

SAFE ROUTES

— to School —

TACOMA, WA

2017 ACTION PLAN



ACKNOWLEDGMENTS

Numerous stakeholders collaborated in the development of this Action Plan. Their creativity, energy, and commitment were the driving forces behind this planning effort.

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TABLE OF CONTENTS

Introduction	2
What Is Safe Routes To School?	3
Plan Development	4
SRTS Partners	5
Tacoma SRTS Visions, Goals, and Actions	7
The 6 E's Of Safe Routes To School	
Equity	8
Engineering	14
Education	18
Encouragement	22
Enforcement	26
Evaluation	30
Appendix	
Funding	A-1
School Matrix	A-5

INTRODUCTION



Photo: Downtown on the Go's Walk Tacoma Program

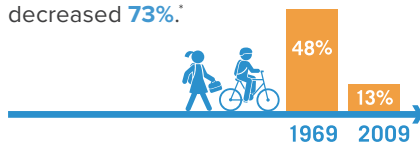
WHAT IS SAFE ROUTES TO SCHOOL?

Tacoma Safe Routes to Schools (SRTS) is a partnership between the City of Tacoma, Tacoma Public Schools, and local community organizations that works to support and encourage students and families to safely walk, bike, and skateboard to school. The SRTS program aims to improve traffic safety through targeted infrastructure improvements, active transportation safety education, enforcement partnerships, and encouragement programs. This SRTS Action Plan is a results-based framework for making it easier, safer, and more fun for families to walk, bike, and skate to school in Tacoma.

See the Tacoma SRTS website for more information and resources: www.cityoftacoma.org/srts

THE PROBLEM

Within the span of one generation, the percentage of children walking or bicycling to school has decreased **73%.***



Children and adolescents should have **60 minutes (1 hour)** or more of physical activity daily.†



14% of all morning traffic is parents driving children to school.‡



THE EQUITY NEED

In Tacoma, between 2010 and 2014§

153



YOUTH HIT BY CARS WHILE WALKING

69



YOUTH HIT BY CARS WHILE BIKING

Students at low-income schools are **four times more likely** to walk to school, but lower-income communities tend to have less access to safe places to walk, bike, and skate.¶

23 of the 54 schools in Tacoma Public Schools are high needs schools (based on the equity and safety analysis, see page 12).



THE SOLUTION

Safe Routes to School programs and activities help overcome obstacles to walking, biking, and skating by **improving safety** and making it **fun and convenient for everyone.**



SRTS education and encouragement programs can result in a **25%** increase in walking and biking over five years.

When education and encouragement programs are combined with infrastructure improvements, such as sidewalks and safe crossings, SRTS can result in a **45%** increase in walking and biking.**



* McDonald, Noreen, Austin Brown, Lauren Marchetti, and Margo Pedroso. 2011. "U.S. School Travel 2009: An Assessment of Trends." American Journal of Preventive Medicine.

† Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm

‡ National Center for Safe Routes to School. 2011. "How Children Get to School: School Travel Patterns from 1969 to 2009." www.saferoutesinfo.org/sites/default/files/resources/NHTS_school_travel_report_2011_0.pdf

§ Puyallup Watershed Initiative Active Transportation Community of Interest. Safe Routes to School-Tacoma Report. www.pwi.org/saferoutestoschool

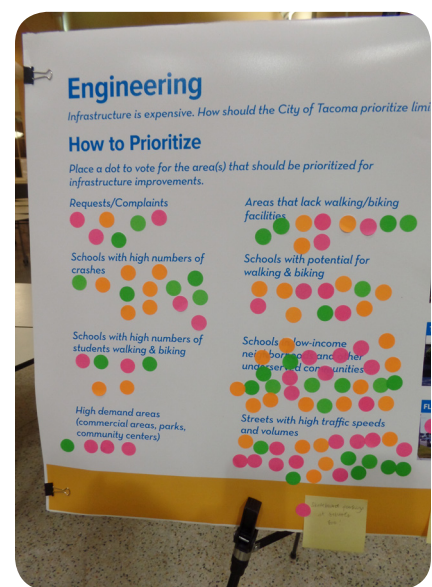
** McDonald, N., Steiner, R., Lee, C., Rhoulac Smith, T., Zhu, X., and Y. Yang. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. Journal of the American Planning Association.



PLAN DEVELOPMENT

This Tacoma SRTS Action Plan was a collaboration between stakeholders who work with youth and transportation safety in Tacoma.

- **Project Management Team (PMT):** The core team leading this planning effort included staff from the City of Tacoma's Public Works Department, Tacoma Public Schools' Public Information Office, Puyallup Watershed Initiative's Active Transportation Community of Interest, and Alta Planning + Design.
- **Stakeholder Committee:** The Committee included representatives from Tacoma Public Schools, Parent-Teacher Association (PTA), law enforcement, advocacy organizations, and public health. The group met three times to identify needs and opportunities for expanding existing programs in Tacoma, discuss draft deliverables, and confirm priorities.
- **Stakeholder Assessment:** The PMT interviewed 22 key organizations, agencies, and departments that could lead SRTS activities in Tacoma. The Stakeholder Assessment identified stakeholders' constituencies, outreach methods, and potential for implementing SRTS.
- **Public Survey:** An online public survey collected information from the general public about concerns about walking and bicycling to schools in Tacoma. It was available in English (625 responses), Russian (3 responses), Korean (1 response), Spanish, Khmer, and Vietnamese (0 responses).
- **School Survey:** School administrators were asked to respond to an online survey about interest levels, existing programming, and potential partners for implementation. The school survey received 61 responses, representing 42 of the 52 public schools in Tacoma.
- **Open House:** The City of Tacoma hosted an Open House on November 16, 2016. Over 70 community members attended, including parents, City Council members, School Board members, students, and neighbors. The Open House provided information about SRTS and collected feedback. Spanish translation services and activities for children were provided.



SRTS PARTNERS

SRTS programs involve a variety of activities and events that make it easier, safer and more fun to walk, bike, and skate to school. These activities depend on partnerships among agencies, school staff, teachers, students, parent volunteers, community members, and law enforcement. The following key partner organizations have a clear role in implementing this SRTS Action Plan. While not a comprehensive list of all activities engaging youth around active transportation issues in Tacoma, this list demonstrates how the diverse partners come together to implement a robust, inclusive SRTS program.

Table 1. SRTS Partner Organizations

ORGANIZATION	MISSION	ENGAGEMENT WITH SRTS
Alchemy Skateboarding	Dedicated to empowering our city's youth through educational skateboard programs, experiential learning opportunities, a safe and dry skate facility, and mentorship.	Works with youth through leadership team, classes, camps, and other events; provides safe community space.
Bates Technical College	Enriches our diverse communities by inspiring student learning, challenging greater achievement, and educating for employment.	Works with youth in high schools to recruit students to college; publishes newsletter with transportation safety information.
Bicycle and Pedestrian Technical Group (BPTAG)	Advises the Transportation Commission on active transportation-related matters	Advises the Transportation Commission and lobbies other city departments for bike and pedestrian infrastructure implementation. Works with youth representation on their committees.
Cascade Bike Club	Improving lives through bicycling	Provides middle school bike grants for bike trains and a walking school bus; runs Major Taylor Cycling program for underserved high schools.
City of Tacoma Police Department (COT:PD)	We create a safe and secure environment in which to live, work, and visit by working together with the community, enforcing the law in a fair and impartial manner, preserving the peace and order in our neighborhoods, and safeguarding our Constitutional guarantees	Enforces relevant traffic and pedestrian safety laws using community-oriented approach. Conducts youth outreach through a youth summer camp and other programming.
City of Tacoma, Public Works Department (COT:PW)	To provide essential public services that will enhance the quality of life for the people of Tacoma in a fair, responsive, sustainable, and equitable manner. We do this through an open and engaged partnership with customers, cost-effective services and a consistent approach in satisfying the needs of the community	Constructs and maintains roadways, sidewalks, and bike routes in Tacoma; identifies and prioritizes transportation projects; maintains and evaluates designated school crosswalks; reviews permits for sidewalk impacts; writes grants to fund SRTS projects and programs.
Downtown on the Go	Transportation advocate for anyone whose daily life is downtown	Hosts bike rides, creates bike clubs, offers transit programs for high school and college students.
Foundation for Healthy Generations (Salishan Health Advocates)	We believe that people and communities thrive when all are healthy, included and connected.	Engages the Salishan community about active transportation and other public health matters and hosts a bike club.
Kidical Mass	Kidical Mass is a legal, safe and fun bike ride for kids, kids at heart, and their families.	Leads youth and families on fun instructive bike rides; provides bicycle safety education.
Metro Parks	We are an independent government agency creating healthy opportunities to play, learn and grow.	Manages and builds trail systems for the Tacoma area.

Table 1. SRTS Partner Organizations (cont.)

ORGANIZATION	MISSION	ENGAGEMENT WITH SRTS
Puyallup Watershed Initiative (PWI)'s Active Transportation Community of Interest	Increasing access to safe, healthy, and affordable active transportation in the Puyallup Watershed.	Community coalition that works on: <ul style="list-style-type: none"> • transportation policy, planning & programs, • supporting active transportation infrastructure, • making walking, biking, and skateboarding part of daily life and culture. Provides technical assistance on SRTS in Tacoma & funding for youth active transportation programs.
Regional Parent Teacher Organization (PTA)	PTA is a powerful voice for children, a relevant resource for families, schools and communities, and a strong advocate for the well-being and education of all children.	Engages parents and youth about transportation and safety
Safe Streets	Safe Streets unites and inspires neighbors, youth and businesses to build safe, healthy, thriving communities.	Hosts a youth leadership program
Second Cycle	Second Cycle is a community cycle center that supports, educates, and advocates for bicyclists.	Advocates for bicycle safety; manages a community bike shop that provides classes for youth.
Tacoma-Pierce County Health Department (TPCHD)	We protect and improve the health of all people and places in Pierce County.	Provides technical assistance for schools and community organizations
Tacoma Public Schools (TPS)	In partnership with parents and community, TPS provides a comprehensive educational experience that is rigorous, individualized, and enables students to contribute to a changing and diverse world.	See below for specific department roles
TPS Equity and Academic Excellence	We believe that every student, staff and community stakeholder should be treated equitably. Our focus is to eliminate disparities among all groups.	Conducts community outreach and publicity campaigns related to equity. Discusses safety with students during field trips.
TPS Community Partnership Office	We work to galvanize the power of community to assist young people in creating the future they choose, plan, and prepare for. We bring people together to become the voices that young people listen to.	Works with families and community organizations to build partnerships with a focus on both giving and receiving information
TPS Research and Evaluation	We analyze and summarize student achievement by conducting program evaluations, reporting, and objective impact analyses.	Collects data about school transportation safety
TPS Student Life	Our goal is to achieve success in academics and provide a safe environment for students to learn.	Runs athletic programs, including Whole Child Initiative that includes safety information
TPS Transportation Department	We provide students with daily school bus transportation to and from school. Our trained bus drivers are focused on student safety and efficient service.	Manages school district bus routes and other transportation needs

TACOMA SRTS VISIONS, GOALS, AND ACTIONS

The Project Management Team and Stakeholder Committee collaboratively developed the following visions, goals, and actions for the Tacoma SRTS program.

The vision, goals, and actions follow the Six “E’s” SRTS framework (Equity, Engineering, Encouragement, Education, Enforcement, and Evaluation). Each action identifies a “potential lead” agency or organization, which

has been involved in the SRTS Action Plan process and is committed to supporting these actions. While the potential lead is the group in the best position to implement the action, if funding opportunities or leadership interest arises, other groups could take on the leadership role. “Potential implementers” are the stakeholder agencies or organizations who could support the lead group’s work and contribute to accomplishing the stated action.

The 6 E’s of Safe Routes to School

SRTS programs involve a variety of activities and events that make it easier, safer and more fun to walk, bike, and skate to school. These activities depend on partnerships among agencies, school staff, teachers, students, parent volunteers, community members, and law enforcement professionals.



EQUITY

Equity refers to how decisions impact communities, ensuring that benefits and burdens are shared appropriately. SRTS programs **should reduce disparities by prioritizing schools with the highest need**. All programming should be culturally competent and accessible to students of all income levels.



EDUCATION

Classes and activities that **teach** children bicycle, pedestrian and traffic safety skills, the benefits of bicycling and walking, and the positive impacts these activities have on personal health and the environment.



ENGINEERING

Infrastructure improvements (signage, crosswalks, signals, etc.) designed to **improve the safety** of people walking, bicycling, and driving along school routes.



ENFORCEMENT

Strategies to **deter unsafe behavior** of drivers, bicyclists and pedestrians and encourage all road users to obey traffic laws and share the road safely around schools.



ENCOURAGEMENT

Events and activities that **spark interest** in both parents and students in walking and biking to school, with programs that reward participation.



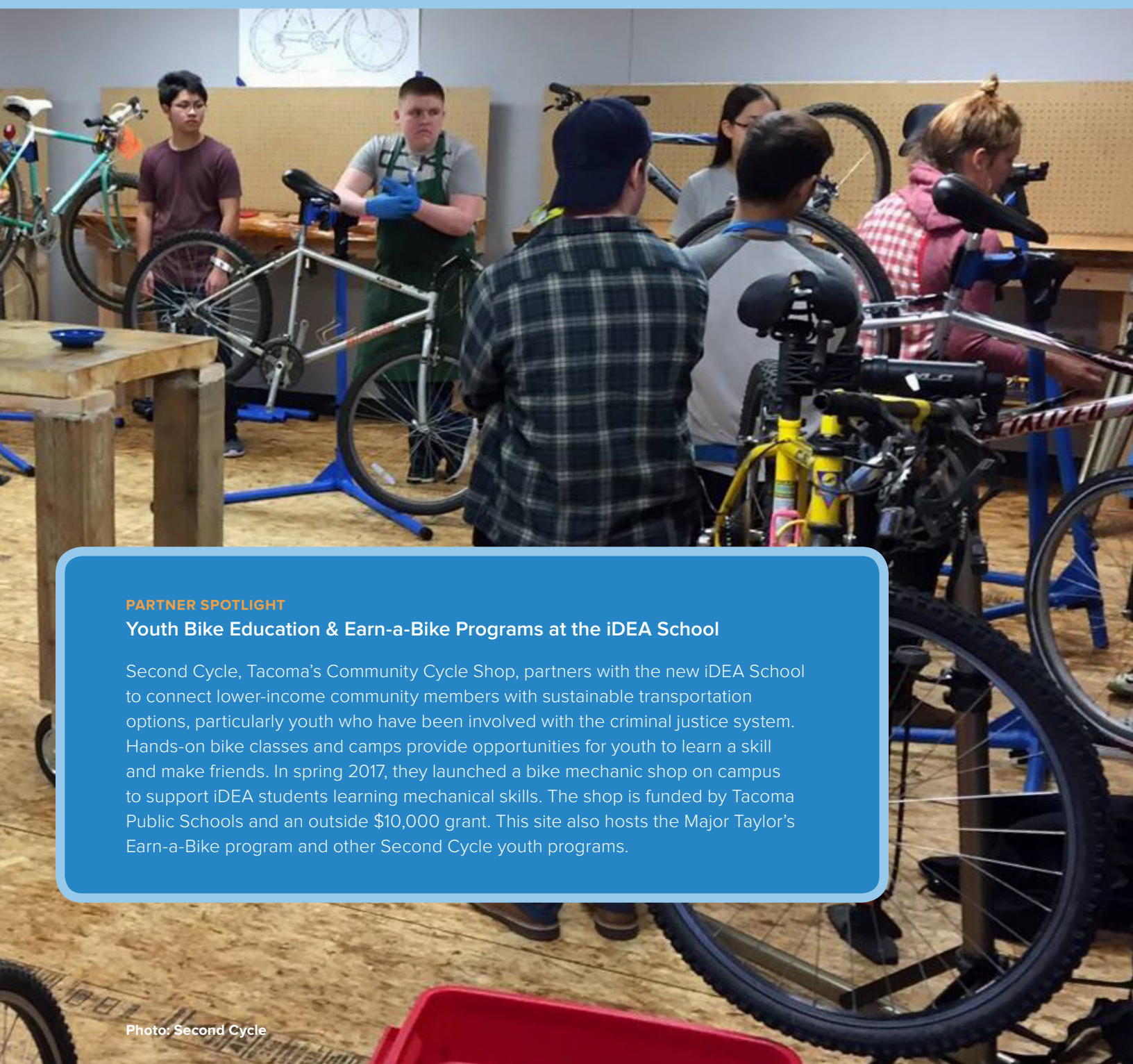
EVALUATION

Evaluating the projects and programs of each of the other “E’s” helps to **track progress** and determine which programs and projects are most effective.



SIX E'S

EQUITY



PARTNER SPOTLIGHT

Youth Bike Education & Earn-a-Bike Programs at the iDEA School

Second Cycle, Tacoma's Community Cycle Shop, partners with the new iDEA School to connect lower-income community members with sustainable transportation options, particularly youth who have been involved with the criminal justice system. Hands-on bike classes and camps provide opportunities for youth to learn a skill and make friends. In spring 2017, they launched a bike mechanic shop on campus to support iDEA students learning mechanical skills. The shop is funded by Tacoma Public Schools and an outside \$10,000 grant. This site also hosts the Major Taylor's Earn-a-Bike program and other Second Cycle youth programs.

Photo: Second Cycle

Every young person in Tacoma should be able to safely walk and roll in their neighborhood, but some communities face greater barriers than others – whether those are unsafe or inaccessible infrastructure, transportation costs, or language barriers. An equitable Safe Routes to School program prioritizes schools and communities with the highest need, celebrates the diversity of the community, and ensures that programs are accessible to all.

EXISTING EQUITY ACTIVITIES

Examples of equity-oriented activities that engage youth in Tacoma include:

- **The City of Tacoma’s Equity and Safety Needs Analysis** was developed as part of the SRTS Action Plan, to identify schools that could benefit from additional resources as well as locations that have safety challenges, which make it difficult to promote safe walking and rolling. The analysis will help focus future resources for Tacoma’s SRTS Program (see page 12 for more information).
- **The Major Taylor Project** is an after-school bike club that seeks to inspire and empower under-served youth through cycling. After school bike rides and “learn to ride” sessions lead up to fun events such as the Seattle to Portland Ride and Cascade Bicycling Club’s longer weekend rides. In the winter, students can participate in the Earn-a-Bike program to learn bike mechanic skills and earn their own bicycle.
- **Bicycle Skills Rodeos** support students learning to ride with greater safety and awareness by practicing bicycle handling skills in a controlled space, separate from vehicular traffic. The City of Tacoma has two sets of bicycle skills rodeo materials that can be borrowed by community partners. A Stanley Elementary parent worked with the PTA to host a bicycle rodeo and raffled eight bikes to participants. The bikes were donated by Bikes for Kids, an organization based in Northeast Tacoma that is focused on connecting youth with refurbished bicycles. Free helmets and bike tune-ups were also offered.
- **The City of Tacoma’s Bicycle & Pedestrian Technical Advisory Group** consists of 11 city residents, including a youth representative between ages 16 and 18, to advise the Tacoma Transportation Commission on active transportation related matters, such as short-term and long-range pedestrian and bicycle planning, and compliance with local, regional and federal transportation regulations. Student involvement provides an opportunity for youth to be a part of the City’s visioning and implementation.



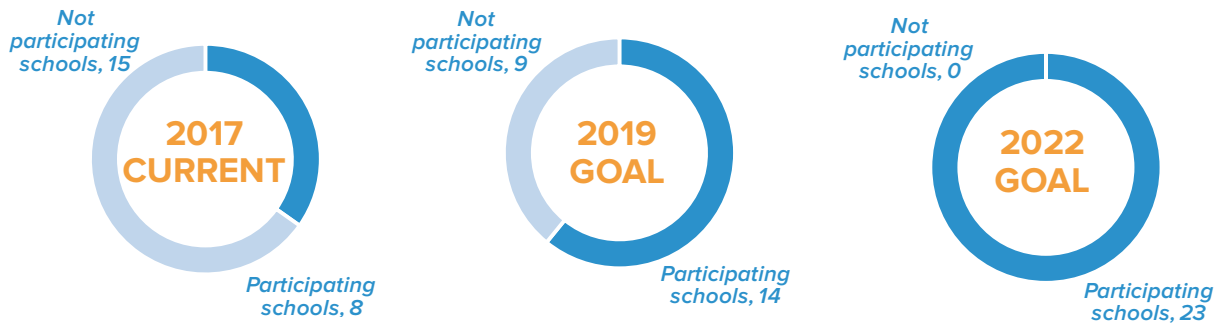
EQUITY VISION: Tacoma SRTS resources are prioritized for students at under-resourced schools and those most impacted by unsafe conditions.

EQUITY GOAL 1

Prioritize underserved communities for infrastructure improvements, technical assistance, and other resources.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Hire a SRTS Coordinator to be the main point-of-contact for education and outreach activities	City of Tacoma (COT)	Tacoma Public Schools (TPS)	<p>2017: Identify and publicize interim representative for SRTS at COT:PW and TPSI include funding in mid-biennium budget for full-time coordinator</p> <p>2018: Include funding in the 2019-20 COT:PW budget for coordinator and program; hire full-time coordinator</p>
1-2: Update safety and equity needs analysis by school	City of Tacoma Public Works (COT:PW)	Puyallup Watershed Initiative (PWI), TPS, and Partners	By 2019: Update safety and equity analysis
1-3: Provide additional support to under-resourced schools that may have limited volunteer capacity	SRTS Coordinator & Partners	All partners (SRTS Partners include all Stakeholders who participated in the planning process [see page 5] and organizations that may become engaged in future SRTS work)	<p>By 2019: 14 high needs schools (see page 12) offered education or encouragement support</p> <p>By 2022: all 23 high needs schools offered support</p>
1-4: Develop policy language to institutionalize the SRTS program and equity commitment	SRTS Coordinator, TPS Board	TPS Communication and Facilities, schools	By 2018: TPS Board to produce a proclamation in support of the SRTS program (Date TBD, either May during Walk & Bike to School Day or Sept. for the new school year)

High Equity and Safety Needs Schools Participating in Education and Encouragement Programs



EQUITY GOAL 2

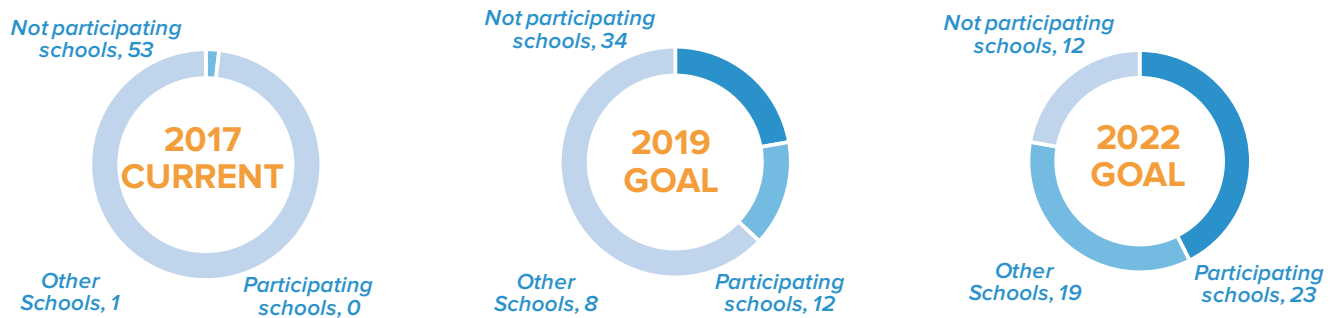
Engage diverse community members.

ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Establish a SRTS Working Group with key stakeholders	SRTS Coordinator, TPW	Partners	<p>By 2018: Identify TPS liaisons to meet monthly with SRTS coordinator</p> <p>By 2018: Quarterly meetings with Working Group begins</p>
2-2: Seek cultural competency with all materials appropriately translated district-wide	SRTS Coordinator, TPS Community Partnership, TPS Academic Equity and Access	COT	<p>By 2019: Develop cultural competency guidance for outreach to non-English speaking populations and develop standard SRTS translation in at least English, Spanish, Russian, Korean, Khmer, and Vietnamese</p> <p>By 2022: All schools follow the guidance</p>
2-3: Support community members to promote activities and engage with traditionally under-represented groups	COT with grant funds, Tacoma-Pierce County Health Department	TPS, Safe Streets, Salishan	<p>By 2019: Publicize existing small grant opportunities that can be used for SRTS activities, work with funders to facilitate SRTS uses of funding sources, and develop a kit of SRTS incentives</p> <p>By 2022: Establish a small grant program</p>

* This process identified a clear need for a SRTS Coordinator. The tables highlight the Coordinator's key responsibilities. If funds cannot be secured to support that position, the tables list an alternative lead implementer.

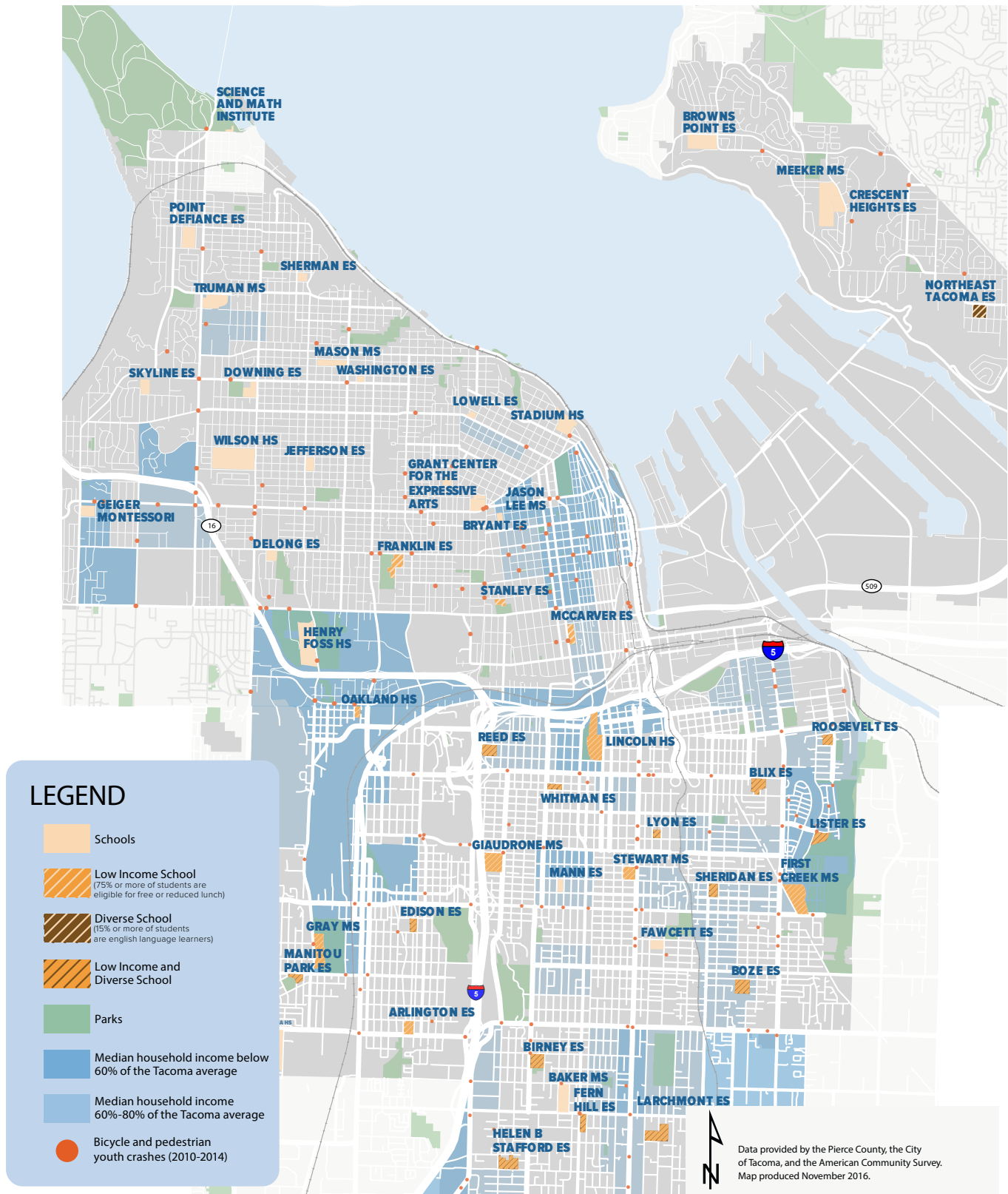
EQUITY GOAL 3*Reduce barriers to participation.*

ACTIONS	LEAD	SUPPORT	TIMELINE
3-1: Connect students with resources for free or low-cost bikes and/or skateboards, locks, helmets, lights, and skills classes	SRTS Coordinator, Partners	Second Cycle, Major Taylor, Alchemy, TPS Communication Office, schools	By 2019: 12 high needs schools receive giveaways By 2022, 23 high needs schools receive giveaways

High Equity and Safety Needs Schools Participating in Earn-a-Bike Programs**IMPLEMENTATION TOOL****Equity and Safety Needs Analysis**

The City of Tacoma's Equity Needs Analysis can help address historic disparities that have resulted in higher rates of traffic collisions surrounding under-privileged schools. Under-privileged schools typically have higher rates of walking, biking, and skating to school, and these students are particularly vulnerable to unsafe routes that lack bicycle or pedestrian accommodations, and where drivers speed. High equity needs schools are those with higher rates of students eligible for the free and reduced price lunch program, and those with higher proportions of students of color. The Safety Needs Analysis considers the number of youth bicycle and pedestrian crashes within a mile of the school between 2010-2014.

Equity and Safety Needs Analysis Map





SIX E'S

ENGINEERING

PARTNER SPOTLIGHT

City of Tacoma \$1,070,000 School Speed Zone Beacons

School zone flashing beacons have proven to be a successful tool in reducing speeding in school zones. The Tacoma City Council allocated \$1,070,000 in the 2017-2018 Capital Budget to fund the purchase and installation of school zone flashing beacons at 10 elementary schools, two middle schools, and two high schools. The City of Tacoma and Tacoma Public Schools developed a prioritized list of school zones on arterials using traffic volume, speeds, roadway characteristics, collisions, and pedestrian traffic. This funding will replace the locations that require school zone beacon installation only. The remaining schools that have been prioritized for school zone flashing beacons were identified as needing enhanced crossing improvements, in addition to school zone beacons. Additional funding will be required to make these upgrades at the remaining schools.



Engineering addresses the physical environment around schools through infrastructure improvements (signage, crosswalks, signals, etc.) designed to improve the safety of people walking, bicycling, skating, and driving along school routes.

EXISTING ENGINEERING ACTIVITIES

Examples of school-based activities to improve walking and biking infrastructure in Tacoma include:

- **The Washington State Department of Transportation** awarded the City of Tacoma a \$249,500 SRTS grant in 2011, which funded sidewalks on the back side of Sheridan Elementary School and curb extensions on McKinley Street. In 2016, the City applied for grants at Lister Elementary School and First Creek Middle School, which included education, enforcement, and engineering funding.
- **The City of Tacoma Transportation Master Plan** outlines key goals and strategies to create a transportation system that offers multimodal travel options to provide safe access for all users and neighborhoods, encourage healthy living, and protect the environment. One of the key policies is to support a Safe Routes to School Program in collaboration with Tacoma Public Schools, and to apply for grants through the Washington State Department of Transportation.
- **The City of Tacoma 6 Year Transportation Improvement Program** is an annually updated document that outlines the City's proposed spending plan for the ensuing 6 years. For a project to obtain funding from the state, it must appear in the 6 Year Transportation Improvement Program. Projects such as Lister Elementary SRTS and First Creek Middle School demonstrate Tacoma's commitment to implement SRTS.
- **The City of Tacoma** maintains 238 designated school crosswalks for 53 public schools and 11 private schools. They conduct an annual Crosswalk Evaluation in coordination with TPS.
- **The Tacoma Task Force for School Safety** meets monthly and includes TPS Transportation Office, TPS Administration, a PTA representative, a principal, Tacoma Traffic Engineering, Tacoma Police Department, TPS Public Relations and TPS Legal Department.
- **The Tacoma City Council** allocated \$500,000 in the 2017-2018 Capital Budget to implement strategies outlined in the SRTS Action Plan at two schools.



ENGINEERING VISION: All students in Tacoma have access to safe routes for students to walk, bike, or skate to school.

ENGINEERING GOAL 1

Identify infrastructure needs and priorities.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Identify infrastructure needs at schools via community meetings and/or walk audits	COT:PW, SRTS Coordinator	PWI, TPS, Metro Parks, BPTAG, school administration, COT:PD, parents, public	By 2019: Walk audits at 5 schools (10%) By 2022: Walk audits at 43 schools (80%)
1-2: Prioritize infrastructure projects based on documented safety and equity needs at schools	COT:PW	TPS (Facilities), Bicycle and Pedestrian Technical Group (BPTAG)	By 2019: Infrastructure needs prioritized at 5 schools (10%) By 2022: Infrastructure needs prioritized at 43 schools (80%)

Walk Audits Completed and Projects Identified

Not participating schools, 54



Walk audits completed & projects identified, 0

Not participating schools, 49



Walk audits completed & projects identified, 5

Not participating schools, 11



Walk audits completed & projects identified, 43

Suggested Routes to School Maps

Not participating schools, 54



Suggested routes mapped, 0

Not participating schools, 43



Suggested routes mapped, 11

Not participating schools, 0



Suggested routes mapped, 54

ENGINEERING GOAL 2*Fund improvements.*

ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Include SRTS improvements in 6-Year Transportation Improvement Program and Transportation Master Plan	COT:PW, SRTS Coordinator	BPTAG	By 2020: Include identified school access improvements in Transportation Improvement Program amendments
2-2: Apply for grant funding to implement high-priority infrastructure projects	SRTS Coordinator, COT:PW	PWI, TPS, BPTAG, MP	By 2019: Apply for at least 2-3 grants
2-3: Consider school travel routes in bicycle and pedestrian projects	SRTS Coordinator, COT:PW	BPTAG	By 2019: Create and share a GIS layer with priority SRTS projects and school travel routes
2-4: Draft policy language to consider improvements to pedestrian, bicycle, and skating access to schools in all new development	COT:PW, Tacoma Planning and Development Services	BPTAG	By 2019: Draft and adopt policy language
2-5: When siting and planning new and renovated schools, seek to improve pedestrian, bicycle, and skating access	TPS Facilities	COT:PW	By 2019: Include school access improvements in bond funding cost estimates
2-6: Provide sufficient, secure and conveniently located bicycle parking, skateboard and scooter storage facilities	SRTS Coordinator, TPS Facilities	COT, Pierce Transit	By 2019: Inventory school bike parking By 2022: Upgrade all racks to best practices

ENGINEERING GOAL 3*Communicate routes.*

ACTIONS	LEAD	SUPPORT	TIMELINE
3-1: Develop and distribute maps to publicize suggested routes to schools.	SRTS Coordinator, COT:PW, TPS Transportation	PWI, BPTAG, Downtown on the Go, Safe Streets, schools	By 2019: At least 11 schools (20%) have maps By 2022: all 54 schools have maps



SIX E'S

EDUCATION



PARTNER SPOTLIGHT

Alchemy Skateboarding's Youth Leadership Program

The Sponsored by Alchemy Leadership Team (SALT) Program cultivates leadership, employment readiness, and civic engagement of youth skateboarders in the greater Tacoma community. Harnessing the youth population's passion for skateboarding, the program connects students with community leaders and government officials, provides opportunities to advocate for skateboarding, builds employment and social skills, and inspires confidence. Youth organize and support a number of Alchemy initiatives, including assisting with youth skateboarding classes and camps, public park clean-ups, and the annual Go Skate Tacoma Day.

Education classes and activities inform families about transportation choices, teach walking, biking, and skating safety skills, promote driver safety campaigns near schools, and communicate the benefits of active transportation.

EXISTING EDUCATION ACTIVITIES

Examples of education activities that teach youth in Tacoma how to safely walk, bike, and/or skate include:

- **Tacoma Public School District** received funding from the Office of the Superintendent of Public Instruction to purchase a Middle School Bike Fleet to be shared among schools to teach students how to ride with greater safety and awareness as part of PE classes. The fleet is managed by Mary Waterbly and will rotate between Jason Lee, Stewart, Baker, Meeker, First Creek, Giaudrone, and Truman Middle Schools.
- **Alchemy Skateboarding** offers skate classes for students to earn P.E. credit while learning the basics of pushing, stopping, and navigating the urban environment, as well as the history of skateboarding. Final projects are hands-on and experiential, such as ramp design and construction, logo design and t-shirt printing, and longboard design and shaping.
- Community partners can make use of the City of Tacoma's **Bicycle Skills Rodeos materials** to support students to ride with greater safety and awareness by practicing bicycle handling skills in a controlled space, separate from vehicular traffic.
- In 2016, the Puyallup Watershed Initiative's Active Transportation Community of Interest hosted a **League of American Bicyclists Cycling Instructor Course** to train local ride leaders in a nationally-recognized curriculum for teaching adults and youth how to ride bicycles with traffic.
- **The Tacoma SRTS Program Toolkit** provides resources for implementing a variety of education and encouragement activities that engage youth around active transportation (see page 29 for more information).



EDUCATION VISION: All students and families know how to safely walk, bike, and skate, and Tacoma residents follow traffic rules near schools.

EDUCATION GOAL 1

Develop/identify curriculum and train-the-trainers to educate students about walking, biking, and skating safety.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Provide safety education to meet K-12 Washington State Health & Physical Education Standards	TPS	Major Taylor, Alchemy, Second Cycle	By 2019: Reach all schools
1-2: Train P.E. teachers or parent volunteers in bicycle safety education for middle school students	TPS Teaching and Learning	Cascade Bike Club, Second Cycle, League of American Bicyclists Certified Instructors	By 2019: Reach all 10 middle schools. (Currently 8 schools participate, 7 are middle schools)
1-3: Promote bike clubs in middle and high schools	SRTS Coordinator	Regional PTA, TPS	By 2019: Reach 10 schools. By 2022: Reach all 19 middle and high schools (currently 6 schools participate in Major Taylor programs)
1-4: Develop an in-class project-based lesson plan for teachers to integrate active transportation into lessons	SRTS Coordinator, TPS Teaching and Learning	PWI, Second Cycle	By 2019: Draft curriculum By 2022: Pilot curriculum in 3 schools

EDUCATION GOAL 2*Develop/identify curriculum to educate parents and the community about transportation safety in school areas.*

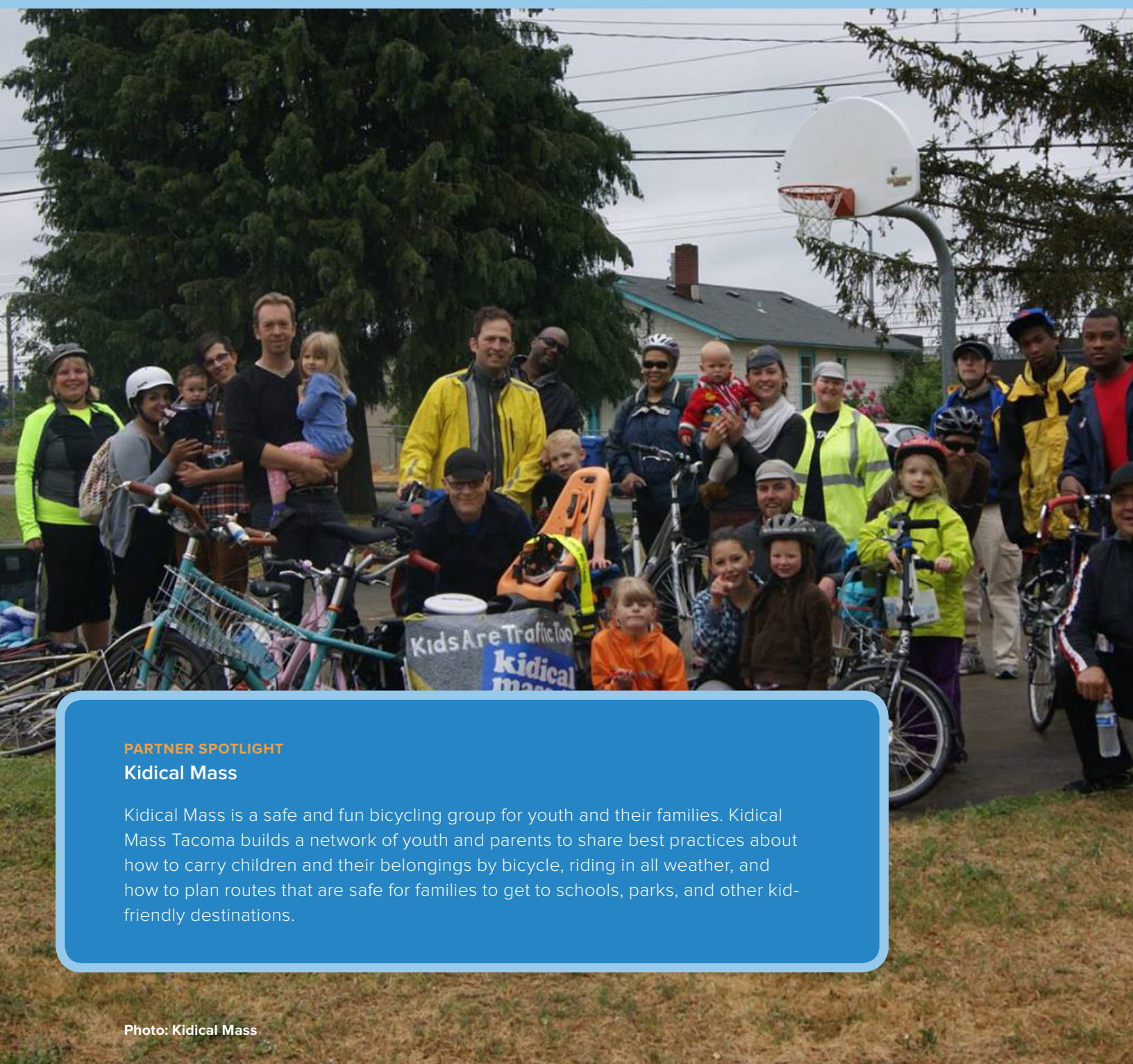
ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Provide family bicycling workshops.	SRTS Coordinator, Second Cycle	Kidical Mass	By 2019: Hold one family biking workshop annually By 2022: Hold 3 per year (rotating by neighborhood council district)
2-2: Develop and distribute informational materials for parents	SRTS Coordinator, COT:PW, PWI	Regional PTA	By 2019: Develop and distribute materials for elementary school parents By 2022: Develop and distribute materials for middle and high school parents

Pedestrian Safety Education in Elementary Schools*Not participating elementary schools, 34**Participating elementary schools, 0**Not participating elementary schools, 0**Participating elementary schools, 34***Bicycle Safety Education in Middle Schools***Not participating middle schools, 3**Participating middle schools, 7**Not participating middle schools, 0**Participating middle schools, 10***Bike Clubs in Middle and High Schools***Not participating middle and high schools, 13**Participating middle and high schools, 6**Not participating middle and high schools, 9**Participating middle and high schools, 10**Not participating middle and high schools, 0**Participating middle and high schools, 19*



SIX E'S

ENCOURAGEMENT



PARTNER SPOTLIGHT

Kidical Mass

Kidical Mass is a safe and fun bicycling group for youth and their families. Kidical Mass Tacoma builds a network of youth and parents to share best practices about how to carry children and their belongings by bicycle, riding in all weather, and how to plan routes that are safe for families to get to schools, parks, and other kid-friendly destinations.

Encouragement uses events and activities that spark interest in both parents and students in walking, biking, and skating to school, with programs that reward participation and make walking, biking, and skating normal and fun.

EXISTING ENCOURAGEMENT ACTIVITIES

Examples of activities that encourage youth and families in Tacoma to walk or roll include:

- **Walk to School Day** is a fun national event in October that encourage students and families to try walking or bicycling. Many schools have hosted one-day events once or twice but do not have the capacity to have ongoing programming. Lowell and Grant Elementary Schools have had parent champions who work with the PTA to identify outside sponsors, plan, and host the event every year.
- Mason Middle School has celebrated **Bike Month** during the City of Tacoma's Bike Month in May. It began as a student challenge, with a teacher bringing snacks on specific bike to school days. The program has now been expanded to the entire month of May with big-ticket raffle prizes.
- The **Ride for Women & Girls** was a partnership between VeloFemmes, a local women's bicycle group, and Ladies First to connect young women from First Creek and Stadium with bicycles, helmets, locks and lights. Participants practiced the most comfortable route to the local grocery store.
- The **Tacoma SRTS Program Toolkit** provides resources for implementing a variety of education and encouragement activities that engage youth around active transportation (see page 29 for more information).



ENCOURAGEMENT VISION: Tacoma celebrates walking, biking, and skating as normal and fun ways to get to school.

ENCOURAGEMENT GOAL 1

Engage parents in SRTS activities and events.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Hold trainings to help parents and other volunteers get involved with SRTS encouragement activities	SRTS Coordinator	COT:PW, TPS, school administration, parents, PWI	By 2019: Develop annual SRTS Champion training By 2022: Develop 3-5 trainings on SRTS activities
1-2: Provide support for school leaders (administration, teachers, parents, student groups, or others) organizing SRTS activities and events	COT:PW	TPCHD, PWI, PTA	By 2019: Pilot and publicize free kits with everything a school needs to plan a specific SRTS event (i.e. Wall + Roll to School Day: a banner, incentives and snacks) By 2022: Expand program to additional schools and add new kit options

IMPLEMENTATION TOOL

Tacoma SRTS Recognition Program

The Recognition Program celebrates the work that schools and volunteers are already doing, while providing a framework for how parents, administrators, teachers, and other community partners can get more involved with SRTS activities. Schools earn badges for participating in designated SRTS activities. The school administration can proudly display the decal on the office window to show their commitment to walking and rolling.



ENCOURAGEMENT GOAL 2*Promote SRTS activities and events to the school community.*

ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Talk to parents at the beginning of the school year about transportation options and how to get involved in Tacoma SRTS activities	SRTS Coordinator, TPS Communications, PTA	PWI, TPS Student Life, TPS Community Partnership Office	By 2019: Publish letter with resources By 2022: Develop school-specific outreach toolkits

ENCOURAGEMENT GOAL 3*Support partners in implementing SRTS activities and events.*

ACTIONS	LEAD	SUPPORT	TIMELINE
3-1: Maintain official Tacoma SRTS website with information about the partnerships and resources for implementation	SRTS Coordinator, COT:PW	TPS Community Partnership Office	By 2018: Update website with implementation resources; maintain annually

Walk and Roll Challenge Month*Not participating schools, 50**Participating schools, 4**Not participating schools, 43**Participating schools, 11**Not participating schools, 11**Participating schools, 43***Walk and Roll to School Day***Not participating schools, 50**Participating schools, 4**Not participating schools, 27**Participating schools, 27**Not participating schools, 5**Participating schools, 49*



SIX E'S

ENFORCEMENT



PARTNER SPOTLIGHT

Tacoma Public Schools Crossing Guard Program

Tacoma Public Schools has a crossing guard program active at designated elementary and middle school crosswalks. At each school, the principal oversees the program.

Enforcement activities aim to deter unsafe behaviors from everyone traveling near schools and encourage all road users to obey traffic laws and share the road safely around schools.

EXISTING ENFORCEMENT ACTIVITIES

Examples of activities that encourage youth and families in Tacoma to walk or roll include:

- The **Tacoma Police Department Community Policing Division and Traffic Unit (TPD)** are responsible for coordinating proactive policing of the City in partnership with the community. The Traffic Unit uses several means to conduct their mission including the use of radar and LIDAR speed detection devices, concentrated high visibility emphasis missions to address identified areas of concern, and through multi-agency partnerships such as Target Zero Teams (TZZT). TZZT ultimate goal is reducing the number of Driving Under the Influence (DUI) related traffic deaths in Tacoma and Pierce County to zero. School Resource Officers, Community Liaison Officers, and Traffic Unit Officers are also assigned to specific schools to serve as a resource and partner for principals.
- The City of Tacoma has launched numerous **social marketing safety campaigns** over the last six years focused on increasing safe transportation behaviors, including a “Drive Better” campaign focused on driver behavior, a “Bike Better” campaign aimed at increasing the use of bike lights and helmets, and a “This Lane is Your Lane” campaign with information on sharing the road. Outreach for these campaigns included bus and LINK ads, postcards, stickers, posters, online ads, and a media blitz.
- **School Zone Speed Cameras** encourage drivers to slow down, making the roadway safer for everyone. People who continue to choose to speed and put the most vulnerable road users at risk are automatically fined. The funding can support pedestrian and bicycle safety improvements around schools and SRTS programming. Tacoma currently has cameras at McCarver Elementary School, Downing Elementary School, and Stewart Middle School, and is considering additional locations based on crash history and speeding.



ENFORCEMENT VISION: The community, law enforcement, City, and Tacoma Public Schools partner to create safe travel environments near schools.

ENFORCEMENT GOAL 1

Address traffic violations near schools.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Increase enforcement of traffic violations near schools	City of Tacoma Police Department (COT:PD)	TBD based on COT & PDF feedback	By 2019: Conduct speed, distracted driving, and yield to pedestrians/ bicyclists enforcement at least once per elementary school and middle school
1-2: Install speed enforcement cameras and/or speed feedback signs in problem locations	COT:PD, COT:PW	TPS, partners	By 2019: Testing at 3 locations By 2022: Implemented at 5 schools

ENFORCEMENT GOAL 2

Encourage partnerships with community and law enforcement.

ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Develop and promote neighborhood/ school zone motorist safety campaign	SRTS Coordinator, COT:PW	COT:PD, TPS, Regional PTA partners	By 2019: Develop and implement campaign

ENFORCEMENT GOAL 3*Reduce barriers to following the law.*

ACTIONS	LEAD	SUPPORT	TIMELINE
3-1: Hold bike light/helmet give-aways.	SRTS Coordinator, COT:PW	COT:PD, partners	<p>By 2019: 8 high needs schools (35%) receive giveaways</p> <p>By 2022: 18 high needs schools (75%) receive giveaways (Currently 7 schools receive resources through earn-a-bike and Major Taylor)</p>

IMPLEMENTATION TOOL**SRTS Program Toolkit**

The SRTS Program Toolkit details specific activities that have been successful in schools around the country and that local parents, teachers, or student volunteers can lead at their schools. These activities complement other Tacoma SRTS efforts led by the City of Tacoma, Tacoma Public Schools (TPS), and other partners. The Toolkit includes 22 individual fun and educational activities, such as Walk to School Day, Walking School Buses, Bike Rodeos, and much more.

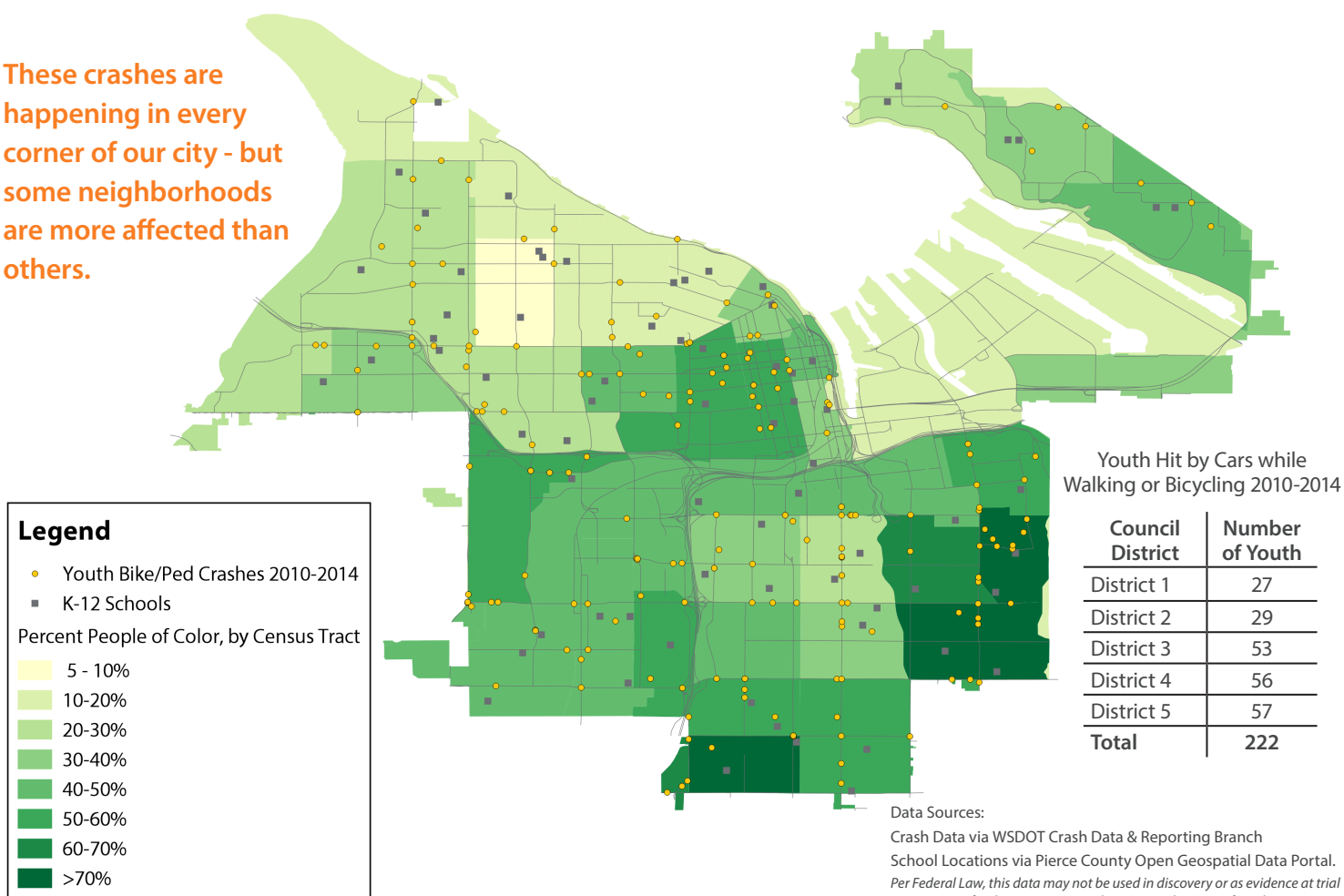




SIX E'S

EVALUATION

These crashes are happening in every corner of our city - but some neighborhoods are more affected than others.



PARTNER SPOTLIGHT

Puyallup Watershed Initiative's Study of Youth Collisions

In 2015, the Puyallup Watershed Initiative's Active Transportation Community of Interest started researching SRTS data. They found that crashes involving youth bicyclists and pedestrians occur throughout Tacoma, however they happen more frequently in lower-income neighborhoods and areas with greater racial and ethnic diversity. These underserved neighborhoods also tend to lack safe bicycle and pedestrian infrastructure, such as visible street crossings, sidewalks, and bike lanes.

Evaluating the projects and programs of each of the other “E’s” tracks progress and determines which activities, events, and projects are most effective at accomplishing the overall program goals. The National Partnership for SRTS has developed consistent guidance for collecting data related to student travel and parents’ perceptions.

Typical data about families' school commute habits include:

- **Student hand tallies** collect information on how students traveled to and from school over a 2-3 day period. This information provides a snapshot of how students get to school for each school and grade, and can track mode shift over time to determine how SRTS activities impact families' transportation behaviors.
- **Parent surveys** provide information about families' school travel behavior, as well as parents' attitudes about walking and biking. Schools can use surveys to determine specific safety concerns and opportunities to provide activities to overcome barriers to walking, biking, and skating.

Parent Survey About Walking and Biking to School	
<p>Dear Parent or Caregiver, Your child's school wants to learn 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 year. Children attend. If more than one child from a school brings a survey home, please fill out the survey for the child with the next birthday from today's date.</p> <p>After you have completed this survey, send it back to the school with your child or give it to the teacher. Your responses will be kept confidential and neither your name nor your child's name will be associated with any results.</p> <p>Thank you for participating in this survey!</p>	
<div style="display: flex; justify-content: space-between; align-items: center;"> + CAPITAL LETTERS ONLY – BLUE OR BLACK INK ONLY + </div>	
<p>School Name:</p> <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	
<div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> <p>1. What is the grade of the child who brought home this survey?</p> <p>2. Is the child who brought home this survey male or female?</p> <p>3. How many children do you have in Kindergarten through 8th grade?</p> <p>4. What is the street intersection nearest your home? (Provide the names of two intersecting streets)</p> </div> <div style="width: 35%;"> <p>Grade (PK,K,1,2,3...)</p> <p> <input type="checkbox"/> Male <input type="checkbox"/> Female </p> </div> </div>	
<div style="display: flex; justify-content: space-between; align-items: center;"> + and + </div>	
<p>Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.</p>	
<p>5. How far does your child live from school?</p> <div style="display: flex; justify-content: space-around;"> <div><input type="checkbox"/> Less than ¼ mile</div> <div><input type="checkbox"/> ½ mile up to 1 mile</div> <div><input type="checkbox"/> More than 2 miles</div> </div> <div style="display: flex; justify-content: space-around;"> <div><input type="checkbox"/> ¼ mile up to ½ mile</div> <div><input type="checkbox"/> 1 mile up to 2 miles</div> <div><input type="checkbox"/> Don't know</div> </div>	
<p>Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box.</p>	
<p>6. On most days, how does your child arrive and leave for school? (Select one choice per column, mark box with X)</p>	
<p><u>Arrive at school</u></p> <p><input type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p>	<p><u>Leave from school</u></p> <p><input type="checkbox"/> Walk</p> <p><input type="checkbox"/> Bike</p> <p><input type="checkbox"/> School Bus</p> <p><input type="checkbox"/> Family vehicle (only children in your family)</p> <p><input type="checkbox"/> Carpool (Children from other families)</p> <p><input type="checkbox"/> Transit (city bus, subway, etc.)</p> <p><input type="checkbox"/> Other (skateboard, scooter, inline skates, etc.)</p>
<div style="display: flex; justify-content: space-between; align-items: center;"> + Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box + </div>	
<p>7. How long does it normally take your child to get to /from school? (Select one choice per column, mark box with X)</p>	
<p><u>Travel time to school</u></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p>	<p><u>Travel time from school</u></p> <p><input type="checkbox"/> Less than 5 minutes</p> <p><input type="checkbox"/> 5 – 10 minutes</p> <p><input type="checkbox"/> 11 – 20 minutes</p> <p><input type="checkbox"/> More than 20 minutes</p> <p><input type="checkbox"/> Don't know / Not sure</p>
<div style="display: flex; justify-content: space-between; align-items: center;"> + + </div>	

+		+
8. Has your child asked you for permission to walk or bike to/from school in the last year? <input type="checkbox"/> Yes <input type="checkbox"/> No		
9. At what grade would you allow your child to walk or bike to/from school without an adult? (Select a grade between PK,K,1,2,3...) <input style="width: 30px; border: 1px solid black;" type="text"/> grade (or) <input type="checkbox"/> I would not feel comfortable at any grade		
Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box		
10. What of the following issues affected your decision to allow, or not allow, your child to walk or bike to/from school? (Select ALL that apply)		
<input type="checkbox"/> Distance..... <input type="checkbox"/> Convenience of driving..... <input type="checkbox"/> Time..... <input type="checkbox"/> Child's before or after-school activities..... <input type="checkbox"/> Speed of traffic along route..... <input type="checkbox"/> Amount of traffic along route..... <input type="checkbox"/> Adults to walk or bike with..... <input type="checkbox"/> Sidewalks or pathways..... <input type="checkbox"/> Safety of intersections and crossings..... <input type="checkbox"/> Crossing guards..... <input type="checkbox"/> Violence or crime..... <input type="checkbox"/> Weather or climate.....	<input type="checkbox"/> My child already walks or bikes to/from school <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not Sure	
11. Would you probably let your child walk or bike to/from school if this problem were changed or improved? (Select one choice per line, mark box with X)		
Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box		
12. In your opinion, how much does your child's school encourage or discourage walking and biking to/from school? <input type="checkbox"/> Strongly Encourages <input type="checkbox"/> Encourages <input type="checkbox"/> Neither <input type="checkbox"/> Discourages <input type="checkbox"/> Strongly Discourages		
13. How much fun is walking or biking to/from school for your child? <input type="checkbox"/> Very Fun <input type="checkbox"/> Fun <input type="checkbox"/> Neutral <input type="checkbox"/> Boring <input type="checkbox"/> Very Boring		
14. How healthy is walking or biking to/from school for your child? <input type="checkbox"/> Very Healthy <input type="checkbox"/> Healthy <input type="checkbox"/> Neutral <input type="checkbox"/> Unhealthy <input type="checkbox"/> Very Unhealthy		
Place a clear 'X' inside box. If you make a mistake, fill the entire box, and then mark the correct box		
15. What is the highest grade or year of school you completed? <input type="checkbox"/> Grades 1 through 8 (Elementary) <input type="checkbox"/> College 1 to 3 years (Some college or technical school) <input type="checkbox"/> Grades 9 through 11 (Some high school) <input type="checkbox"/> College 4 years or more (College graduate) <input type="checkbox"/> Grade 12 or GED (High school graduate) <input type="checkbox"/> Prefer not to answer		
16. Please provide any additional comments below. <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>		



EVALUATION VISION: Tacoma SRTS regularly collects data, evaluates and shares progress toward goals, and continuously improves activities based on feedback.

EVALUATION GOAL 1

Collect data about students' transportation behaviors and parents' perceptions of active transportation.

ACTIONS	LEAD	SUPPORT	TIMELINE
1-1: Administer bi-annual hand tallies at a minimum of two classrooms per grade in all participating schools	SRTS Coordinator	TPS	<p>By 2019: Collect hand tallies at 11 schools (20%)</p> <p>By 2022: Collect hand tallies at 49 schools (90%). (Currently 2 schools participate)</p>
1-2: Administer parent surveys at all participating schools every three years	SRTS Coordinator, TPS	School administration and teachers	<p>By 2019: Collect parent surveys at 11 schools (20%)</p> <p>By 2022: Collect surveys at 49 schools (90%; currently 5 schools participate)</p>
1-3: Track activities and events held at each school	SRTS Coordinator	School administration and teachers	<p>By 2019: Develop activity tracking methodology and guidance</p> <p>By 2022: Implement tracking methods in all participating schools</p>

Schools Collecting Student Hand Tallies

Not participating schools, 51



Not participating schools, 43



Not participating schools, 5



EVALUATION GOAL 2*Publicize successes.*

ACTIONS	LEAD	SUPPORT	TIMELINE
2-1: Update school SRTS Annual Report and publicize to the community	SRTS Coordinator, COT:PW	PWI, TPS, partners	By end of 2017: Develop first Annual Report; update annually

EVALUATION GOAL 3*Continuously improve the program.*

ACTIONS	LEAD	SUPPORT	TIMELINE
3-1: Use the data collected and annual analysis to refine the Tacoma SRTS program	SRTS Coordinator, COT, TPS, PWI	Partners	By end of 2017: Develop first Annual Report; update annually

Schools Collecting Parent Surveys

Not participating schools, 51



Participating schools, 3

Not participating schools, 43



Participating schools, 11

Not participating schools, 5



Participating schools, 49

IMPLEMENTATION TOOL**Tacoma SRTS Annual Report**

The Tacoma SRTS Partnership is developing an Annual Report that summarizes the progress made toward the goals and actions laid out in this Action Plan. The initial report will provide baseline information about which schools are participating in SRTS activities, as well as providing a snapshot of student travel patterns. Future Annual Reports will highlight the partners' activities and identify priorities to accomplish these goals.

APPENDIX

FUNDING

The following table lists available funding sources that could be used to fund SRTS activities and staff time in the City of Tacoma (COT) and Tacoma Public Schools (TPS). Listed sources include existing local, county, and State programs identified through stakeholder interviews and online research. Additional funding opportunities and grants are available through partnerships with local organizations, such as bicycle advocacy groups and Tacoma-Pierce County Health Department (TPCHD). New and existing partners may also be able to support SRTS activities through their existing budgeted programs, such as law enforcement helping with bike rodeos and giving away lights and helmets, the local library highlighting walking and bicycling, or local businesses providing incentives.

Name	Description	Eligibility	Grant Cycle	Deadline	Funding Estimate
Washington State Department of Transportation					
Safe Routes to School - www.wsdot.wa.gov/LocalPrograms/SafeRoutes/funding.htm	The purpose of the SRTS program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.	<ul style="list-style-type: none"> Public agencies within Washington state, including cities, counties, tribal nations, state agencies. Non-profits that administer transportation safety programs Projects within two miles of primary, middle and high schools (K-12) 	Biennial	May (even years)	\$39 million awarded in 2017-2019 biennium
Pedestrian and Bicycle Program - www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm	The Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike. Since 2005, the program has awarded \$72 million for 159 projects from over \$337 million in requests.	<ul style="list-style-type: none"> Public agencies within Washington state The program includes two types of eligible projects: construction projects that may include preliminary engineering, and design only projects that allow agencies the opportunity to engage with communities and stakeholder groups 	Biennial	May (even years)	\$18 million available for the 2017-19 funding cycle
Puget Sound Regional Council					
Federal Highway Administration Funds – Congestion Mitigation and Air Quality (CMAQ) - www.psrc.org/funding/	The PSRC is responsible for distributing federal highway and transit funds under the Congestion Mitigation and Air Quality (CMAQ) program. CMAQ funds are available for specific categories of transportation projects and programs that improve air quality.	<ul style="list-style-type: none"> Public agencies within Washington state Project evaluation criteria varies but with an emphasis on improvements to air quality CMAQ funds have been awarded for SRTS projects in Washington State 	Biennial		Varies; past funding has been \$150,000 - \$200,000
Federal Highway Administration Funds – Surface Transportation Program (STP) - www.psrc.org/funding/	The PSRC is responsible for distributing federal highway and transit funds under the Surface Transportation Program (STP). STP funds are the most flexible of PSRC funds and can be used for a variety of transportation projects and programs.	<ul style="list-style-type: none"> Public agencies within Washington state STP funds have been awarded for SRTS projects in Washington State 	Biennial		Varies

Name	Description	Eligibility	Grant Cycle	Deadline	Funding Estimate
Washington Traffic Safety Commission					
Target Zero - www.wtsc.wa.gov/target-zero	Projects should address one or more of the top Target Zero priorities: <ul style="list-style-type: none"> • Priority 1 - impairment, speeding and run-off-the-road collisions. • Priority 2 - young drivers, unrestrained vehicle occupants, distracted drivers, intersection-related collisions, and traffic data systems. • Priority 3 - associated with fewer fatalities and serious injuries. 	<ul style="list-style-type: none"> • Washington state agencies • Federally recognized tribal governments • Cities, counties and their sub-agencies • Non-profit organizations with existing IRS 501(c)(3) status • Public schools (and private schools with non-profit status) 	Annual	Previously 2/12/2016	\$5,000 to \$150,000
Mini Grants - http://wtsc.wa.gov/grants/	Small traffic safety projects addressing priority areas in the Target Zero Plan: <ul style="list-style-type: none"> • Implementation of traffic safety strategies • Public education campaigns • Equipment or materials • Training or travel 	<ul style="list-style-type: none"> • Washington state agencies • Federally recognized tribal governments • Washington cities, counties, and their sub-local agencies • Non-profit organizations with existing IRS 501(c)(3) status 	Ongoing	Rolling basis	Up to \$1,000
Equipment - http://wtsc.wa.gov/grants/	Radars, LIDARs, speed feedback signs	<ul style="list-style-type: none"> • Law enforcement within the state of Washington 	Ongoing	1/7/2016 – 4/30/2017	Varies
Transportation Improvement Board (TIB)					
Complete Streets Award Program - www.tib.wa.gov/	The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate and maintain their streets while considering all transportation users and modes.	<ul style="list-style-type: none"> • Cities and counties with adopted system-wide complete streets policies 	Biennial	October 2016	Two funding targets: \$250,000 for cities and counties early in the Complete Streets adoption process and \$500,000 for cities and counties with highly-integrated policies and a track record of complete street project design and development.
Urban Sidewalk Program (USP)- www.tib.wa.gov/	Establishes highly connected pedestrian networks in downtowns and activity centers. The program constructs and replaces sidewalks to improve pedestrian safety, create system continuity, link pedestrian generators, extend the system and complete gaps. Each project must be transportation-related, non-recreational, and on a federally classified route.	<ul style="list-style-type: none"> • Counties with urban unincorporated areas • Cities with a population of 5,000 or greater 	Annual	June	\$8,000,000

Name	Description	Eligibility	Grant Cycle	Deadline	Funding Estimate
Tacoma-Pierce County Health Department					
Healthy Youth Program - www.tpchd.org/health-wellness-1/physical-activity-nutrition/healthy-youth-program	TPCHD's Healthy Youth Grant Program funds community-based agencies to build capacity and improve health systems and policies. The program strongly encourages youth involvement in program planning and implementation.	<ul style="list-style-type: none"> Community-based agencies and not-for-profit organizations serving youth in Pierce County (technical/ trade schools, community colleges, parks, universities, early learning facilities), School Districts, individual k-12 schools Lead agency must be a 501(c) (3) or have equivalent IRS registration 	Annual	Every year in January	Up to \$5,000 per agency
Cascade Bicycle Club					
Walk & Roll Mini-Grants - www.cascade.org	This mini grant aims to support efforts to increase the number of children walking and bicycling to school.	<ul style="list-style-type: none"> Public schools, grades 5th-8th, in Washington State are eligible for funding, however only one award will be made per school district. Single schools can apply or a district can apply if it is confident that it can serve more than one school and fulfill the program requirements. Highest priority will be given to eligible schools who have not already received Safe Routes to School funding. Projects that will be considered for funding include: walking school buses, bike trains, walk and bike to school encouragement programs, safety patrol. 	Ongoing	6/1/2017	\$500 - \$1500

Name	Description	Eligibility	Grant Cycle	Deadline	Funding Estimate
Office of Superintendent of Public Instruction					
Safe Routes to School Bike and Pedestrian Safety Education Program - www.k12.wa.us/StudentSupport/SafeRoute/default.aspx	Funded through a grant from the Washington State Department of Transportation and provides bike and pedestrian safety education to students in grades 5-8.	<ul style="list-style-type: none"> School Districts in Washington 	Biennial; currently grant cycle is 2015-2017		The grant award to school districts will range from \$1,000 to \$25,000 and may be used for curriculum resources, bicycles, a trailer for bicycle storage and transport, teacher training, and other essential services and equipment related to program implementation and evaluation.
Other Funding Sources					
Local Improvement District (LID) - www.cityoftacoma.org/government/city_departments/public_works/engineering/local_improvement_districts	A LID provides a long-term payment plan with relatively low interest rates allowing property owners to upgrade transportation infrastructure in their neighborhood. Property owners will be assessed according to the benefit to their property and will owe an amount proportional to those benefits.	<ul style="list-style-type: none"> A property owner or other interested party in the neighborhood can organize a LID for the community Can be used for street and alley paving, building sidewalks, installing lighting, and creating storm water management systems 	Ongoing	Ongoing	Depends on the upgrades; the added value to the individual properties must outweigh the cost of the improvements
Transportation Benefit Districts - www.cityoftacoma.org/government/city_council/transportation_benefit_district	Transportation benefit districts are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. Tacoma's 2015 Transportation Benefits District Ballot Measure (Amended Resolution No. TBD 008) authorized a sales and use tax of \$0.001 from all taxable retail sales within the District from 2016 to 2026.	<ul style="list-style-type: none"> Any city or county may form a Transportation Benefit District (per Chapter 36.73 and 35.21.225 RCW) Funds fund maintenance, preservation, and improvements for residential streets, arterials, freight access, and bike and pedestrian mobility projects as identified in the City's Comprehensive Transportation Improvement Program 	Ongoing	N/A	The COT program is projected to generate \$4.5 million per year, or \$45 million over the ten-year period

SCHOOL MATRIX

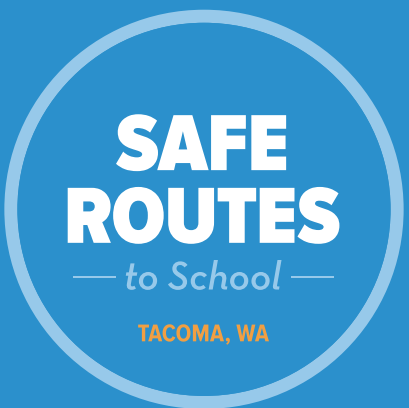
The table on the following page provides background information about the data collection for schools and school participation in SRTS. Information was provided through the school surveys and stakeholder interviews conducted in early 2017 and may not be a comprehensive list.

School Name	Equity				Engineering			Education							Encouragment					Enf.	Eval.		
	Bike/Ped Crashes w/in one-mile, 2010-2014	Percent of Students Receiving Free/Reduced Price Lunch	Title 1	Percent Students of Color	Bike parking	Walk audits	IN Projects Id'd	Ped Safety	Bicycle Safety	Skate Safety	Bike Rodeos	Parent Ed	Route Maps	Earn-a-Bike	Walk + Bike Challenge Month	Safe Routes to Bus Stops	Youth Transit Pass	Walk + Bike to School Day	Carpool to School	Major Taylor Project	Police enforcement	Student hand tally	Parent survey
Arlington Elementary School	11	87%	x	72%																			
Baker Middle School	21	74%	x	77%					x														
Birney Elementary School	19	77%	x	72%								x	x										
Blix Elementary School	24	84%	x	75%			x														x		
Boze Elementary School	16	83%	x	86%																			
Browns Point Elementary School	1	19%		42%																			
Bryant Montessori School	34	46%		44%			x																
Crescent Heights Elementary School	4	36%		50%																			
DeLong Elementary School	17	66%	x	62%																			x
Downing Elementary School	15	53%		48%			x	x				x									x		
Edison Elementary School	22	84%	x	72%											x								
Fawcett Elementary School	20	70%	x	65%	x							x									x		
Fern Hill Elementary School	18	76%	x	71%																			
First Creek Middle School	17	88%	x	81%					x											x			
Franklin Elementary School	22	79%	x	61%																			
Geiger Montessori School	10	44%		49%	x		x					x											
Giaudrone Middle School	22	76%	x	70%					x								x						
Grant Center for the Expressive Arts	24	36%		37%			x				x							x					
Gray Middle School	19	78%	x	73%																			
Helen B Stafford Elementary School	14	79%	x	82%																			
Henry Foss High School	17	68%		68%																x			
IDEA High School	18	N/A		41%										x									
Jason Lee Middle School	34	64%	x	58%					x											x			
Jefferson Elementary School	19	56%		43%	x										x						x		
Larchmont Elementary School	11	82%	x	74%			x						x								x		
Lincoln High School	28	76%	x	78%														x		x			
Lister Elementary School	20	91%	x	82%																			
Lowell Elementary School	15	19%		27%	x		x											x					
Lyon Elementary School	27	84%	x	69%			x					x	x								x	x	
Manitou Park Elementary School	18	84%	x	77%																			
Mann Elementary School	26	74%	x	65%																			
Mason Middle School	5	30%		30%											x								
McCarver Elementary School	26	91%	x	78%																			
Meeker Middle School	4	28%		44%	x				x												x		x
Mount Tahoma High School	4	57%		73%	x															x			
Northeast Tacoma Elementary School	3	53%		58%	x				x		x	x	x										
Oakland High School	10	82%	x	73%	x												x					x	x
Point Defiance Elementary School	6	45%		32%																			
Reed Elementary School	15	83%	x	86%																			x
Roosevelt Elementary School	16	85%	x	80%																			
SAMI-Science and Math Institute	2	36%		36%						x													
Sheridan Elementary School	27	83%	x	85%																		x	
Sherman Elementary School	7	24%		23%								x						x					
Skyline Elementary School	10	60%		45%																			
Stadium High School	14	30%		43%	x		x														x		
Stanley Elementary School	31	80%	x	72%																			
Stewart Middle School	28	80%	x	66%					x											x			
Tacoma School of the Arts (SOTA)	22	10%		43%				x		x			x		x		x						
Truman Middle School	9	56%		47%					x														
Wainwright Intermediate School	12	45%		48%	x	x	x	x				x	x										x
Washington Elementary School	6	19%		30%			x																
Whitman Elementary School	24	80%	x	70%																			
Whittier Elementary School	1	45%		48%	x		x									x			x		x		
Wilson High School	18	41%		40%																			

School Name	School Prioritization Analysis				
	Overall Needs Score	High Equity & Safety Needs School	Percent Students of Color	Percent of Students Receiving Free /Reduced Price Lunch	Bike/Ped Crashes within one-mile, 2010-2014
McCarver Elementary School	15	x	78%	91%	26
Blix Elementary School	14	x	75%	84%	24
Lister Elementary School	14	x	82%	91%	20
Sheridan Elementary School	14	x	85%	83%	27
Boze Elementary School	13	x	86%	83%	16
Edison Elementary School	13	x	72%	84%	22
First Creek Middle School	13	x	81%	88%	17
Lincoln High School	13	x	78%	76%	28
Lyon Elementary School	13	x	69%	84%	27
Manitou Park Elementary School	13	x	77%	84%	18
Roosevelt Elementary School	13	x	80%	85%	16
Stanley Elementary School	13	x	72%	80%	31
Whitman Elementary School	13	x	70%	80%	24
Baker Middle School	12	x	77%	74%	21
Birney Elementary School	12	x	72%	77%	19
Gray Middle School	12	x	73%	78%	19
Reed Elementary School	12	x	86%	83%	15
Stewart Middle School	12	x	66%	80%	28
Arlington Elementary School	11	x	72%	87%	11
Franklin Elementary School	11	x	61%	79%	22
Helen B Stafford Elementary School	11	x	82%	79%	14
Jason Lee Middle School	11	x	58%	64%	34
Mann Elementary School	11	x	65%	74%	26
Fawcett Elementary School	10		65%	70%	20
Fern Hill Elementary School	10		71%	76%	18
Giaudrone Middle School	10		70%	76%	22
Larchmont Elementary School	10		74%	82%	11
Oakland High School	10		73%	82%	10
Bryant Montessori School	9		44%	46%	34
DeLong Elementary School	9		62%	66%	17
Henry Foss High School	9		68%	68%	17
Grant Center for the Expressive Arts	8		37%	36%	24
Jefferson Elementary School	8		43%	56%	19
Mount Tahoma High School	8		73%	57%	4
Downing Elementary School	7		48%	53%	15
IDEA High School	7		41%	N/A	18
Skyline Elementary School	7		45%	60%	10
Tacoma School of the Arts (SOTA)	7		43%	10%	22
Crescent Heights Elementary School	6		50%	36%	4
Geiger Montessori School	6		49%	44%	10
Northeast Tacoma Elementary School	6		58%	53%	3
Truman Middle School	6		47%	56%	9
Wainwright Intermediate School	6		48%	45%	12
Wilson High School	6		40%	41%	18
Lowell Elementary School	5		27%	19%	15
Stadium High School	5		43%	30%	14
Whittier Elementary School	5		40%	45%	1
Meeker Middle School	4		44%	28%	4
Point Defiance Elementary School	4		32%	45%	6
SAMI-Science and Math Institute	4		36%	36%	2
Sherman Elementary School	4		23%	24%	7
Browns Point Elementary School	3		42%	19%	1
Mason Middle School	3		30%	30%	5
Washington Elementary School	3		30%	19%	6

Note: When there are multiple schools with the same overall needs score, schools are listed in alphabetical order.

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August 2017