City of Puyallup

Safe Routes to School Plan

Fehr Peers
1 Introduction
The City of Puyallup Safe Routes to School Master Plan presents the next step in the City’s ongoing effort to improve active transportation in Puyallup. This plan outlines project recommendations, proposed programs, and funding sources that work towards ensuring school communities are provided with transportation options that promote the health and well-being of students.

This plan is the culmination of a collaborative planning process led by the City with representatives from the Puyallup School District and four private schools in Puyallup to determine appropriate transportation improvements that meet the needs of the seventeen school communities in Puyallup. This Plan summarizes the outreach and planning process and provides recommendations for each of the “Six E’s of Safe Routes to School.”

While the plan focuses on assisting children that walk and bike to school, all travel modes must be considered to truly create safe routes to school. For this reason, this Plan includes recommendations related to infrastructure, community education, and school programs/operations with the combined intent of improving safety and circulation for all modes, including vehicles.
1.1 Plan Overview

The Puyallup Safe Routes to School Master Plan aims to increase mobility and accessibility for students and families regardless of travel mode, while encouraging children to walk and bike to school by reducing barriers related to safety, security/comfort, and infrastructure gaps. This planning effort took both a citywide and localized approach, since many school-related concerns are highly location specific and not the same for each child and school. An existing conditions assessment was completed for each school not only to understand current infrastructure conditions, but also to allow an opportunity for school staff and families to provide insight on their needs and experiences.

The existing conditions assessment included data collection, site visits, scheduled walk audits with stakeholders, and crowdsourced online mapping of issues and opportunities for each school. For specific areas where numerous concerns were raised, the project team did a more detailed review of field conditions, including evaluating specific issues and causes and right of way constraints, to better understand the feasibility of potential improvements. Following the existing conditions assessment and analysis, a set list of goals and objectives were defined to help guide recommendation development and prioritization. Recommendations for each school were developed through an iterative process involving Puyallup School District and private school representatives, and other relevant stakeholders.
1.2 Relationship to Other Plans

Active transportation, most commonly bicycling and walking, is evolving in Puyallup due in part to a series of recently developed plans relating to transportation. In 2014, the City of Puyallup kicked off Puyallup Moves, a substantial investment in planning Puyallup’s transportation future. As part of this effort, the City updated its Transportation Element, which guides overall transportation investments over the next 20 years. Puyallup Moves also included development of the City’s Active Transportation Plan, which provided detailed guidance for phasing and funding projects aimed at improving the environment for travelers who walk and roll. The third component of this effort was the development of the City’s Americans with Disabilities Act (ADA) Transition Plan, which focuses on ensuring that publicly provided capital facilities and city services are accessible to all.

This Plan stems from the City’s desire to focus improvements near schools in the City. Although the City’s Active Transportation Plan included an analysis of facilities near elementary schools, it did not highlight the need for improvements near junior high and high schools. Therefore, the City’s SRTS Master Plan is exploring potential improvements near schools across all grade levels, both public and private.

The Puyallup School District School Advisory Committee recommends safe walking routes to school and the school board adopts walk routes. The Puyallup School District is in the process of updating the school district boundary maps and accompanying walking route maps.

1.3 National Safe Routes to School Movement

The Puyallup Safe Routes to School Plan is part of a national movement of transportation, public health, and planning officials, along with law enforcement officers, school communities, community groups, and families, dedicated to providing safe routes to school for their children. This movement recognizes the impact safe bicycle and pedestrian facilities can have on the safety and health of children, especially when they connect homes to school.

Safe Routes to School programs and plans aim to make it safer for students and families to walk and bike to school. The goal is to encourage walking and biking to school where safety is not a barrier, and to address barriers wherever possible.

The Safe Routes to School National Partnership developed the “Six E’s of Safe Routes to School” principles to provide a framework for Safe Routes to School programs. As part of this plan development, the City and local Safe Routes to School Coalition developed their own guiding principles to describe the traditional Six E’s of Safe Routes to School (provided on the following page), as they applied in Puyallup.
# The “Six E’s” of Safe Routes to School

<table>
<thead>
<tr>
<th>EDUCATION</th>
<th>ENGINEERING</th>
<th>EVALUATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Teach students and families safe travel practices for getting to school</td>
<td>Make safer travel choices more accessible and obvious for everyone</td>
<td>Measure progress in making streets safer and students more active</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENcouragement</th>
<th>EQuity</th>
<th>ENFORCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Promote active transportation choices as a fun, healthy way to get to school</td>
<td>Improve travel options throughout communities, especially areas of highest need</td>
<td>Create a culture of using our streets safely and ensure the rules of the road are obeyed</td>
</tr>
</tbody>
</table>
1.4 Plan Development

Puyallup’s SRTS Master Plan included five major steps, which are summarized below and described in more detail throughout this document.

1. **EXISTING CONDITIONS**
   - Met with City Staff and Puyallup School District Staff
   - Site visits at four schools
   - Develop baseline of existing conditions

2. **PUBLIC ENGAGEMENT**
   - Walkability audits
   - Safe Routes to School Coalition
   - Online engagement

3. **DEVELOP PROJECT CRITERIA AND PROJECT LIST**
   - List of infrastructure projects including top 10 priority projects
   - Review project list in one public meeting

4. **DRAFT SAFE ROUTES TO SCHOOL MASTER PLAN**
   - Include actions for each of the “6 E’s”

5. **COUNCIL APPROVAL**
   - Return to City Council to review draft plan and project list
## 1.5 Glossary

<table>
<thead>
<tr>
<th>TERM</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation</td>
<td>Any form of human-powered travel. This can include walking, cycling, using a wheelchair, skateboarding, scootering, or roller-skating for any portion of a trip between origin and destination.</td>
</tr>
<tr>
<td>ATP</td>
<td>Active Transportation Plan</td>
</tr>
<tr>
<td>Equity</td>
<td>Transportation equity is an essential component of this Plan. SRTS projects, programs, and policies should benefit all Puyallup residents, including children, seniors, persons with disabilities, cycling novices and enthusiasts, and people of all income levels, races, and ethnicities. A central goal of transportation equity is to facilitate opportunities through equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served. Transportation equity includes geographic equity and acknowledges racial and economic disparities are inherent in communities.</td>
</tr>
<tr>
<td>FACILITY TYPE</td>
<td>DESCRIPTION</td>
</tr>
<tr>
<td>---------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Buffered Bike Lane</strong></td>
<td>Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane. These facilities are established along roadways with high travel speeds, volumes, and/or truck traffic.</td>
</tr>
<tr>
<td><strong>Conventional Bike Lane</strong></td>
<td>A conventional bike lane is a striped lane on a roadway that is designated for exclusive use by people riding bicycles. Conventional bike lanes include pavement markings indicating one-way bike use. These facilities are established along roadways where there is current or anticipated bicycle demand and where it would be unsafe for bicyclists to ride in the travel lane.</td>
</tr>
<tr>
<td><strong>Shared Use Path</strong></td>
<td>Shared Use Paths are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor.</td>
</tr>
<tr>
<td><strong>Sharrow</strong></td>
<td>Sharrows or “shared-use arrows” are pavement markings that indicate bicycles and automobiles must share the lane. They are typically provided on low-speed, low traffic-volume streets. This facility type provides drivers with a visual warning to expect that cyclists are present.</td>
</tr>
</tbody>
</table>
2. Existing Conditions
The following chapter presents the existing conditions near schools in the City of Puyallup.

- 2.1 Schools
- 2.2 SRTS Improvements
- 2.3 Bicycle Facilities
- 2.4 Pedestrian Facilities
- 2.5 Bicycling and Pedestrian Safety
2.1 Schools

As shown in Figure 1, the Puyallup School District operates 14 neighborhood schools within the City of Puyallup that serve the City and surrounding areas. These include:

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

In addition, the SRTS Plan considers the following private schools located within Puyallup:

- All Saints Catholic School
- Cascade Christian Elementary School
- Cascade Christian Junior/Senior High School
- Northwest Christian School

To identify potential projects that could serve the highest number of students, this plan focuses on pedestrian improvements on the ¼ mile radius from schools. Recognizing that children can bike a further distance than they are able to walk, the plan considers bicycle facilities within a larger “bikeshed” - a one-mile biking radius for elementary schools, 1.25-mile biking radius for junior high schools, and 1.5-mile biking radius for high schools.¹

Detailed information about the current quality of transportation facilities within each school’s walkshed is detailed in Appendix A. High-level comments about school accessibility are summarized on the following pages.

¹ These bikesheds are consistent with Puyallup School District Policy #6600, which determines when school bus transportation is available. Generally, bus transport is only provided for students living outside of the one-mile radius for elementary schools, 1.25 mile radius for junior high schools, and 1.5 mile radius for high schools or who lack access to safe pedestrian facilities.
Figure 1. K-12 Schools in Puyallup

- **Public Schools**
- **Private Schools**
- **Railroad**

May 2019
2.1.1 ELEMENTARY SCHOOLS

Maplewood, Meeker, and Stewart elementary schools have the highest pedestrian accessibility with sidewalks provided on most streets within a quarter mile of each school. Cascade Christian School and All Saints School are also located in neighborhoods with high pedestrian accessibility. There is one sidewalk gap adjacent to Cascade Christian Schools (Puyallup Elementary School Campus) on 5th Street SE between 9th Avenue SE and 7th Avenue SE.

Fruitland and Shaw Road Elementary Schools have the poorest pedestrian accessibility, with most streets within a quarter mile of each school lacking sidewalks.
2.1.2 JUNIOR AND SENIOR HIGH SCHOOLS

There are three junior high schools within the City: Aylen Junior High School, Kalles Junior High School, and Ferrucci Junior High School. Aylen Junior High School is located off W Pioneer Avenue. There are sufficient sidewalk facilities, with opportunities for additional crossing enhancements and entry points to improve access to campus. Kalles Junior High School is located in urban Puyallup and flashing beacons are present at two locations bounding the school. Sidewalks are present at least one side of the street around the perimeter of the school. Characteristics of Ferrucci Junior High were noted on the school walkability audit and are detailed later.

Cascade Junior and Senior High School is located in close proximity to Northwest Christian School and Shaw Road Elementary School. These schools are located between 25th Street SE and Shaw Road Elementary, which both lack sidewalks on one side. There are no marked crosswalks within a quarter mile of these schools, and few curb ramps.

Puyallup High School is the only public high school located within the City. High schools have unique travel patterns from elementary and junior high schools due to the ability for many students to begin driving themselves and others to schools. Pedestrian and bicycle safety remains important at high schools and W Pioneer Avenue serves as a major connection for all roadway users.
### 2.1.3 SCHOOL DEMOGRAPHICS

One metric for evaluating demographic data is the percentage of students that qualify for free or reduced-price lunches (FRPL). This information was provided by Puyallup School District for public schools within the City.

The 2017 FRPL provided by Puyallup School District include the following schools:

Data regarding FRPL eligibility is not available for private schools. **Figure 2** shows a map of school locations and their relative percentage of students that qualify for FRPL. For this Plan, schools with FRPL percentages over 50 percent are classified as “High” FRPL, as they rank in the upper third of schools. Schools with FRPL over 28% are classified as “Medium” and schools with under 28% are classified as “Low.”

<table>
<thead>
<tr>
<th>School</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stewart Elementary School</td>
<td>59%</td>
</tr>
<tr>
<td>Spinning Elementary School</td>
<td>55%</td>
</tr>
<tr>
<td>Wildwood Park Elementary School</td>
<td>53%</td>
</tr>
<tr>
<td>Karshner Elementary School</td>
<td>51%</td>
</tr>
<tr>
<td>Sunrise Elementary School</td>
<td>47%</td>
</tr>
<tr>
<td>Ferrucci Junior High School</td>
<td>43%</td>
</tr>
<tr>
<td>Aylen Junior High School</td>
<td>31%</td>
</tr>
<tr>
<td>Meeker Elementary School</td>
<td>29%</td>
</tr>
<tr>
<td>Kalles Junior High School</td>
<td>28%</td>
</tr>
<tr>
<td>Fruitland Elementary School</td>
<td>25%</td>
</tr>
<tr>
<td>Puyallup High School</td>
<td>25%</td>
</tr>
<tr>
<td>Maplewood Elementary School</td>
<td>22%</td>
</tr>
<tr>
<td>Shaw Road Elementary School</td>
<td>22%</td>
</tr>
</tbody>
</table>
Figure 2. Percentage of Students that Qualify for FRPL

Percentage of students that qualify for Free or Reduced Price Lunches (FRPL)

- High
- Medium
- Low
- Unknown
2.3.1 EXISTING FACILITIES

The existing bicycling network in Puyallup consists primarily of trails in parks and the Riverwalk Trail along the Puyallup River. There are on-street “sharrows” located on 5th Street NE and 5th Avenue SE near Stewart Elementary School.

The Riverwalk Trail is approximately 5 miles long and located along the Puyallup River between the westerly city limit and the western trailhead of the Foothill Trail. At its eastern end, the Riverwalk Trail provides an on-street connection to the Sumner Link Trail, an eight-mile long, paved trail that also connects to both the King County Interurban Trail and Lakeland Hills Trail.

There is also one off-street, shared-use path located along the northwest side of Fairview Drive adjacent to the Washington State Events Center property. The nine-foot wide, paved path runs for approximately 0.3 miles from the orange parking lot driveway to the green parking lot driveway. On its north end, the path connects to a sidewalk on the northwest side of Fairview Drive. There are also a number of trails located in parks, as well as natural, riparian and watershed areas throughout the City. Currently, there are no on-street bicycle facilities other than the sharrows on 5th Street NE.

2.3.2 PLANNED FACILITIES

The City’s Active Transportation Plan detailed a long-term bicycle network for future improvements. Figure 3 shows complete long-term network. Appendix B details the proposed bicycle priority networks within ¼ mile of schools. Recommended improvements for the SRTS plan build off the Active Transportation planned long-term bicycle network, and focus on specific projects that could most improve the safety and comfort of biking to school.
Figure 3. Long-Term Bicycle Network Projects

Long Term Bike Projects
- Bike Boulevard
- Bike Lane
- Shared Use Path
- Sharrow

School
Sounder Station
Regional Growth Center
Regional College
Park

* Only one of these alignments will be constructed.
2.4 Pedestrian Facilities

The City actively increases sidewalk coverage every year and sidewalks are generally available along all arterials, local streets within the central business district, and in newer subdivisions. Some older residential areas have an incomplete sidewalk network or sidewalk maintenance needs.

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

2.4.1 PEDESTRIAN NETWORK COMPLETENESS

As shown in Appendix A, sidewalks are provided on most major streets in Puyallup, but the sidewalk coverage varies near some less urban schools throughout the City. As part of the Active Transportation Plan, a review of pedestrian facilities within a quarter mile of major pedestrian destinations was completed to evaluate network completeness. Analysis areas included downtown Puyallup and the Sounder Station, South Hill Mall, and Elementary Schools. This SRTS Master Plan expands the scope of the sidewalk completion analysis to include junior high schools, Puyallup High School, and private schools to help identify pedestrian projects that would improve connectivity and accessibility to schools in Puyallup.

2.5 Bicycling and Pedestrian Safety

Between January 2014 and June 2018, there were 112 reported collisions involving nonmotorized users in Puyallup. Appendix C shows the bicycle and pedestrian collisions and their proximity to schools in Puyallup. Collisions were well distributed throughout the city, indicating that there are no “hotspot locations” for collisions involving bicyclists and pedestrians.

There were 66 pedestrian-involved collisions and 46 bicyclist-involved collisions. Of these reported collisions, there was one fatal collision within a ¼ mile of Puyallup schools, in which a bicyclist was killed at the intersection of 9th Avenue SW and 4th Street SW near All Saints School.
This SRTS Master Plan expands the scope of the sidewalk completion analysis to include junior high schools, Puyallup High School, and private schools to help identify pedestrian projects that would improve connectivity and accessibility to schools in Puyallup.
3 Public Outreach
Public outreach and engagement is critical to developing a plan that reflects the community’s needs and vision. As part of the development of this plan, the City engaged the community through multiple site visits, walkability audits, building and convening the Puyallup SRTS Coalition, in-person meetings, and an online webmap.

3.1 Overview
3.2 Site Visits
3.3 Puyallup SRTS Coalition
3.4 Online Survey
3.5 Public Meeting
3.6 Public Outreach Summary
3.1 Outreach Overview

As part of the data collection efforts for the SRTS plan, a series of site visits and walkability audits were conducted in Fall 2018. Schools were selected for site visits and walkability audits by City and Puyallup School District staff based on a variety of factors, including:

- The existing conditions bicycle and pedestrian networks and conditions at school sites,
- Student enrollment,
- Student demographics,
- Geographic diversity, and
- Feedback received from parents, principals, and neighbors.

Schools chosen include characteristics representative of multiple schools throughout the City. These characteristics include: schools located in high and low density neighborhoods, schools with and without on-site parking, schools with high and low free and reduced price lunch percentages, etc.

Detailed information about public outreach efforts including site visits and walk audits is provided in Appendix D.
3.2 Site Visits

Three site visits were conducted in October 2018. Representatives from the project team, including the City of Puyallup Project Manager and Puyallup School District Facilities Manager attended each meeting with school principals and on-site representatives.

The following schools were evaluated as part of the site visits:

› Shaw Road Elementary School
› Meeker Elementary School
› Stewart Elementary School

Pick-up and drop-off area in front of Shaw Road Elementary School.

Pedestrian crossing near Meeker Elementary School.

Parking facilities at Stewart Elementary School.
3.2.1 WALKABILITY AUDITS

After site visits and schools were selected, Fehr & Peers led three walk audits at the following four schools in late October 2018:

› Karshner Elementary School
› Maplewood Elementary School
› Wildwood Park Elementary School
› Ferrucci Junior High school

The public was invited to participate through school newsletters, a SRTS website, and shared with the Puyallup SRTS Coalition for further distribution. Each walk audit included:

› A half hour prep session to describe the SRTS process and discuss barriers and opportunities around schools with participants,
› An hour of walking around the school taking notes, and
› A half hour wrap-up session to gather the priorities for each school.
3.3 Puyallup SRTS Coalition

The Puyallup SRTS coalition was formed to gather community members and representatives that are passionate about school transportation safety in Puyallup, and act as a sounding board for decision-making as part of the plan development.

The following groups were represented in coalition meetings:

- Puyallup School District,
- City of Puyallup Public Works Engineering and Planning Services staff, City of Puyallup Parks and Recreation,
- City of Puyallup Police Department,
- Puyallup Watershed Active Transportation Community of Interest,
- Tacoma-Pierce County Health Department,
- Mel Korum YMCA, and
- Parents of students attending Puyallup schools.

The group convened three times through the course of the project to discuss the following topics:

- Goals for each of the “Six E’s of SRTS”,
- Existing conditions near schools in Puyallup and challenges families face getting to school,
- Develop and confirm Project list criteria development,
- Publicity for the online survey, public meeting, and project activities
- Plan review and endorsement.
3.4 Online Survey

An online crowdsourced interactive map survey was provided to the public to facilitate input from those who could not attend the workshops or who wanted to spend additional time reviewing the networks. The interactive map was publicized at the first round of public meetings, in public outreach via the Stakeholder Advisory Committee, and on the City website. The interactive map allowed users to add points, lines and comments on top of a map of the City's existing biking facilities. During the two months that the map was open to the public, users provided nearly 500 specific inputs including recommendations for new bike lanes, trails, sidewalks, crosswalks, and traffic calming. Figure 4 shows a screen shot of the interactive map survey.
3.5 Public Meeting

In addition to the site visits, walk audits, and online engagement, the City held one public meeting to convene Puyallup school families to review the proposed project list. The meeting was held on January 30 and City and School District staff obtained input from the public on the proposed project list including top 10 priority projects.

Feedback heard at the meeting largely reinforced the priority projects and participants expressed a desire to support projects that most impacted underserved communities and projects serving locations with a high number of collisions.

Participants at the public meeting.

Outreach materials displayed at the public meeting.
3.6 Public Outreach Summary

Throughout the extent of the plan development, a wide variety of viewpoints were vocalized and incorporated into the plan’s recommendations. The following summarizes the comments most frequently heard:

- **Students need Safe Routes to School. Traffic calming, sidewalks/pedestrian paths, and safe crossings are needed in key locations.**
- **Some parents and families are already walking to school but more would feel comfortable if sidewalk gaps were filled.**
- **There is an interest in implementing traffic calming projects in targeted locations.**
- **Crossing large streets can be challenging and often serves as a barrier to walking to school altogether.**
- **Pick-up / drop-off areas can be a source of conflict, including the points where school parking lots meet City roadways.**
- **Families like crossing at intersections with crosswalk treatments such as flashing beacons.**
- **Older students would choose to bike to school more often if facilities were available.**
- **Education would help reinforce safe travel behaviors, such as distracted driving or walking. These are just a few.**
Feedback heard at the meeting largely reinforced the priority projects and participants expressed a desire to support projects that most impacted underserved communities and projects serving locations with a high number of collisions.
Improve travel options throughout Puyallup’s school communities, especially areas of highest need.

A key goal of this SRTS master plan is to help ensure that Puyallup’s transportation network serves everyone. As such, the projects, programs, and other investments recommended within this plan place a keen eye to ensuring that investments are prioritized in the areas of greatest need.
4.1 Focusing on Equity

As described earlier in this plan, one common measure used to ensure the equitable distribution of investments in an SRTS context is to consider where investments are being recommended vis-à-vis schools with a higher percentage of children receiving free and reduced price lunch. Figure 5 shows a map of schools with the highest FRPL percentages.⁴

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⁴ According to a Governing review of pedestrian deaths from 2008 to 2012, the pedestrian fatality rate was documented to be twice as high in America’s poorest neighborhoods as in higher-income neighborhoods. Governing. "Pedestrians Dying at Disproportionate Rates in America’s Poorer Neighborhoods.” 2014. https://www.governing.com/topics/public-justice-safety/gov-pedestrian-deaths-analysis.html
Figure 5. Schools with High FRPL Percentages

Percentage of students that qualify for Free or Reduced Price Lunches (FRPL)
- High
- Medium
- Low
- Unknown
4.2 Project Criteria

The following criteria were used to evaluate potential investments to ensure that the recommendations of this plan will help move the needle in the coming years to more safe, multimodal travel options around Puyallup’s schools, especially those with the highest need.

4.3 Safety for Vulnerable Users

Safety is often described through collision statistics, with a goal focused on the reduction of traffic-related injuries. Although there have historically been few collisions involving a pedestrian or cyclist in Puyallup, the City agrees with WSDOT’s stance that even one traffic fatality is too many. The perception of safety is also something to consider. If the public does not perceive an active transportation facility to be safe, it is less likely to be used.

As projects and programs are implemented, the City should evaluate how equitably they are located and which communities are being served. The City should track both transportation investments and traffic safety trends for vulnerable users for the following criteria:

- Collision trends and annual crash mapping, highlighting collisions involving a pedestrian or cyclist,
- Geographic diversity of locations chosen for roadway improvements,
- Traffic violation offenses, and
- Percent of maintenance requests addressed.

The City should compare these metrics to school demographic data to ensure equity in program and project delivery.
5 Engineering
Make safer travel choices more accessible and obvious for everyone.

This effort resulted in hundreds of potential project ideas, ranging from modest ideas like new crosswalks and curb striping to more sweeping suggestions like roundabouts, bike boulevard, and new multi-use trails. Below, we provide a brief description of the project categories then describe the highest priority projects that have been identified through this effort. The full list of projects considered is included in Appendix E.
5.1 Project Types

The SRTS projects identified in this plan can be categorized by at least one of 5 project types. Project types include the following below. The full list of project types and examples of potential facilities is included in Appendix F.

- Pedestrian Facilities
- Bicycle Facilities
- Crossing Enhancements
- Traffic Calming Improvements
- School Zone Improvements
5.2 Priority Projects

This chapter details ten projects that were identified as the highest priority investments to improve safe routes to school in Puyallup. Any of these ten projects would be considered strong amenities for the community and thus they are not listed in any order of priority. To arrive at this set of priority projects, the project team considered the results of the project evaluation process described in Chapter 4, public input heard throughout the planning process, and professional judgment. Many of these projects support and expand upon the Active Transportation Plan. The projects are shown in Figure 6 and described in the following pages in Table 2.

In addition to the ten priority projects, Appendix E includes 38 other capital improvements that were identified through this process. The City may choose to pursue funding for any of the identified projects ahead of the priority projects, should the opportunity and need arise. Traffic calming improvements are proposed for locations in which community members voiced concerns, and additional speed surveys should be conducted. Streets that are candidates for traffic calming as identified in this plan should follow the City’s methodology provided in the Neighborhood Traffic Calming Program, including evaluating Education, Enforcement, and Engineering components.

1.2.1 COST ESTIMATE ASSUMPTIONS

Cost estimates are included to provide decision-makers a point of reference for the approximate costs of constructing facilities. Please note that additional engineering study would be needed prior to the permitting, design, funding, or construction phases of any of the projects listed in this plan. Cost estimates are planning-level and assume 2019 prices, so further analysis would be needed prior to design and construction. It should be noted that adding sidewalks often requires road widening to right of way limits and relocating utilities, which significantly increases costs. Sidewalks should be constructed per current City standards, including pedestrian-scale lighting to improve perceived safety. These cost estimates do not account for these factors, unless specified.

Table 1 gives the planning level cost assumptions used to determine project cost estimates. Unit costs are intended to represent typical costs in the Puget Sound area as of 2019. While they reflect typical costs, unit costs do not consider project-specific factors such as right-of-way acquisition, intensive grading, landscaping, or other location-specific factors that may increase actual costs. For some segments, project costs may be significantly higher. For some of the projects that were in the City’s Active Transportation Plan, the costs build on the previous cost estimates instead.
Table 1: Planning Level Cost Estimates

<table>
<thead>
<tr>
<th>TREATMENT</th>
<th>UNIT</th>
<th>COST ESTIMATE</th>
<th>SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sharrow Marking*</td>
<td>Each</td>
<td>$275</td>
<td>Fehr &amp; Peers engineering/planning staff</td>
</tr>
<tr>
<td>Shared Use Path</td>
<td>Mile</td>
<td>$3.85 million</td>
<td>City of Berkeley, CA⁵</td>
</tr>
<tr>
<td>Conventional Bike Lane</td>
<td>Mile</td>
<td>$135,000**</td>
<td>Fehr &amp; Peers engineering/planning staff &amp; Bushell et al⁶</td>
</tr>
<tr>
<td>Buffered Bike Lane</td>
<td>Mile</td>
<td>$240,000</td>
<td>Fehr &amp; Peers engineering/planning staff &amp; City of Berkeley</td>
</tr>
<tr>
<td>RRFB</td>
<td>Intersection</td>
<td>$50,000</td>
<td>City of Puyallup</td>
</tr>
<tr>
<td>Roundabout</td>
<td>Lane</td>
<td>$1.5 million</td>
<td>City of Gig Harbor</td>
</tr>
<tr>
<td>Crosswalk – marking only</td>
<td>Each Leg</td>
<td>$800</td>
<td>Bushell et al</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>Linear Foot</td>
<td>$550</td>
<td>Other Puget Sound cities</td>
</tr>
<tr>
<td>Bulb Out/Curb Extension</td>
<td>Each</td>
<td>$25,000</td>
<td>Fehr &amp; Peers engineering/planning staff</td>
</tr>
<tr>
<td>Speed Hump</td>
<td>Each</td>
<td>$10,000</td>
<td>City of Puyallup</td>
</tr>
<tr>
<td>Traffic Circle</td>
<td>Each</td>
<td>$30,000</td>
<td>Fehr &amp; Peers engineering/planning staff</td>
</tr>
</tbody>
</table>

Source: Fehr & Peers, 2019

Notes:
* Assume two sharrow markings per every 200 feet.
** Cost estimate assumes some roadway widening and/or parking repurposing. Bushell et al. reports median cost is $90,000.

Additional Sources:
Figure 6. Top 10 Priority Projects

1. 7th Avenue SE Sidewalks, Sharrows, and Crossing Enhancements
2. West Stewart Avenue/2nd Avenue NE Separated Bike Lanes, Sharrows, and Crossing Enhancements
3. 11th Street NW Sidewalks and Sharrows
4. 7th Avenue SW Protected Bike Facilities, Sidewalks, and Crossing Enhancements
5. 13th Street SE Sharrows, Crossing Enhancements, and Traffic Calming
6. Shaw Road E Shared Use Path, Crossing Enhancements, and Traffic Calming
7. Wildwood Park Drive Bike Lanes, Sidewalks, Crossing Enhancements, and Traffic Calming
8. E Pioneer Avenue Shared Use Path
9. 11th Street SW Bike Boulevard, Crossing Enhancements, and School Zone Improvements
10. S Fruitland Avenue Bike Lanes, Sidewalks, and Crossing Enhancements
### Table 2: Top 10 Priority Projects

#### 1. 7TH AVENUE SE SIDEWALKS, SHARROWS, AND CROSSING ENHANCEMENTS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$1.52 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>7th Street SE to 21st Street SE</td>
</tr>
</tbody>
</table>

**Project Elements & Considerations**

- Construct sidewalks to fill gaps from 14th Street SE to 21st Street SE
- Construct sharrows from 7th Street SE to 21st Avenue SE
- Construct crossing enhancements at the intersection of 7th Avenue SE and 13th Street SE
- Curb placement should be designed to accommodate a three-lane roadway (2 lanes with a two-way left turn lane) along the entire length of 7th Ave SE

#### 2. WEST STEWART AVENUE/2ND AVENUE NE SEPARATED BIKE LAKES, SHARROWS, AND CROSSING ENHANCEMENTS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$5.1 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Aligned generally east-west through downtown between western city limit and 9th Street NE/Riverwalk Trail access</td>
</tr>
</tbody>
</table>

**Project Elements & Considerations**

- Cost estimate builds on the estimate developed for the Puyallup ATP ($5 million) with the addition of crossing enhancements at two locations ($100,000)
- ATP cost estimate includes roadway widening as a percent of construction costs.
- Nearby access to Karshner Elementary, Aylen Junior High (south side of tracks), Puyallup High School (south side of tracks), Stewart Elementary School
- On arterial with heavy traffic
- May require modification of parking or removal (parts of Stewart and 2nd Avenue NE) and/or right-of-way widening (26th Street NW and Stewart between 26th Street NW to 23rd Street NW)
- West Stewart Avenue needs to accommodate a three-lane roadway with a two-way left turn lane
- Portion of corridor is proposed by Sound Transit as part of Sounder Station Access Project
- Portion from 7th Street NW to 9th Street NE/Riverwalk Trail Access would consist of sharrows
- Construct crossing enhancements at the intersections of West Stewart Avenue / 12th Street SW and 15th Street SW. Crossings interact with railroad tracks and will necessitate additional study and coordination with BNSF Railroad.
### 3. 11TH STREET NW SIDEWALKS AND SHARROWS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$215,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Puyallup River (Riverwalk Trail) to W Stewart Avenue</td>
</tr>
</tbody>
</table>
| Project Elements & Considerations | › Construct sidewalks to fill gaps from 10th Avenue NW to 9th Avenue NW, including curb ramps at intersections  
› Construct sharrows from Puyallup River (Riverwalk Trail) to West Stewart Avenue  
› New sections of sidewalk must include vertical curb along this corridor  
› Some existing sections of sidewalk (south of 9th Avenue NW) currently do not include vertical curb and may be retrofitted as part of this project  
› Curb placement should be designed to accommodate three lanes of vehicle traffic  
› The estimated cost does not include vertical curb elements, replacement of existing sidewalks, or right of way acquisition and **may substantially exceed estimate provided** |

### 4. 7TH AVENUE SW PROTECTED BIKE FACILITIES, SIDEWALKS, AND CROSSING ENHANCEMENTS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$2.9 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>7th Avenue SW from Fruitland Avenue to 7th Street SW</td>
</tr>
</tbody>
</table>
| Project Elements & Considerations | › Crossing enhancement at the intersections of 7th Avenue / 13th Street SW and 7th Avenue Avenue / 11th Street SW  
› Construct sidewalks to fill gaps on one side of street from S Fruitland Avenue to 7th Street SW  
› Construct a protected bike lane on one side of 7th Avenue SW and a buffered bike lane on the other side from 18th Street SW in the west to South Meridian in the east  
› Cost estimate builds on the estimate developed for the Puyallup ATP ($870,000) with the addition of about a half-mile of sidewalks on one side of the street ($1.9 million) and crossing enhancements at two locations ($100,000)  
› The design for 7th Avenue SW would need to include adequate width for 3 vehicle lanes including a two-way left turn lane for safety and capacity  
› Parking should be removed or additional right of way should be purchased to accommodate a two-way left turn lane and bicycle lanes in both directions  
› Further study should evaluate parking utilization to understand impacts of removal |
### 5. 13TH STREET SE SHARROWS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING

<table>
<thead>
<tr>
<th>Cost</th>
<th>$110,000</th>
</tr>
</thead>
</table>
| Location   | Manorwood Drive to East Pioneer Avenue  
            East Pioneer Avenue to 7th Avenue SE |
| Project Elements & Considerations |  › Construct crossing enhancement at the intersection of 13th Street SE / 7th Avenue SE  
                                         › Construct sharrows from East Pioneer Avenue to 7th Avenue SE  
                                         › Evaluate need for traffic calming based on City guidelines |

### 6. SHAW ROAD E SHARED USE PATH, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING

<table>
<thead>
<tr>
<th>Cost</th>
<th>$37 million with $9 million constructed to date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Manorwood Drive to Pioneer Avenue</td>
</tr>
</tbody>
</table>
| Project Elements & Considerations |  › This project will focus on 23rd Avenue SE to East Pioneer Avenue to extend the shared use path recently constructed  
                                         › Cost estimate builds on the estimate developed for the Puyallup ATP ($36.9 million) with the addition of crossing enhancements at two locations ($100,000)  
                                         › Evaluate need for traffic calming based on City guidelines. This estimate assumes a road diet will be constructed on Shaw Road and will act as a traffic calming mechanism.  
                                         › Construct crossing enhancements at the intersections of Shaw Road E / 12th Avenue SE and Shaw Road E / 16th Avenue SE  
                                         › Shaw Road has known drainage and right-of-way challenges that will require significant improvements |
7. WILLOWOOD PARK DRIVE BIKE LANES, SIDEWALKS, CROSSING ENHANCEMENTS, AND TRAFFIC CALMING

<table>
<thead>
<tr>
<th>Cost</th>
<th>$1.2 million – 6.9 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>Aligned generally north-south between 39th Avenue SE and 23rd Avenue SE</td>
</tr>
</tbody>
</table>

**Project Elements & Considerations**

› Construct sidewalks to fill gaps along Willwood Park Drive on the east side of the street. The City of Puyallup has constructed sidewalks between Manorwood Drive and 31st Avenue SE, on the east side of Willwood Park Drive. The City is planning to construct sidewalks on east side of Willwood Park Drive from 31st Avenue SE to 25th Avenue SE in 2019.
› Construct crossing enhancements and intersection control improvements along Willwood Park Drive including candidate intersections: 26th Avenue SE, 31st Avenue SE, and Ferrucci Junior High School driveway.
› Evaluate need for traffic calming based on City guidelines.
› Provides connection to Pierce College and Ferrucci Junior High School.
› Provides nearby connections to Sunrise Elementary School and Willwood Park Elementary School.
› Connection through South Hill and residential areas.
› Provides direct access to Willwood Park.
› Acts as a collector facility for other facilities in South Hill area.

8. E PIONEER AVENUE SHARED USE PATH

<table>
<thead>
<tr>
<th>Cost</th>
<th>$5.2 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>7th Street SE to Shaw Road</td>
</tr>
</tbody>
</table>

**Project Elements & Considerations**

› Construct shared use path from 7th Street SE to Shaw Road.
› This project serves multiple schools with high FRPL percentages, including Stewart Elementary School and Spinning Elementary School. It also acts as a connection for Shaw Road Elementary School, Cascade Christian, and Northwest Christian School.
› Could require right-of-way widening, which may be challenging on the north side of E Pioneer Avenue due to the existing railroad tracks, grade changes, and drainage ditch.
## 9. 11TH STREET SW BIKE BOULEVARD, CROSSING ENHANCEMENTS, AND SCHOOL ZONE IMPROVEMENTS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$100,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>W Pioneer Avenue to 9th Avenue SW</td>
</tr>
</tbody>
</table>

- Construct crossing enhancements at 11th Street SW / 4th Avenue SW and 11th Street SW / 5th Avenue SW
- There is high on-street parking usage near Maplewood Elementary School, so the City should evaluate whether pedestrian volumes warrant bulb outs to reduce crossing distance and reduce sight distance conflicts
- Construct bike boulevard including traffic calming elements along 11th Street Southwest from W Pioneer Avenue to 9th Avenue SW
- Extend bike boulevard proposed in Puyallup ATP
- If Maplewood Elementary School undergoes redevelopment, update on-site parking loop to improve circulation (not included in cost estimate)

## 10. S FRUITLAND AVENUE BIKE LANES, SIDEWALKS, AND CROSSING ENHANCEMENTS

<table>
<thead>
<tr>
<th>Cost</th>
<th>$7.3 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>31st Avenue to West Pioneer Avenue</td>
</tr>
</tbody>
</table>

- Construct crossing enhancements at Fruitland Avenue / 89th Street SE to improve accessibility to Fruitland Elementary School. The existing crosswalk across Fruitland Avenue is constrained by school congestion. Evaluate candidacy for advanced beacons or an RRFB to address existing challenges with vehicle speeds, vehicle volume, and limited sight distance on Fruitland Avenue.
- Construct sidewalks to fill gaps along Fruitland Avenue
- Sidewalk and bike lane designs must accommodate a two-way left turn lane on Fruitland Avenue
As part of the prioritization process, projects were allocated points based on their proximity to schools with a higher relative share of students that qualify for free or reduced price lunch. Figure 7 shows the projects that are proposed near these schools.

Figure 7. Proposed Projects Near Public Schools with High FRPL Percentages
6 Education
Teach students and families safe travel practices for getting to school.

Traffic safety education starts with students and can influence their behavior throughout their lives. In addition to students, parents can be guilty of disobeying traffic safety rules, whether they are trying to get to school before a school bell rings or get to an after-school program on time. Education should reiterate that traffic safety is critically important to the community and should be taken seriously. In addition to traffic behavior, parents and students should be educated about their travel options, including safe routes for walking and biking to school.
6.1 Parent Education

6.1.1 RULES OF THE ROAD

Motorist education is important to ensure that all users understand the rules of sharing the road. This consists of understanding the rights of bicyclists as vehicles according to the Washington Rules of the Road, pedestrian right-of-way at marked and unmarked crosswalks, and awareness of speeding.

Raising awareness of speeding is important at a neighborhood level and can be achieved through local events and education. Residents are less likely to speed if they know their neighbors. A Pace Car Program is an informal approach where volunteers from the community set an example for driving the speed limit.

Speed monitoring programs train residents in using radar detectors which then distribute warnings to speeding vehicles. This type of program helps residents understand that this is a local and personal issue and the importance of driving the speed limit. Pairing education with enforcement by distributing warnings and educational materials before giving tickets provides drivers with a deeper understanding of the law and its value.

6.1.2 PICK-UP AND DROP-OFF

Morning drop-off and afternoon pick-up can be particularly stressful travel times for families due to high levels of congestion near schools. The City and School District should work with schools to reinforce safe travel behaviors during drop-off and pick-up times.

Schools should provide education on proper pick-up, drop-off, and parking behaviors and procedures. While some information may be school-specific, such as where to wait for students, information about safe driving habits are universal:

› Use extra caution when children are near roadways,
› Accompany children to crosswalks and don’t encourage them to dart between cars,
› Don’t stop in or block visibility of crosswalks,
› Don’t pass cars stopped for pedestrians, and
› Focus on driving and don’t be distracted by cell phones.

For example, Shaw Road Elementary School provides bright-colored flyers to students and parents during the first few weeks of the school year, with important information.
6.1.3 SCHOOL RESOURCES

Throughout the Plan development, we frequently heard parents say that there was a lack of education about available resources for walking and biking. The City of Puyallup should work with the Puyallup School District and private schools in the city to develop and distribute safe walking route maps for every school in Puyallup. This information should be coupled with safety behavior tips for motorists, pedestrians, bicyclists, and school bus and transit users.

6.2 Student Education

Educating school-aged children on safe walking and bicycling is important in establishing the proper habits and travel behaviors early on. There are a number of different programs and approaches, both formal and informal, which are effective in educating kids about safe bicycling and walking.

6.2.1 PEDESTRIAN SAFETY

The Puyallup School District should work with schools to incorporate pedestrian safety education into their curriculum. In-class education and assemblies are a great way to educate students about safe walking practices. Schoolwide assemblies can reach many students in a short amount of time, while pedestrian safety as a part of physical education can help deepen students’ understanding, while having fun and being active. Crosswalk safety should reinforce the following points:

- Look both ways before crossing (look left, right, and left again!),
- Walk on sidewalks or safe travel ways separate from cars,
- Make sure drivers see you before you cross,
- Use pedestrian signals whenever available, and
- Focus on walking – put your phone down and take your earbuds out while crossing streets or walking in parking lots.

In addition to physical safety, school education should remind students tenants of personal safety. Students should learn who to ask for help, and the importance of getting their parent or guardian’s permission before going anywhere with anyone. Role-playing scenarios in in-class education can help reinforce these principles.

Grant funding is often available to provide funding for pedestrian and bicycling safety education.
6.2.2 SAFE CYCLING

Bike Rodeos provide an opportunity to teach youth safe bicycling skills and rules of the road in a controlled environment. This activity creates a simulated street network in a closed parking lot. It usually includes a series of bike handling drills and traffic situation simulations. Participants are able to choose a role in the simulated environment including bicyclist or pedestrian. The activity is generally supplemented by a classroom portion that reviews rules of the road, helmet use, and other bicycle safety components.

The League of American Bicyclists has a number of resources to teach safe bicycling including informational packets, curriculums and courses with trained instructors. The Smart Cycling Quick Guide is an easy-to-read booklet that outlines the basics of a bike, rules of the road, and the knowledge everyone needs to know to ride a bike on a range of facility types safely and confidently. For a “cheat sheet” summary, the League of American Bicyclists has a page of Smart Cycling Tips for biking safely including maintenance and trail etiquette.

6.3 Bicycle Ambassadors

Bicycle ambassadors are either volunteers from the community or employees of local advocacy groups that take a leading role in educating, encouraging, and activating the community to be a safer and more comfortable place for bicyclists. Ambassadors have undergone a safety education course and are also supplied with maintenance and educational resources to distribute to the community both formally and informally. This educational model empowers community members through a bottom-up approach to improving bicycle safety and mode share. Some great examples of bicycle ambassador programs include Chicago’s Bicycle Ambassadors program.

Bicycle Ambassador Case Study: Mayor Daley’s Bicycle Ambassadors (Chicago, IL)

Mayor Daley’s Bicycle Ambassadors is a program for the City of Chicago, funded jointly by Illinois DOT and Chicago DOT. The program employed eight full-time staff who distribute bicycle safety and road sharing material at public venues, community events, and on the road at high-risk locations.
6.4 Other Methods of Information Dispersion

This includes public service announcements (PSA's), social media, bus ads, information in electric bills, and presence at existing City events.

The following venues throughout the city are effective places to present materials and interact with the public:

› Schools
  › Back to School Night
  › Bulletin boards
  › Tabling at school fairs
  › Principal newsletters
  › School social media
› City Hall Lobby
› Libraries
› Churches
› Washington State Fair
› Regional shopping centers (such as South Hill Mall, South Hill Center, and Village Fair Shopping Center)
› Community centers and parks
› Doctors’ offices, medical centers, and hospitals
› Pierce College campus
› Puyallup Farmers’ Market
Encouragement
Promote active transportation choices as a fun, healthy way to get to school.

Safe Routes to School programs encourage youth and their families to walk or bike to school to improve safety, health, air quality and the environment. Students from diverse backgrounds from across the City should learn age-appropriate traffic safety skills while being inspired to make active choices part of their daily lives.

**7.1** Walk and Roll to School Days

**7.2** Walking School Buses and Bike Trains

**7.3** Recreational Events

**7.4** Bike Clubs

**7.5** Bicycle Repair

**7.6** SRTS Coordinator

**7.7** Shift to Active Transportation
7.1 Walk and Roll to School Days

One-day events that promote walking and bicycling to school attract a large number of participants. These events can demonstrate that using active transportation to get to school is a feasible alternative to driving.

The City could work with the School District and local youth organizations to administer safety materials to students and families during peak months for walking and biking such as “Walktober” in October and “May is Bike Month.” Bike to School Day is an annual one-day event where students are encouraged to bicycle to school. The day brings attention to bicycle safety and promotes physical activity and health. It coincides with National Bike Month in May.

Additionally, the City could distribute lights, reflective vests, and helmets to interested residents at regular fixed locations. For example, in the City of Fresno, California, parents can pick up a bike helmet for their child at any Fresno Fire Department station. Cities often apply for local or state grants to fund safety equipment giveaways; sponsorship by local businesses may also be an option.
7.2 Walking School Buses and Bike Trains

Walking School Buses and Bike Trains are fun ways to get students to travel to school together and get exercise as part of their routine. Students walk or bike to school in a group along a designated route. Parents walk with the group to guide them on their way and help them cross streets safely.

In order to kick off a Walking School Bus or Bike Train, the City or School District can follow these steps:

- Gather support from school community
- Consider enlisting help from a parent liaison
- Clearly identify walking route, stops, and schedule
- Spread the word
- Provide incentives
- Build momentum and consistency such as “Walking Wednesdays”
- Track trips

A bike rodeo.
7.3 Recreational Events

To encourage bicycling, walking, and running by students and families, and to promote the City’s network of bike trails, the City could work with local organizations to host bike races, challenge rides, running races, or other events. Recreational events should be coordinated with appropriate agencies (Police Department, Public Works Department, etc.).

7.4 Bike Clubs

After-school bike clubs instill the skills and knowledge necessary for safe bicycling and provide a fun activity for kids to enjoy making healthy choice part of their lives. These formal afternoon programs teach students proper helmet use, basic bike maintenance, and proper bicycling through drills and rules of the road. These skills are then applied through organized neighborhood rides.

7.5 Bicycle Repair

Bicycle repair stations may be permanently installed or may be implemented temporarily as part of local events. These stations allow a free and convenient bicycle repair alternative for those who need to make minor bicycle repairs.

7.6 SRTS Coordinator

The City or Puyallup School District should consider hiring a part- or full-time position for a Safe Routes to School Program Coordinator. This individual could be responsible for education and encouragement programs that support the recommendations identified in this Plan.

7.7 Shift to Active Transportation

In addition to promoting walking and biking to school as a fun activity for students to embrace, the City and School District should partner to promote travel demand management strategies that move the needle towards families utilizing active transportation rather than driving cars.

The Puyallup School District is developing a school-specific Traffic Management Plan to promote transportation options that get students and parents of their cars.

The City and Puyallup School District should partner to explore ways to incentivize walking, biking, and using transit to get to school. In addition to incentivizing programs like walking school buses for students with prizes, parents should receive incentives for reducing their reliance on driving. This may include providing benefits to parents for walking their students, or charging them for dropping off students by car if they live within a safe walkable distance to school.
In addition to promoting walking and biking to school as a fun activity for students to embrace, the City and School District should partner to promote travel demand management strategies that move the needle towards families utilizing active transportation rather than driving cars.
8 Enforcement
Create a culture of using our streets safely and ensure the rules of the road are obeyed.

Proper enforcement is important to ensuring the safety of the street network for bicyclists and pedestrians. This is done through the community shift towards safer travel behaviors, enhanced law enforcement training, and theft prevention. Enforcement can be a powerful SRTS “E” when properly paired with education and encouragement campaigns.
8.1 Community Policing

Transportation safety is supported by law enforcement officials, but it’s not their job alone. It’s up to the school community and their neighbors to be the change they want to see on City streets. As such, community members should model behaviors they would like to see their neighbors practicing. This can be an everyday culture shift inching towards change and encouraged by combined efforts from the City and Puyallup School District to reinforce and support these behaviors.

Community policing and the culture shift towards self-enforcement strives to reduce the punitive punishments for those not obeying traffic safety rules, which can inequitably affect underserved communities and exacerbate racial disparities.

Enforcement Case Study: Seattle Safe Routes to School – John Muir Elementary School Pace Car Campaign

The City of Seattle Department of Transportation Safe Routes to School 2015-2016 Annual Report details information about John Muir Elementary School’s efforts to improve school safety by developing a “Pace Car Campaign” during their 2015-2016 school year. The campaign encouraged parents to drive respectfully near schools, by soliciting signatures to Pace Car pledge forms in multiple languages and distributing window clings for parents to display on their cars. In addition to the Pace Car Campaign, staff placed traffic safety yard signs at locations around the school.
8.2 Enforcement Behavior Campaigns

Safety, as discussed in the Education section, can also be applied within Enforcement as a responsibility of the Puyallup Police Department through education and enforcement campaigns. Puyallup officers practice this by distributing literature on safe pedestrian habits as part of enforcement efforts. This can include education on proper helmet use, light giveaways, and targeting infractions. The collision analysis discussed previously in this report provides important data to address the common types, causes, and locations of collisions.

8.3 Bike Theft

The fear and reality of bike theft can be a barrier to bicycling for all users. Recommendations for reducing bike theft include improving locking practices through education, providing adequate bicycle parking facilities, providing bicycle registration, providing recovery resources and programs, and offender detection such as bait bikes.

Enforcement Case Study: Watch for Me NC (North Carolina)

After studying collision data through the state of North Carolina, a steering committee developed an outreach program that included both active and passive enforcement paired with education. A large portion of the program was educating enforcement officers from around the state in varying agencies through a series of classroom courses and hands-on exercises. Surveys conducted before and after training courses showed the dramatic increase in knowledge of bicycle and pedestrian safety best practices. Preceding enforcement with education provided an important awareness of the law and public support which contributed to the success of the program. Funding for this program was provided by the National Highway Traffic Safety Administration (NHTSA) and the North Carolina Department of Transportation (NCDOT).
Evaluation
Measure progress in making Puyallup’s streets safer and students more active.

Evaluation and performance metrics are important in tracking progress, setting priorities and distributing resources to improve biking and walking.

9.1 Tracking Progress on Walking and Biking
9.2 Counts
9.3 Collisions
9.1 Tracking Progress on Walking and Biking

The City should work with the Puyallup School District and private schools to provide parent surveys and tally sheets to track the number of students that are walking and biking to school. The Safe Routes to School National Partnership provides take-home surveys that parents can fill out to describe the way they travel to and from school. With the support of teachers and school staff, the District and private schools could poll students in-classrooms to tally how students get to school.

The SRTS National Partnership also provides an in-class tally sheet that documents three days over any given week. The District and private schools should provide these periodically throughout the year to track progress. The SRTS National Partnership acts as a data clearinghouse, and tallies and parent surveys can be sent in to be recorded. This information can be viewed online and assessed over time, as projects and programs are implemented.

9.2 Counts

Bicycle and pedestrian counts are important and allow the City to perform before and after analyses of a project, measure demand, quantify costs and benefits, and explain the behavior of bicyclists and pedestrians. The City should explore counting pedestrians and bicyclists before and after major projects are constructed. The City should also pursue funding for a regular schedule of conducting counts across the City to evaluate progress in shifting travel modes to active transportation. Technology for automated bicycle and pedestrian counters is increasing in presence and accuracy. Manual counts can also be performed.
9.3 Collisions

Tracking bicycle and pedestrian collisions is important to determine safety hot spots and prioritize future needs for bicycle and pedestrian improvement projects. Puyallup police officers receive training to accurately record collision details. Components of such documentation include location, cause, severity of injury, and direction of travel of each party.

The Puyallup Police Department regularly identifies corridors with the highest number of collisions. This data could be supplemented with a detailed analysis in conjunction with bicycle and pedestrian counts to determine the crash rate by pedestrian and bicyclist density. A spatial analysis of collisions in the form of a heat map or types of crashes at different locations can also provide a more detailed guide to implementing effective safety countermeasures.

The City’s Capital Engineering Department should regularly coordinate with the Police Department to review collision data and identify potential countermeasures to address hotspot locations.

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**Parent Survey About Walking and Biking to School**

Dear Parent or Caregiver,

Your child’s school needs to hear your thoughts about children walking and biking to school. This survey will take about 5 - 10 minutes to complete. We ask that each family complete only one survey per school your children attend. If more than one child attends a school bring a survey for each child. Please fill out the survey for the child with the next ordinal number.

Thank you for participating in this survey!

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**Safe Routes to School Students Arrival and Departure Tally Sheet**

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**Evaluation › Page 68**
Funding and Implementation
This chapter identifies federal, state, and regional resources that the City can utilize to fund the projects and programs outlined in this Plan.

10.1 Federal Funding Sources
10.2 State and Regional Funding Sources
10.3 Local Funding Sources
10.1 Federal Funding Sources

The most recent federal surface transportation funding program, Fixing America’s Surface Transportation Act (FAST), was signed into law in December 2015, replacing the Moving Ahead for Progress in the 21st Century Act (MAP-21). FAST funding is distributed to federal and state surface transportation funds.

**Congestion Mitigation and Air Quality Improvement (CMAQ)**

CMAQ funding was reauthorized through FAST and is jointly administered by FHWA and Federal Transit Administration (FTA). Funding is provided to areas in air quality nonattainment or maintenance levels for ozone, carbon monoxide, and/or particulate matter. Eligible projects include bicycle and pedestrian facilities, non-construction projects related to safe bicycling usage, and State bicycle/pedestrian coordination positions. The Puget Sound Regional Council (PSRC) is responsible for distributing CMAQ funds.

**Transportation Alternatives Program (TAP)**

Housed under FAST Act Surface Transportation Block Grant Program, TAP provides funding for on and off-street bicycle and pedestrian facilities, non-driver access to public transit, recreational trail projects and safe routes to school projects.

For more information about the use of the FAST Act for funding SRTS projects, view the infographic at: [https://www.saferoutespartnership.org/sites/default/files/resource_files/federal_funding_infographic.pdf](https://www.saferoutespartnership.org/sites/default/files/resource_files/federal_funding_infographic.pdf)

**Surface Transportation Block Grant Program (STBGP)**

STBGP provides flexible funding that may be used by states and localities for projects on any Federal-aid highway. In the past this funding was authorized by the Surface Transportation Program (STP) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding for STBGP is now authorized through FAST, with the same goals of STP funding.
10.2 State and Regional Funding Sources

Washington State Department of Transportation (WSDOT) Pedestrian And Bicycle & Safe Routes To School Programs-
WSDOT provides funding for SRTS projects through a competitive application process. According to WSDOT, the “criteria used to prioritize applications for funding includes consideration for need, project potential, deliverability and value.”

This program funds projects located within two-miles of primary, middle and high schools (K-12). In addition to capital projects, WSDOT supports bicyclist and pedestrian wayfinding and student education projects. For the 2019-2021 biennium, approximately $41 million in funding is anticipated to be awarded for the two programs.

The following criteria were used to prioritize projects for funding for the 2019-2021 cycle:

- Extent of project need – Up to 35% of ranking determination:
  - Safety project at crash location or proactive safety project
  - Bicyclist/pedestrian mobility and connectivity need
  - Health equity need
- Quality of the proposed project based on potential to address the program purpose and project need. -- Up to 35% of ranking determination.
- Value defined as the cost of the project compared to the potential number of people who would be served, or population density within one mile of the project location. – Up to 10% of ranking determination.
- Deliverability -- Up to 18% of ranking determination:
  - Consistency with community plans
  - Community engagement used during planning and/or project development
  - Applicant history of successful past projects
  - Quality of proposed schedule and budget o Match (not required)
- Other Considerations – Up to 2% of ranking determination was based on these criteria:
  - ADA transition plan or ADA Compliance planning for public right-of-way
  - Adopted greenhouse gas emissions policy (RCW 70.235.070)
  - Adopted Complete Streets ordinance
  - Bicycle Friendly Community ranking or application

Washington Traffic Safety Commission – Washington Traffic Safety Commission provides funding through mini grants (up to $1,000) as well as larger grants for projects addressing Washington’s Target Zero priorities. Target Zero funding is provided on an annual basis.

Cascade Bicycle Club – “Walk and Roll Mini-Grants” are provided by Cascade Bicycle Club to public schools (grades 5-8th) in Washington state. Grants are funded between $500 and $1,500 to support increasing the number of children walking and bicycling to school. The grant is awarded to only one school per school district, and can fund walking school buses, bike trains, and safety patrol programs.

10.3 Local Funding Sources

If outside sources are not feasible to implement the actions in this Plan, the City may choose to pursue funding mechanisms financed by citizens. For example, Seattle’s 2016 “Bridging the Gap” levy was used to institutionalize a Safe Routes to School program in Seattle. Through this program, the City has funded pedestrian safety improvements, school grants, education, and served as a means to match funds for state and federal grants.

In addition, enforcement mechanisms such as school speed zone safety cameras should be reinvested back into the community to fund traffic safety improvements near schools. This could include new sidewalks, street crossings, and traffic calming near schools. This could be institutionalized through City Council legislation, as was done in 2012 in Seattle.
Safe Routes to School programs encourage youth and their families to walk or bike to school to improve safety, health, air quality and the environment. Students from diverse backgrounds from across the City should learn age-appropriate traffic safety skills while being inspired to make active choices part of their daily lives.
Acknowledgments

The City wishes to thank the residents of Puyallup, including the hundreds of Puyallup families and school community members that contributed to this plan through online webmap comments, participation in walkability audits and school visits; and their continued support of safe travel choices for students and families.

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