

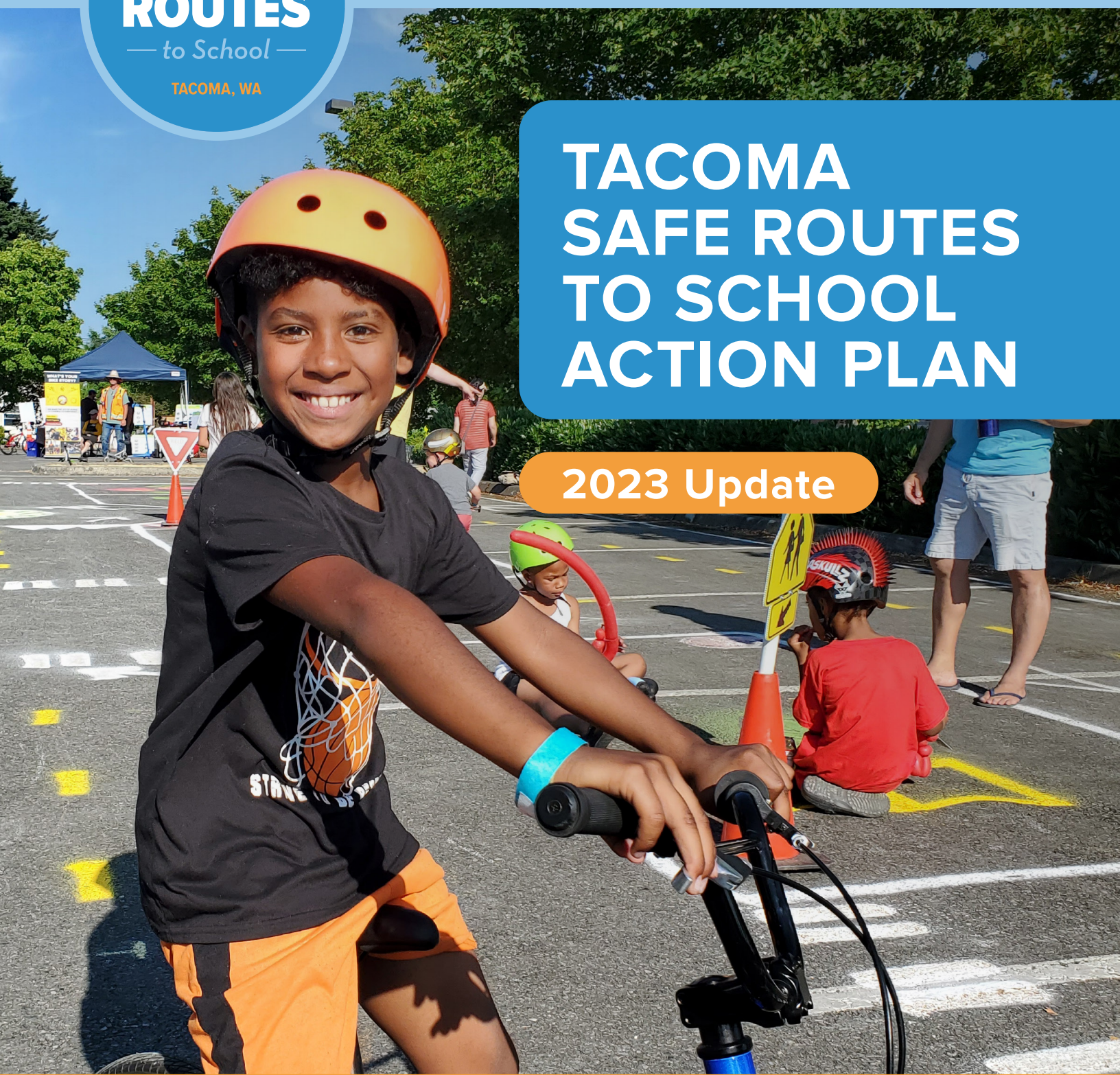
SAFE ROUTES

— to School —

TACOMA, WA

TACOMA SAFE ROUTES TO SCHOOL ACTION PLAN

2023 Update



APPRECIATION

Many people help to shape the Tacoma Safe Routes to School program every day and the future of the program through this action plan. Thank you to the following people and groups that guided this action plan update through five stakeholder presentations and focus groups, eight school community events, and numerous individual and small-group conversations.

Stakeholders

Families and students at Tacoma schools and community events who provided feedback on priorities

2nd Cycle

Alchemy Skateboarding

City of Tacoma Transportation Commission

City of Tacoma Bicycle and Pedestrian Technical Advisory Group

Downtown on the Go!

Forever Green Trails

Metro Parks Tacoma

Pierce County Planning & Public Works

Pierce Transit

Puyallup Tribe of Indians

Safe Streets

Tacoma Housing Authority

Tacoma Pierce County Health Department

Tacoma Public Schools Directors and School Board Members involved in the School Traffic Safety Committee

Tacoma Public Schools Elementary School Principals

Walk & Roll Pierce County Coalition

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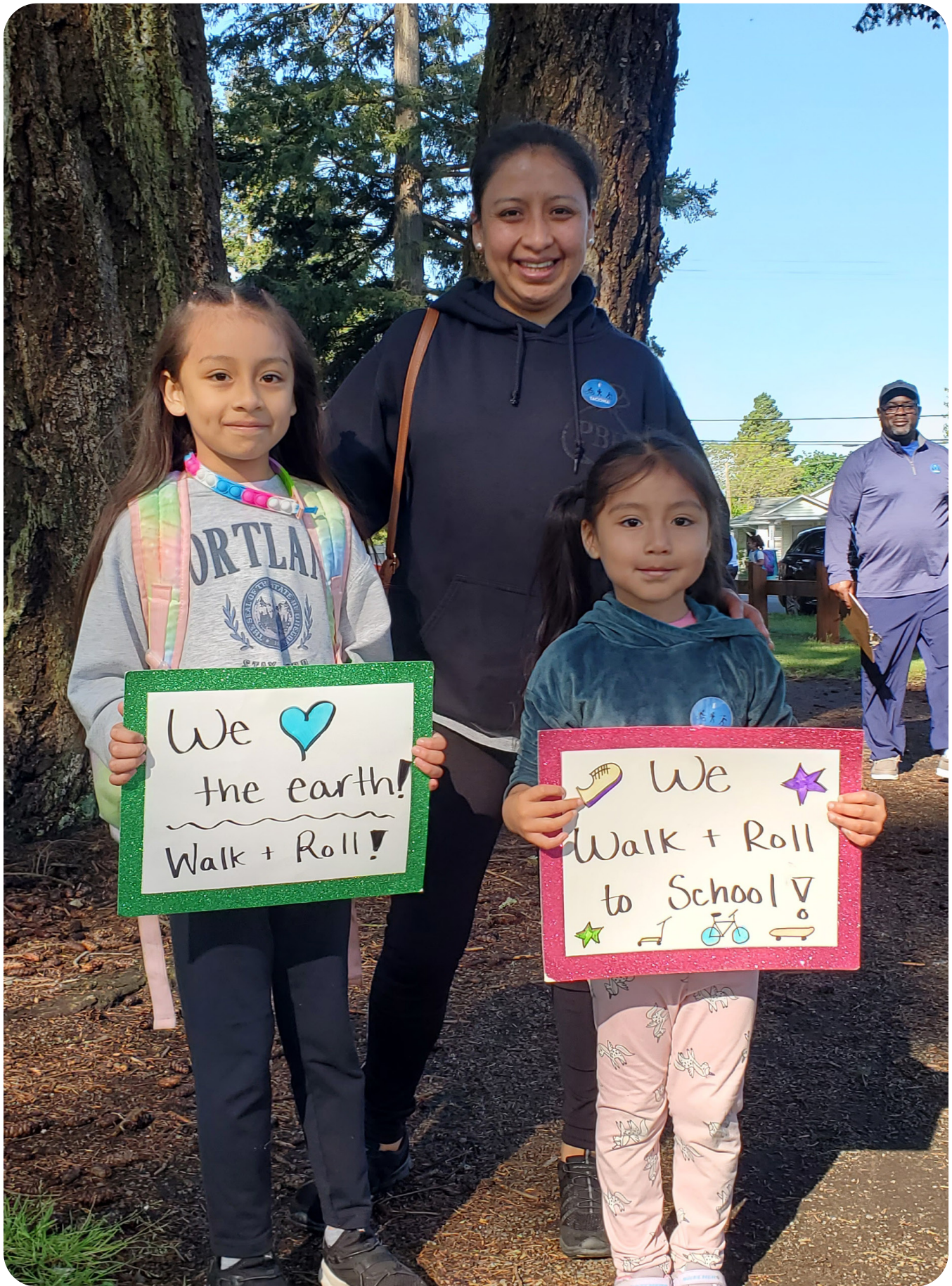
Mike Sellinger, Technical Advisor

Trevor Luu, Planner

The logo for Alta Planning + Design, featuring the word "alta" in a bold, lowercase, sans-serif font.

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LAND ACKNOWLEDGMENT

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We gratefully honor and
acknowledge that we rest on the
traditional lands of the Puyallup
People. The Puyallup people have
lived on this land since the beginning
of time. They are still here today.
They live, work, raise their children,
take care of their community, practice
their traditional ways and speak the
Twulshootseed language – just as
their ancestors did.

*We recognize that this land
acknowledgement is one small step
toward true allyship and we commit
to uplifting the voices, experiences,
and histories of the Indigenous
people of this land and beyond.*



Lushootseed concrete stamps designed by Puyallup Tribe member Chris Duenas.

EXECUTIVE SUMMARY



TACOMA SAFE ROUTES TO SCHOOL ACTION PLAN (2023 UPDATE)

EXECUTIVE SUMMARY

WHAT IS SAFE ROUTES TO SCHOOL?

Safe Routes to School (SRTS) is a local and national movement to make walking and rolling* to school safer, easier, and more fun for children of all genders, races, incomes, and abilities. Tacoma's SRTS Program is a partnership between the City of Tacoma, Tacoma Public Schools, and local organizations to encourage safe and active school transportation through:

1. Infrastructure improvements near schools,
2. Active transportation safety education, and
3. Encouragement events and activities.

The 2023 SRTS Action Plan update prioritizes school safety enhancements and the Tacoma SRTS Program efforts for the next five years.

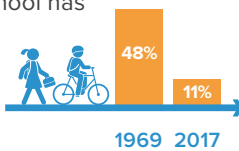
VISION

Every young person in Tacoma should be able to safely walk and roll in their neighborhood.

WHY SRTS FOR TACOMA?

FEWER STUDENTS ARE WALKING AND ROLLING TO SCHOOL.

Within one generation, the percentage of US children walking or rolling to school has decreased **73%**.¹



THIS MEANS THEY'RE GETTING LESS PHYSICAL ACTIVITY.

Only **20%** of Tacoma youth are achieving the national recommendation for 60 minutes of daily physical activity.^{2,3}

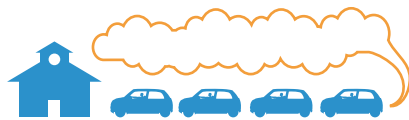


STUDENTS MISS OUT ON MENTAL HEALTH BENEFITS.

Over 1 in 3 Tacoma 8th and 10th grade students report feeling sad or hopeless for at least two weeks in the past year.³ Physical activity, such as walking or rolling to school, is shown to support youth mental health and increase self-efficacy.



MORE FAMILIES USING CARS MEANS REDUCED AIR QUALITY.



By the time Tacoma youth reach 10th grade, **1 in 5 students** will have been diagnosed with asthma.³

Morning traffic around schools can exacerbate asthma symptoms and trigger attacks.



OUR STREETS NEED TO BE IMPROVED TO MAKE WALKING AND ROLLING SAFE AND COMFORTABLE FOR OUR FAMILIES.

91

YOUTH HIT BY CARS WHILE WALKING⁴

16

YOUTH HIT BY CARS WHILE BIKING⁴

Tacoma has many barriers to safe active transportation. For example, there are **34 designated school crossings** on the Vision Zero High Risk Network and **38 Vision Zero High Risk intersections** within school walk zones.⁵

CHALLENGES TO ACTIVE TRANSPORTATION USE ARE NOT SHARED EQUALLY AMONG OUR COMMUNITIES.

Nationally, **90% of high-income communities** have sidewalks compared to **49% of low-income communities**.⁶



Compared to white children, African-American children are **twice as likely** to be killed while walking and Latino children are **1.4 times more likely** to be killed while walking.⁷



* Rolling refers to any way people get around actively on wheels, such as biking, scooting, skating, or using a personal mobility device such as a wheelchair.

HOW CAN SRTS HELP?

SRTS ADDRESSES TRAFFIC DANGERS AND IMPROVES SAFETY FOR KIDS.

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



EFFECTIVE PROGRAMS EQUIP FAMILIES TO WALK AND ROLL SAFELY AND CONFIDENTLY.

SRTS education and encouragement programs can result in a **25%** increase in walking and biking over five years.⁸



IMPROVEMENTS TO OUR STREETS MAKE A BIG DIFFERENCE.

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.⁸



WHAT HAS TACOMA SRTS ACCOMPLISHED?

FIRST FIVE YEARS (2018-2023): WHAT DID WE ACCOMPLISH?



\$3,030,100

won in grants for engineering, education, and encouragement projects



10 construction projects making it easier and safer to walk and roll to school



44 walk & roll events



11 bike rodeos



800+ helmets distributed



4 weeks of youth bike camps funded



7 temporary traffic gardens



Supported families through a global pandemic that caused widespread school closures

NEXT FIVE YEARS (2023-2027): WHAT DO WE NEED TO CONTINUE? HOW DO WE WANT TO GROW?

We have accomplished a lot in the past five years, but there's more to do! In some cases, we will continue working on the goals set in the previous Action Plan. In other cases, we've adjusted our goals and objectives to reflect shifting priorities of school communities in Tacoma. The past five years of implementing the SRTS Program has been an opportunity to learn what works, enabling us to adjust the program's course to better meet the needs of our school communities.

Our priorities going forward are:

- ▶ Construct 2 SRTS infrastructure projects per biennium
- ▶ Launch and sustain 5 Walking School Buses
- ▶ Install 1 permanent traffic garden
- ▶ Implement 2 traffic-calming placemaking projects
- ▶ Roll out in-school bicycle lessons

SOURCES

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2. Centers for Disease Control. www.cdc.gov/physicalactivity/basics/children/index.htm
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4. Washington State Department of Transportation (WSDOT) Crash Data. (2017-2022)

5. Tacoma Vision Zero.
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7. Transportation for America. 2011. "Dangerous by Design".
8. 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.

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INTRODUCTION



WHY THIS PLAN?

The Tacoma Safe Routes to School (SRTS) Action Plan guides the City and its partners to work together to make it safer, more convenient, and fun for K-12 students and families to walk, bike, and actively roll to school. This Plan was first written in 2017 and reflected the vision, goals and progress of the Tacoma SRTS program as of that time. This 2023 Action Plan identifies the program's accomplishments since then and provides updated guidance for its next five years.

Context for this Update

This update was necessary for several reasons. The City of Tacoma's new [Climate Action Plan](#) and [Vision Zero program and Action Plan](#) align with the goals of the SRTS program and provide opportunities for mutual support and reinforcement. The Washington State Department of Transportation (WSDOT) adopted a new [statewide school-based bicycle safety education program](#) and began piloting it with Tacoma Public Schools. The worldwide COVID-19 pandemic also dramatically impacted school communities, necessitating major shifts in focus and funding, and changing priorities for schools, families, and the SRTS program.

Moreover, the SRTS program has an opportunity to reevaluate the needs of Tacoma schools based on updated data, ensuring that schools with the highest needs continue to be prioritized for programmatic support. As part of this update, the SRTS program revised the School Prioritization Approach to better assess safety and equity needs among all Tacoma schools.

Finally, SRTS guidance has shifted in response to a societal reexamination of the role of law enforcement in communities, leading the Safe Routes Partnership to [replace their Enforcement program element with Engagement](#). In addition to this change, the Federal Infrastructure Investment and Jobs Act of 2021 also restored the dedicated SRTS program and expanded eligibility into high schools, which paves the way for local communities to integrate high school youth in SRTS efforts. These changed approaches require consideration of the SRTS program's relationships and opportunities for community engagement.

Throughout this document, stars indicate new goals and actions as well as those what were popular among stakeholders:

- ★ **New in 2023 Action Plan Update** - These goals and actions reflect new priorities and opportunities identified through the changing context of SRTS work in Tacoma.
- ★ **Popular among stakeholders** - During the Action Plan Update process, stakeholders indicated particular support and enthusiasm for these activities and ideas.



HOW TACOMA BENEFITS FROM SRTS

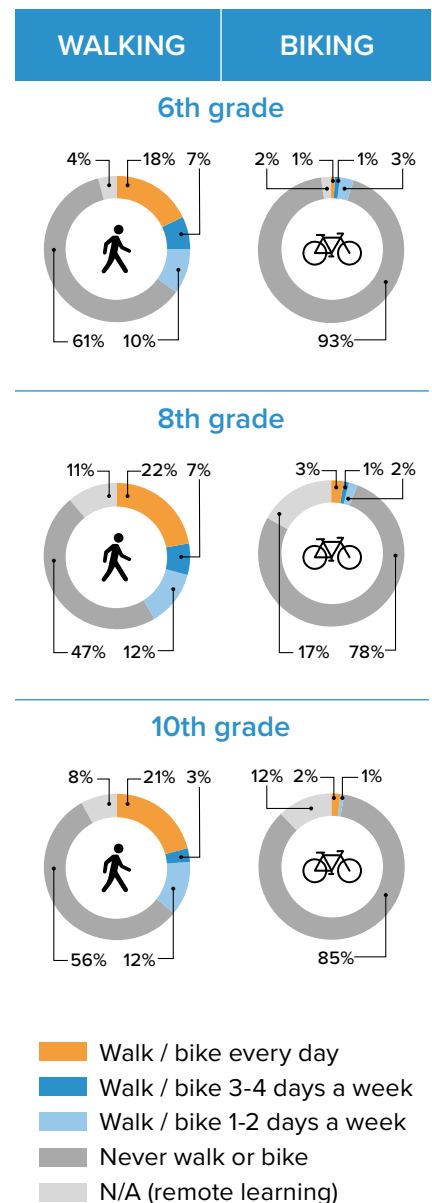
When more students and families walk and roll to/from school, the entire community benefits.

The benefits of physical activity for young people are well known. When students regularly move their bodies, they build stronger bones and muscles, reduce symptoms of anxiety and depression, give their brains a concentration-boost, strengthen their hearts, and reduce the risk of developing several chronic health conditions. However, fewer than one in five Tacoma students in 6th, 8th, and 10th grade report getting the recommended 60 minutes or more of physical activity per day.⁹ Additionally, Tacoma follows the national trend, where far too many young people are struggling with persistent feelings of sadness and depression.¹⁰ **Physical activity is not a catch-all treatment, but rather, one component of supporting youth mental and physical wellness and social connection.**

In the past, walking and rolling to school was a major way young people met their need for physical activity, as well as social connection and independence. Despite these and other benefits, many Tacoma students are driven to school (Figure 1). When students travel to and from school in private vehicles, they miss out on the chance to move their bodies and spend time with their peers outside the classroom. The adults miss out, too! They face increased frustration of traffic congestion and give up opportunities to connect with other parents and community members. What’s more, the rise in students and families driving to school has meant more vehicle congestion and air pollution that can contribute to climate change and cause or exacerbate chronic health conditions like asthma, which affects many Tacoma students.¹¹

Walking and rolling to school benefits students, families, and communities through physical activity, social connection, and cleaner air. These travel choices have the added benefit of increasing students’ ability to focus when in the classroom, ultimately improving their academic performance. Specific programs, such as Walking School Buses or coordinated walking groups are tools to increase student attendance and support families needing assistance in getting their students to/from school. The SRTS Program provides the education, encouragement, and improvements to the built environment around schools that are needed to make walking and rolling, and their many benefits, a reality for more Tacoma students.

Figure 1: Percentage of Tacoma Students Who Walk/Bike to/ from School in an Average Week (Healthy Youth Survey, 2021)



9. According to the 2021 Healthy Youth Survey, 20.8% of 6th graders, 17.1% of 8th graders, and 20.1% of 10th graders reported being physical activity for at least 60-minutes per day in the past 7 days.

10. According to the 2021 Healthy Youth Survey, 36% of 8th graders and 42% of 10th graders reported feeling sad or hopeless for at least two weeks in the past year.

11. 13.7% of 6th graders, 17.4% of 8th graders, and 23.1% of 10th graders reported through the Healthy Youth Survey that they had been told by a medical professional that they had asthma.

The 6 E's of Safe Routes to School

The Tacoma SRTS Program follows the national framework for SRTS, the 6 E's, as set by the Safe Routes Partnership.¹²



EQUITY

SRTS activities and events strive to benefit all students and families in Tacoma, with particular attention to safe, healthy, and fair outcomes for those most impacted by systemic inequities, including low-income students, students of color, students of all genders and sexualities, and students with disabilities.¹³



EDUCATION

The SRTS program includes classes and activities that teach young people the skills they need to walk and roll safely, their transportation options, and the positive impacts active and shared transportation have on community health and the environment.



ENGAGEMENT¹³

SRTS initiatives begin with listening to and learning from the community, including students, families, teachers, school leaders, and community organizations. The program builds intentional, ongoing relationships with these groups and provides regular opportunities for them to engage.



ENCOURAGEMENT

Through exciting activities and events, the SRTS program works to generate enthusiasm and spark interest in walking and rolling among students and their families, rewarding them for their participation.



ENGINEERING

A critical part of SRTS is making physical improvements to our streets that make walking and bicycling safer, easier, and more fun. This includes constructing sidewalks, crossing enhancements, bicycle facilities, signage and markings, and even public art.



EVALUATION

Evaluating the projects and actions of each of the other "E's" helps to track progress and determine which are most effective.

12. <https://www.saferoutespartnership.org/safe-routes-school/101/6-Es>

13. As part of its commitment to social justice and racial equity, in 2020, the Safe Routes Partnership removed Enforcement from its list of Es, replacing it with Engagement. This action was intended to recognize the inequitable impacts of law enforcement on communities of color and commit to a focus on listening and learning from communities through engagement. [Read more about this change here.](#)



Benefits of Safe Routes to School

Safe Routes to School improves sidewalks and street crossings and creates safe, convenient, and fun opportunities for children to bicycle and walk to and from school. The CDC has recognized Safe Routes to School as one of a handful of programs that are cost-effective and show significant population health impacts within five years. saferoutespartnership.org

COST SAVINGS

- Household savings from reduced gas & car use
- Education budget savings through reduced student busing costs



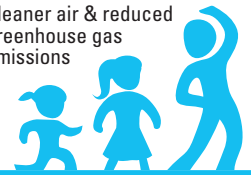
TRAFFIC SAFETY

- Reduced traffic injuries & dangers for students and community members at arrival & dismissal through street improvements near schools
- More chances to learn & practice road safety for students



CLIMATE BENEFITS AND CLEANER AIR

- Fewer student asthma attacks due to less driving & reduced air pollution results
- Cleaner air & reduced greenhouse gas emissions



SAFETY FROM CRIME

- Increased safety from crime & violence due to more people on the streets, good lighting & better street design
- Less harassment, bullying, or violence when students walk or bike together or with adults



COMMUNITY CONNECTEDNESS

- Stronger student friendships & relationships through walking & biking together
- Positive social connections for families & neighbors



HEALTHIER STUDENTS

- Better health & stronger bones, muscles & joints through more walking & biking
- Reduced risk of chronic disease, diabetes, & obesity



SCHOOL TRANSPORTATION FIXES

- Solutions to reduced or non-existent bus service through Safe Routes to School
- Reduced traffic congestion at pick-up/drop-off times



BETTER ACADEMIC PERFORMANCE

- Better focus, improved concentration & less distraction for students who are active before school
- Fewer absences and less tardiness when students walk or bike in groups



SCHOOL

SRTS PARTNERS

Program partners help make Safe Routes to School efforts possible. The Tacoma SRTS Program is grateful for the partnership with staff and members in the following agencies, organizations, and groups.

Table 1. SRTS Partner Organizations

PARTNER	MISSION	SHARED GOAL(S)
2nd Cycle Community Bike Shop	To demystify and normalize bike riding as a part of daily life, and realize the bicycle as tool for personal and community empowerment.	Foster a healthier and more bike-friendly Tacoma by empowering the next generation of cyclists through innovative programs.
Alchemy Skateboarding	To provide opportunities for youth to learn and grow through skateboarding.	Support youth leadership and growth through programs that encourage active transportation.
Bikes for Kids	To provide an opportunity for Christian service and outreach through restoring and distributing bicycles in areas of need.	Provide free bicycles to youth using an equity-based approach.
Cascade Bike Club	To bring people together to experience the joy of bicycling through transportation, recreation, and friendship.	Build confidence, leadership, knowledge, and community through teaching bicycle skills.
City of Tacoma Bicycle and Pedestrian Technical Advisory Group (BPTAG)	To advise the Transportation Commission on active transportation-related matters.	Make it safer and easier to walk, bike, use an assistive mobility device, skate, and scooter in Tacoma.
City of Tacoma, Community and Economic Development, Arts & Cultural Vitality	To enliven and contribute to the livability of Tacoma neighborhoods, and enhance the quality of life of Tacoma residents and visitors.	Incorporate public artwork into infrastructure projects in order to amplify community voice, spark joy, and help create a human connection with the built environment.
City of Tacoma, Environmental Services Department	To protect and restore natural resources, and keep our city clean, safe and livable through garbage and recycling pickup, wastewater treatment, household hazardous waste disposal, protection from stormwater pollution and much more.	Expand sustainable living to achieve the City's Climate Action Plan through enhancing active transportation via capital projects, urban forestry growth, and education.
City of Tacoma, Planning and Development Services Department	Partner with the community to build a livable, sustainable and safe City by providing strategic, timely, predictable, cost effective planning and development services with a culture focused on community engagement, customer service, creativity, accountability and continuous improvement.	To partner with TPS, private development, and the community to support safe walking and rolling for Tacoma families and proper school siting.
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.	Equitably prioritize, fund, construct, and maintain active transportation infrastructure and school crossings to make walking and rolling safer and more comfortable for Tacoma families.

Table 1. SRTS Partner Organizations (cont.)

PARTNER	MISSION	SHARED GOAL(S)
City of Tacoma Transportation Commission	Advise the City Council on transportation-related matters.	Enhance transportation safety and advocate for safe access to schools through project and investment prioritization.
Downtown on the Go!	To create a community where everyone can get around with or without a car.	Communicate about transportation options and organize vibrant community events to encourage getting around using active and shared modes.
Forever Green Trails	To support a system of trails throughout Pierce County, WA, via education, advocacy, promotion, collaboration, and stewardship.	Work to create more connected and livable communities through a system of sidewalks, trails, and bike infrastructure for all ages and abilities.
Kidical Mass Tacoma	To organize a legal, safe and fun bike ride for kids, kids at heart, and their families.	Teach kids, parents, and caregivers bicycle safety skills during fun community rides.
Metro Parks Tacoma	An independent government agency creating healthy opportunities to play, learn and grow.	Provide safe and fun places and programs for learning, play, social interaction, and exposure to greenery.
Pierce Transit	To improve people's quality of life by providing safe, reliable, innovative and useful transportation services that are locally based and regionally connected.	Enhance young people's connection to their community and opportunities through active and shared mobility.
Puyallup Tribe of Indians	The members of the Puyallup Tribe of Indians, the <i>spuyaləpabš</i> , are part of a sovereign government, led by the elected Tribal Council.	The Tribal Council's mission is to oversee the Puyallup tribal government operations, economic priorities and overall community wellness while ensuring financial resources are available now and for future generations. To build upon what the Puyallup Tribe's ancestors and elders fought for by continuing to protect and preserve tribal sovereignty, natural resources, environment, heritage, culture and Puyallup families by providing equitable programs and services that help the tribe's membership succeed and grow.
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.	Partner with schools to build community and educate families about safety and transportation.
Safe Kids Coalition (Washington State Department of Health)	To prevent unintentional childhood injury.	Educate families on safe practices and help create safer environments to protect children.
Safe Streets	To unite and inspire youth, neighbors, and businesses to build safe, healthy, and thriving communities.	Work with youth and adults to elevate their concerns and bring about change, making Tacoma streets safer for everyone.

Table 1. SRTS Partner Organizations (cont.)

PARTNER	MISSION	SHARED GOAL(S)
Tacoma Housing Authority	To provide high quality, stable and sustainable housing and supportive services to people in need.	Connect families and residents to resources that support their wellbeing and build community.
Tacoma-Pierce County Health Department (TPCHD)	To protect and improve the health of all people and places in Pierce County.	Collaborate with organizations and schools to support the health and wellness of Tacoma youth.
Tacoma Public Library	To empower our community by bringing people together to discover, connect, create, learn, and thrive.	Connect youth with opportunities and safe places to creatively learn and explore.
Tacoma Public Schools (TPS)	In partnership with parents and community, Tacoma Public Schools provides a comprehensive educational experience that is rigorous, individualized and enables students to contribute to a changing and diverse world.	Create and maintain healthy and safe environments where youth and families can learn and grow.
TPS Whole Child	It takes a village to raise a child and it takes a whole child to raise our village.	Work together to help students feel safe, engaged, supported, healthy and challenged.
TPS Communications Department	To serve as a liaison to the community and provide various services to promote effective communication and partnerships.	Provide the diverse families across the district with transportation and safety information that is easily understandable and relevant to their lives.
TPS Planning & Construction Department	To create environments where students are continuously challenged, relentlessly supported and engaged in a way that is safe and healthy.	Invest in safety improvements that meet the needs of students.
TPS Safety & Security Department	To provide all students and staff with a healthy learning environment both during school hours and at after school activities.	To keep students and staff safe before, during, and after school.
TPS Transportation Department	Provide students with daily school bus transportation to and from school and activities in a safe and reliable manner.	Support safety around schools by encouraging school bus ridership for eligible students and non-motorized transportation for students within the walk zone.
Tacoma Tree Foundation	To educate, empower, and support community members in neighborhood-based greening.	Expand the urban tree canopy at schools and along suggested walking routes.
Traumatic Brain Injury Strategic Partnership Advisory Council of Washington State	Strategically partner with, and advise, DSHS and other state agencies on resources, services, and systems that impact people with TBI, caregivers, service providers, and the residents of the state.	Support community learning and injury prevention to further health equity through distributing helmets to youth and educating youth and families on traffic safety through traffic gardens.

Table 1. SRTS Partner Organizations (cont.)

PARTNER	MISSION	SHARED GOAL(S)
Walk & Roll Pierce County Coalition	To create interconnected communities through relationship building, increasing equitable and just access to safe, affordable transportation options in Pierce County.	Build trust and collaboration between local communities and organizations to advance mobility justice.
Washington State Department of Transportation	We provide safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses.	Improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.
Washington Traffic Safety Commission	Washington’s Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities.	Improve safety for walkers and rollers in school zones and along walking routes.

PARTNER SPOTLIGHT**2nd Cycle Community Bike Shop - Empowering Tacoma's Youth**

2nd Cycle Community Bike Shop is dedicated to fostering a healthier and more bike-friendly Tacoma by empowering the next generation of cyclists using a range of innovative programs. Earn-A-Bike participants learn the ins and outs of bike mechanics, building their own bike to use and explore their city from a different perspective. Jobs 253 and Next Moves internships offer credits toward graduation while providing valuable work experience. The Juvenile Court Diversion Program provides a path to rehabilitation and personal growth, diverting young people from the justice system and toward a brighter future. Bike Camps bring together youth from all backgrounds to learn about cycling, teamwork, and leadership during spring and summer breaks. The Major Taylor Project offers after-school programs focused on bicycle safety, maintenance, and community exploration rides. The newest program, SAFE CYCLE, empowers high school-aged youth to identify areas of Tacoma that need safety improvements for cyclists. Lastly, 2nd Cycle regularly hosts family-friendly events that bring people of all ages together to celebrate cycling and build a stronger, more connected Tacoma.





SIX E'S

EQUITY





WHAT: Every young person in Tacoma should be able to safely and comfortably walk and roll in their neighborhood, but some communities face greater barriers than others, including unsafe or inaccessible infrastructure, transportation costs, or language barriers. An equitable SRTS program prioritizes schools and communities with the highest need, celebrates the diversity of the community, and works to make activities accessible to all.

The City of Tacoma is committed to eliminating racial, socioeconomic, and disability-related disparities across the city’s services, infrastructure, decision-making, and community engagement processes. The Tacoma SRTS Program vision aligns closely with this work, recognizing that youth cannot experience safety, comfort, and joy while walking and rolling if we do not acknowledge and address disparities in the transportation system, including racial, socioeconomic, and disability-related inequity.

VISION: Tacoma SRTS resources are prioritized using a data-driven approach, focusing resources on students at schools with the greatest need and those most impacted by unsafe conditions.

EQUITY GOAL 1

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

WHAT WE’VE ACCOMPLISHED

Funded and created the SRTS Coordinator position, which remains funded, competitive, and filled (2018 - ongoing).

Provided additional support to under resourced schools that may have limited volunteer capacity, hosting 41 SRTS events, through a priority school approach.

Updated the School Prioritization Approach to better identify schools and students who face greater barriers in walking and rolling to/from school.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

Continue to prioritize schools for SRTS construction improvements using the School Prioritization Analysis.

★ **Update the SRTS School Prioritization Analysis every five years** with new, relevant equity and safety data.

★ **Partner with the Puyallup Tribe of Indians** to co-host educational activities and sponsor helmet giveaways, incorporated into existing Puyallup Tribe events.

EQUITY GOAL 2

Reduce barriers to participation.

WHAT WE'VE ACCOMPLISHED

Provided necessary equipment to students at high priority schools, including over 850 helmets and over 125 bike locks using the School Prioritization Approach.

Partnered with Bikes for Kids to give away over 100 bikes to youth in need at bike rodeos and Bike to School events.

Funded four weeks of Spring and Summer Break bike camps through 2nd Cycle, providing low or no cost participation to families.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ **Explore opportunities to integrate adaptive equipment** into existing or custom SRTS activities.

Continue to connect students with resources for free or low-cost bikes and/or skateboards, locks, helmets, lights, and skills classes through:

- Partnerships with local community non-profits.
- Seeking funding to support existing programs to lower barriers to active transportation.
- Applying for grants to support giveaways.
- Supporting TSP in its implementation of the WSDOT Bike Education Program.
- Partnering with priority schools to launch a Bike Lock Sharing Program.



IMPLEMENTATION TOOL

School Prioritization Approach

In alignment with the City's goals to eliminate inequities in Tacoma, the SRTS program uses a data-driven approach to prioritize schools for SRTS construction improvements, safety education, and encouragement activities. **This School Prioritization Approach directs the City to allocate resources to schools where students face greater challenges to getting around safely due to systemic inequities.** Schools with higher prioritization scores typically have students that rely more on walking and rolling, yet are less likely to have safe, inviting places to do so. These schools also tend to have fewer resources to implement SRTS activities on their own. Therefore, the SRTS program uses the School Prioritization Approach to identify the approximate order in which schools receive SRTS construction projects. Due to systemic inequities, further investments, beyond one SRTS construction project, are often needed in schools with high priority scores.

As defined by this Approach, high equity needs schools are those with:

- higher percentages of Black, Indigenous, and People of Color (BIPOC) students
- higher percentages of low-income students
- higher percentages of students who are chronically absent

The safety component of the prioritization assesses:

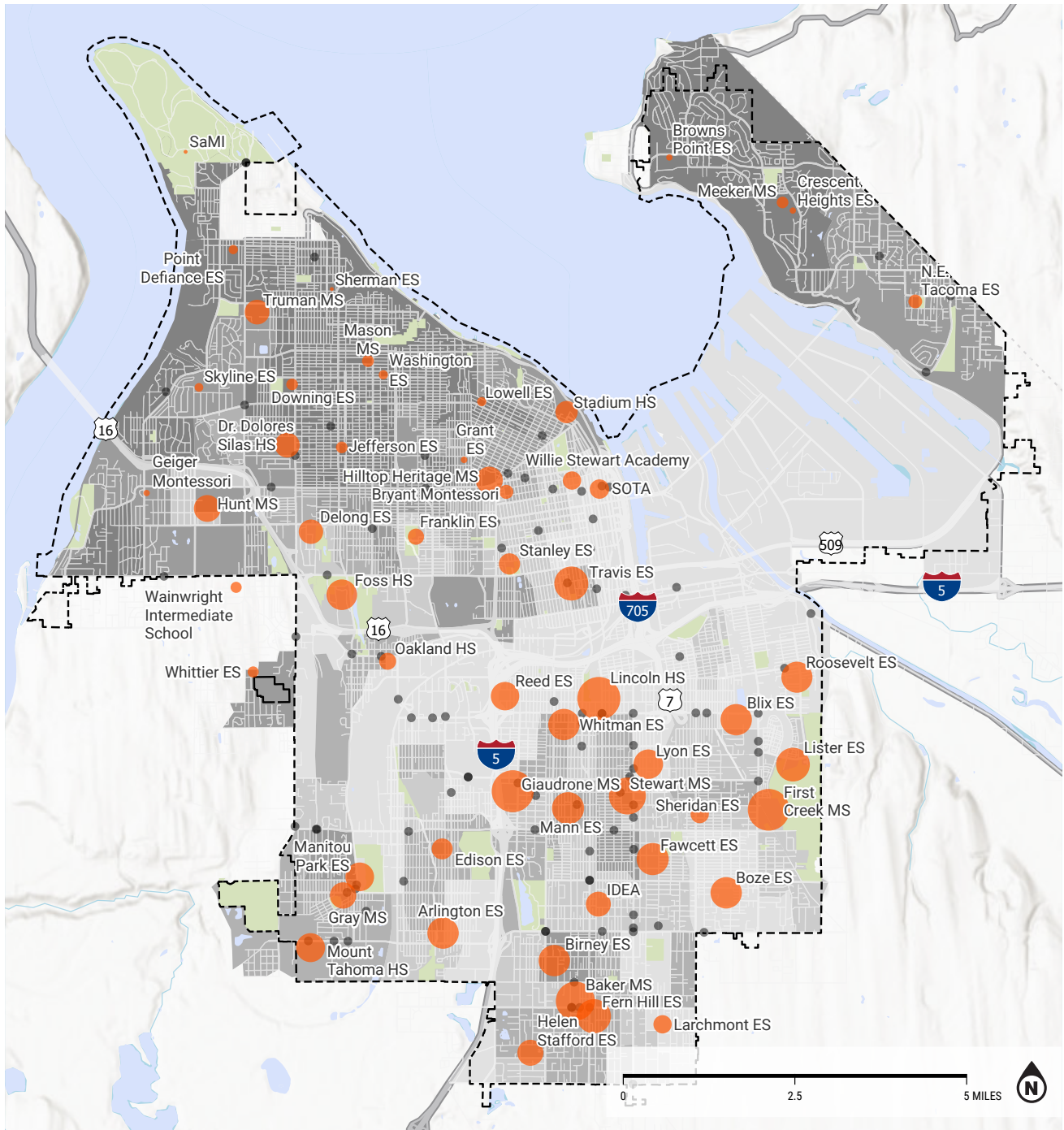
- the number of youth bicycle and pedestrian crashes¹⁴ within the school enrollment boundary (between 2017 and 2022)
- the number of school crossings on the Vision Zero High Risk Corridors and the number of Vision Zero High Risk Intersections within the school's walk zone

This Prioritization Approach is a 2023 update of a process the City undertook in 2017 as part of the SRTS Action Plan development.

The map on the following page illustrates the results of the School Prioritization analysis. Schools shown with a larger orange dot are those that scored higher in terms of safety and equity needs, while schools shown with smaller dots scored lower. (See Appendix A for more detailed results of this analysis.)

14. Crash data used in this analysis comes from WSDOT, who manages a statewide crash database. Crash data was requested for all crashes that occurred within the city of Tacoma from 2017 through 2022 for all modes. The source of WSDOT's crash data and attributes is from the Police Traffic Collision Reports (PTCRs). WSDOT has conducted a data QC process and produced additional attributes derived from specific PTCR attributes. The crash data used in this analysis was reviewed and assessed by the consultant team for accuracy and consistency. Crashes were removed from this crash analysis if the crash occurred along limited access roadways, or segments of roadways, including I-5, SR-16, SR-705, SR-509, and SR7.

Equity and Safety Needs Analysis Map (2023 Update)



TACOMA SRTS

SAFE ROUTES TO SCHOOL
ACTION PLAN

PRIORITIZATION

- Proportional Prioritization Score
- Youth bicycle and pedestrian crash

Equity Index

- Very High
- High
- Moderate
- Low
- Very Low

BACKGROUND

- Water
- Park
- Tacoma City Limits



School Name	Year SRTS Construction Project Finalized	Equity Need Score	Safety Score	Overall Score	Prioritization Rank (2023 Update)
Lincoln High School	2023	2.275	2.5	4.775	1
Angelo Gaudrone Middle School		2.175	2.5	4.675	2
First Creek Middle School	2020	2.4	2.25	4.65	2
Baker Middle School	In Progress – 2026*	2.4	2	4.4	4
Stewart Middle School	In Progress – 2027*	1.95	2.25	4.2	5
Fern Hill Elementary School		1.95	2	3.95	6
Edna Travis Elementary School	2016	2.175	1.75	3.925	7
Lister Elementary School	2020	2.4	1.5	3.9	8
Fawcett Elementary School		1.5	2.25	3.75	9
Mann Elementary School		1.725	2.25	3.75	9
Arlington Elementary School		2.175	1.5	3.675	11
Birney Elementary School	In Progress – 2024*	2.175	1.5	3.675	11
Blix Elementary School	2020	2.175	1.5	3.675	11

School Name	Year SRTS Construction Project Finalized	Equity Need Score	Safety Score	Overall Score	Prioritization Rank (2023 Update)
Boze Elementary School	In Progress – 2025*	2.175	1.5	3.675	11
Whitman Elementary School	2023	2.175	1.5	3.675	11
Roosevelt Elementary School	In Progress – 2025*	2.4	1.25	3.65	16
Foss High School		1.6	2	3.6	17
Lyon Elementary School	2021	1.5	2	3.5	18
Mount Tahoma High School		1.95	1.5	3.45	19
Gray Middle School		2.175	1.25	3.425	20
Reed Elementary School		2.4	1	3.4	20
Hilltop Heritage Middle School		1.275	2	3.275	22
Hunt Middle School		1.5	1.75	3.25	22
Manitou Park Elementary School	In Progress – 2024*	1.95	1.25	3.2	24
Stafford Elementary School		2.175	1	3.175	25
Dr. Dolores Silas High School		1.05	2.25	3.075	26
Industrial Design Engineering and Arts (IDEA) [†]		0.825	2.25	3.075	26
Truman Middle School		1.05	2	3.05	28
Delong Elementary School		1.5	1.75	3.025	29
Stadium High School		0.825	2	2.825	30
Stanley Elementary School	2020	1.725	1	2.725	31
Edison Elementary School	2023	1.95	0.75	2.7	31
School of the Arts (SOTA) [†]		1.05	1.5	2.55	33
Willie Stewart Academy [†]		1.175	1.5	2.45	34

School Name	Year SRTS Construction Project Finalized	Equity Need Score	Safety Score	Overall Score	Prioritization Rank (2023 Update)
Larchmont Elementary School		1.95	0.5	2.45	34
Sheridan Elementary School	2018	1.95	0.5	2.45	34
Oakland High School [†]		1.825	0.5	2.325	37
Franklin Elementary School		1.725	0.75	2.25	38
Bryant Montessori School		1.05	1	2.05	39
N.E. Tacoma Elementary School		1.275	0.75	2.025	40
Mason Middle School		0.6	1.25	1.85	41
Downing Elementary School		0.825	1	1.825	41
Jefferson Elementary School		0.6	1	1.825	41
Meeker Middle School		1.05	1	1.825	41
Wainwright Intermediate School		1.275	0.5	1.775	45
Whittier Elementary School**		1.5	0.5	1.775	45
Lowell Elementary School		0.6	1	1.6	47
Point Defiance Elementary School		0.6	1	1.6	47
Washington Elementary School		0.6	1	1.6	47
Skyline Elementary School		1.05	0.5	1.55	50
Grant Elementary School		0.6	0.75	1.35	51
Browns Point Elementary School		0.825	0.5	1.325	52
Crescent Heights Elementary School		0.825	0.5	1.325	52
Geiger Montessori School		0.825	0.5	1.325	52
Science and Math Institute (SAMi) [†]		0.6	0.5	1.1	55
Sherman Elementary School		0.6	0.5	1.1	55

[†] Estimated year of SRTS project completion.

[†] Uses one-mile buffer in place of enrollment area and walk zone to assess safety needs factors.

** Whittier Elementary's walk zone is fully within Fircrest, WA. External to Tacoma, WA, the school is not eligible for Tacoma-funded SRTS improvements. However, the Tacoma SRTS program continues to provide the school with the same district-wide resources available to all other TPS K-12 schools.

**COMPLETED AND IN-PROGRESS SRTS CONSTRUCTION PROJECTS ARE LISTED AT:
WWW.CITYOFTACOMA.ORG/SRTS-ENGINEERING**



SIX E'S

ENGAGEMENT



PARTNER SPOTLIGHT

Tacoma Public Library

The Tacoma Public Library hosts story times and book lists about walking and biking during October and May – National Walk & Roll to School Month and Bike Month respectively.

The youth librarians recently partnered on Tacoma's first year celebrating Ruby Bridges Walk to School Day. Students read Ruby Bridges' and Nikkolas Smith's book, *I am Ruby Bridges*, and walked to school together to celebrate Ruby making history in 1960. Today, Ruby Bridges calls on youth to be change-makers in their communities. She asks youth to identify the positive change they want to see in their communities and how to help make it happen through dialogue.



WHAT: Build thoughtful relationships and ongoing engagement opportunities for students, families, teachers, school administration, and the community at-large to collaborate, identify challenges, and address needs.

VISION: The activities and initiatives that make up the Tacoma SRTS Program are guided by the needs, desires, and perspectives of the school community. As a result, the program is stronger, more vibrant, and more wide-reaching.

★ **ENGAGEMENT GOAL 1**

Engage diverse community members.

WHAT WE'VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Translated the majority of SRTS-produced materials into the top six most-spoken languages in Tacoma.</p> <p>Hosted a Spanish-speaking listening session to inform a driver safety campaign and partnered with Spanish radio to disseminate messaging and explain the campaign.</p>	<p>Continue striving to meet the language and literacy needs of Tacoma families by:</p> <ul style="list-style-type: none"> • appropriately translating materials district-wide • annually assessing language needs at each school and across the district and city • partnering with the City of Tacoma's Language Access Coordinator and TPS' Communication team <p>★ Expand partnerships with community-based organizations to promote activities and engage with traditionally underrepresented groups through attending existing or co-hosting events.</p> <p>Develop a Mini-Grant Program implementation plan that will provide funding for schools and community-based organizations to host SRTS activities.</p>

IMPLEMENTATION TOOL

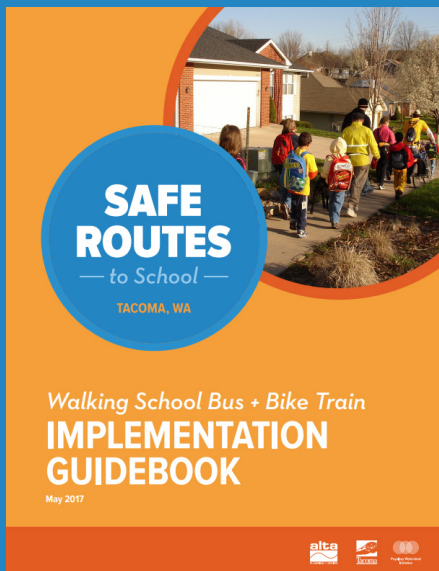
Walking School Bus Kit

The City of Tacoma’s SRTS program partnered with TPS Whole Child and TPCHD to pilot Walking School Buses at select schools. A Walking School Bus is an organized group of students who walk a designated route with adult supervision.

The Walking School Bus helps students arrive to school safely and on time with the support of trusting adults and their peers. This program:

- supports student attendance
- boosts students’ readiness to learn
- strengthens connections between families and their schools

Materials to help schools and community groups launch their walking school bus are available at www.cityoftacoma.org/srts



★ **ENGAGEMENT GOAL 2**

Support and develop youth-driven elements of the SRTS program.

WHAT WE'VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Engaged and featured Tacoma Public Schools students in producing the Tacoma SRTS safety videos.</p> <p>Partnered with students to create the Tacoma Student Safety Patrol Training materials.</p> <p>Invited TPS students with their drivers license to participate in focus groups in English and Spanish to help craft a Driver Safety Campaign.</p>	<p>★ Engage with middle and high school youth-led groups to hear their needs and desires for making walking, rolling, and taking transit safer and more comfortable. Use their feedback to guide creation of activities and materials.</p> <p>★ Partner with youth organizations to create peer-to-peer messaging campaigns around key issues impacting road safety and new drivers such as distraction, impairment, helmet use, and safe walking and biking (Vision Zero progress metric).</p> <p>★ Create a communication plan that connects schools with their neighbors to enhance the sense of neighborhood community and encourage neighbors to help look out for youth during school commute times.</p>

★ **ENGAGEMENT GOAL 3**

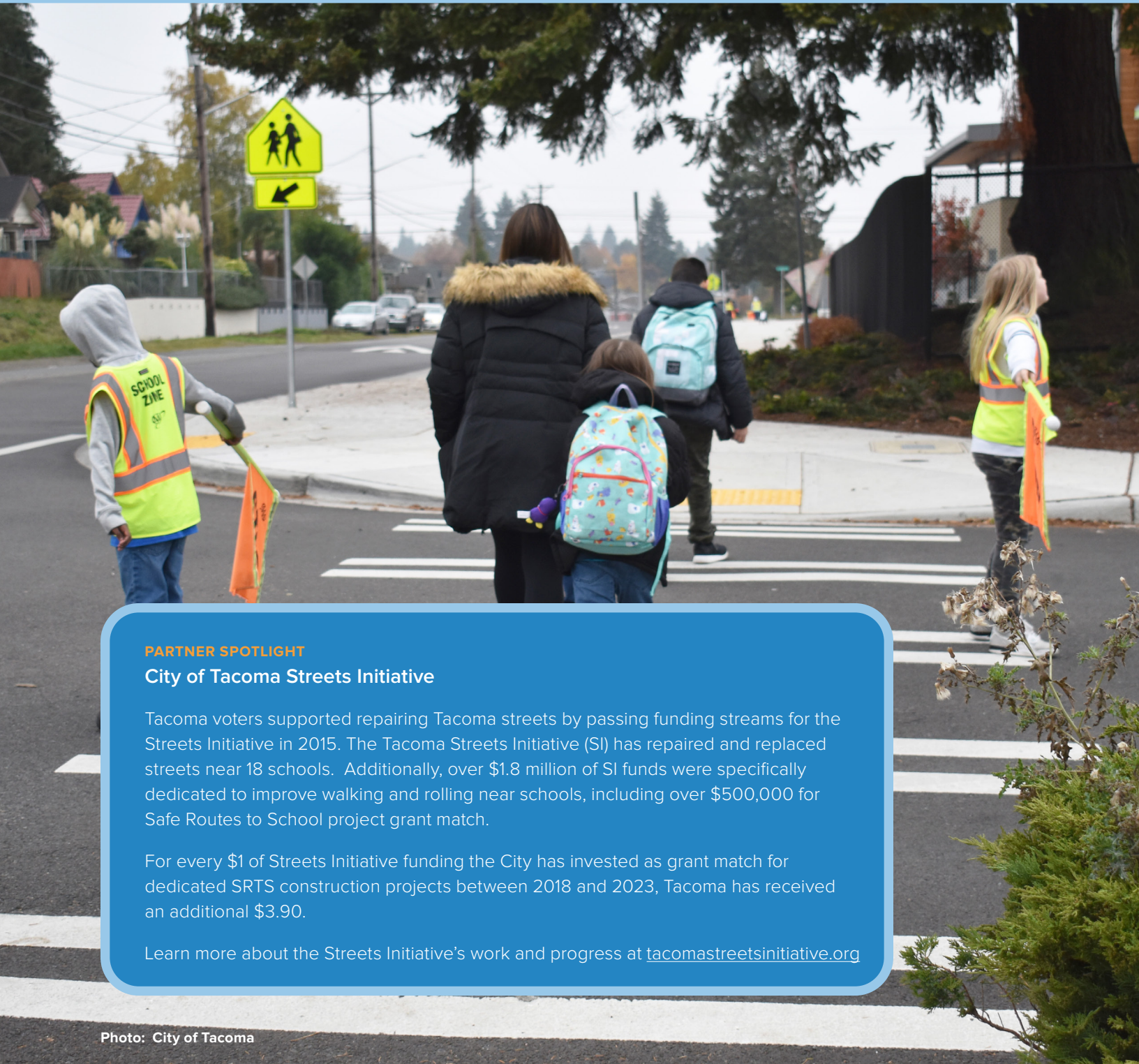
Grow partnerships across schools and district(s) through engagement with diverse departments.

WHAT WE'VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Established a SRTS Working Group with key stakeholders, led by Tacoma Public Schools Safety & Security team, strengthening multi-departmental relationships.</p> <p>Established partnership with Whole Child Attendance & Reengagement Program.</p>	<p>★ ★ Establish a Memorandum of Understanding between the City of Tacoma SRTS Program and TPS to formalize the partnership and clarify roles related to transportation safety education and encouragement.</p> <p>★ Establish a relationship with charter school systems in Tacoma to identify a main point-of-contact for transportation issues and to provide communications for schools to educate and encourage students to walk, roll, and take transit.</p>



SIX E'S

ENGINEERING



PARTNER SPOTLIGHT

City of Tacoma Streets Initiative

Tacoma voters supported repairing Tacoma streets by passing funding streams for the Streets Initiative in 2015. The Tacoma Streets Initiative (SI) has repaired and replaced streets near 18 schools. Additionally, over \$1.8 million of SI funds were specifically dedicated to improve walking and rolling near schools, including over \$500,000 for Safe Routes to School project grant match.

For every \$1 of Streets Initiative funding the City has invested as grant match for dedicated SRTS construction projects between 2018 and 2023, Tacoma has received an additional \$3.90.

Learn more about the Streets Initiative's work and progress at tacomastreetinitiative.org



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

VISION: All students in Tacoma have access to safe routes to walk, bike, skate, or take transit to school within each school's walk boundary.

ENGINEERING GOAL 1

Identify infrastructure needs and priorities.

WHAT WE'VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Completed SRTS-funded construction improvements at ten schools between 2016 and summer 2023.</p> <p>Planned and funded SRTS improvements for five more schools for construction between fall 2023 - 2027.</p> <p>Partnered and contributed funding for three Environmental Services Permeable Pavement projects adjacent to schools, providing shared SRTS benefits.</p> <p>Repaved the streets around 18 TPS K-12 schools thanks to Tacoma Streets Initiative's work independently and in partnership with TPS bond projects.</p>	<p>Continue to engage with youth, families, and staff at priority schools through tabling, neighborhood walks, or staff meetings to hear safety concerns and identify potential SRTS construction projects.</p> <p>★ ★ Create a school-designated crosswalk policy in alignment with the City's active transportation policies for marked crossings, as well as a process for prioritizing marking and installing new school crosswalks.</p> <p>★ Establish a school-designated crosswalk condition assessment process, reassessing conditions and updating GIS school crossing data every five years.</p> <p>★ Create a Tacoma School Reconstruction Guide and update the Tacoma Municipal Code such that school (re)construction projects enhance safety and comfort of students walking and rolling to/from school.¹⁵</p>

¹⁵ This guide will include a compilation of school-relevant city ordinances and codes (such as sidewalk widths, bicycle parking minimums and types, etc.), as well as recommendations for other components such as traffic calming, school entrances, and orientation.

ENGINEERING GOAL 2

Fund improvements.

WHAT WE'VE ACCOMPLISHED

Received \$3,100,000 in Real Estate and Excise Tax allocated by City Council for SRTS construction projects between 2016 - 2023.

Won \$2,543,000 in state grant funding for SRTS engineering projects constructed between 2016 and 2023.

Included SRTS construction projects in 6-Year Transportation Improvement Program, Climate Action Plan, and Transportation Master Plan.

Supported TPS in identifying locations for installing 35 TPCHD-funded bike racks at schools in need of improved bicycle parking.

Replaced static school zone signs on arterials with flashing school zone beacons at 19 schools between 2015 and 2020.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ **Continue to leverage City Council allocated funding** to plan, design, and construct SRTS improvements at a minimum of two schools per budget biennium.

Continue to apply for funding for high priority, eligible SRTS construction improvements through state and federal opportunities.

Continue to partner with TPS and TPCHD to allocate sufficient, secure and conveniently located bicycle parking, skateboard and scooter storage facilities.

★ **Seek funding for school marked crosswalk maintenance and new installation**, including all school zone signage and beacons affiliated with these crosswalks.

★ **Partner with the Puyallup Tribe of Indians on SRTS** safety improvements and grant applications for projects within City of Tacoma right-of-way on the Puyallup Tribe Reservation.

★ **Expand the tree canopy near schools** by and along Suggested Walking Routes through partnerships with the City of Tacoma's Urban Forestry team and their partners.¹⁶

Continue to plan and include SRTS improvements in 6-Year Transportation Improvement Program and Transportation Master Plan by working in concert with the City's Active Transportation, Vision Zero, and Neighborhood Traffic Calming programs.

16. See the [City of Tacoma's website](#) for more information on tree canopy.

★ ENGINEERING GOAL 3

Communicate routes.

WHAT WE'VE ACCOMPLISHED

Developed and distributed maps to publicize suggested routes to schools in accordance with [Washington State WAC 392-141-340](#) for all TPS Elementary schools, in partnership with TPS Transportation.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

Continue to promote and distribute Suggested Walking Route Maps and in-language safety tips among elementary school staff and families.

★ **Review school walk zones and suggested walking routes**, along with TPS Transportation and TPCHD, in accordance with WAC 392-141-340.





PARTNER SPOTLIGHT

Safe Routes to School Coordinator

The City of Tacoma's Public Works Department successfully hired the city's first SRTS Coordinator in 2018. This position is instrumental in:

- Engaging with school families, staff, and district leadership.
- Securing funding for construction improvements and encouragement events.
- Coordinating educational and safety projects at or near schools.

★ **ENGINEERING GOAL 4**

Pursue quick build infrastructure improvements and/or demonstration projects.

WHAT WE'VE ACCOMPLISHED

This is new! Follow and get involved with the City of Tacoma's Transportation Commission to learn more about quick build efforts.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

- ★ **Support the [Vision Zero Action Plan](#) goal of increasing Street Operations and Traffic Signal and Streetlight Shop full-time staff positions** dedicated to installation and maintenance of safety improvements, including quick build projects, signage, and markings.
- ★ **Explore opportunities** to install intersection murals or painted intersections adjacent to schools on residential streets for placemaking and/or traffic calming purposes.¹⁷
- ★ **Develop a Vision Zero for Youth demonstration or quick build project** in partnership with the City of Tacoma's Vision Zero Program. (Vision Zero Action Plan, Transformation Action 11).
- ★ **Explore opportunities for School Street demonstrations** to address issues and pilot solutions along school travel routes.
- ★ **Partner with the Vision Zero Program** to thoughtfully and equitably identify locations for school zone cameras.

17. A new study has found that installing asphalt art on roads and intersection can cut crashes between motorists and other road users by 50 percent. For more information, visit <https://assets.bbhub.io/dotorg/sites/43/2022/04/Asphalt-Art-Safety-Study.pdf>



SIX E'S

EDUCATION





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

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, rolling, and transit safety.

WHAT WE'VE ACCOMPLISHED

Developed Tacoma-specific pedestrian safety curriculum for K-5 grades with six TPS PE teachers.

Trained 18 TPS elementary PE teachers on the pedestrian safety curriculum and established curriculum kit sharing process led by the Electives Instructional Facilitator.

50% of TPS middle school PE teachers participated in the original WSDOT-funded Bicycle Safety Curriculum training, in partnership with OSPI and Cascade Bicycle Club.

TPS acquired a bike fleet through the former WSDOT-OSPI Bicycle Safety Curriculum grant.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ **Update the Tacoma-specific pedestrian safety curriculum** with the support of TPS staff for K-5 grades to reflect the new national, state, and TPS-adopted PE & Health standards.

★ ★ **Support TPS, Cascade, and 2nd Cycle in implementing WSDOT's new Let's Go in-class and after-school bicycle education.**

★ **Pilot an active transportation urban planning and design lesson** available for middle schools, using curricula like James Rojas' Place It! Curriculum for Safe Routes to School.

★ **Partner with Pierce Transit to assess implementation of a youth Travel Training program.**

★ **EDUCATION GOAL 2**

Educate parents and the community about transportation safety in school areas.

WHAT WE'VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Developed and distributed walking, rolling, and driving safety materials for parents and students in six languages.</p> <p>Piloted a monthly SRTS Safety Tip in TPS's Family & Community Newsletter to promote safe transportation behaviors among school families.</p> <p>Implemented a Driver Safety Campaign for three focus areas, distributing 831 yard signs in six languages across 28 events.</p> <p>Created School Arrival & Dismissal Plans for 18 TPS schools between 2020 and 2023.</p> <p>Sponsored five Kidical Mass rides, educating parents and children about urban cycling safety.</p>	<p>★ ★ Partner with Kidical Mass Tacoma to host family bike rides, teaching families about safe urban bicycling.</p> <p>★ Establish a communication plan with TPS' Communication team to educate families about transportation safety around schools and incorporate walking and rolling into district transportation communications.</p> <p>★ Work with Pierce Transit to create high school and middle school Transportation Options resource(s) with bus and biking tips and transit information.</p> <p>★ Establish an Arrival & Dismissal Plan creation and review process for TPS schools with the TPS School Traffic Safety Committee. Incorporate school and district observations and the City's review.</p> <p>★ Partner with youth organizations to create peer-to-peer messaging campaigns around key issues impacting road safety and new drivers such as distraction, impairment, and safe walking and biking. (Vision Zero Action Plan, Transformation Action 11).</p>

PARTNER SPOTLIGHT

Alchemy Skateboarding S.A.L.T. and M.E.T.A.L.S. Programs

Alchemy Skateboarding provides opportunities for youth to learn and grow through skateboarding. Two of Alchemy's notable youth leadership programs include Skateboarding And Leadership Team (SALT) and Mentoring, Educating, Transforming, and Leadership Skills (METALS).

SALT cultivates leadership, employment-readiness, and civic engagement of high school-aged youth in Tacoma-guiding youth through skateboard and park construction and community service projects.

The METALS program is a community-based recidivism/prevention program for court-involved youth, using skateboarding and skateboard manufacturing as a tool to help youth transition out of the Juvenile Court system.

★ EDUCATION GOAL 3

Fund light infrastructure projects that support bike and pedestrian education.

WHAT WE'VE ACCOMPLISHED

Installed eight temporary traffic gardens at local schools and parks to provide youth with opportunities to learn traffic safety skills.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ ★ Implement five temporary and one permanent traffic garden(s) at schools and/or parks by 2027.





SIX E'S

ENCOURAGEMENT



PARTNER SPOTLIGHT

Kidical Mass

Kidical Mass is a worldwide movement reclaiming space in streets for youth and families on bikes. **Kidical Mass Tacoma** hosts rides around the city to encourage families to ride bikes safely in the street by following the Rules of the Road. Each ride is open and free to people of all ages. The group rides at a kid's pace and the group stays together, building community connection and celebrating the joys of biking along the way.

We're walking + rolling!



WHAT: Encouragement uses events and activities that spark interest in both parents and students in walking, biking, scooting, and skating to school, with events and activities that reward participation and make walking and rolling convenient and fun

VISION: Tacoma celebrates walking and rolling as normal, fun, and convenient ways to get to school.

★ **ENCOURAGEMENT GOAL 1**

Develop materials for SRTS champions to host events.

WHAT WE'VE ACCOMPLISHED

Developed template **Walk & Roll to School Day** and **Bike to School Day** promotion kits for schools to download and easily customize.

Offer **Walk & Roll to School Day** incentives kits for schools or PTOs to celebrate their event.

Created a **Bike Rodeo** community kit for schools and community-based organizations to host their own bike rodeo.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ **Establish one-pagers and starter kits** for schools, PTAs, or other community groups to implement SRTS activities at their school, focusing on:

- Walking School Bus
- Park & Walk
- Bike Trains/Buses

★ ★ **Support TPS to enhance crossing guard training materials**, recruit crossing guards, and fulfill crossing guard duties.

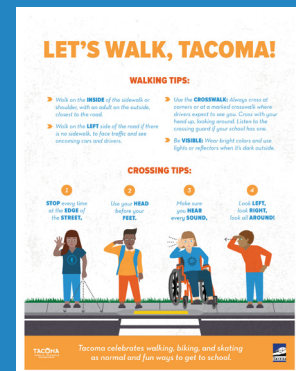
★ *New in 2023 Action Plan Update* ★ *Popular among stakeholders*

IMPLEMENTATION TOOL

Encouragement Event Kits

Tacoma SRTS offers easy-to-use planning and promotion kits for schools and PTAs hosting encouragement events. Many of the kits include materials in the six most spoken languages in Tacoma. Organizing groups can also register their event to receive free incentives, including yard signs and stickers.

Materials for October's Walk & Roll to School month, Winter Walk to School Day, and May's Bike to School month are available at: www.cityoftacoma.org/walkandroll





ENCOURAGEMENT GOAL 2

Promote SRTS activities and events to the school community.

WHAT WE'VE ACCOMPLISHED

Promoted Walk & Roll to School Day and available materials to principals, district leaders, and the public each fall and spring.

Worked with community members and Tacoma City Council to **proclaim October as Walk & Roll to School Month and May as Bike Month**, the Board's first-ever proclamation in 2019.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

- ★ Elevate walking, rolling, and taking transit as normal and suggested ways of getting to school across district communication channels.
- ★ Advertise walking and rolling encouragement events through TPS' district and school-specific communication channels.



ENCOURAGEMENT GOAL 3

Support partners in implementing SRTS activities and events.

WHAT WE'VE ACCOMPLISHED

Organized 32 Walk & Roll to School Day events.

Supported PTAs and individual schools in hosting 12 Walk & Roll to School Day events, providing them with Walk & Roll to School Day celebration incentives.

Piloted a Walking School Bus program at one school in Spring 2023 in partnership with TPS Whole Child and TPCHD, resulting in improved attendance for participating students.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

Organize a Ruby Bridges Walk to School Day in partnership with a local library.

★ ★ Pilot SRTS activities, such as Walking School Bus (WSB), Park & Walk, and Bike Bus (BB), at up to five schools, prioritizing resources based on the School Prioritization Approach, in partnership with TPS, TPCHD, and other community groups, and potentially include:

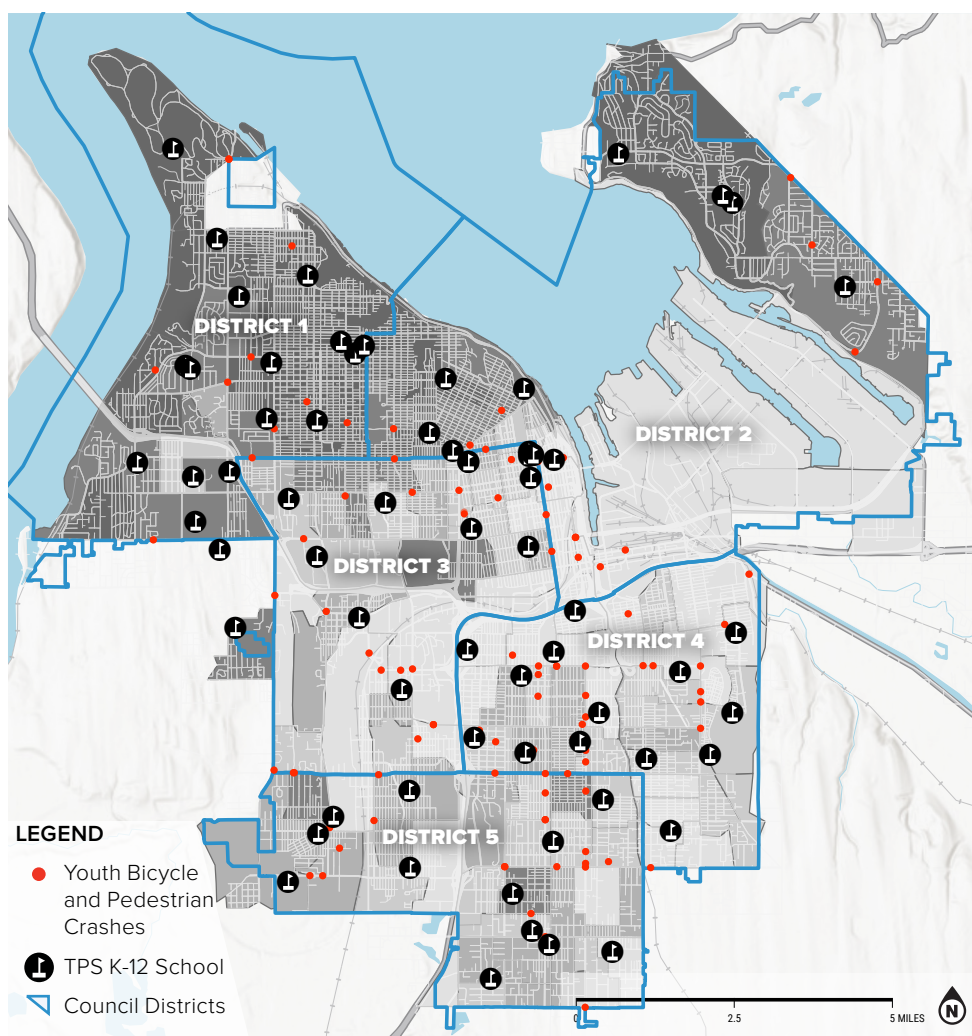
- Training volunteers to lead WSB/BB
- Developing maps showing routes and times
- Supporting coordination of shared-use agreements for Park & Walks
- Co-leading kick-off events with local partners

Continue to partner with TPS Safety & Security and Transportation teams on the allocation of Crossing Guard staff resources per school each year.



SIX E'S

EVALUATION



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

Youth Hit by Cars while Walking or Bicycling (2017-2022)

Council District	Number of Youth
District 1	11
District 2	19
District 3	20
District 4	26
District 5	31
Youth Victims	107

Source: WSDOT Crash Data (2017-2022)

The Tacoma SRTS program makes use of publicly-available information, such as the WSDOT crash data illustrated above, to better understand and track conditions for people walking and biking across the city. This information can guide infrastructure priorities and program offerings (such as educational trainings and media campaigns).

According to this data, between 2017 and 2022, 91 youth-involved pedestrian crashes and 16 bicycle crashes were reported on Tacoma streets. The majority of these crashes (69, or 64.5%) occurred at an intersection. A quarter of these crashes occurred while it was dark (27, or 25.2%), and nearly a third happened during rainy weather (35, or 32.7%).



WHAT: Evaluation involves collecting information about the activities of the SRTS program, the experience of participants, barriers and hazards to safe walking and rolling, and the state of transportation in and around Tacoma’s schools.

VISION: Collect useful data and community feedback that informs our program’s direction, tracks progress toward goals, and helps us celebrate milestones along the way.

In addition to using available data from public sources, SRTS programs collect data from participants in the following ways:

- **Student hand tallies:** Hand tallies collect information on how students traveled to and from school over a two- to three-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:** Parent surveys provide information about families’ school travel behavior, as well as parents’ attitudes toward 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.

This information can help tailor program goals to individual school community needs, as well as track progress in addressing concerns.

PARTNER SPOTLIGHT

Tacoma’s Vision Zero Program

In 2020, the Tacoma City Council passed Resolution 40559, committing to Vision Zero and the goal of eliminating traffic fatalities and serious injuries in the City of Tacoma by 2035.

While the City of Tacoma has made substantive efforts to create safer streets over many years, there is an unacceptable number of traffic deaths and life-changing injuries on Tacoma streets. The impacts of these tragedies extend beyond personal loss to the entire community, including far-reaching emotional trauma and significant taxpayer spending on emergency response and long-term healthcare costs. Furthermore, when people in Tacoma do not feel safe walking or bicycling on the streets, Tacomans suffer in terms of overall health and mobility.

The Safe Routes to School program shares the goal of Vision Zero. These programs are set up to work together—towards zero traffic fatalities and serious injuries—by first focusing on locations with the highest risk of severe crashes.

EVALUATION GOAL 1

Collect data about students’ transportation behaviors and parents’ perceptions of active transportation

WHAT WE’VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Tracked events and activities held at each school, including the mode share of students on Walk & Roll to School Days and the number of helmets distributed at each bike helmet related event.</p>	<p>Continue to track all SRTS events and activities held at each school.</p> <ul style="list-style-type: none"> ★ Partner with focus schools to conduct hand tallies before/after SRTS construction improvements. ★ Annually collect Healthy Youth Survey data related to TPS student self-reported transportation behaviors from TPS data team. ★ Track student participation in walking school buses and assess how the efforts affect student attendance. <p>Establish a long-range evaluation plan to collect data on how students get to and from school throughout Tacoma.</p>

EVALUATION GOAL 2

Publicize successes

WHAT WE’VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
	<ul style="list-style-type: none"> ★ Create a graphic outlining the successes of each year and share on the Tacoma Mobility social media platforms and SRTS website.

★ *New in 2023 Action Plan Update* ★ *Popular among stakeholders*



EVALUATION GOAL 3

Continuously improve the program.

WHAT WE'VE ACCOMPLISHED

Collected feedback from community members in an ad hoc fashion and updated program delivery as appropriate.

FUTURE ACTIONS AND ACTIONS TO CONTINUE

★ **Create opportunities** for participating school staff, partners, champions, parents and volunteers to provide feedback on the program.

★ **Document feedback from participants** so it can be incorporated into the program direction for future school years.

★ **NEW EVALUATION GOAL 4**

Align the SRTS program with the City’s Vision Zero program.

WHAT WE’VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Integrated the Vision Zero High Risk Network data into the SRTS school prioritization analysis.</p> <p>Incorporated youth-focused actions into the Vision Zero Action Plan for partnership with the SRTS program.</p>	<ul style="list-style-type: none"> ★ Evaluate crash and Vision Zero data to identify a Youth High Injury Network. ★ Analyze the Youth High Injury Network to identify common built environment factors/road components.

★ **NEW EVALUATION GOAL 5**

Update the SRTS Action Plan.

WHAT WE’VE ACCOMPLISHED	FUTURE ACTIONS AND ACTIONS TO CONTINUE
<p>Revised the 2017 Action Plan with this 2023 Update that considers new priorities, context, and data.</p>	<ul style="list-style-type: none"> ★ Update the SRTS Action Plan every five to ten years, reporting on actions achieved and new or removed actions. Incorporate feedback received from program participants and partners. ★ Document and incorporate feedback received from participants about the SRTS program.



APPENDICES



APPENDIX A: School Prioritization Methodology

Introduction

As part of the 2023 update to the City of Tacoma SRTS Action Plan, Alta will conduct a prioritization analysis of K-12 Tacoma Public Schools for the prioritization of Safe Routes to School (SRTS) assistance.

This prioritization will be based on several factors that measure a) safety needs in the area around each school and b) equity needs, based on the demographics of students served. By including both safety and demographic considerations, the City plans to equitably prioritize SRTS resources in areas where challenging conditions create potential hazards for walking, biking, and actively rolling, as well as in schools that serve historically marginalized communities and/or under resourced families.

The City's SRTS program will use this data to determine priority schools for SRTS construction improvements, safety education, and encouragement programming for the next 5-10 years.

Prioritization Factors

The proposed methodology will include the following five factors. These five factors will be measured using the data sources described in Table 1.

Table 1. Proposed Prioritization Factors and Data Descriptions

Category	Factor	Details	Data Source
Safety Needs	Youth Bicycle and Pedestrian crashes	The number of crashes involving a youth (a person age 19 or under) who is also a pedestrian or bicyclist that occurred within each school’s enrollment area ¹ between 01/01/2017 and 12/31/2022 (Note: These crashes will be limited to those that occurred on corridors considered as part of the City of Tacoma’s Vision Zero analysis)	WSDOT, City of Tacoma
	Vision Zero High Risk Network	An indication of a) the number of intersections that include school crossing locations and are located on a Vision Zero High Risk Corridor added to b) the number of High Risk Intersections contained within a school’s walk zone ²	City of Tacoma
Equity Needs	Percent BIPOC students	The percentage of students at each school who identify as BIPOC (all races and ethnicities other than white)	OSPI data portal
	Percent low-income students	The percentage of students at each school who are defined as low-income	OSPI data portal
	Percent chronically absent students	The percentage of students at each school who are chronically absent (average of the following school years: 2017-18, 2018-19, 2021-22, 2022-23 ³)	Tacoma Public Schools

¹ For any school with no enrollment boundary (open enrollment), the area for consideration (instead of enrollment boundary) will be the one-mile radius around the school.

² This will not include the High Risk corridors or intersections that form the boundary of the school’s walk zone, since students are not expected to cross these corridors.

³ As of March 2023

Rationale and Limitations

Table 2 below documents the rationale for including each of these five factors, as well as limitations inherent in the data.

Table 2: Rationale for Inclusion and Data Limitations

Category	Factor	Rationale for Inclusion	Data Limitations
Safety Needs			
	Youth Bicycle and Pedestrian crashes within the school’s enrollment boundary	The location of crashes involving youth suggest areas where students walk or ride a bicycle and where hazards likely exist.	Not all crashes are reported and are therefore not all included in this dataset.
	Crossings located on the Vision Zero High Risk network	These crossings represent locations where students would be likely to cross and where hazards likely exist.	While these crossings represent likely conflict points, they do not represent all potential hazards.
Equity Needs⁴			
	Percent BIPOC students	Students of color are more likely to live in areas that historically received limited infrastructure investments and thus face greater barriers to safely walking and rolling to school today ⁵ .	
	Percent low-income students	Students and communities with limited financial resources often have limited transportation options, as well. Walking and bicycling are essential means of transport for many low-income families, and providing safe and convenient access to/from school is critical.	

⁴ The City of Tacoma’s Equity Index is not included in this analysis. City Equity and Opportunity areas are assigned by Census Tract, while school enrollment boundaries cross several census tracts. School-specific data and data analyzed by walk zone or enrollment area are better able to convey the safety and equity needs of each school.

⁵ The City of Tacoma's Equity Index offers background on historical redlining, racially restrict covenants, and why race matters in the City's commitment to eliminating racial disparities across the City's services. www.cityoftacoma.org/equityindex

Category	Factor	Rationale for Inclusion	Data Limitations
	Percent chronically absent students	Providing students with safe and convenient access to and from school is one component of increasing attendance, a key goal for Tacoma Public Schools.	

Weighting of Factors

These five factors will be weighted according to the system described in Table 3 below, giving equal weight to safety and equity in the overall prioritization.

Table 3: Proposed Prioritization Factors, Scoring, and Weights

Category	Factor	Scoring	Weight
Safety Needs			50%
	Youth Bicycle and Pedestrian crashes within the school’s walk zone	Quintiles based on the total number of crashes (top quintile = most crashes)	25%
	Crossings located on the Vision Zero High Risk network	Quintiles based on the total number of crossings (top quintile = most crossings)	25%
Equity Needs			50%
	Percent BIPOC students	Quintiles based on the percent BIPOC students (top quintile = highest percentage of BIPOC students)	22.5%
	Percent low-income students	Quintiles based on the percent low-income students (top quintile = highest percentage of low-income students)	22.5%
	Percent chronically absent students	Quintiles based on the percent of students who are chronically absent (top quintile = highest percentage of chronically absent students)	5%

For all five of the above factors, schools will be categorized into quintiles. Each of the five quintiles will receive a point value according to the level of safety or equity need for that school:

- Top Quintile: 5 points (highest need for this factor)
- Second Quintile: 4 points
- Third Quintile: 3 points
- Fourth Quintile: 2 points
- Bottom Quintile: 1 point (lowest need for this factor)

The scores for each factor will be weighted as shown in Table 3 and combined into an overall prioritization score. The SRTS program will use these scores to rank the schools from highest priority to lowest priority.



Presentation of Results

Alta will provide the City with the results of this prioritization analysis in the following two forms:

- **Results by School:** This Excel table outlines each school's scores and the metrics that went into calculating them. This table will include the raw data and calculated scores for each prioritization factor, as well as a combined score and ranking for each school. This table will list all Tacoma Public Schools K-12 schools.
- **Ranked Schools Tables:** These tables illustrate the schools with the top scores for Safety Needs and Equity Needs.
- **Priority Schools Maps:** A map illustrating the ranking (from highest to lowest) of all schools



APPENDIX B: School Prioritization Results

Introduction

The purpose of this memorandum is to present the results of the 2023 Update to the Tacoma Safe Routes to School (SRTS) prioritization process first conducted for the 2017 SRTS Action Plan. This memo also:

- Briefly summarizes the methodology the project team used to complete the prioritization analysis (covered more comprehensively in the original methodology memorandum);
- Describes adjustments to the methodology the team made based on the distribution of the data;
- Highlights notable trends and changes from the last prioritization exercise conducted by the City; and
- Provides implementation guidance for using these prioritization scores to allocate Safe Routes to School resources to Tacoma schools. Specifically, schools with higher scores can be given higher priority for Safe Routes to School programmatic funding, infrastructure improvements, or targeted outreach by City staff.

Methodology and Modifications

As described in the methodology memorandum, the project team collected demographic and traffic data from the City of Tacoma, Tacoma Public Schools (TPS), and other public sources and used this data to analyze Safe Routes to School needs for all public schools in Tacoma. Our analysis evaluated the schools based on five prioritization factors:

SAFETY FACTORS

- **Youth Bicycle and Pedestrian Crashes.** The number of crashes involving a youth¹ who is also a pedestrian or bicyclist that occurred within the school's 2023 enrollment boundary² and between 01/01/2017 and 12/31/2022.³ This factor accounts for 25% of the analysis.
- **Vision Zero High Risk Network.** This factor combines the following two elements and accounts for 25% of the analysis.
 - The number of intersections that include a designated school crossing and are located on the City of Tacoma's Vision Zero High Risk Network (either pedestrian, bicycle, and/or vehicle) within the school's walk zone

¹ Youth are defined as a person under the age of 20, in alignment with the City of Tacoma's Vision Zero analysis. As of 2023, there were 315 students of the age of 19 enrolled in Tacoma Public Schools.

² See Safety Factors for methodology used for schools without defined enrollment boundaries.

³ Because enrollment boundaries overlap between secondary and primary schools, each youth bike and pedestrian crash noted here is not counted as a unique value. I.e., a youth-involved crash that occurs within an elementary school's enrollment boundary is also counted within the nearby high school's and middle school's boundary.



- The number of Vision Zero High-Risk intersections (either pedestrian, bicycle, and/or vehicle) contained within a school's walk zone

EQUITY FACTORS

- **Percent Black, Indigenous, and People of Color (BIPOC) students.** The percentage of students at each school who identify as BIPOC (all races and ethnicities other than white) for the 2022-23 school year. This factor accounts for 22.5% of the analysis.
- **Percent Low-Income Students.** The percentage of students at each school who are defined as low-income for the 2022-23 school year. This factor accounts for 22.5% of the analysis.
- **Percent Chronically Absent Students.** The percentage of students at each school who are chronically absent (based on an average of the following school years: 2017-18, 2018-19, 2021-22, 2022-23). This analysis omits data from the 2019-2020 school year due to the COVID-19 pandemic and inaccurate attendance data. This factor accounts for 5% of the analysis. **NOTE: For privacy reasons, this data has been redacted from the Action Plan. The data was still used to calculate the Equity Score for each school.**

The analysis team used the quintile scores of each prioritization to provide each school with a numeric score between 1 and 5 for each factor. Schools with the greatest need for each factor were given a quintile score of 5, while schools with lower needs were given a 1.

After reviewing the initial results of the analysis, the team made a slight adjustment to the scoring of the absenteeism factor. The Percent Chronically Absent Students scores group schools very closely together (86 percent of the schools have a rate between 7-13 percent) which may be less meaningful than other factors that show disparities between the schools. To better evaluate this factor, the team assigned schools within 1 standard deviation of the mean a 3, while those outside of that range received either a 1 (below the range) or 5 (above the range). The resulting scoring bands used in this analysis were:

- Lowest (1): Less than 4.8% students chronically absent
- Mid-range (3): 4.9% to 15.9% students chronically absent
- Highest (5): more than 16.0% students chronically absent

Following the assignment of quintile scores between 1 and 5, each prioritization factor was weighted according to coefficients determined by the project team during the creation of the project methodology. Then, the raw prioritization score was normalized on a scale of 1-100 based on the prioritization score minimum of 1.1 and the maximum of 4.775.



Prioritization Results

The following pages summarize the results of the Tacoma Safe Routes to School Prioritization based on the five equity and safety prioritization factors.

Table 1 and Table 2 display the top 15 schools for equity and safety need, respectively. Combined normalized prioritization scores and detailed information for each school are provided in Appendix B.

The map on page 5 presents the combined prioritization results, with larger dots representing the schools with higher scores.

Table 1. Schools with the Highest Equity Need Scores

School name	Low-Income (%)	Chronically Absent (%)	BIPOC (%)	Equity Need Score
Baker Middle School*	69.01%	Redacted	81.13%	2.4
First Creek Middle School*	78.43%	Redacted	90.58%	2.4
Lister Elementary School	77.10%	Redacted	84.22%	2.4
Reed Elementary School	71.35%	Redacted	84.53%	2.4
Roosevelt Elementary School	75.63%	Redacted	85.29%	2.4
Lincoln High School*	66.54%	Redacted	84.07%	2.275
Angelo Giaudrone Middle School*	69.26%	Redacted	78.04%	2.175
Arlington Elementary School	68.99%	Redacted	74.16%	2.175
Birney Elementary School	69.19%	Redacted	73.93%	2.175
Blix Elementary School	66.67%	Redacted	81.30%	2.175
Boze Elementary School	65.35%	Redacted	87.44%	2.175
Edna Travis Elementary School	80.65%	Redacted	75.13%	2.175
Gray Middle School	75.42%	Redacted	77.63%	2.175
Helen Stafford Elementary School	66.51%	Redacted	81.60%	2.175
Whitman Elementary School	68.24%	Redacted	81.45%	2.175

*School also among the top 15 schools with the Highest Safety Needs

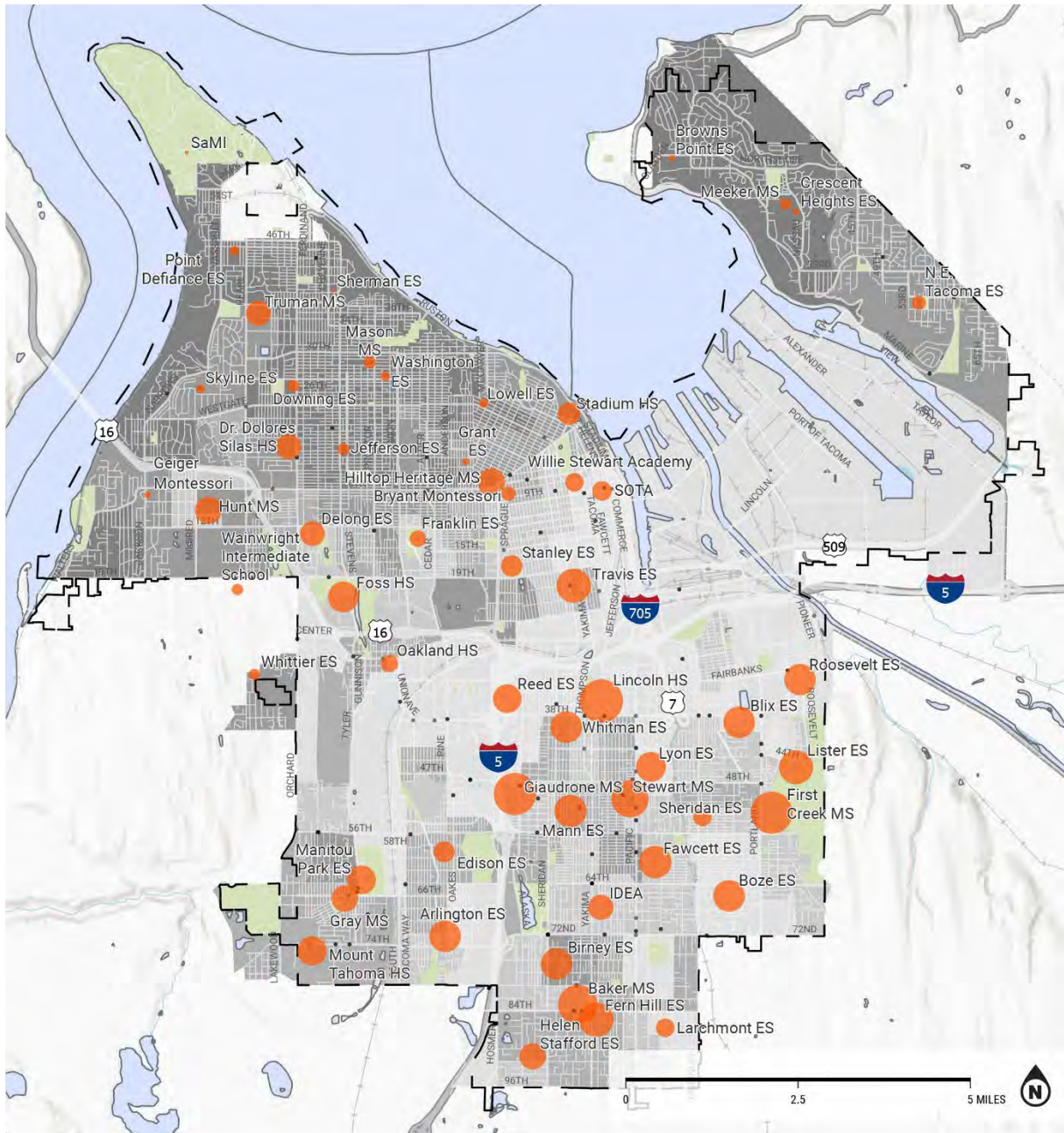


Table 2. Schools with the Highest Safety Need Scores

School name	Youth Bike and Pedestrian Crashes in enrollment area	School crossing intersections on Vision Zero High Risk Corridors	High Risk Intersections in walk zone	Safety Need Score
Angelo Giaudrone Middle School*	25	2	3	2.5
Lincoln High School*	29	0	7	2.5
Dr. Dolores Silas High School	9	0	1	2.25
Fawcett Elementary School	13	2	3	2.25
First Creek Middle School*	7	2	5	2.25
Industrial Design Engineering and Arts**	16	0	3	2.25
Mann Elementary School	9	2	4	2.25
Stewart Middle School	18	1	2	2.25
Baker Middle School*	10	0	3	2
Fern Hill Elementary School	6	3	1	2
Foss High School	20	0	2	2
Hilltop Heritage Middle School	21	0	2	2
Lyon Elementary School	8	1	2	2
Stadium High School	25	0	2	2
Truman Middle School	6	2	2	2

*School also among the top 15 schools with the Highest Equity Needs

**Uses one-mile buffer in place of enrollment area and walk zone to assess safety needs factors



TACOMA SRTS

SAFE ROUTES TO SCHOOL ACTION PLAN

PRIORITIZATION

- Proportional Prioritization Score
- Youth bicycle and pedestrian crash

Equity Index

- Very High
- High
- Moderate
- Low
- Very Low

BACKGROUND

- Water body
- Parks
- Tacoma city limits



Notable Changes and Trends

While this prioritization exercise is similar to the Safe Routes to School Action Plan prioritization analysis conducted in 2017, this process uses different variables to assess the safety and equity needs of Tacoma’s schools. The following section describes the reasoning behind these changes, as well as their potential impact on the prioritization results.

Safety Factors

Of the two safety prioritization factors used in this analysis, only one, Youth Bicycle and Pedestrian Crashes,⁴ was used previously. Since 2017, the City of Tacoma conducted a Vision Zero Safety Analysis of City streets, which allowed the analysis team to use that data for the remaining the Vision Zero High Risk Network which is composed of two components:

- Number of school crossing intersections on Vision Zero High-Risk Corridors and
- Number of high-risk intersections in walk zone.

Given that the goal of the Vision Zero planning process is to eliminate traffic fatalities and severe injuries in the City of Tacoma and that the process uses a data-driven approach, using this data to prioritize Safe Routes to School funding may enable Tacoma to advance its Vision Zero Goals by targeting improvements in areas of the highest need. This contrasts to the previous approach, in which the analysts prioritized schools using a roadway functional classification (arterials), which does not consider all the factors that may make that roadway unsafe.

Given that these safety factors require the use of attendance boundaries and school walk zones to calculate, magnet schools which do not have defined attendance boundaries or walk zones cannot be scored using this analysis. Thus, the following four schools required a different approach to assess nearby roadways.

- Industrial Design Engineering and Arts High School
- Science and Math Institute
- Tacoma School of the Arts
- Willie Stewart Academy

Instead of using school attendance boundaries and walk zones to assess the safety conditions around these schools, the project team assessed safety within one-mile of the school campus. Even though students attending these schools may come from all over Tacoma, it is likely that there are students walking and biking, especially within one mile of the schools.

⁴ Crash data was requested for all crashes that occurred within the city of Tacoma from 2016 through 2020 for all modes. The source of WSDOT’s crash data and attributes is from the Police Traffic Collision Reports (PTCRs). WSDOT has conducted a data QC process and produced additional attributes derived from specific PTCR attributes. The crash data used in this analysis was reviewed and assessed by the consultant team for accuracy and consistency. Crashes were removed from this crash analysis if the crash occurred along limited access roadways, or segments of roadways, including I-5, SR-16, SR-705, SR-509, and SR7. When a crash occurs and the police are called, a crash report is generated to capture the details of the crash. These details include the location, contributing factors, and demographic information such as the gender and age of those involved. While this data is known to have problems with underreporting, it is often the most complete data source and provides necessary details for informing engineering treatments, such as the location of the collision and dynamics between the parties involved in the crash.



Notably, Industrial Design Engineering and Arts High School ranked in the top ten schools for Safety Needs. This may be because it is being assessed using a different measure than the other schools and that the one-mile buffer around schools can capture additional crashes that an enrollment area or walk zone would not. However, despite safety metrics potentially differing from the other schools, the equity metrics remain consistent.

Equity Factors

To assess equity scores, the team used three new factors not used in the previous prioritization analysis. During most of the 2022-2023 school year, regardless of income, all students were eligible for free breakfast and lunch, meaning that free and reduced lunch status was no longer an appropriate prioritization factor. Instead of assessing the percentage of students eligible for free and reduced lunch, the team used the percentage of low-income students at the school. By using data on income for the school population itself rather than geographic income data (for example, by Census tract), the team intended to more accurately prioritize schools where there is a relatively large contingent of low-income students in an otherwise wealthier school attendance area.

Similarly, instead of percentage of English Language Learners, the team used percentage of BIPOC students. This helps capture a population of students who are non-white and thus more likely to experience systemic disadvantages, such as those associated with historical redlining practices. This group includes people who speak English fluently as well as English learners.

The chronic absenteeism prioritization factor was also not assessed in the previous prioritization analysis. The goal in using this data is to better capture which schools have students facing difficulty getting to school and thus may benefit from Safe Routes to School programming or infrastructure improvements, which have been shown to improve attendance.

Trends

After performing the prioritization scoring, the analysis team observed the following notable trends in the data:

- There were several schools that ranked high on both equity and safety needs, such as Baker Middle School, First Creek Middle School, Angelo Giaudrone Middle School, and Lincoln High School, which all appeared in the top fifteen for both criteria.
- Most schools had a low rate of absenteeism. However, several high schools stood out, with Oakland High School experiencing the highest absenteeism rates (48%).
- Mount Tahoma High School had the greatest number of youth bike and pedestrian crashes within its attendance boundary (31), followed by Lincoln High School and Angelo Giaudrone Middle School with 29 and 25 crashes, respectively.
- While Mount Tahoma High School scored high on youth bike and pedestrian crashes, there is only one high risk intersection in its walk zone, which results in it not being in the top schools for safety needs.
- Lincoln High School had the greatest number of high-risk intersections within its walk zone (7).

School Ranking Comparison

The analysis team ranked each school based on their overall prioritization score and assigned them ranks from 1 to 55 for all schools in Tacoma (See Appendix A). Both the update using new data and the revision to the factors analyzed contribute to a change in schools' 2017 ranking. Table 3 displays the ten schools with the greatest difference in rank, expressed by a positive or negative Rank Change score. Negative Rank Change scores indicate a drop in rank and less priority since 2017, while positive scores indicate a higher rank and greater priority. A Rank Change score is not provided for schools that did not appear in the previous prioritization round.

A comprehensive list of the two ranks (for 2017 and 2023) and Rank changes is provided in Appendix B.



Table 3. Schools with the Greatest Prioritization Rank Change from Previous Tacoma SRTS Prioritization

School name	Rank in 2023	Rank in 2017	Rank Change
Angelo Gaudrone Middle School	2	24	+22
Fern Hill Elementary School	6	24	+18
Fawcett Elementary School	9	24	+15
Stadium High School	30	45	+15
Mount Tahoma High School	19	32	+13
Grant Elementary School	51	32	-19
Franklin Elementary School	38	19	-19
Stanley Elementary School	31	5	-26
Edison Elementary School	31	5	-26
Sheridan Elementary School	34	2	-32

Implementation Guidance

Decisions about how to allocate Safe Routes to Schools resources can be difficult to justify to elected officials, school communities, and the wider public, especially when all students in Tacoma could benefit from these valuable programs and improvements. A data-driven approach can be helpful in ensuring that allocation of resources is aligned with the City’s goals of improving equity and reducing safety hazards.

When communicating about program allocation decisions, it will be important to articulate the City’s reasoning from both a safety standpoint and an equity standpoint. For example, the City may target Safe Routes to School programming to a school where there are a high number of low-income students who may especially benefit because they lack some of the advantages that students in wealthier areas may already have. The City may also prioritize infrastructure improvements in an area where there are existing youth bicycle and pedestrian crashes, and that improvement may act as a safety countermeasure.

Having incorporated the Vision Zero High Risk Network in this analysis, schools along larger, more complex arterials rank higher. Many of these schools are along corridors that will likely require substantial funding, community buy-in, and political support to enhance. As a result, the Safe Routes to School program should partner on City and partner agency projects to cost-share on these improvements and garner community support. During this partnership pursuit, the Safe Routes to School program should also continue advancing projects at other prioritized schools. This approach balances advancing improvements for high-risk corridor projects, while continuing smaller scale SRTS safety enhancements at other priority locations.



APPENDIX B: Detailed Prioritization Results Table

School name	Low-Income (%)	Chronically Absent (%)	BIPOC (%)	Youth Bike and Pedestrian Crashes in enrollment area	School crossing intersections on Vision Zero High Risk Corridors	High Risk Intersections in walk zone	Equity Need Score	Safety Score	Overall Normalized Score	Prioritization Rank	Prioritization Rank Change
Angelo Giandrone MS	69.26%	Redacted	78.04%	25	2	3	2.175	2.5	70	2	+22
Arlington ES	68.99%	Redacted	74.16%	4	1	1	2.175	1.5	90	11	+8
Baker MS	69.01%	Redacted	81.13%	10	0	3	2.4	2	76	4	+10
Birney ES	69.19%	Redacted	73.93%	5	0	2	2.175	1.5	84	11	+3
Blix ES	66.67%	Redacted	81.30%	6	0	2	2.175	1.5	84	11	-9
Boze ES	65.35%	Redacted	87.44%	1	0	4	2.175	1.5	70	11	-6
Browns Point ES	16.58%	Redacted	48.24%	0	0	0	0.825	0.5	6	52	EVEN
Bryant Montessori School	43.97%	Redacted	47.47%	2	1	1	1.05	1	26	39	-10
Comm Based Trans Program (Willie Stewart Academy)	56.25%	Redacted	45.31%	14	0	1	1.175	1.5	63	34	N/A
Crescent Heights ES	38.33%	Redacted	58.57%	2	0	0	0.825	0.5	20	52	-13
Delong ES	59.94%	Redacted	63.16%	5	1	2	1.5	1.75	65	29	EVEN
Downing ES	44.72%	Redacted	39.02%	2	2	0	0.825	1	40	41	-6



School name	Low-Income (%)	Chronically Absent (%)	BIPOC (%)	Youth Bike and Pedestrian Crashes in enrollment area	School crossing intersections on Vision Zero High Risk Corridors	High Risk Intersections in walk zone	Equity Need Score	Safety Score	Overall Normalized Score	Prioritization Rank	Prioritization Rank Change
Dr. Dolores Silas HS	41.29%	Redacted	45.76%	9	0	1	1.05	2.25	39	26	+13
Edison ES	71.31%	Redacted	71.58%	3	1	0	1.95	0.75	71	31	-26
Edna Travis ES	80.65%	Redacted	75.13%	13	2	0	2.175	1.75	70	7	-6
Fawcett ES	56.80%	Redacted	66.57%	13	2	3	1.5	2.25	52	9	+15
Fern Hill ES	65.11%	Redacted	78.06%	6	3	1	1.95	2	57	6	+18
First Creek MS	78.43%	Redacted	90.58%	7	2	5	2.4	2.25	97	2	+3
Foss HS	62.88%	Redacted	71.04%	20	0	2	1.6	2	75	17	+12
Franklin ES	63.74%	Redacted	64.50%	3	0	1	1.725	0.75	44	38	-19
Geiger Montessori School	34.27%	Redacted	48.50%	1	1	0	0.825	0.5	33	52	-13
Grant ES	31.23%	Redacted	37.22%	3	0	0	0.6	0.75	14	51	-19
Gray MS	75.42%	Redacted	77.63%	13	1	0	2.175	1.25	90	20	-6
Helen Stafford ES	66.51%	Redacted	81.60%	0	0	2	2.175	1	43	25	-6
Hilltop Heritage MS	62.61%	Redacted	56.26%	21	0	2	1.275	2	46	22	-3
Hunt MS	61.40%	Redacted	63.72%	7	2	0	1.5	1.75	45	22	N/A



School name	Low-Income (%)	Chronically Absent (%)	BIPOC (%)	Youth Bike and Pedestrian Crashes in enrollment area	School crossing intersections on Vision Zero High Risk Corridors	High Risk Intersections in walk zone	Equity Need Score	Safety Score	Overall Normalized Score	Prioritization Rank	Prioritization Rank Change
Industrial Design Engineering and Arts	44.36%	Redacted	44.11%	16	0	3	0.825	2.25	61	26	+9
Jefferson ES	38.95%	Redacted	37.89%	4	0	0	0.6	1	20	41	-9
Larchmont ES	67.28%	Redacted	80.15%	2	1	0	1.95	0.5	50	34	-10
Lincoln HS	66.54%	Redacted	84.07%	29	0	7	2.275	2.5	100	1	4
Lister ES	77.10%	Redacted	84.22%	3	0	3	2.4	1.5	83	8	-6
Lowell ES	20.00%	Redacted	32.65%	1	0	2	0.6	1	7	47	-2
Lyon ES	62.17%	Redacted	70.07%	8	1	2	1.5	2	52	18	-13
Manitou Park ES	67.59%	Redacted	79.17%	9	1	0	1.95	1.25	84	24	-19
Mann ES	61.63%	Redacted	72.97%	9	2	4	1.725	2.25	58	9	10
Mason MS	24.82%	Redacted	35.41%	7	0	1	0.6	1.25	20	41	11
Meeker MS	36.64%	Redacted	61.48%	4	0	0	1.05	1	33	41	+7
Mount Tahoma HS	65.25%	Redacted	79.86%	31	0	1	1.95	1.5	84	19	+13
N.E. Tacoma ES	47.80%	Redacted	65.38%	3	0	0	1.275	0.75	32	40	-1
Oakland HS	68.09%	Redacted	63.83%	0	0	0	1.825	0.5	33	37	-13
Point Defiance ES	28.88%	Redacted	34.65%	2	0	2	0.6	1	14	47	+1



School name	Low-Income (%)	Chronically Absent (%)	BIPOC (%)	Youth Bike and Pedestrian Crashes in enrollment area	School crossing intersections on Vision Zero High Risk Corridors	High Risk Intersections in walk zone	Equity Need Score	Safety Score	Overall Normalized Score	Prioritization Rank	Prioritization Rank Change
Reed ES	71.35%	Redacted	84.53%	6	0	1	2.4	1	69	20	-6
Roosevelt ES	75.63%	Redacted	85.29%	2	0	3	2.4	1.25	63	16	-11
Science and Math Institute	35.77%	Redacted	41.76%	2	0	0	0.6	0.5	14	55	-7
Sheridan ES	61.36%	Redacted	86.84%	1	0	0	1.95	0.5	44	34	-32
Sherman ES	11.61%	Redacted	24.88%	1	0	0	0.6	0.5	7	55	-7
Skyline ES	45.87%	Redacted	49.50%	2	1	0	1.05	0.5	26	50	-15
Stadium HS	31.94%	Redacted	49.55%	25	0	2	0.825	2	33	30	15
Stanley ES	62.35%	Redacted	75.31%	2	1	1	1.725	1	65	31	-26
Stewart MS	66.12%	Redacted	76.22%	18	1	2	1.95	2.25	84	5	+9
Tacoma School of the Arts	43.85%	Redacted	54.21%	14	0	1	1.05	1.5	60	33	+2
Truman MS	44.97%	Redacted	49.34%	6	2	2	1.05	2	33	28	+11
Wainwright Intermediate School	47.30%	Redacted	64.59%	2	0	1	1.275	0.5	32	45	-6
Washington ES	18.38%	Redacted	27.86%	0	1	1	0.6	1	0	47	+5
Whitman ES	68.24%	Redacted	81.45%	6	1	1	2.175	1.5	84	11	-6
Whittier ES	52.91%	Redacted	64.24%	2	0	1	1.5	0.5	38	45	EVEN

* Uses one-mile buffer in place of enrollment area and walk zone to assess safety needs factors



December 2023