other	223	5%

The top three strategies to improve travel for people biking, walking and rolling included adding missing sidewalks, improving lighting and providing more separation between vehicles and those biking, walking, and rolling.

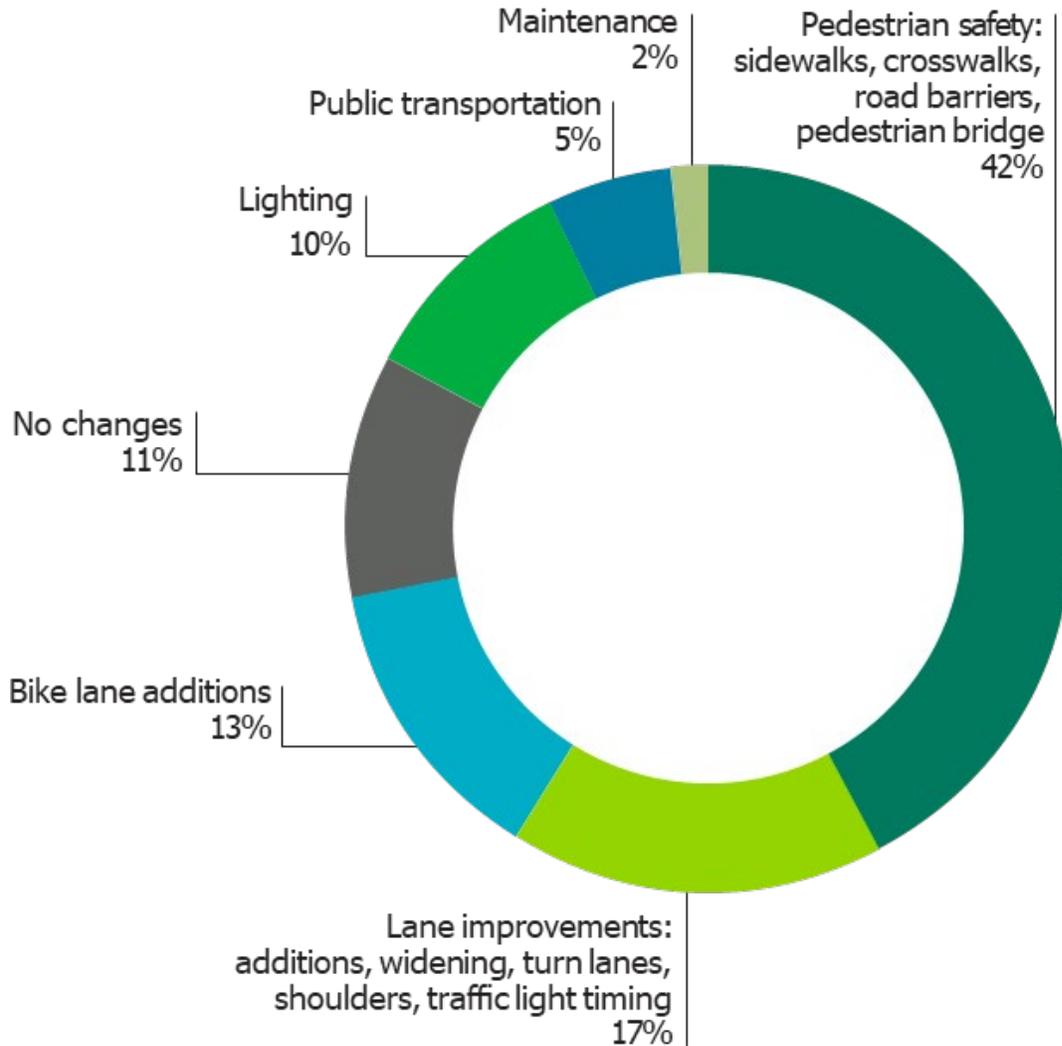
About five percent of respondents selected 'Other', with the ability to explain. Of those that selected 'Other,' suggestions on how to improve travel for people biking, walking, and rolling varied widely. Many expressed a desire to not change anything in the area, while others suggested pedestrian improvements, road widening or adding lanes, and separated bike lanes.

Question 9 | Are there specific roadway or sidewalk locations or places you'd suggest we look at to make improvements for people biking, walking, and rolling? (write-in question)



Respondents reported state routes to be a significant area of improvement for those biking, walking, and rolling. Other top responses included near school zones and along 224th Street East.

What improvements would you recommend at those locations? (write-in question)



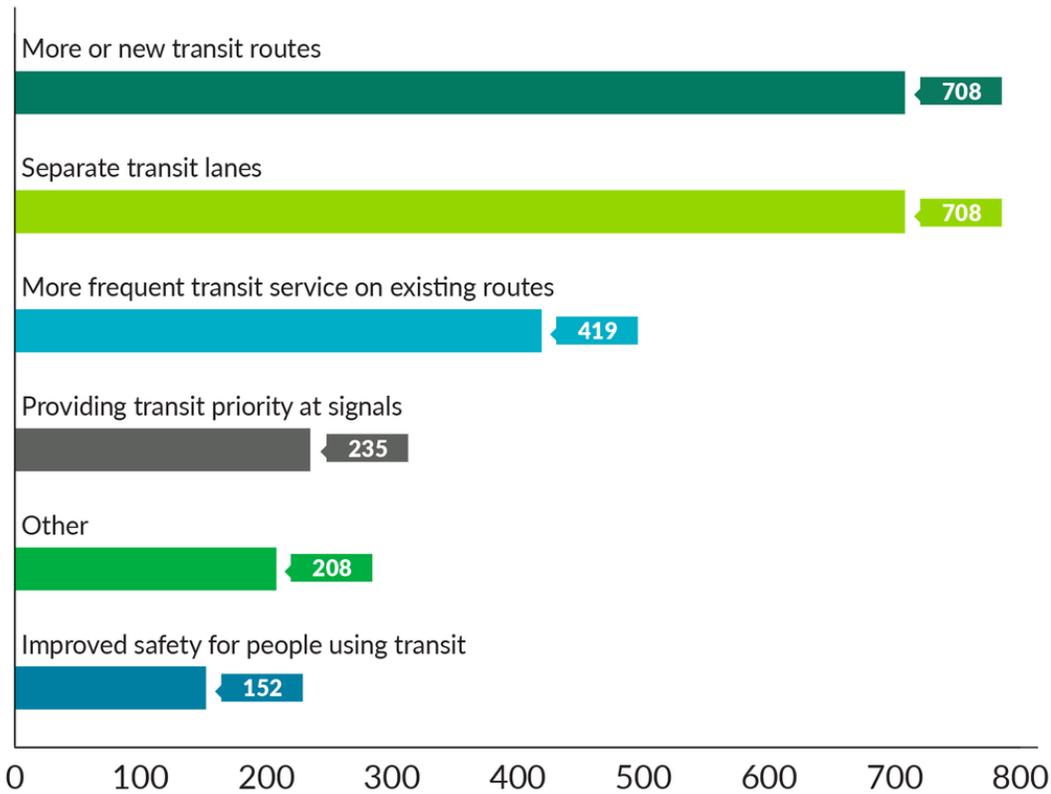
The top three types of improvements respondents had noted were pedestrian safety (such as sidewalks, crosswalks, mode separation, and pedestrian bridges), lane improvements (such as adding lanes, widening, turn lanes, shoulders, or signal control), and bike lane additions.

Sample comments include:

- 224th St between the Bethel High School campus and the shopping center has frequent multimodal use, often by minors going to work or shop at Bethel Station. This stretch of roadway has narrow shoulders and no sidewalks, leading to hazardous conditions for those walking, biking, etc. along this route.
- Shaw Rd-Military-122nd has become an alternative for Meridian travel for many people. There has been significant housing growth and many more new communities planned but no infrastructure improvement. This stretch of road(s) needs more lanes, sidewalks and lighting to continue to help as a way to aid congestion on Hwy 161.
- A bike path with adequate separation from vehicles.

Question 10 | What can be done to improve travel for people taking bus transit?

TALLY



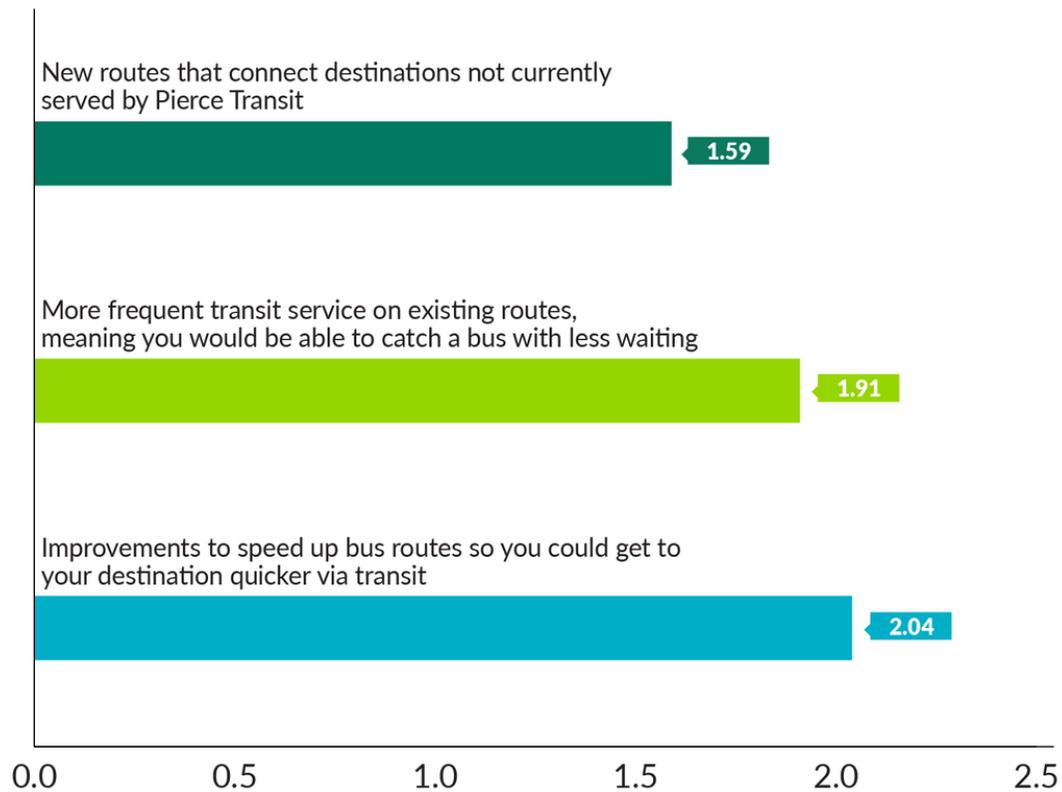
Answer	Tally	Percent
More or new transit routes	708	29%
Separate transit lanes	708	29%
More frequent transit service on existing routes	419	17%
Providing transit priority at signals	235	10%
Other	208	9%
Improved safety for people using transit	152	6%

The top three strategies to improve travel for people taking bus transit were more or new transit routes, separate transit lanes and more frequent transit service on existing routes.

About nine percent of respondents selected 'Other' and had the ability to explain (write-in field). Of those that selected 'Other,' suggestions on how to improve travel for people taking bus transit were wide-ranging. Many expressed a desire to not change anything in the area. A significant number of 'other' responses also expressed a desire to expand bus service, especially to Orting, and to improve safety on transit and at Park & Rides. Other suggestions included extending bus service hours and adding more Park & Ride locations.

Question 11 | If more funding was available for bus transit service, either within the current Pierce Transit service area or an expansion, how would you prioritize the following transit improvements? Please rank the following 1 – 3, with 1 being your highest priority.

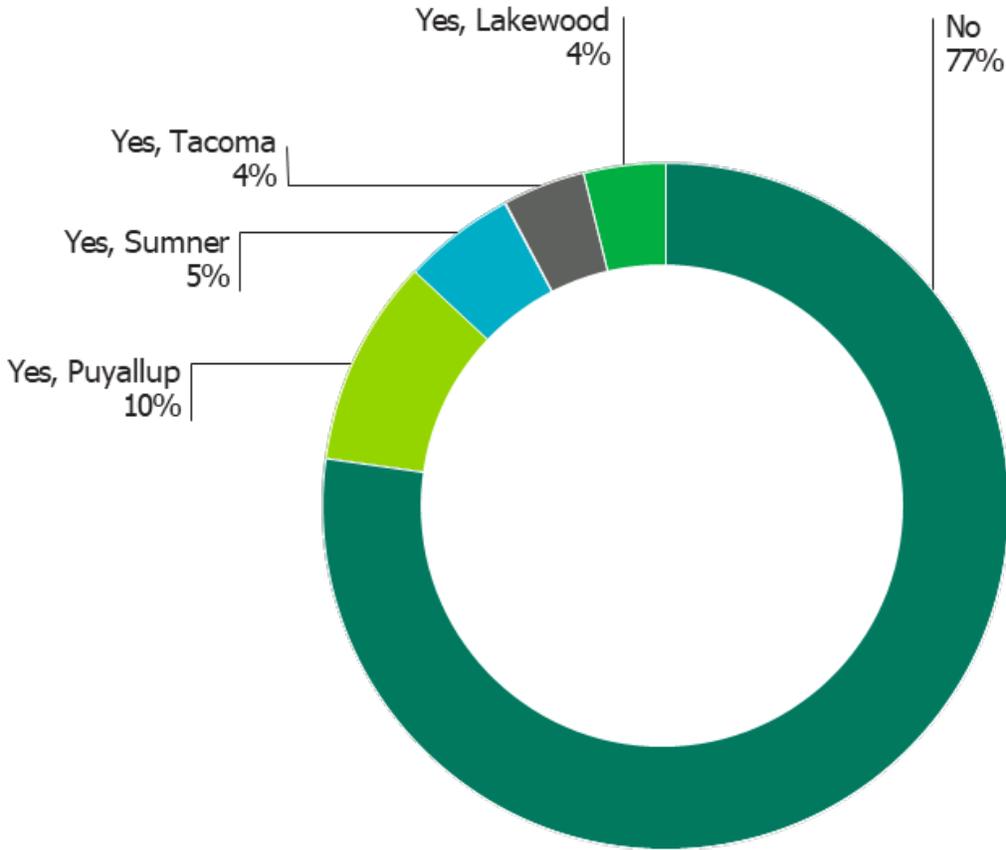
AVERAGE RANKING



Answer	Average Rank	Tally	Relative ranking
New routes that connect destinations not currently served by Pierce Transit	1.59	2502	1
More frequent transit service on existing routes, meaning you would be able to catch a bus with less waiting	1.91	3003	2
Improvements to speed up bus routes so you could get to your destination quicker via transit	2.04	3211	3

Respondents indicated that new routes that connect destinations not currently served by transit was their highest priority.

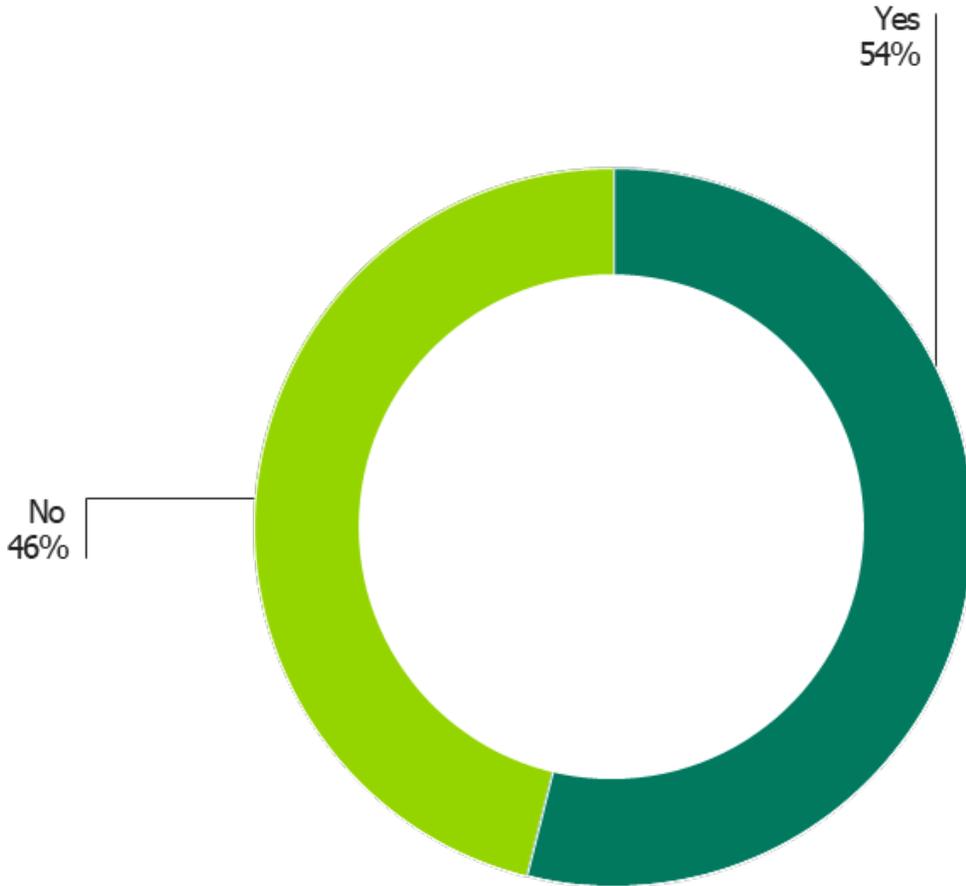
Question 12 | Do you or your family members use Sound Transit's Sounder Train from Lakewood, Tacoma, Puyallup or Sumner to travel to work, school or recreation?



Answer	Tally	Percent
No	1200	77%
Yes, Puyallup	152	10%
Yes, Sumner	79	5%
Yes, Tacoma	61	4%
Yes, Lakewood	59	4%
Total	1551	100%

A majority of respondents do not use Sound Transit's Sounder Train. Of those that do, traveling to/from Puyallup was the most common.

Question 13 | If you had the option of traveling by train, would you use it?

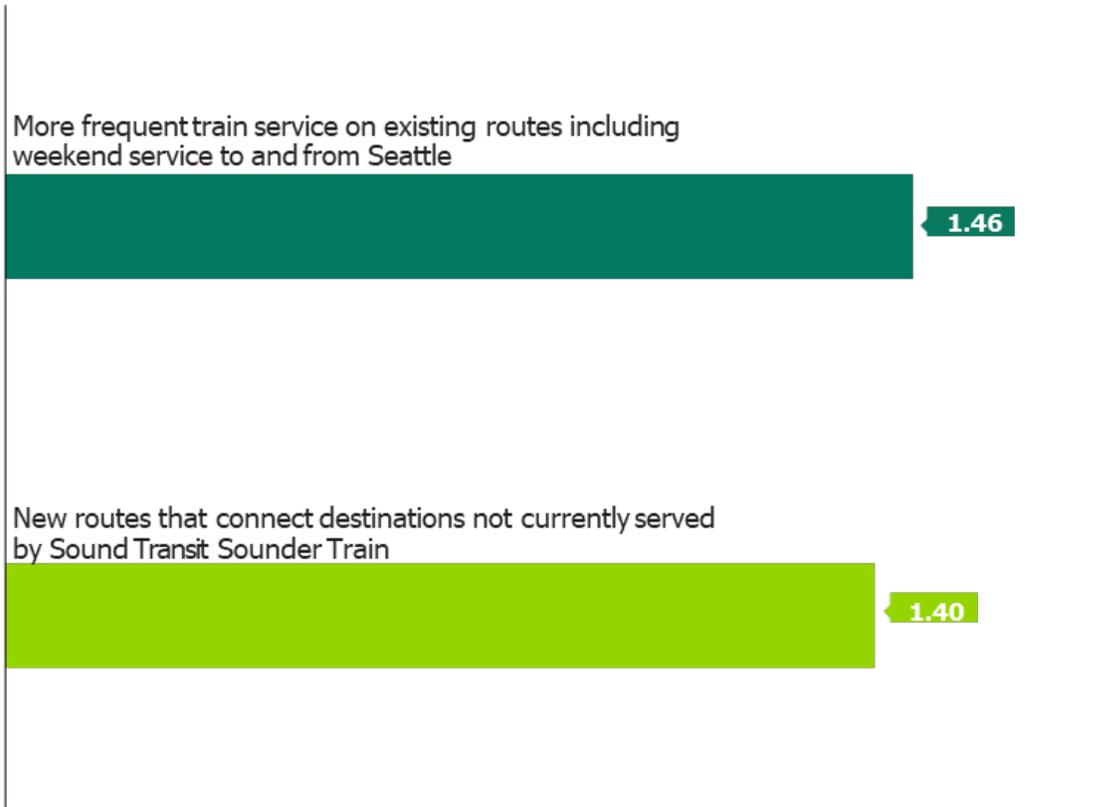


Answer	Tally	Percent
Yes	834	54%
No	704	46%
Total	1538	100%

A slight majority, 54%, of respondents indicated that they would travel by train if given the option.

Question 14 | If more funding was available for train transit, within the current Sound Transit service area or future expansion, how would you prioritize the following improvements? Please rank 1-2, with 1 being your highest priority.

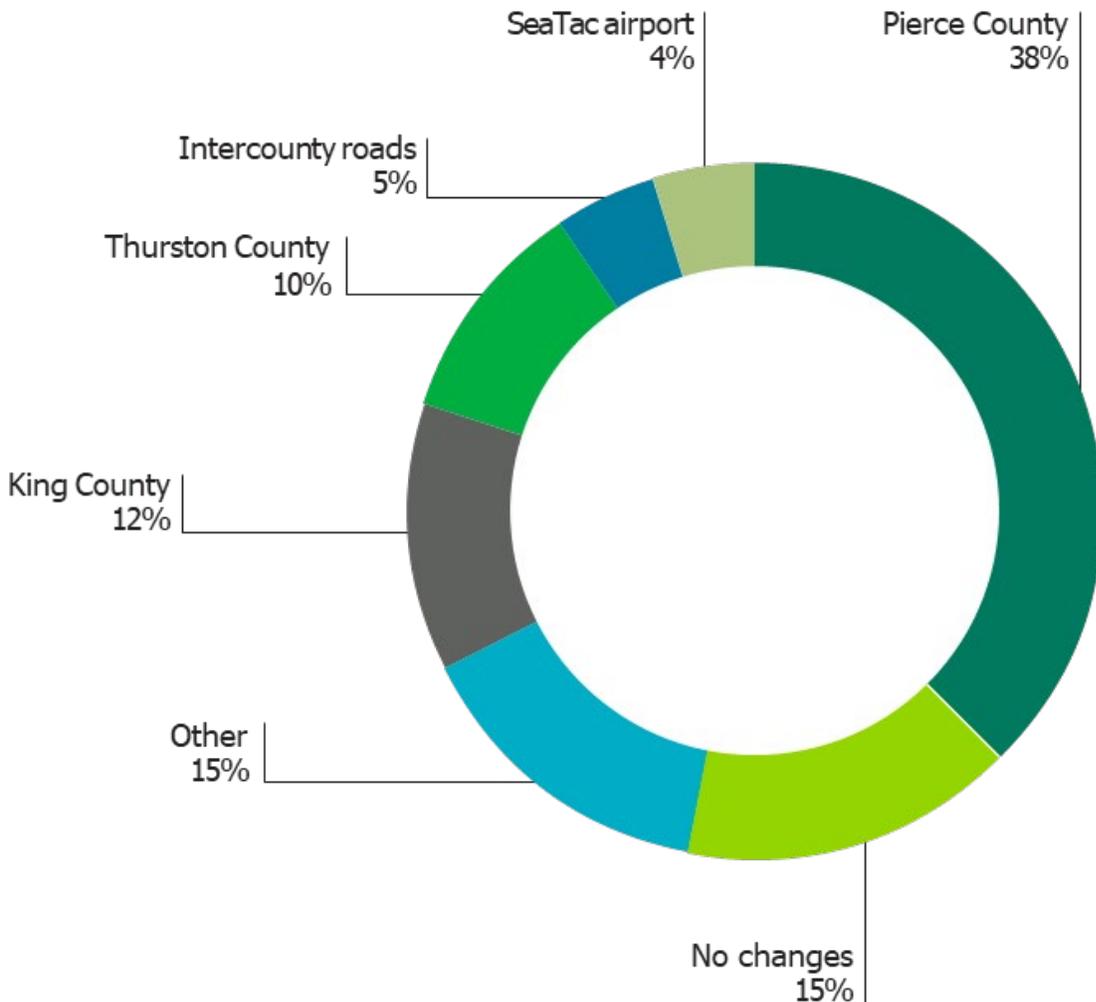
AVERAGE RANKING



Answer	Tally	Average Ranking	Relative Ranking
New routes that connect destinations not currently served by Sound Transit Sounder Train	2208	1.40	1
More frequent train service on existing routes including weekend service to and from Seattle	2292	1.46	2

Respondents indicated that new routes that connect destinations not currently served by Sound Transit Sound Train would be their priority if more funding was available for train transit.

Question 15 | What are some destinations that you would like to be able to access via bus or train transit? (write-in question)

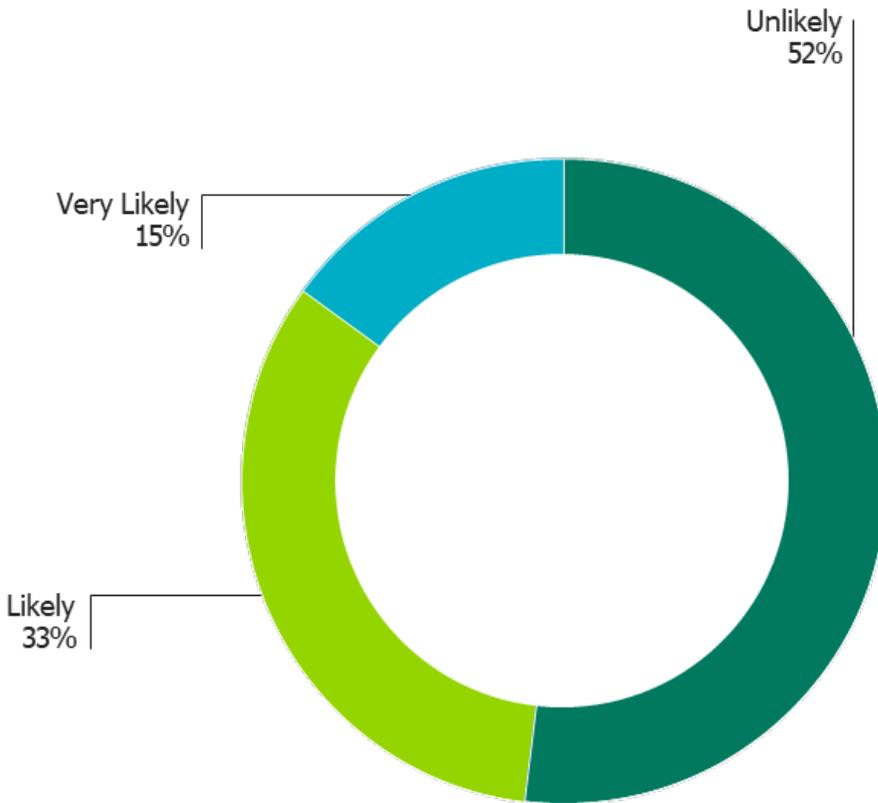


Responses reflected the desire for transit options available to connect people to different cities or communities within Pierce County boundaries. Fifteen percent of respondents advocated for no changes, for reasons such as feeling unsafe taking transit or wanting to keep the area rural. There were a significant number of other responses, some focused on the lack of safety on transit and a strong disinterest in building an airport.

Sample comments include:

- It would be awesome to see a train running from Tacoma to the Frederickson/Graham area. It would help reduce a lot of people's commutes and alleviate traffic on the north/south corridors.
- High population rural areas like Graham town center and Eatonville for buses. Need better parking options/ safety for me to want to utilize rail or link systems.
- None, I do not take the bus. Public transit is unsafe.

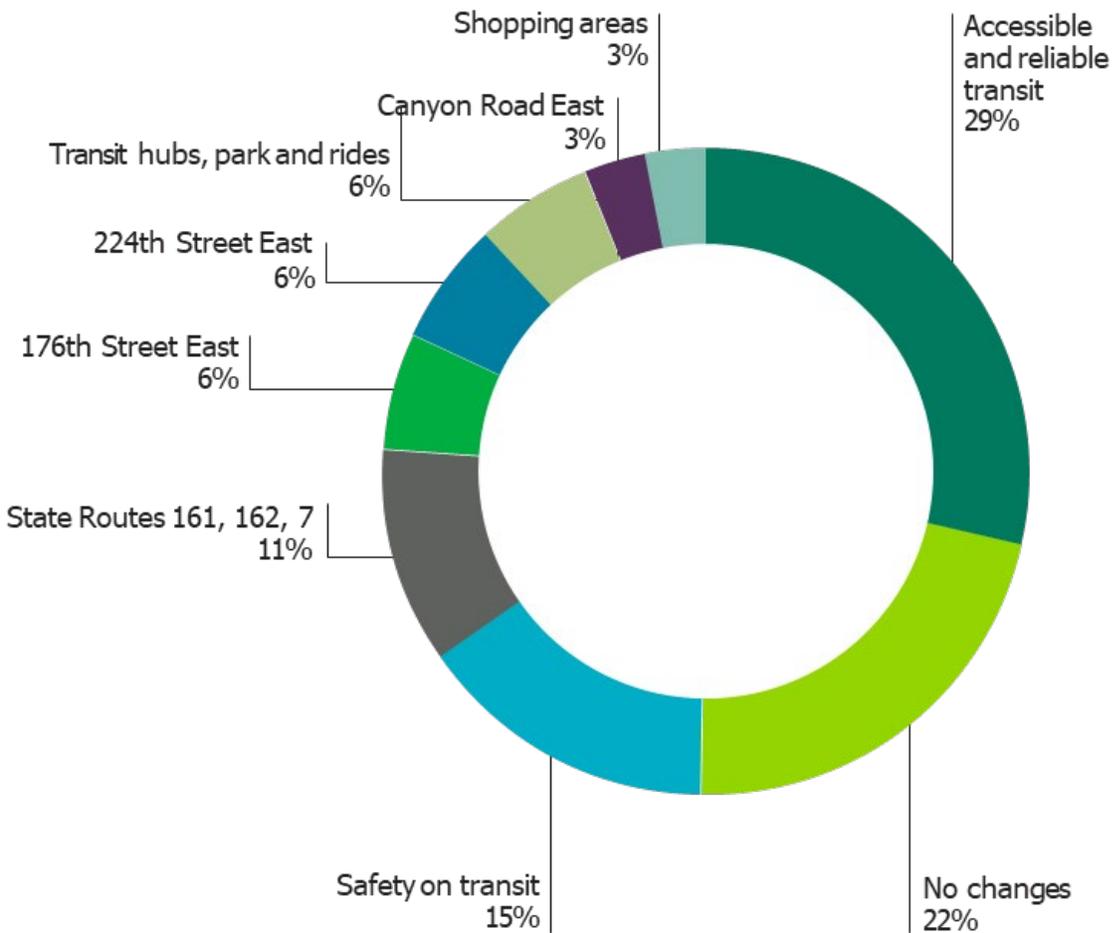
Question 16 | How likely would you be to take transit on a regular basis if it was offered in your area? Select one:



Answer	Tally	Percent
Unlikely	790	52%
Likely	506	33%
Very Likely	230	15%
Total	1526	100%

Respondents were about evenly split over how likely they would be to take transit on a regular basis if it was offered in their area. Fifty-two percent of respondents said it would be unlikely that they would take transit on a regular basis if offered. Combined, 48 percent said they would be likely or very likely to take transit if offered.

Question 17 | Are there specific locations or places you would like to see improvements for people taking transit? (write-in)



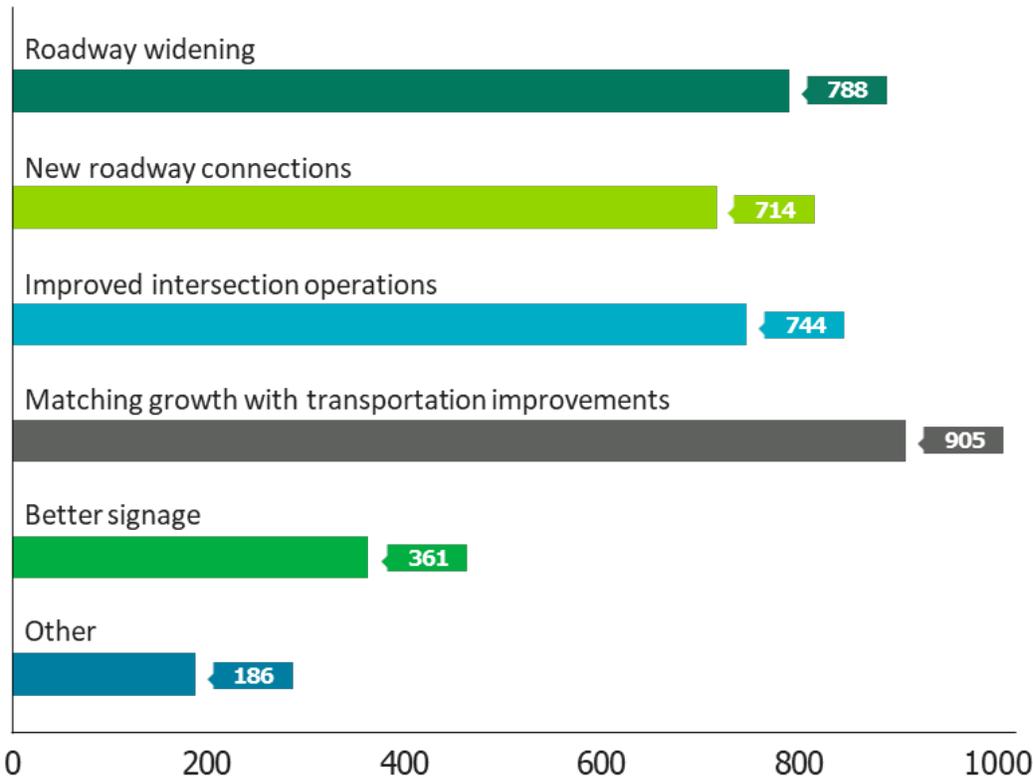
The top responses did not list specific locations, but rather focused on providing reliable and accessible transit options, feeling safe while taking transit, along with a sentiment to keep south Pierce County rural (no need for transit).

Sample comments include:

- There needs to be more connections to the residential areas near the Pierce Transit 402 line. Also, smaller capacity, more frequent service would be preferred, especially going to and from downtown Puyallup in the mornings and evenings.
- It is not needed! People live in the country for a reason and have the resources to do so.

Question 18 | What can be done to improve travel for vehicles (including rideshare, vanpools, carpools, and other vehicles)? Select all that apply:

TALLY



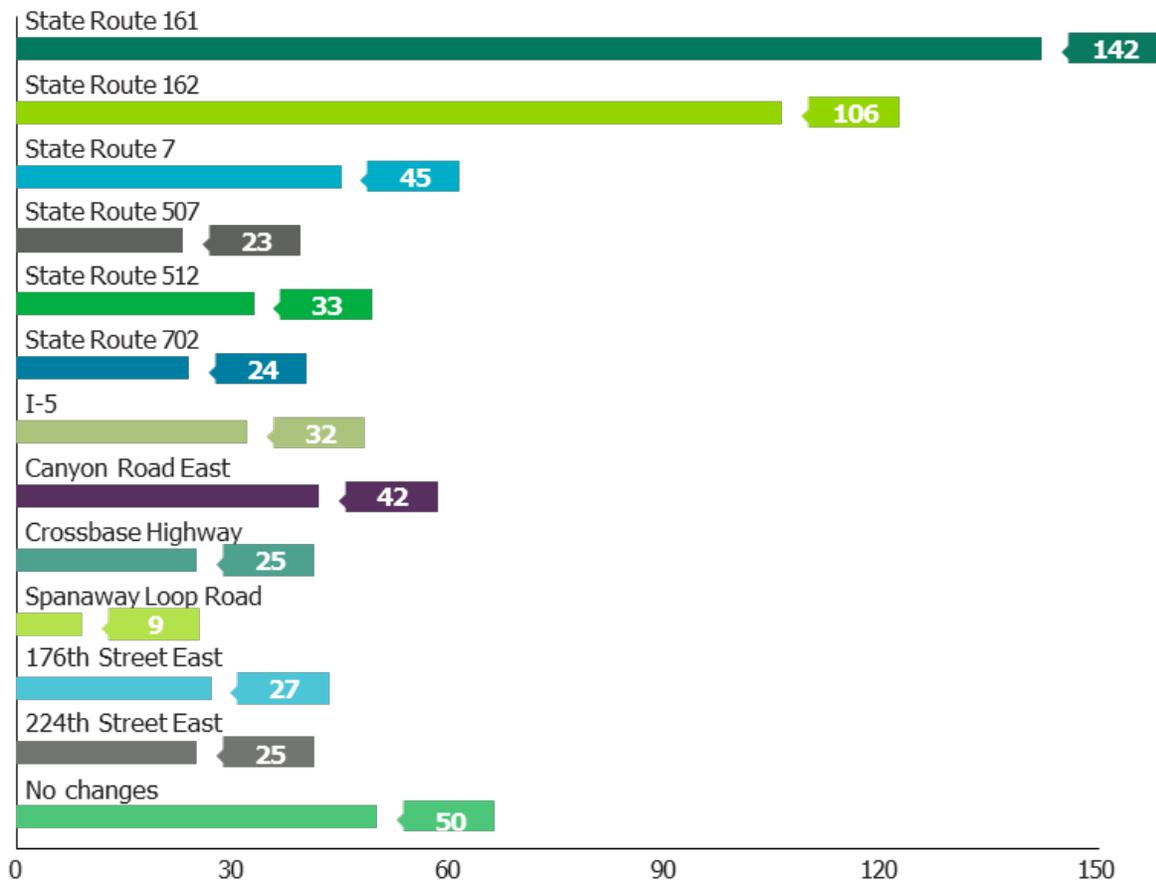
Answer	Tally	Percent
Matching growth with transportation improvements	905	24%
Roadway widening	788	21%
Improved intersection operations	744	20%
New roadway connections	714	19%
Better signage	361	10%
Other	186	5%

About 80 percent of respondents nearly evenly identified with these top four improvements: matching growth with transportation improvements, roadway widening, improved intersection operations, and new roadway connections.

About five percent of respondents selected ‘Other’ and shared clarifying comments. Of those who selected ‘Other,’ the most frequent suggestion was implementing synchronized signals in the study area, followed by a desire to not change anything. Other suggestions included improving lighting and signage, adding turn lanes, and improving road maintenance (e.g., filling potholes and repainting travel lanes).

Question 19 | Are there specific locations or places you would like to see improvements for people traveling in rideshare, carpool, or driving personal vehicles? Write-in.

TALLY

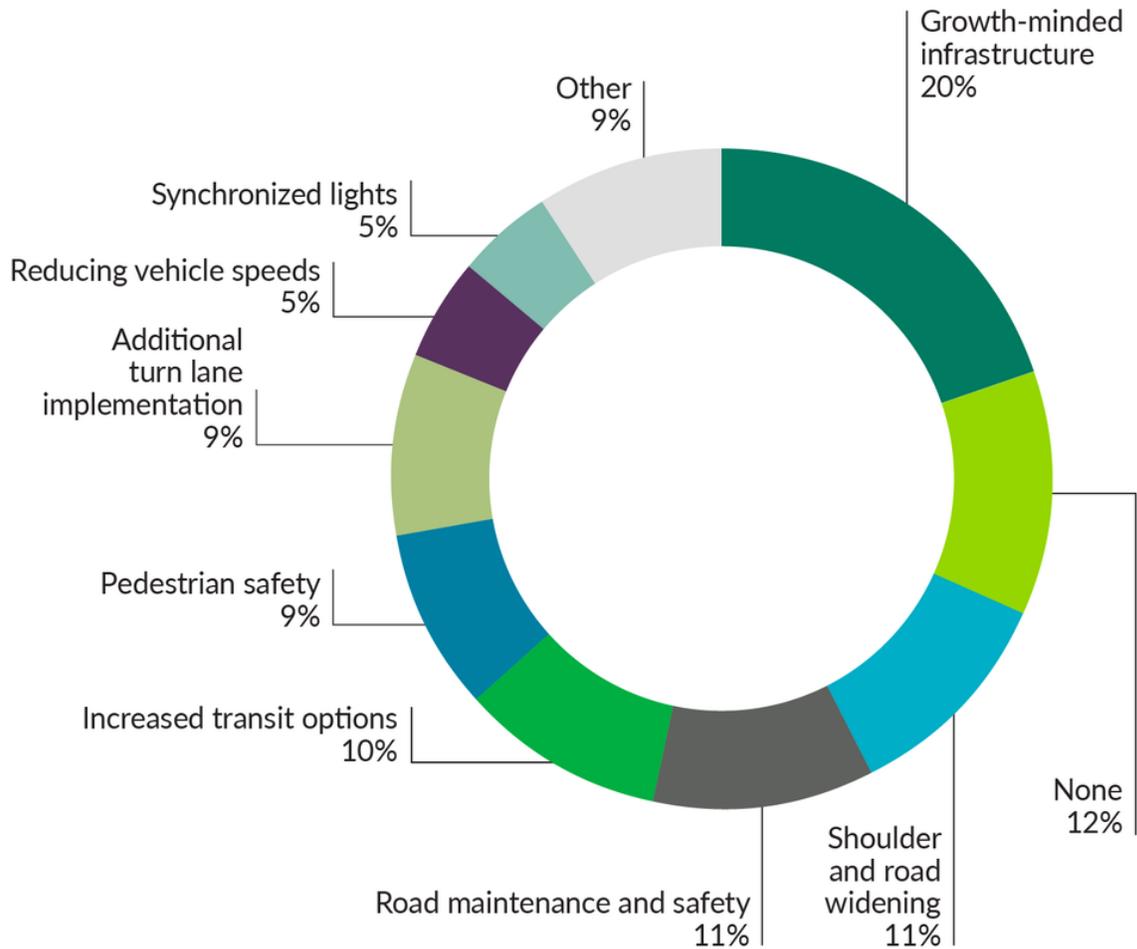


The majority of responses were centered around rideshare, carpool, and personal vehicle improvements along state routes, specifically SR 161 and SR 162. Other top responses include focusing on SR 7 and Canyon Road East, increased east-west connections and the completion of Cross-base Highway frequently being mentioned. Fifty respondents however did not feel the need for improvements, noting the desire for no changes in south Pierce County.

Sample comments include:

- SR 162. I drive my daughter to school and myself to work on SR 162, and there is significant congestion 90+ percent of the time. AM and PM peak delays add 15-30 minutes to travel times to/ from Sumner or Puyallup.
- SR 161 from 31st AVE SE to 160th ST E needs its intersection light timings adjusted; the stretch of road is the most bogged down. The road is plenty wide enough to accommodate volume, it's the intersection lights that cause the back up.
- Spanaway Loop Road - widened to 2 lanes. SR 161 - widened to 3 lanes. Complete the cross-base highway - that would make the biggest East-West impact over anything else!

Question 20 | When thinking about how you travel through the study area, what improvements would you like to see in the future? Please describe it in one sentence.

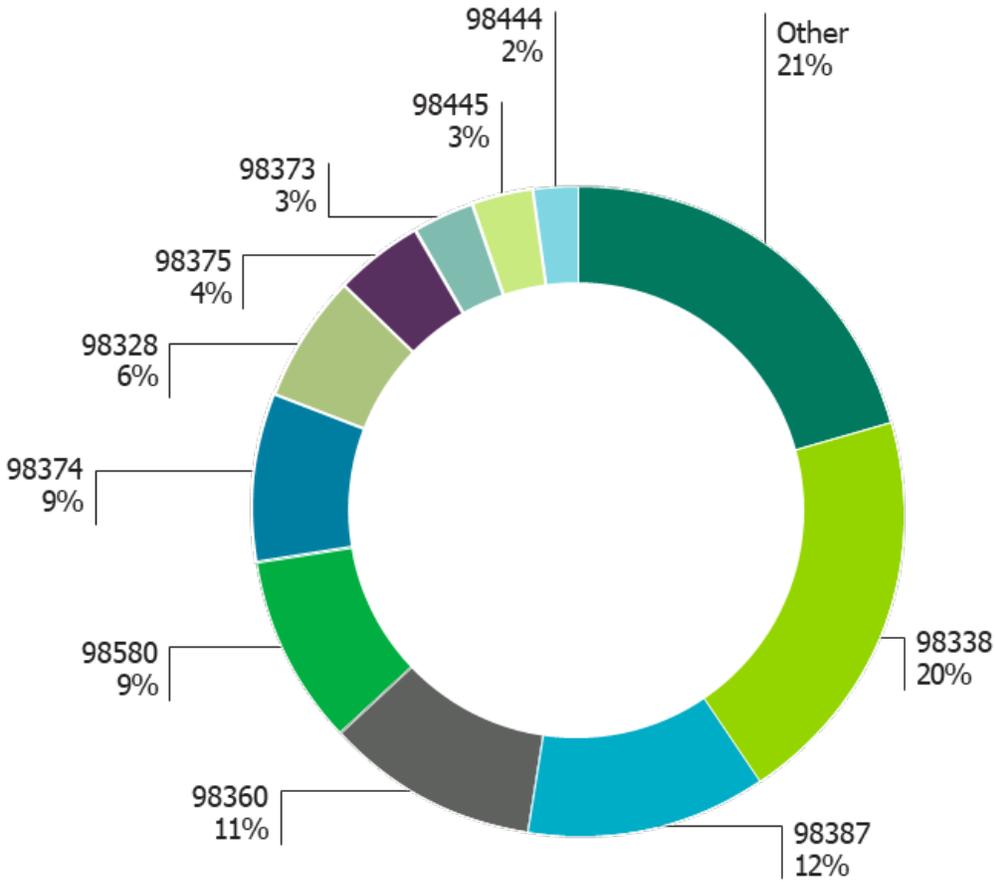


Respondents mentioned a variety of improvements they would like to see implemented in south Pierce County. Growth-minded infrastructure, followed by no changes, shoulder and road widening, and road maintenance and safety were the top common themes.

Sample comments:

- Build new highway infrastructure to meet future growth projections and focus on east/west routes to better connect existing north/south routes already in place.
- A system that allows for improvements based on potential population growth rather than waiting for it to grow, become a problem then fixing it.
- No improvements, especially if it is to substantiate a new airport.

Question 21 | What is your zip code?

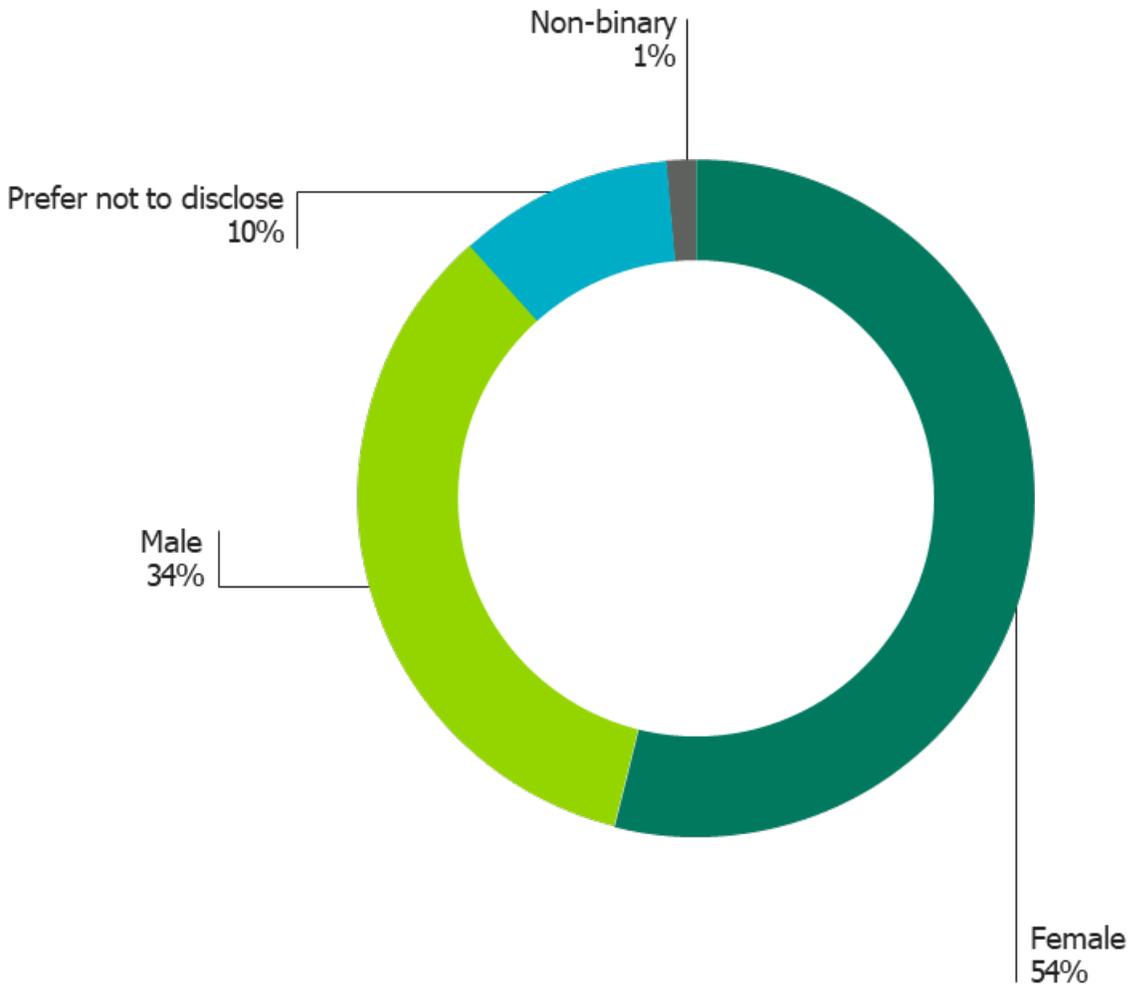


Answer	Tally	Percent
Other	316	21%
98338	308	20%
98387	181	12%
98360	162	11%
98580	142	9%
98374	131	9%
98328	94	6%
98375	68	4%
98373	47	3%
98445	47	3%
98444	33	2%
Total	1529	100%

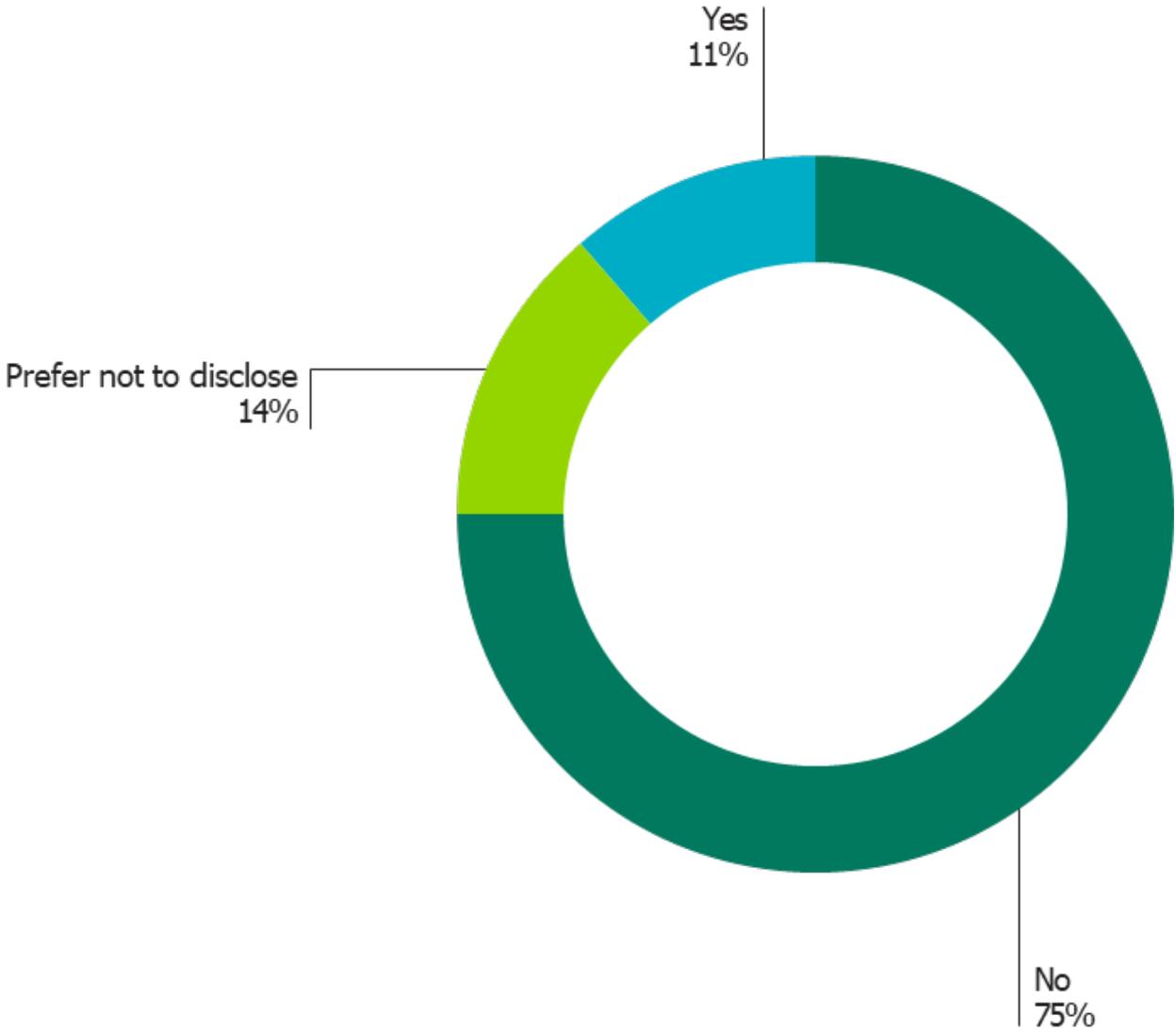
Demographics

Title VI of the Civil Rights Act of 1964 requires the Washington State Department of Transportation to be sure that everyone in the affected project areas has a chance to be heard and to respond to transportation programs and activities that may affect their community. To help with that, we asked that participants voluntarily provide us information about race, ethnicity, gender and/or other demographics. Responses to these questions were not required.

Question 1 | Gender



Question 2 | Disability

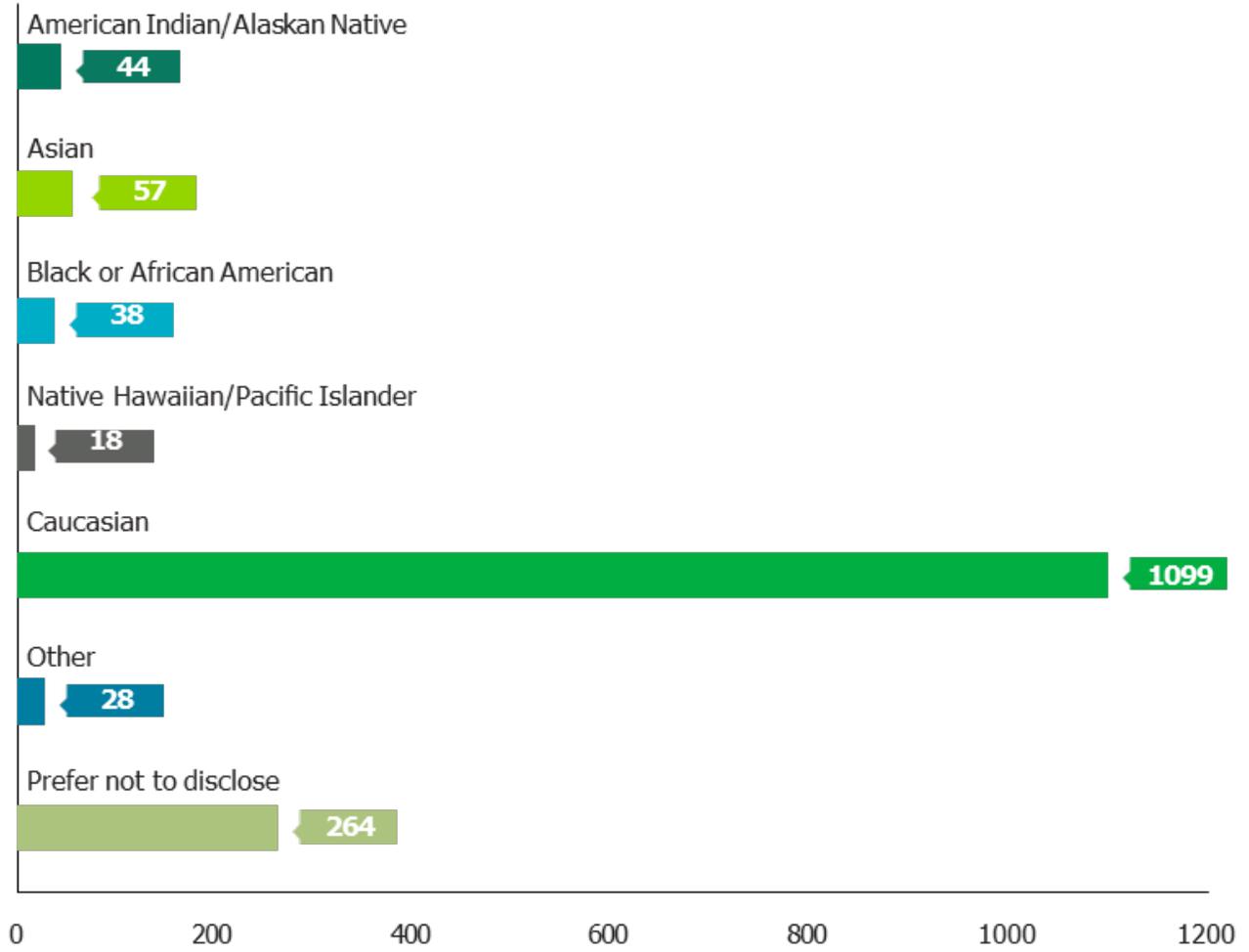


Question 3 | Ethnicity



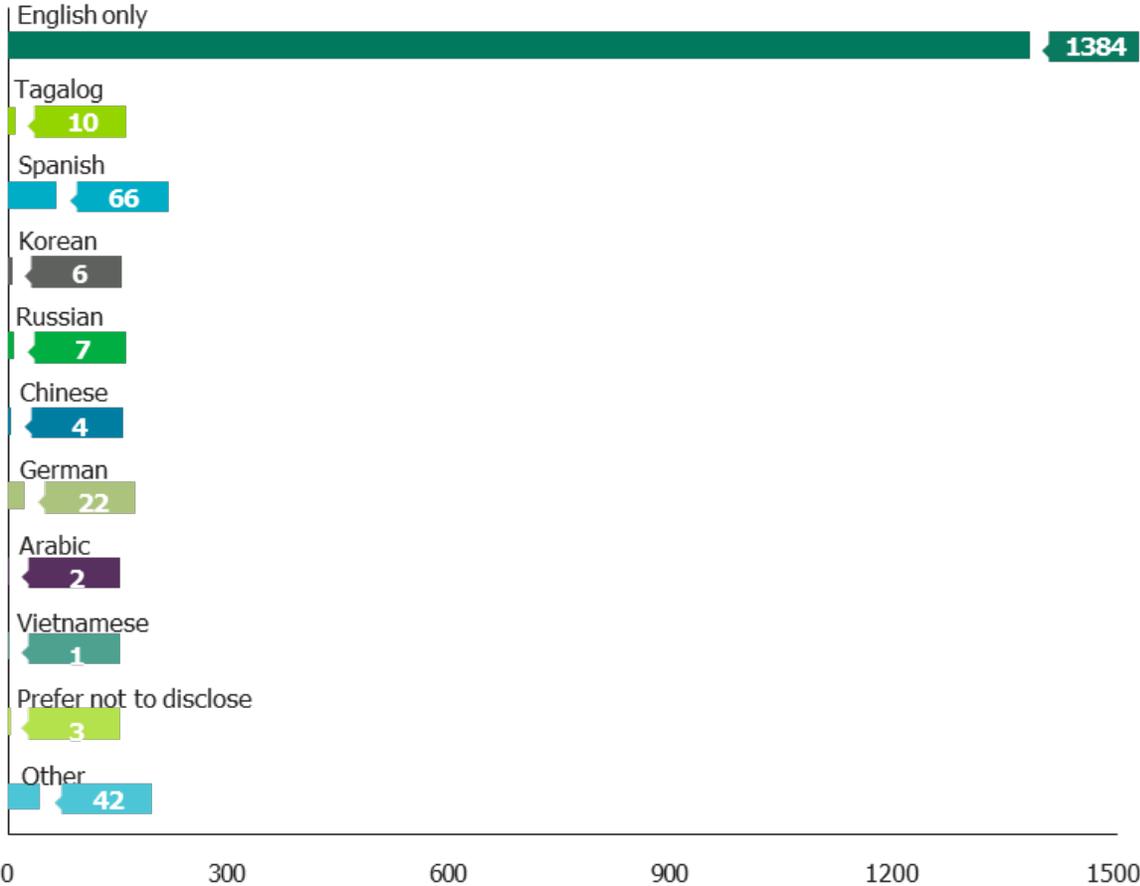
Question 4 | Race

TALLY

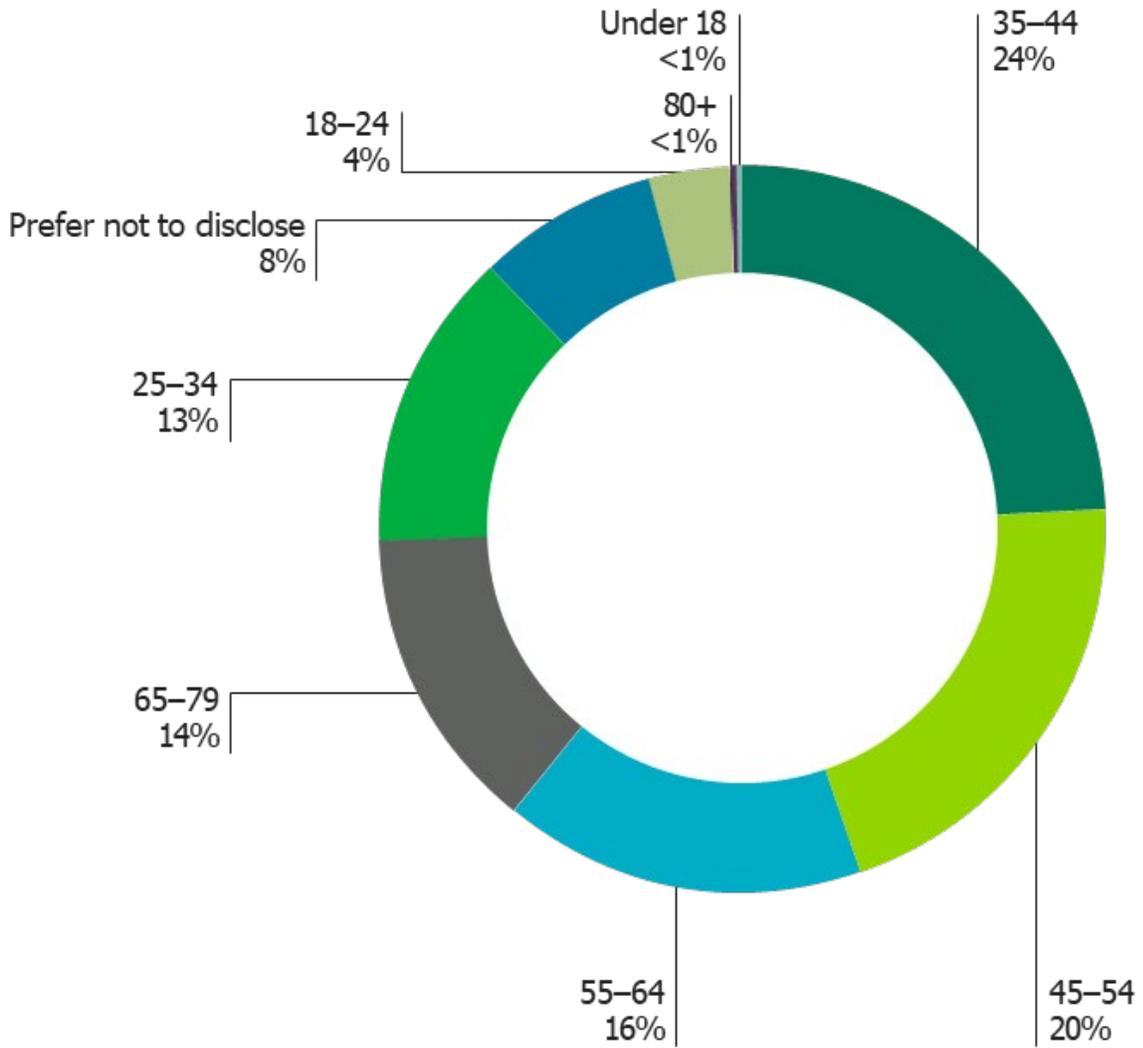


Question 5 | Language

TALLY



Question 6 | Age



Appendix A

South Pierce Multimodal Connectivity Study

Welcome to our online open house!

The Washington State Department of Transportation is conducting a study that focuses on reducing potential for crashes, enhancing multimodal travel options, and improving east-west connectivity for people who use state highways in south Pierce County. The highways included in the study are State Routes 7, 161, 507, 702, a section of SR 162 and I-5.

This online open house will provide information about:

- Why we are doing this study
- How you can share input

Your feedback will help us develop proposed near-, mid- and long-term strategies to address the transportation gaps that exist within south Pierce County.

The online open house is available Dec. 1-16. Once you have reviewed the information, please visit the Feedback section of this open house. There you will find a series of questions and opportunities to provide feedback. If you submit a question through the questionnaire, we will address it in a summary after the online open house closes.



This map shows the study area for the South Pierce Multimodal Connectivity Study.

Title VI Notice to Public

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For additional information regarding WSDOT’s Title VI Program, contact the Department’s Title VI Coordinator at 360-705-7098.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Study overview

Why are we doing this?

People who live, work, or travel in south Pierce County use state and local north-south roads, such as State Routes 7, 161, 162 and 507. People traveling in the area experience delays throughout the day. People driving in south Pierce County have no direct connection to Interstate 5 between SR 512 and SR 510, and very few east-west highway connections other than SR 702. The area also has limited options for people walking, rolling, biking, or taking transit.

The Washington State Legislature allocated \$1.5 Million for WSDOT to perform a planning study that looks at the need for additional connectivity in the area between SR 161, SR 7, SR 507 and I-5 in south Pierce County. The study will also look at the need for more connectivity in the area between SR 162, south of Military Road East, and north of Orting.

This study will address key priorities of reducing potential for crashes, enhancing multimodal travel options, and improving east-west connectivity.

There is no funding identified at this time for design and construction. The study will identify potential funding sources for identified improvement strategies.

Schedule

In early 2023, WSDOT will combine the feedback and data gathered from this online open house to refine strategies and conduct further analysis.

A second opportunity for community input will be available in Spring 2023 on the potential strategies.

The end result

Based on your feedback, input from our stakeholders, and transportation data, WSDOT will develop near-, mid- and long-term strategies to address the transportation gaps that exist within the study area. WSDOT will complete the study in mid-2023.

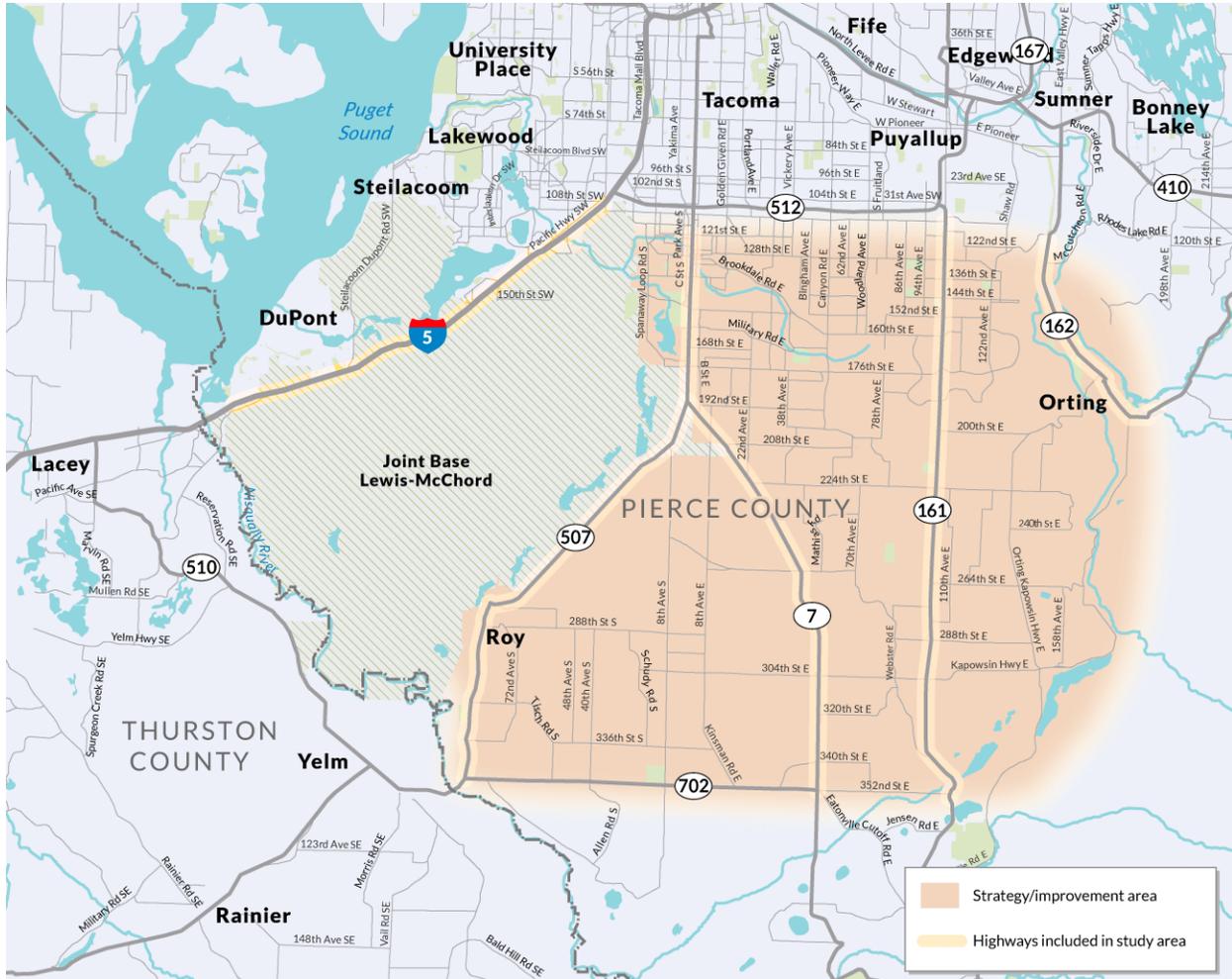
Study area

About the study area

The study area includes the following:

- SR 161
- SR 7
- SR 507
- SR 162, south of Military Road and north of Orting
- Interstate 5 from the Pierce/Thurston County line to just south of SR 512
- SR 702

Municipalities within the study area include portions of Puyallup, Orting and Roy. Pierce County communities of Spanaway, Frederickson, Graham, Elk Plain, Parkland and South Hill are also included.



Study area map

The study area consists of several north-south state routes but has few east-west arterial corridors and only one east-west state highway, SR 702. With more people living and working in the area, people traveling experience delays throughout the day.

SR 512 is located just north of the study area. WSDOT is conducting a separate corridor study focused on SR 512.

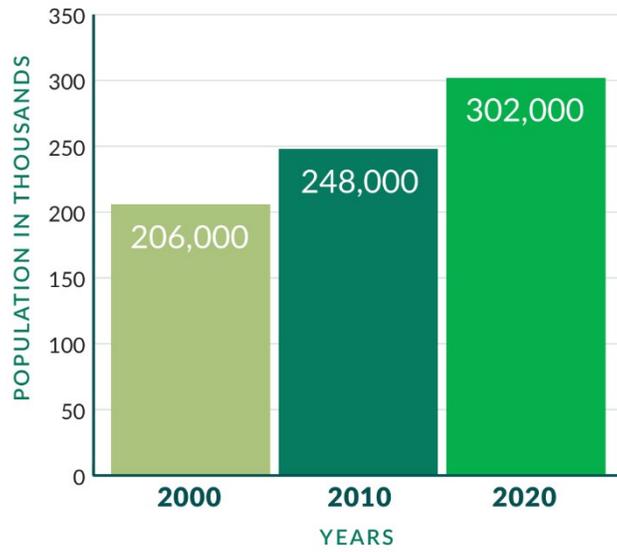


Road sign near the junction of SR 7 and SR 507.

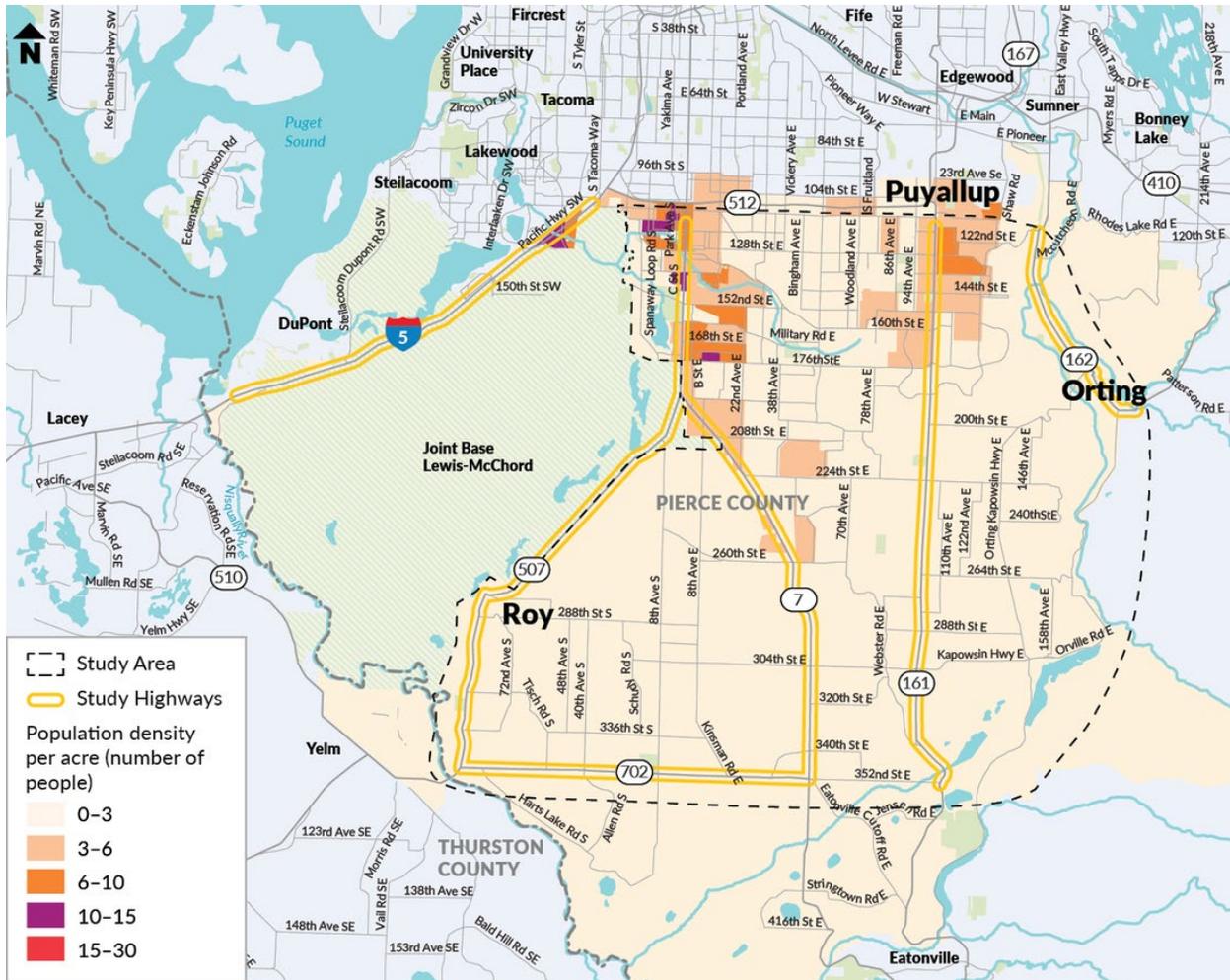
Population growth and mobility

South Pierce County, within the study area, has experienced population growth and development, increasing from about 206,000 to 302,000 people between 2000 and 2020. This is a growth of almost fifty percent over twenty years. In comparison, Pierce County grew by thirty percent during that same period.

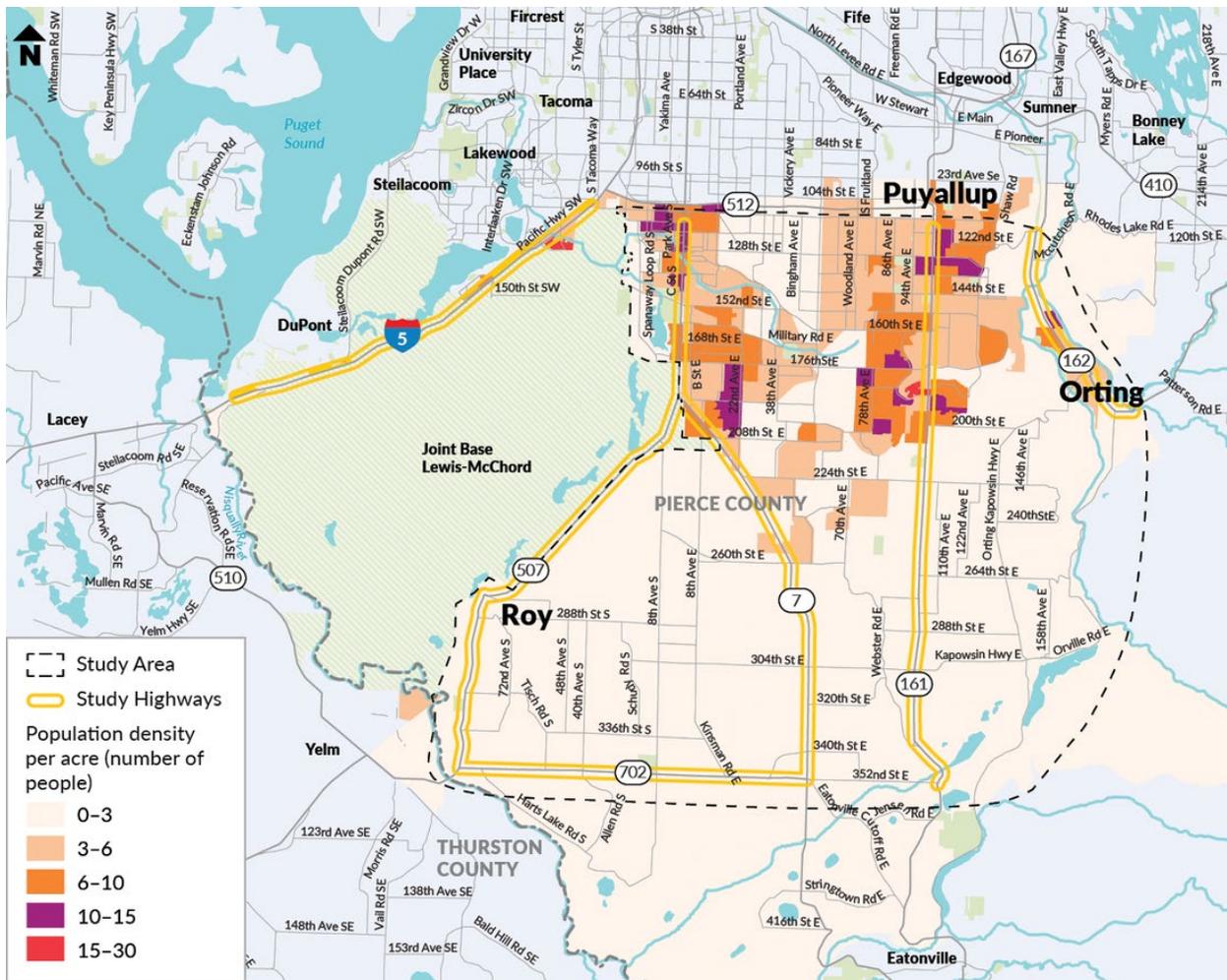
Study Area Population Growth



Study area population growth between 2000 and 2020 (US Census Data)



2000 Population density (Source: American Community Survey)



2020 Population density (Source: American Community Survey)

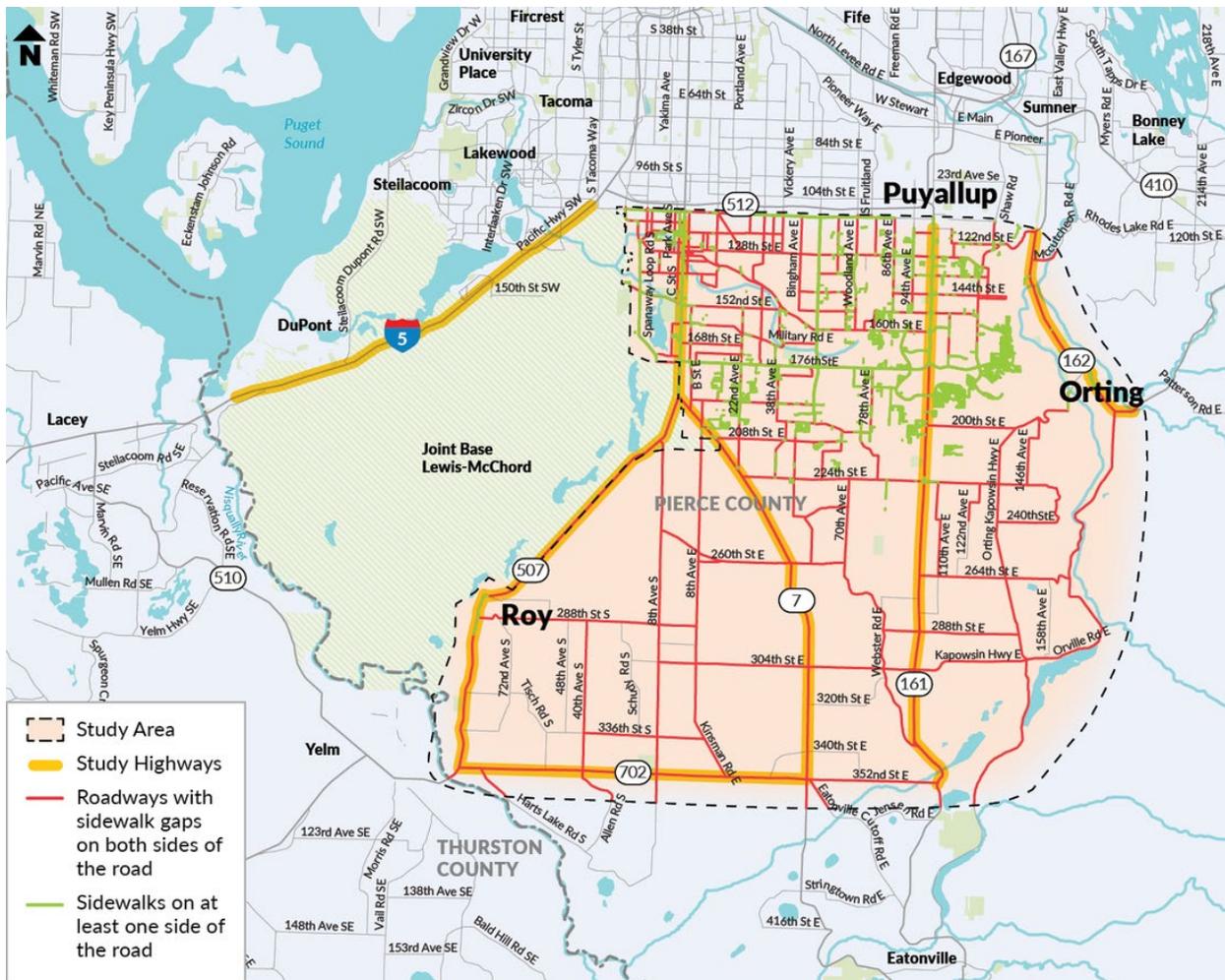
Transportation modes

People use multiple travel modes to move throughout the study area:

Biking, walking, and rolling: There is limited infrastructure for people biking, walking or rolling, which creates safety concerns for people using these modes of travel.

Many of the primary roadways in the study area do not have infrastructure for people biking, or the roadways may have a striped bike lane or wide shoulder but are paired with high traffic volumes and speeds from motor vehicles.

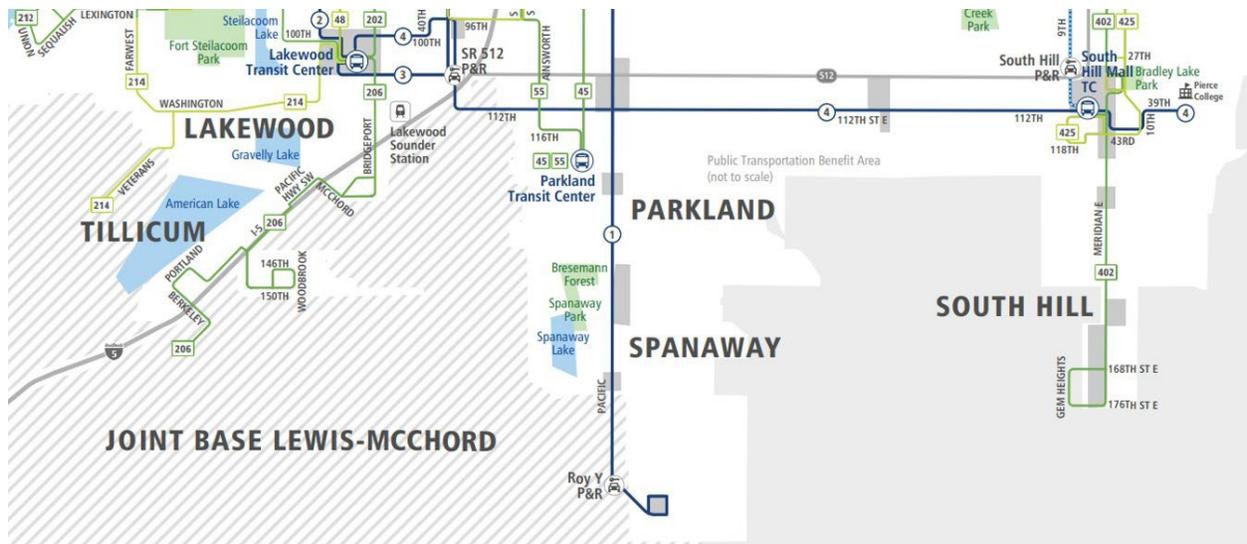
A [Bethel School District](#) analysis showed that only nine percent of streets in their district have sidewalks. The southern half of the study area, in particular, lacks sidewalks.



Roadways with sidewalk gaps in study area (source: WSDOT and Pierce County data for existing sidewalks, analyzed by Fehr & Peers, 2022)

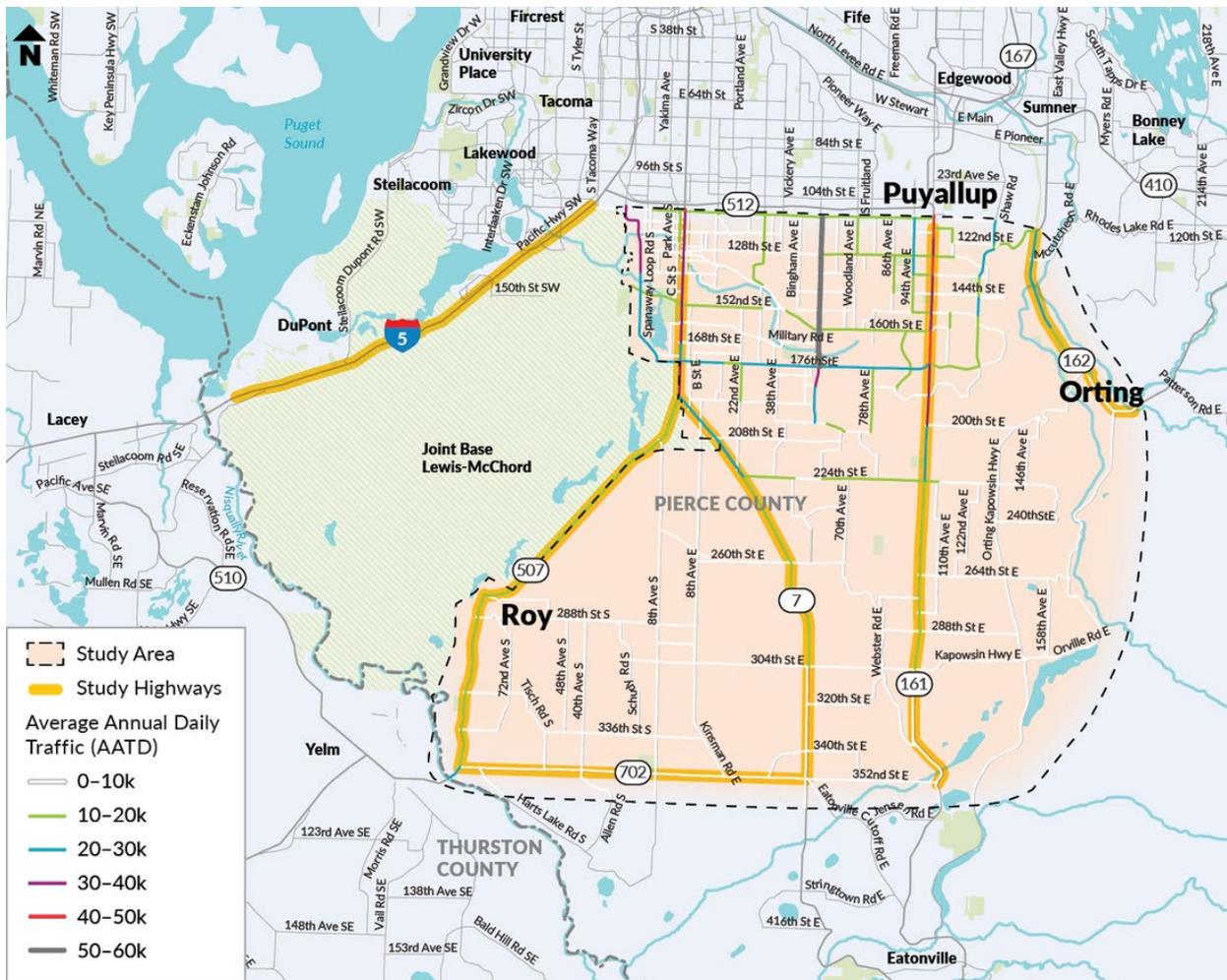
Taking transit: Pierce Transit operates routes 1, 4, 45, 55, 400, 402 and 425 in the study area. Pierce Transit is currently working to convert Route 1 to a [bus rapid transit](#) route, which is scheduled to begin in 2027.

Sound Transit operates the South Sounder line in the study area. In 2016, voters approved the [Sounder South Capacity Expansion program](#) with the goal of expanding Sounder train capacity and improving rider experience. Platform extensions are expected to be completed by 2036 and potential new trips added by 2046.



Transit routes in the study area (Source: Pierce Transit System Map, 2022)

Driving vehicles: People traveling in motor vehicles (including rideshares and carpools) have few east-west arterial options, which creates delays along the north-south state routes.

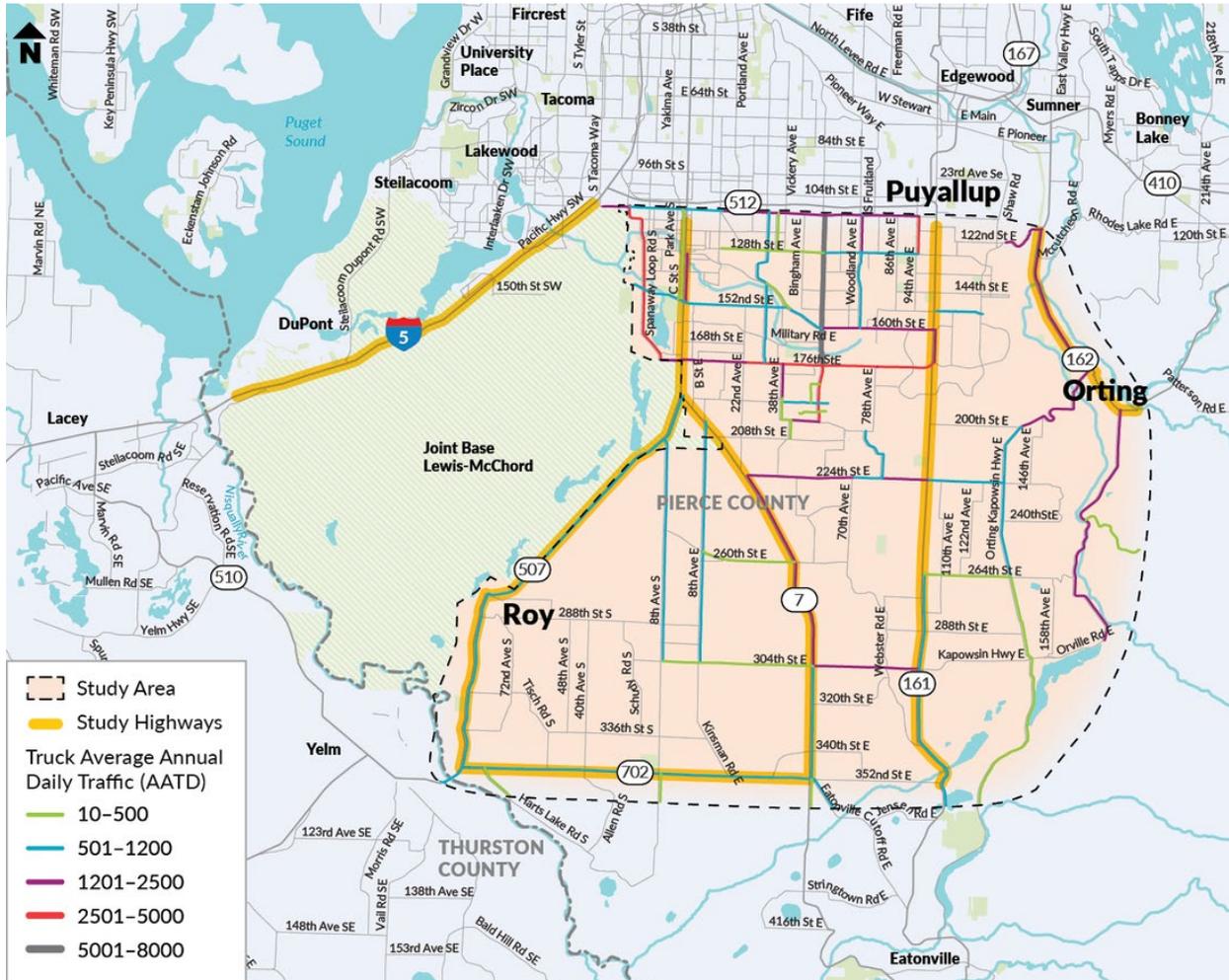


Annual average daily vehicle volumes (source: WSDOT and Pierce County Data)

This daily traffic volume map shows how vehicle traffic is distributed throughout the study area. The dark gray color shows the highest traffic volumes between 50-60,000 vehicles per day; and the lightest white color indicates volumes below 10,000 vehicles per day. Canyon Road East, which is a county road located in the north-central portion of the study area, has the highest volumes, followed closely by SR 7 and SR 161.

Corridor	Vehicles per day
Canyon Road East (between 176th Street East and SR 512)	50,000 – 60,000
SR 161 (north of 200th Street East)	40,000 – 50,000
SR 7 (north of SR 507)	30,000 - 40,000
SR 162 (north of Orting and south of Military Road East)	20,000 – 30,000
SR 507 (between SR 702 and SR 7)	10,000 – 20,000

Freight: Freight volumes are particularly high on Canyon Road East, which serves as the primary link between SR 512 and the Frederickson Manufacturing and Industrial Center. Additional warehouse space is being developed in the Frederickson area, which will increase freight volumes. Data suggests many trucks may be using Spanaway Loop Road as an SR 7 alternate route.



Average annual daily truck volumes (Source: WSDOT and Pierce County Data)

Safety

Safety is WSDOT’s number one priority. This study will incorporate Target Zero practices to reduce traffic fatalities and serious injuries on Washington’s roadways. Across the study area, on all local, county and state roads, there were 387 fatal or serious injury crashes between 2017 and 2021. On state routes in the study area, there were 32 fatality and 102 serious injury crashes.

Land use projections

While the study area is mostly in unincorporated Pierce County, it includes the cities of Puyallup, Orting and Roy. Over the next twenty years, it's projected that the population in the study area will continue to grow, with demand for north-south travel to regional highways expected to increase as the growth occurs. Portions of the study area may see population growth as much as 30 – 40 percent in the next twenty years.

Jurisdiction	2020		PERCENT GROWTH (2020-2044)	
	Population	Jobs	Population	Jobs
Puyallup	43,000	30,600	43%	48%
Orting	9,000	1,500	7%	13%
Roy	800	200	38%	50%
Unincorporated High Capacity Transit	157,500	31,500	25%	33%
Unincorporated Urban	79,500	25,900	40%	34%
Unincorporated Rural	169,300	24,200	5%	12%
Pierce County Total	921,100	346,300	30%	41%

Population and jobs growth between 2020-2044 (source: Pierce County Growth Targets)

Environment

The study will identify the impact of potential improvement strategies on wetlands, stream corridors, floodplains, animal habitat areas and parks. Improvement strategies may be modified or removed from consideration depending on the level of impact they may have on these environmental factors.

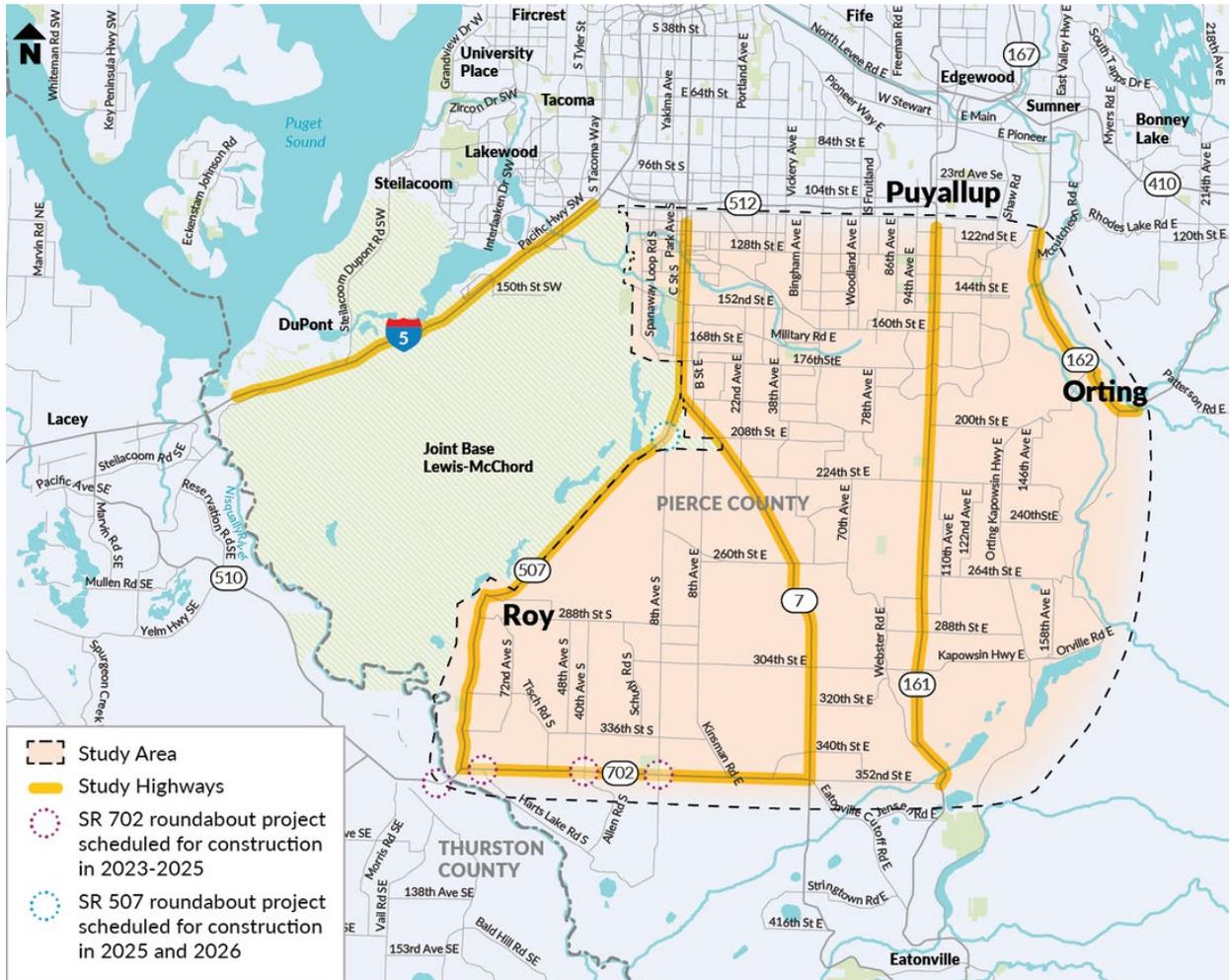
Equity and health disparities

The study will consider the burdens and benefits of potential improvement strategies for areas where minority, low-income, or other disadvantaged communities might be affected. The improvement strategies will seek to better allocate resources towards areas that have historically received less funding and other resources.

Planned future improvements

WSDOT has several projects in the study area ready for construction that are designed to improve safety and travel times, including:

- SR 702 roundabouts at 8th Avenue South, 40th Avenue South and Allen Road South. All are scheduled for construction in 2023-2025.
- SR 507 roundabouts at Vail Road Southeast and 208th Street East. Both are scheduled for construction in 2025 and 2026.



Map of study area with future roundabout improvements

Feedback

We want to hear from you! Take the South Pierce Multimodal Connectivity Study questionnaire. Please share your thoughts with us! This questionnaire should take less than ten minutes to complete and will be available through December 16, 2022.

To learn about the study, visit [our webpage](#).

QUESTIONNAIRE

Please share your thoughts with us. All questions are optional.

1. What best describes you? Select all that apply:

- I work at or attend school in the study area
- I live in the study area
- I travel through the study area
- I have family in the study area
- I do not work, live, or travel through the study area

2. What types of trips do you take in the study area? Select all that apply:

- Commute to and from work
- Commute to and from school
- Travel for shopping/errands
- Visit friends and family
- Travel for recreational activities
- Attend services or activities
- Travel for deliveries and freight
- Other (please explain):

3. How often do you travel around or through the study area? Select one:

- Never
- Rarely (a few times a year)
- At least once a month
- At least once a week
- Daily

4. Which study area state route(s) do you travel on regularly? Select all that apply:

- State Route 7
- State Route 161
- State Route 162

- State Route 507
- State Route 702
- Interstate 5
- Other:

5. Do you take an alternate route to avoid traveling on any of the state highways listed above? Select one:

- Yes
- No
- Sometimes
- During peak commute hours only

6. What are the main ways you get around the study area? Select all that apply:

- Walk or skateboard
- Bicycle
- Personal mobility device (scooter, wheelchair, etc.)
- Motorcycle
- Taxi or other private ride-sharing service (like Uber or Lyft)
- Transit/Bus/Vanpool/Paratransit/Microtransit
- Personal vehicle by yourself
- Carpool using vehicle with others
- Commercial vehicle
- Other (please explain):

7. What are the biggest challenges for you when you travel around south Pierce County? Rank 1 being your biggest challenge and 7 being the least challenging.

- Safety concerns for all modes, including people walking, rolling, biking, taking transit or driving
- Lack of sidewalks, crosswalks, bike lanes, or transit service, and other multimodal options
- North-south roadway congestion on State Routes such as SR 161, 162, 7, and 507
- Freight access and congestion
- Few east-west highways to connect travelers to north-south highways
- Lack of options when I-5 or other state highways are closed or at capacity
- Other

8. What can be done to improve travel for people biking, walking and rolling? Select all that apply.

- Add missing sidewalks

- Improve sidewalk access for people using wheelchairs or mobility scooters
- Provide more opportunities to cross the street
- Provide more separation between vehicles and those biking, walking, and rolling
- Reduce vehicle speeds
- Improve lighting
- Implement “complete streets” principles as appropriate (complete streets is defined as: a complete street is safe and feels safe for everyone using the street, for all users regardless of their age and ability).
- Other (please explain):

9. Are there specific roadway or sidewalk locations or places you’d suggest we look at to make improvements for people biking, walking, and rolling? What improvements would you recommend at those locations?

10. What can be done to improve travel for people taking bus transit?

- More frequent transit service on existing routes
- More or new transit routes
- Separate transit lanes
- Providing transit priority at signals
- Improved safety for people using transit
- Other (please explain):

11. If more funding was available for bus transit service, either within the current Pierce Transit service area or an expansion, how would you prioritize the following transit improvements? Please rank the following 1 – 3, with 1 being your highest priority.

- New routes that connect destinations not currently served by Pierce Transit
- More frequent transit service on existing routes, meaning you would be able to catch a bus with less waiting
- Improvements to speed up bus routes so you could get to your destination quicker via transit

12. Do you or your family members use Sound Transit’s Sounder Train from Lakewood, Tacoma, Puyallup or Sumner to travel to work, school or recreation?

- Yes, Lakewood
- Yes, Tacoma
- Yes, Puyallup
- Yes, Sumner
- No

13. If you had the option of traveling by train, would you use it?
- Yes
 - No
14. If more funding was available for train transit, within the current Sound Transit service area or future expansion, how would you prioritize the following improvements? Please rank 1-2, with 1 being your highest priority.
- More frequent train service on existing routes including weekend service to and from Seattle
 - New routes that connect destinations not currently served by Sound Transit Sounder Train
15. What are some destinations that you would like to be able to access via bus or train transit?
16. How likely would you be to take transit on a regular basis if it was offered in your area? Select one:
- Very likely to take transit regularly if offered in my area
 - Likely to take transit sometimes if offered in my area
 - Unlikely to take transit even if offered in my area
17. Are there specific locations or places you would like to see improvements for people taking transit?
18. What can be done to improve travel for vehicles (including rideshare, vanpools, carpools, and other vehicles)? Select all that apply:
- Roadway widening
 - New roadway connections
 - Improved intersection operations
 - Matching growth with transportation improvements
 - Better signage
 - Other (please explain):
19. Are there specific locations or places you would like to see improvements for people traveling in rideshare, carpool, or driving personal vehicles?
20. When thinking about how you travel through the study area, what improvements would you like to see in the future? Please describe in one sentence.
21. What is your zip code?

Optional Demographic Questions

Title VI of the Civil Rights Act of 1964 requires the Washington State Department of Transportation to be sure that everyone in the affected project areas has a chance to be heard and to respond to transportation programs and activities that may affect their community.

To help with that, we ask that you voluntarily provide us information about your race, ethnicity, gender and/or other demographics. You are not required to disclose the information requested to participate in this questionnaire.

WSDOT will handle the information gathered as confidentially as possible. For further information regarding this process please contact the Title VI Coordinator by phone at 360-705-7090.

Please respond to the following questions:

1) Gender:

- Male
- Female
- Non-binary
- Prefer not to disclose

2) Disability

- Yes
- No
- Prefer not to disclose

3) Ethnicity

- Hispanic or Latino
- Not Hispanic or Latino

4) Race (check one or more)

- American Indian/Alaskan Native
- Asian
- Black or African American
- Native Hawaiian/Pacific Islander
- Caucasian
- Other
- Prefer not to disclose

5) Language spoken at home (check one or more)

- English only
- Tagalog
- Spanish
- Korean
- Russian

- Chinese
- German
- Arabic
- Vietnamese
- Prefer not to disclose
- Other

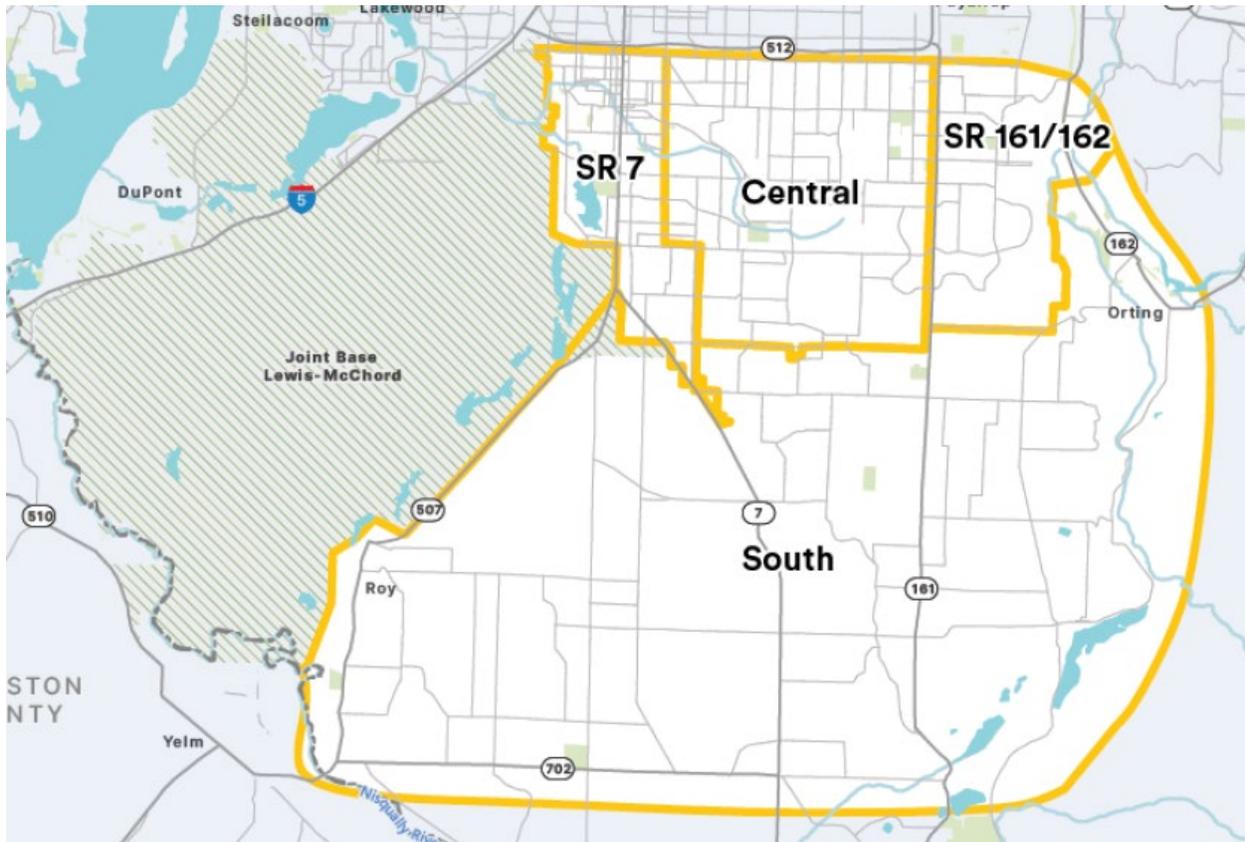
6) Age

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-79
- 80+
- Prefer not to disclose

Appendix B

Questionnaire responses by subarea

The study team developed four subareas based on feedback from agencies, committees, and community groups reflecting that different parts of the study area have different needs and priorities. These subareas allow the study team to focus on context-sensitive strategies to address existing and future transportation issues. A map of the four subareas is included below:



The following information depicts community input across the different subareas to inform the South Pierce Multimodal Connectivity Study. It is not considered a scientific, statistically significant survey. Note that the questions reflected below are only those with multiple choice responses.

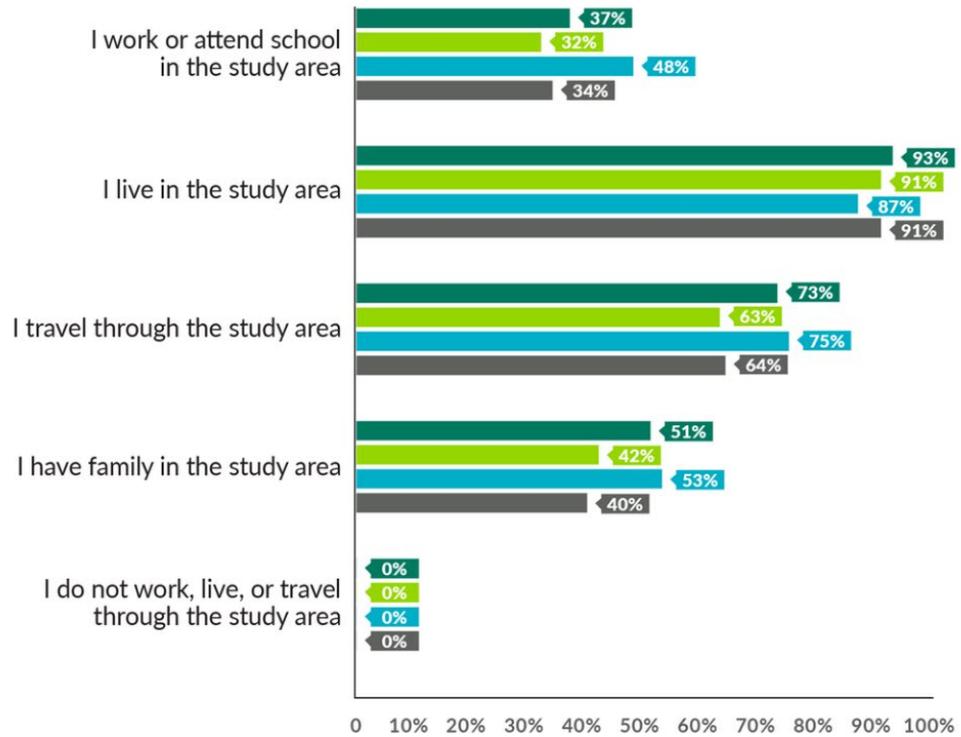
Question 1 | What best describes you? Select all that apply:

What best describes you?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
I work or attend school in the study area	37%	32%	48%	34%
I live in the study area	93%	91%	87%	91%
I travel through the study area	73%	63%	75%	64%
I have family in the study area	51%	42%	53%	40%
I do not work, live, or travel through the study area	0%	0%	0%	0%

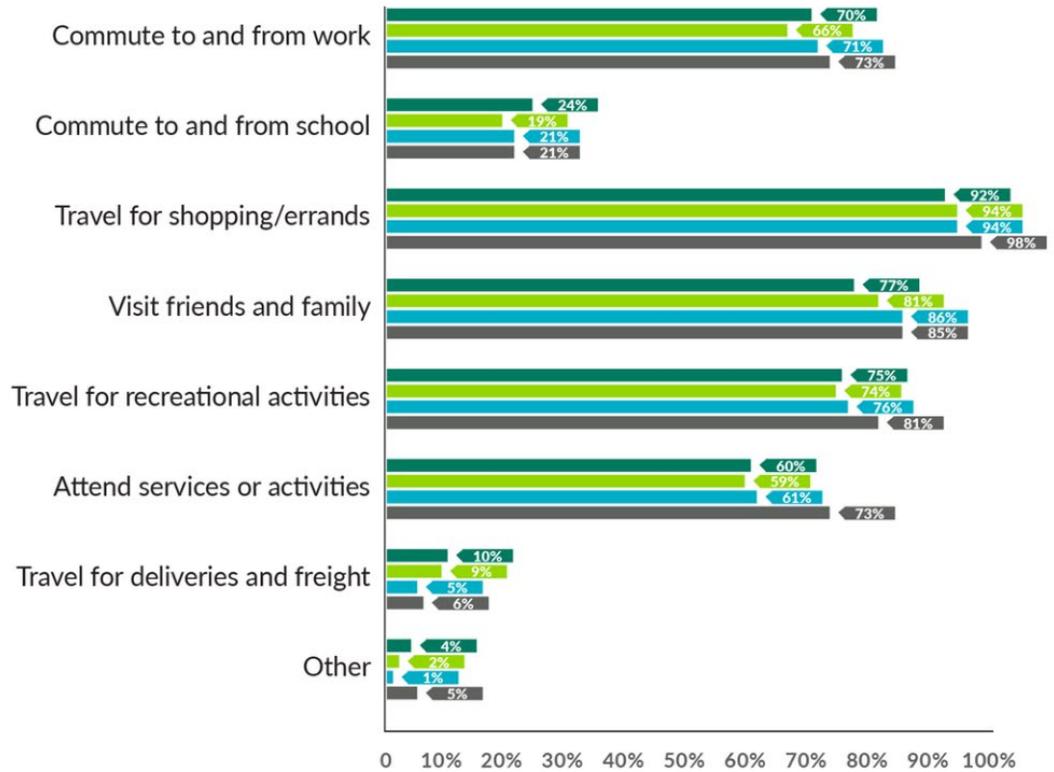
Question 2 | What types of trips do you take in the study area? Select all that apply:

What types of trips do you take in the study area?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Commute to and from work	70%	66%	71%	73%
Commute to and from school	24%	19%	21%	21%
Travel for shopping/errands	92%	94%	94%	98%
Visit friends and family	77%	81%	85%	85%
Travel for recreational activities	75%	74%	76%	81%
Attend services or activities	60%	59%	61%	73%

Travel for deliveries and freight	10%	9%	5%	6%
Other	4%	2%	1%	5%

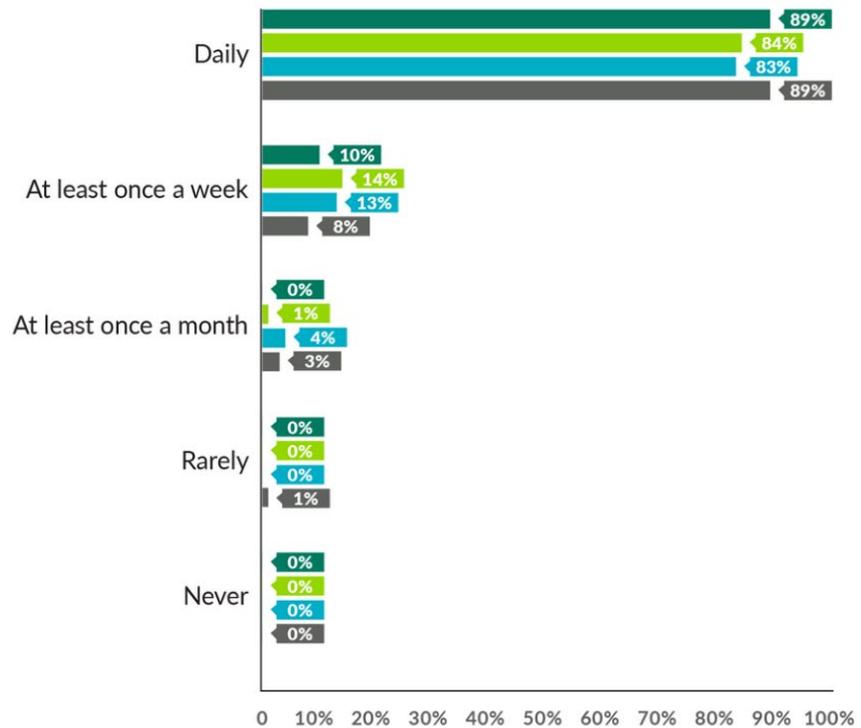
Question 3 | How often do you travel around or through the study area? Select one:

How often do you travel around or through the study area?

SELECT ONE.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Daily	89%	84%	83%	89%
At least once a week	10%	14%	13%	8%
At least once a month	0%	1%	4%	3%
Rarely	0%	0%	0%	1%
Never	0%	0%	0%	0%

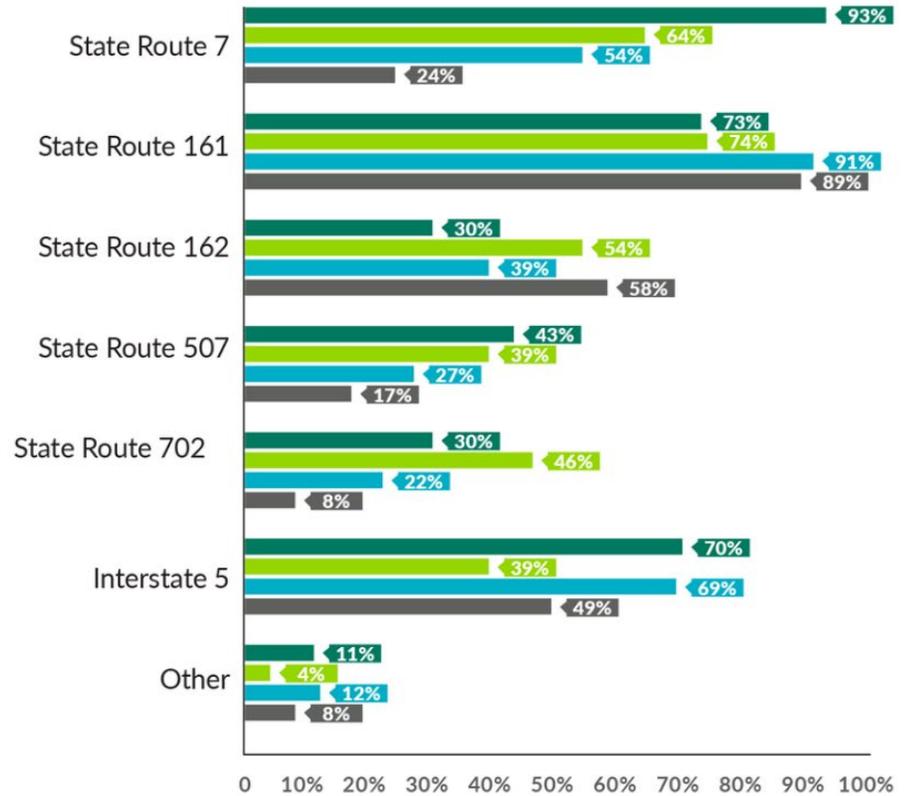
Question 4 | Which study area state route(s) do you travel on regularly? Select all that apply:

Which study area state route(s) do you travel on regularly?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
State Route 7	93%	64%	54%	24%
State Route 161	73%	74%	91%	89%
State Route 162	30%	54%	39%	58%
State Route 507	43%	39%	27%	17%
State Route 702	30%	46%	22%	8%
Interstate 5	70%	39%	69%	49%
Other	11%	4%	12%	8%

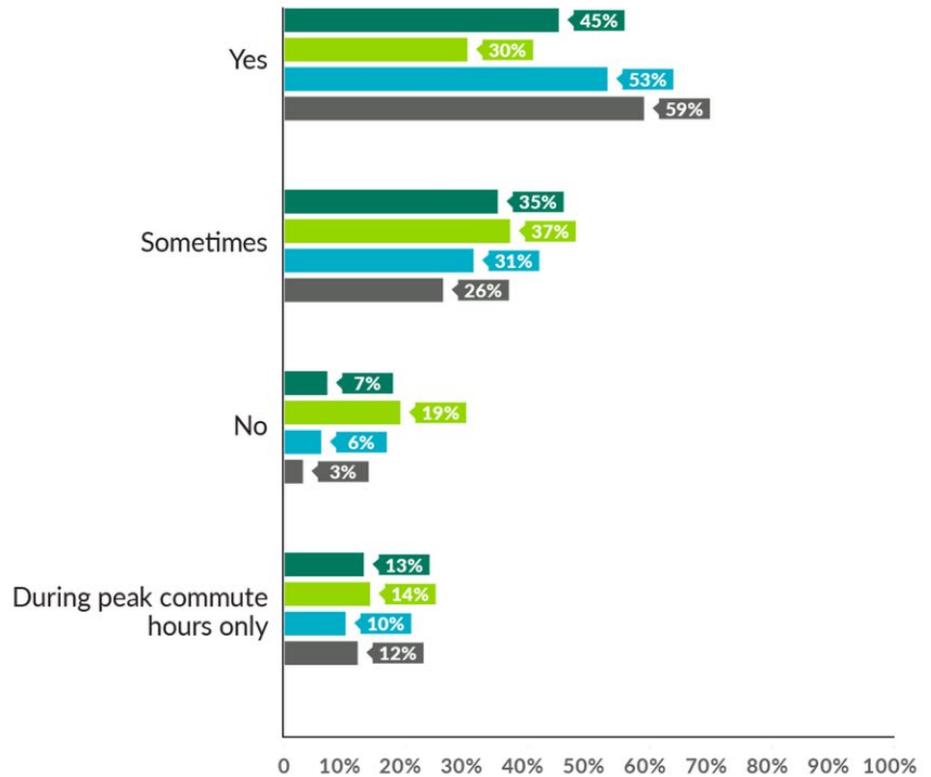
Question 5 | Do you take an alternate route to avoid traveling on any of the state highways listed above? Select one:

Do you take an alternate route to avoid traveling on any of the state highways listed above?

SELECT ONE.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Yes	45%	30%	53%	59%
Sometimes	35%	37%	31%	26%
No	7%	19%	6%	3%
During peak commute hours only	13%	14%	10%	12%

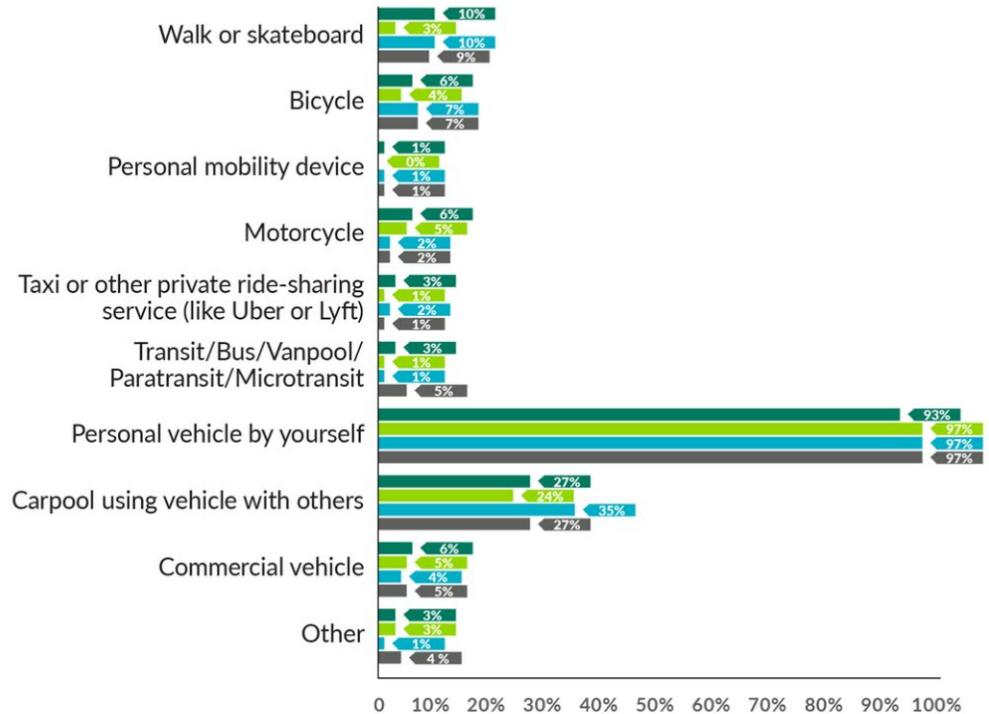
Question 6 | What are the main ways you get around the study area? Select all that apply:

What are the main ways you get around the study area?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Walk or skateboard	10%	3%	10%	9%
Bicycle	6%	4%	7%	7%
Personal mobility device	1%	0%	1%	1%
Motorcycle	6%	5%	2%	2%
Taxi or other private ride-sharing service (like Uber or Lyft)	3%	1%	2%	1%

	SR 7	South	Central	SR 161–162
Transit/Bus/Vanpool/Paratransit/Microtransit	3%	1%	1%	5%
Personal vehicle by yourself	93%	97%	97%	97%
Carpool using vehicle with others	27%	24%	35%	27%
Commercial vehicle	6%	5%	4%	53%
Other	3%	3%	1	4%

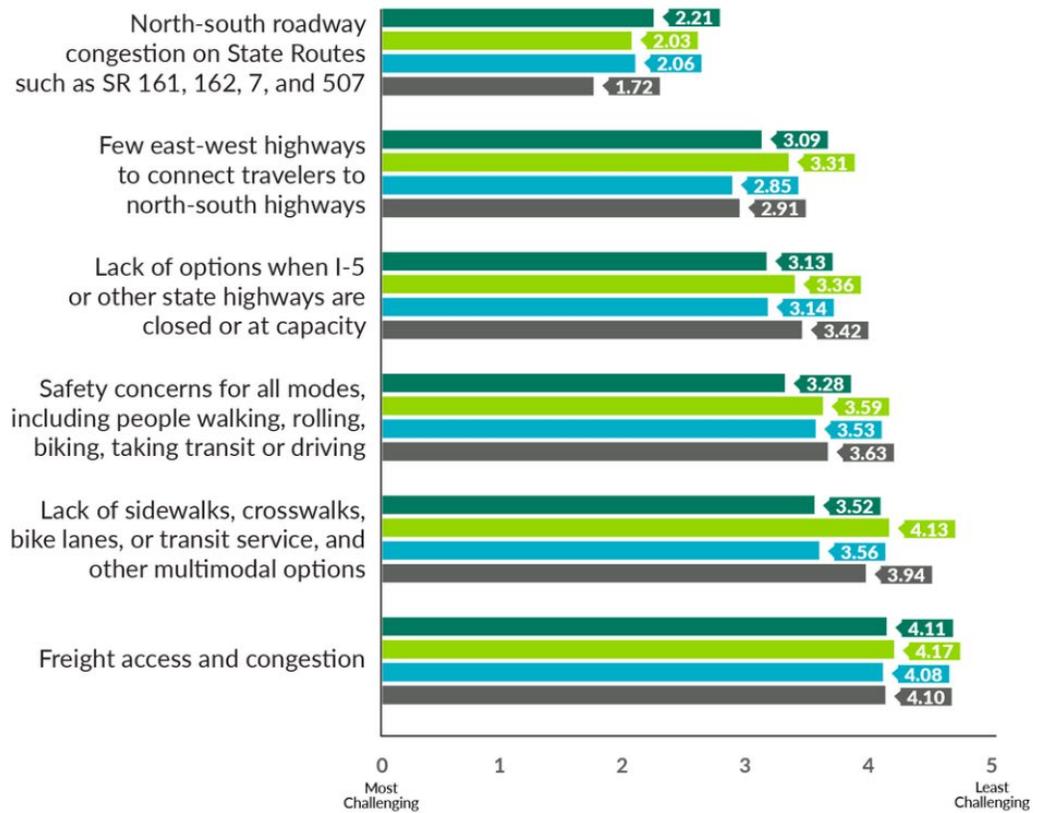
Question 7 | What are the biggest challenges for you when you travel around south Pierce County? Rank 1 being your biggest challenge and 7 being the least challenging.

What are the biggest challenges for you when you travel around south Pierce County?

RANK 1 BEING YOUR BIGGEST CHALLENGE AND 7 BEING THE LEAST CHALLENGING.

- SR 7
- South
- Central
- 161-162

AVERAGE RANKING BY SUBAREA



Answer	SR 7	South	Central	161-162	Most challenging - - - - - Least Challenging
North-south roadway congestion on State Routes such as SR 161, 162, 7, and 507	2.21	2.03	2.06	1.72	
Few east-west highways to connect travelers to north-south highways	3.09	3.31	2.85	2.91	
Lack of options when I-5 or other state highways are closed or at capacity	3.13	3.36	3.14	3.42	
Safety concerns for all modes, including people walking, rolling, biking, taking transit or driving	3.28	3.59	3.53	3.63	
Lack of sidewalks, crosswalks, bike lanes, or transit service, and other multimodal options	3.52	4.13	3.56	3.94	
Freight access and congestion	4.11	4.17	4.08	4.10	

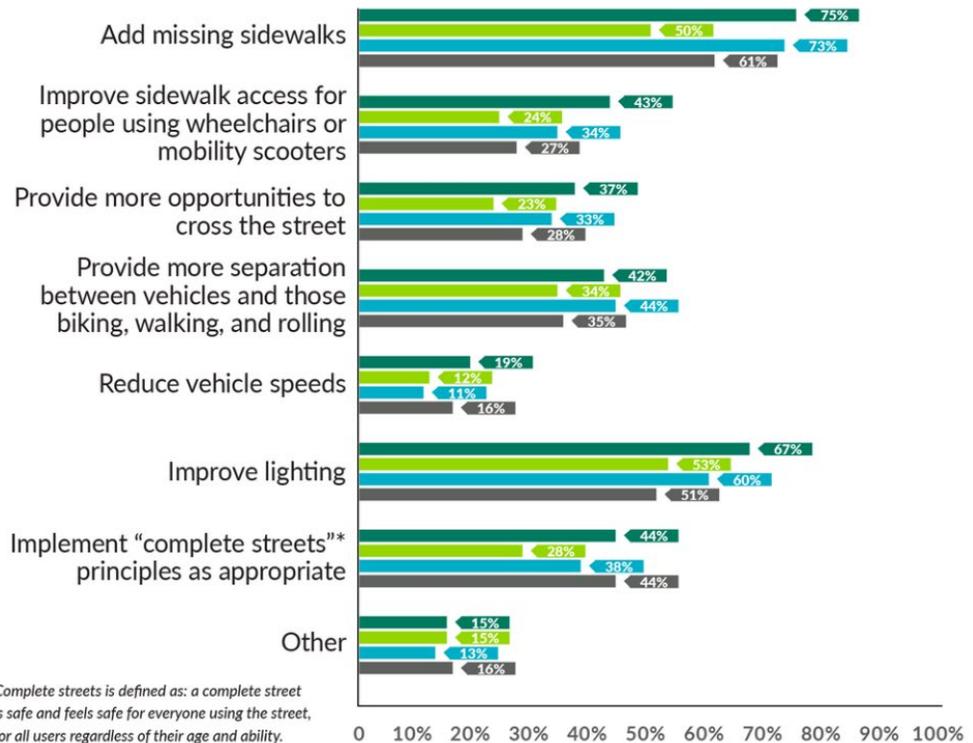
Question 8 | What can be done to improve travel for people biking, walking and rolling? Select all that apply.

What can be done to improve travel for people biking, walking and rolling?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Add missing sidewalks	75%	50%	73%	61%
Improve sidewalk access for people using wheelchairs or mobility scooters	43%	24%	34%	27%
Provide more opportunities to cross the street	37%	23%	33%	28%
Provide more separation between vehicles and those biking, walking, and rolling	42%	34%	44%	35%
Reduce vehicle speeds	19%	12%	11%	16%
Improve lighting	67%	53%	60%	51%
Implement "complete streets" principles as appropriate (complete streets is defined as: a complete street is safe and feels safe for everyone using the street, for all users regardless of their age and ability).	44%	28%	38%	44%
Other	15%	15%	13%	16%

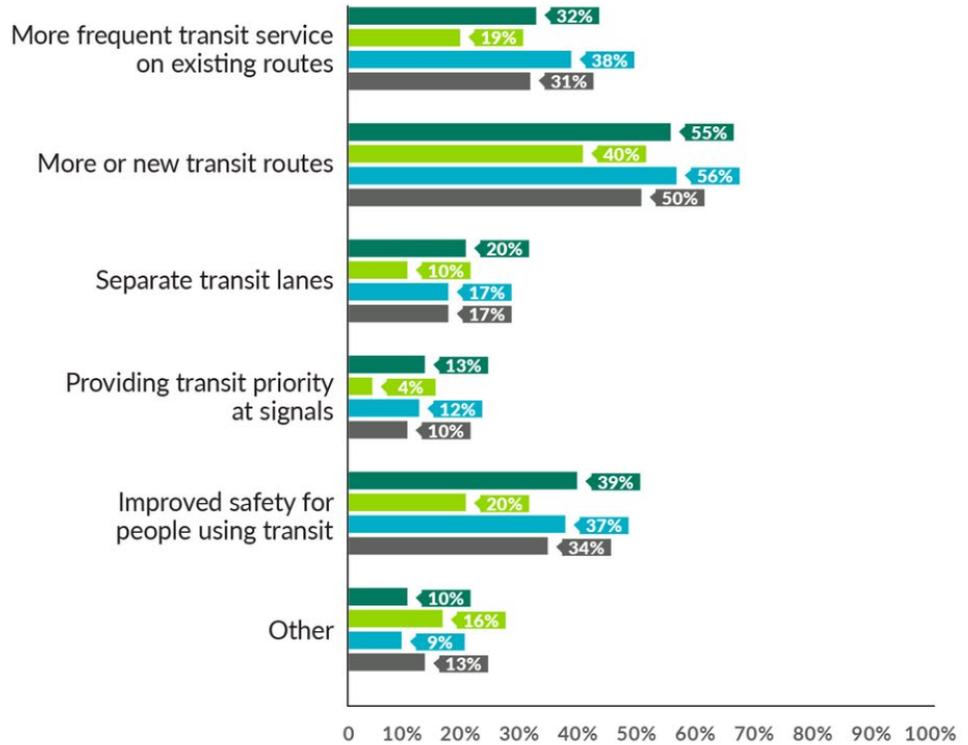
Question 10 | What can be done to improve travel for people taking bus transit?

What can be done to improve travel for people taking bus transit?

SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
More frequent transit service on existing routes	32%	19%	38%	31%
More or new transit routes	55%	40%	56%	50%
Separate transit lanes	20%	10%	17%	17%
Providing transit priority at signals	13%	4%	12%	10%
Improved safety for people using transit	39%	20%	37%	34%
Other	10%	16%	9%	13%

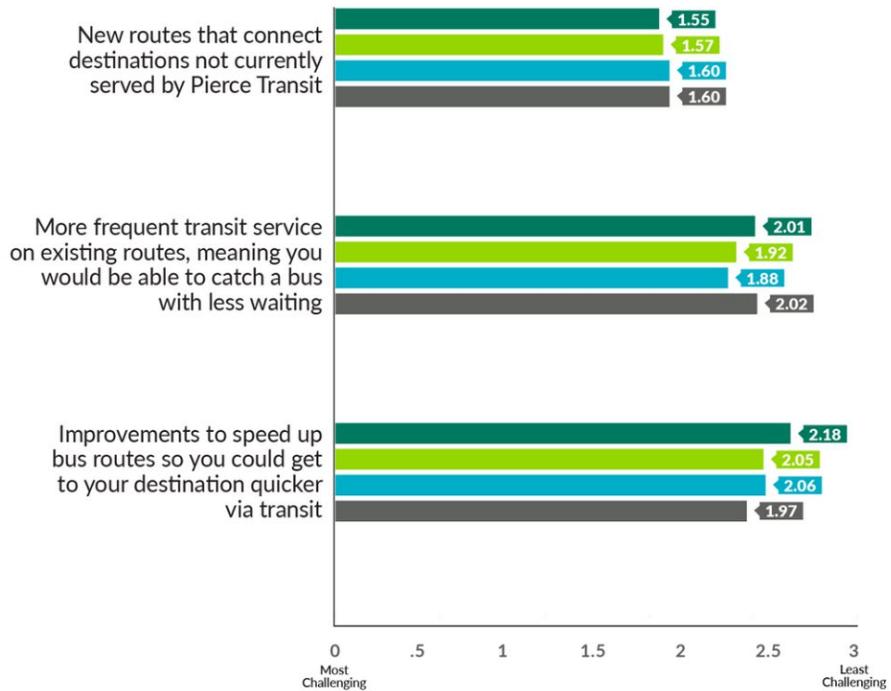
Question 11 | If more funding was available for bus transit service, either within the current Pierce Transit service area or an expansion, how would you prioritize the following transit improvements? Please rank the following 1 – 3, with 1 being your highest priority.

If more funding was available for bus transit service, either within the current Pierce Transit service area or an expansion, how would you prioritize the following transit improvements?

PLEASE RANK THE FOLLOWING 1-3, WITH 1 BEING YOUR HIGHEST PRIORITY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



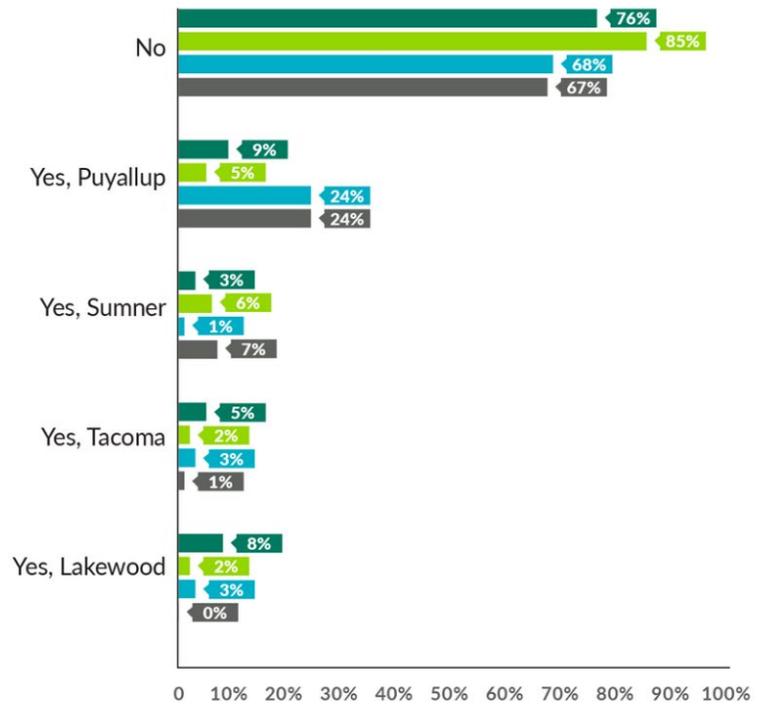
	SR 7	South	Central	161-162
New routes that connect destinations not currently served by Pierce Transit	1.55	1.57	1.60	1.60
More frequent transit service on existing routes, meaning you would be able to catch a bus with less waiting	2.01	1.92	1.88	2.02
Improvements to speed up bus routes so you could get to your destination quicker via transit	2.18	2.05	2.06	1.97

Question 12 | Do you or your family members use Sound Transit's Sounder Train from Lakewood, Tacoma, Puyallup or Sumner to travel to work, school or recreation?

Do you or your family members use Sound Transit's Sounder Train from Lakewood, Tacoma, Puyallup or Sumner to travel to work, school or recreation?

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



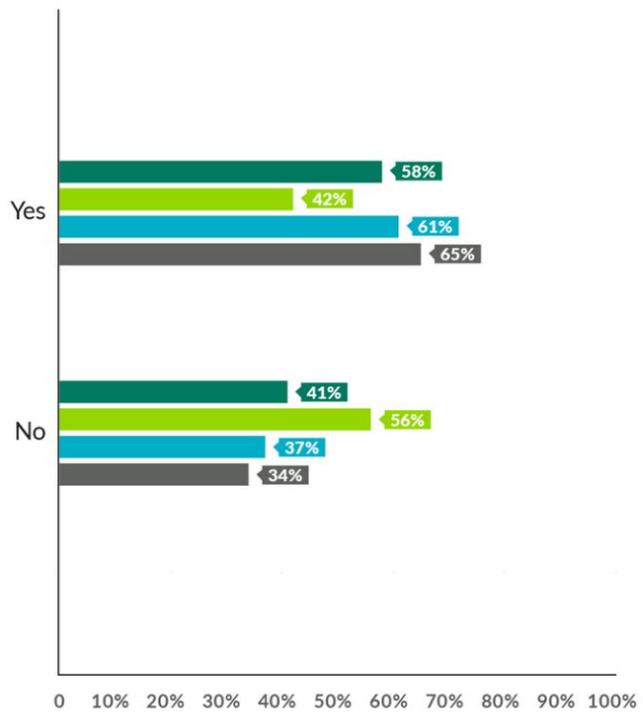
	SR 7	South	Central	SR 161-162
No	76%	85%	68%	67%
Yes, Puyallup	9%	5%	24%	24%
Yes, Sumner	3%	6%	1%	7%
Yes, Tacoma	5%	2%	3%	1%
Yes, Lakewood	8%	2%	3%	0%

Question 13 | If you had the option of traveling by train, would you use it?

If you had the option of traveling by train, would you use it?

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Yes	58%	42%	61%	65%
No	41%	56%	37%	34%

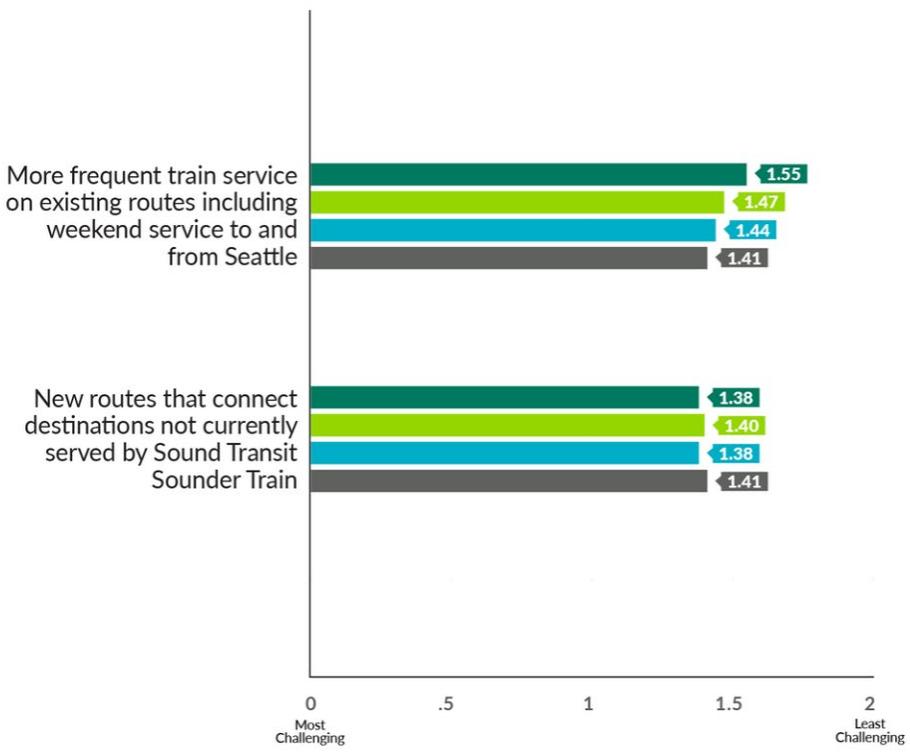
Question 14 | If more funding was available for train transit, within the current Sound Transit service area or future expansion, how would you prioritize the following improvements? Please rank 1-2, with 1 being your highest priority.

If more funding was available for train transit, within the current Sound Transit service area or future expansion, how would you prioritize the following improvements?

PLEASE RANK THE FOLLOWING 1-2, WITH 1 BEING YOUR HIGHEST PRIORITY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	161-162	
New routes that connect destinations not currently served by Sound Transit Sounder Train	1.38	1.40	1.38	1.41	Higher Priority
More frequent train service on existing routes including weekend service to and from Seattle	1.55	1.47	1.44	1.41	Lower Priority

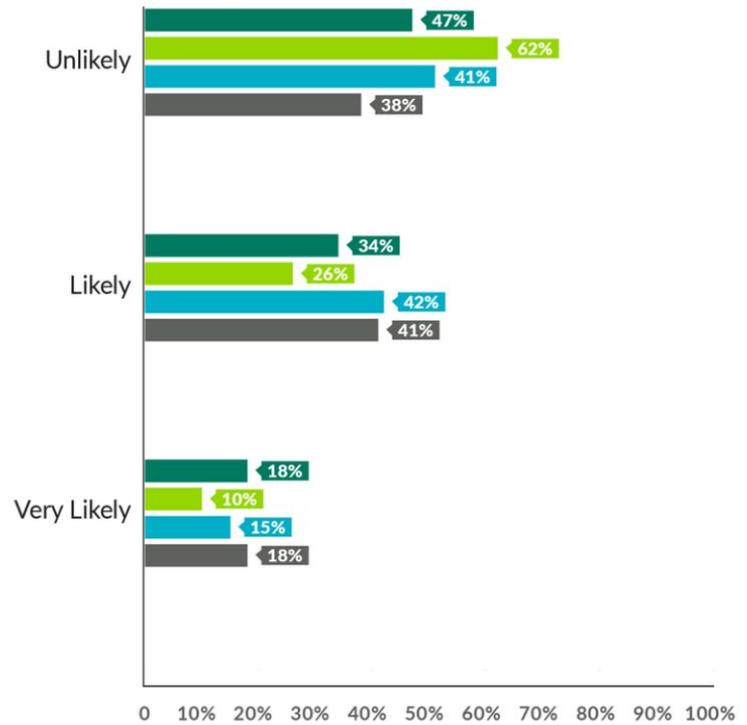
Question 16 | How likely would you be to take transit on a regular basis if it was offered in your area? Select one:

How likely would you be to take transit on a regular basis if it was offered in your area?

SELECT ONE.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



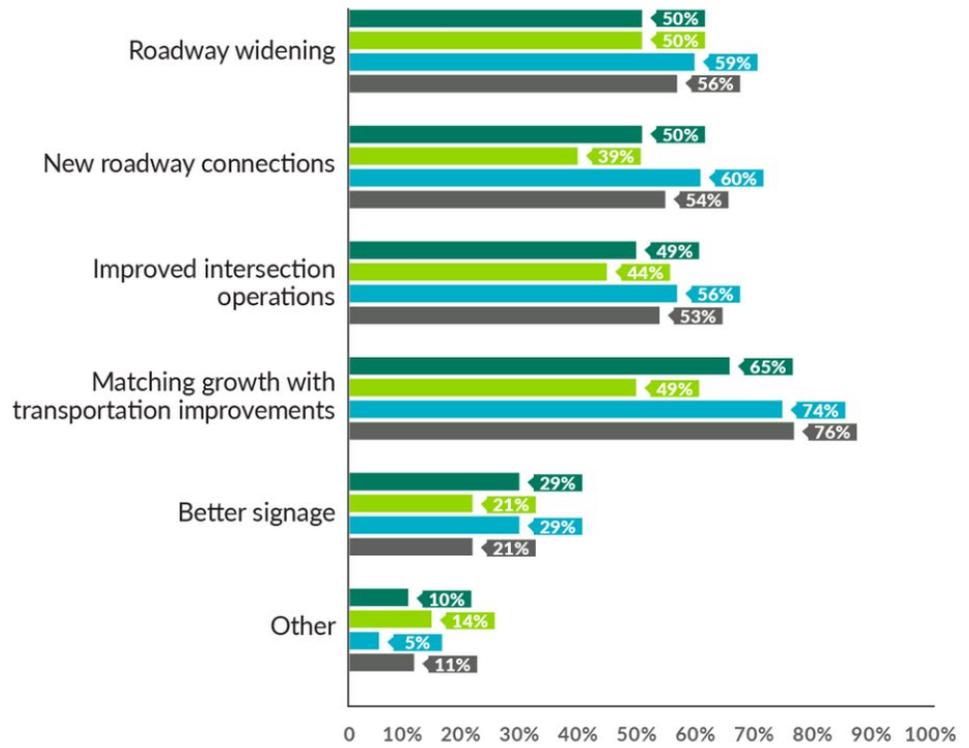
	SR 7	South	Central	SR 161-162
Unlikely	47%	62%	41%	38%
Likely	34%	26%	42%	41%
Very Likely	18%	10%	15%	18%

Question 18 | What can be done to improve travel for vehicles (including rideshare, vanpools, carpools, and other vehicles)? Select all that apply:

What can be done to improve travel for vehicles (including rideshare, vanpools, carpools, and other vehicles)?
 SELECT ALL THAT APPLY.

- SR 7
- South
- Central
- 161-162

PERCENT OF RESPONSES



	SR 7	South	Central	SR 161-162
Roadway widening	50%	50%	59%	56%
New roadway connections	50%	39%	60%	54%
Improved intersection operations	49%	44%	56%	53%
Matching growth with transportation improvements	65%	49%	74%	76%
Better signage	29%	21%	29%	21%
Other (please explain):	10%	14%	5%	11%