Safe Routes to School Prioritization Analysis

2019 Update

Pierce County

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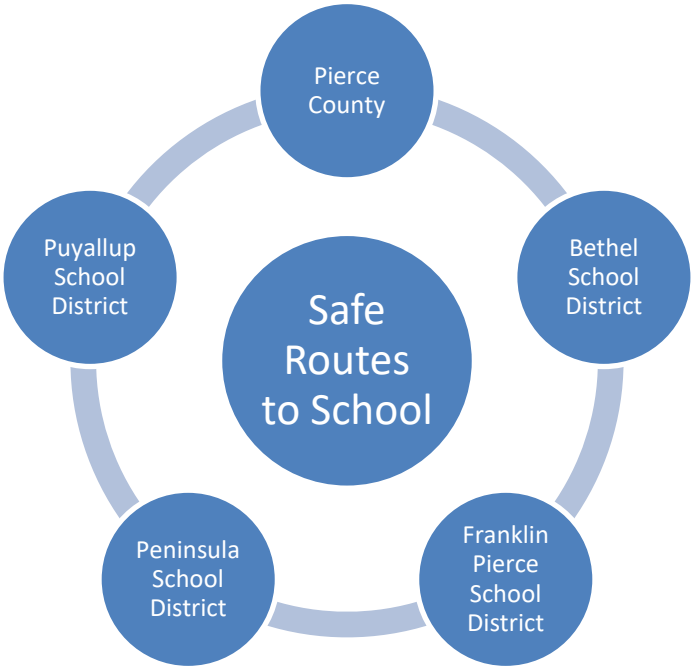
Introduction

Introduction

Pierce County Planning & Public Works, in cooperation with the Pierce County Council, and the school districts within the unincorporated urban areas of the County developed this Safe Routes to School Program Plan (Plan). This Plan is intended to provide a foundation for future efforts to construct sidewalks near schools within the Bethel School District, the Franklin Pierce School District, the Peninsula School District, and the Puyallup School District. This Plan provides the initial scoping efforts needed to identify the joint needs of the County and the public school districts. Key components of this Plan include a planning level analysis of the existing walking routes, the School District's prioritized list of projects, the associated project costs, and an analysis of the potential funding sources along with any risks or barriers associated with the projects.



Pierce County is committed to supporting efforts to improve and construct pedestrian facilities for safe walking routes to schools throughout the County. A team approach can result in improvements that allow more children to walk and bike safely to schools.

Notable Updates

The 2019 Update is the third edition for the Plan, and includes the following major revisions:

- Adds Peninsula School District
- Updates school district priority projects
- Adds two new evaluation factors – Cost Effectiveness and Community Equity
- Adds weighted scoring to the ranking system
- Updates the cost model to reflect current design standards and construction costs

History of Coordination

Pierce County has a long history of coordination with the school districts as evidenced by various communication and engineering support efforts. The County has allocated funds in its annual program, County Road Project (CRP) 5800 - Safe Routes for Schools Program, since 2012 to develop and partner with the school districts on these types of projects and to allow Pierce County to pursue grant opportunities.

Sidewalk constructed along 128th St E near Rogers High School

In partnership with the Bethel, Franklin Pierce, and Puyallup School Districts we developed and pursued grant funding through various programs in the 2016 and 2018 competitions for sidewalk projects. Those programs included the Safe Routes to School Program (WSDOT) and the Congestion Mitigation and Air Quality Improvement Program (FHWA via PSRC). The candidate projects were selected through this Plan or through subsequent coordination with the affiliated school district.

In addition to soliciting project lists from the school districts for grant opportunities, the County continually communicates with all of the school districts regarding road improvement projects in their area. On road widening and reconstruction projects, the County typically includes the school districts in project communications, requests information on bus routes through the project limits, and notifies the school districts regarding potential construction impacts.

The County's traffic engineering section also has regular communication with the school districts regarding inquiry issues such as speed zones, school signage, and traffic calming measures.

Our hope is that this Plan will provide a formal foundation for continued coordination in the future which will ultimately lead to more successful projects.

Funded Projects

In 2017, grant funding was awarded for the design and construction of a pedestrian improvement project at Franklin Pierce School District's Keithley Middle School (12th Avenue South / 124th Street South). This project was included in the 2015 and 2016 editions of the Plan. It is anticipated to be ready for construction in 2020.

Prior to the creation of the first Plan in 2015, we successfully developed and obtained grant funding for two separate sidewalk projects in front of Ballou Junior High (136th Street East) and Rogers High School (128th Street East) in partnership with the Puyallup School District.

Objectives

The objectives of this Plan are to:

- compile existing sidewalk data, school walking routes, school enrollment, and the district's prioritized list of proposed sidewalk projects
- assess the feasibility of the proposed sidewalk projects
- explain the feasibility evaluation process
- prioritize the proposed projects within each district
- summarize funding options
- identify potential barriers or risks to implementation

This Plan does not allocate funding for specific projects, but rather provides the needed first steps toward project delivery.

In 2015 the Pierce County Council authorized funding to develop this Plan which provides a comprehensive sidewalk plan in cooperation with public school districts in the unincorporated urban area of Pierce County. This Plan is to be updated periodically to ensure that it reflects the current needs and priorities of each school district and accounts for changes within the industry.

Students walking along 168th St E near Spanaway Lake High School

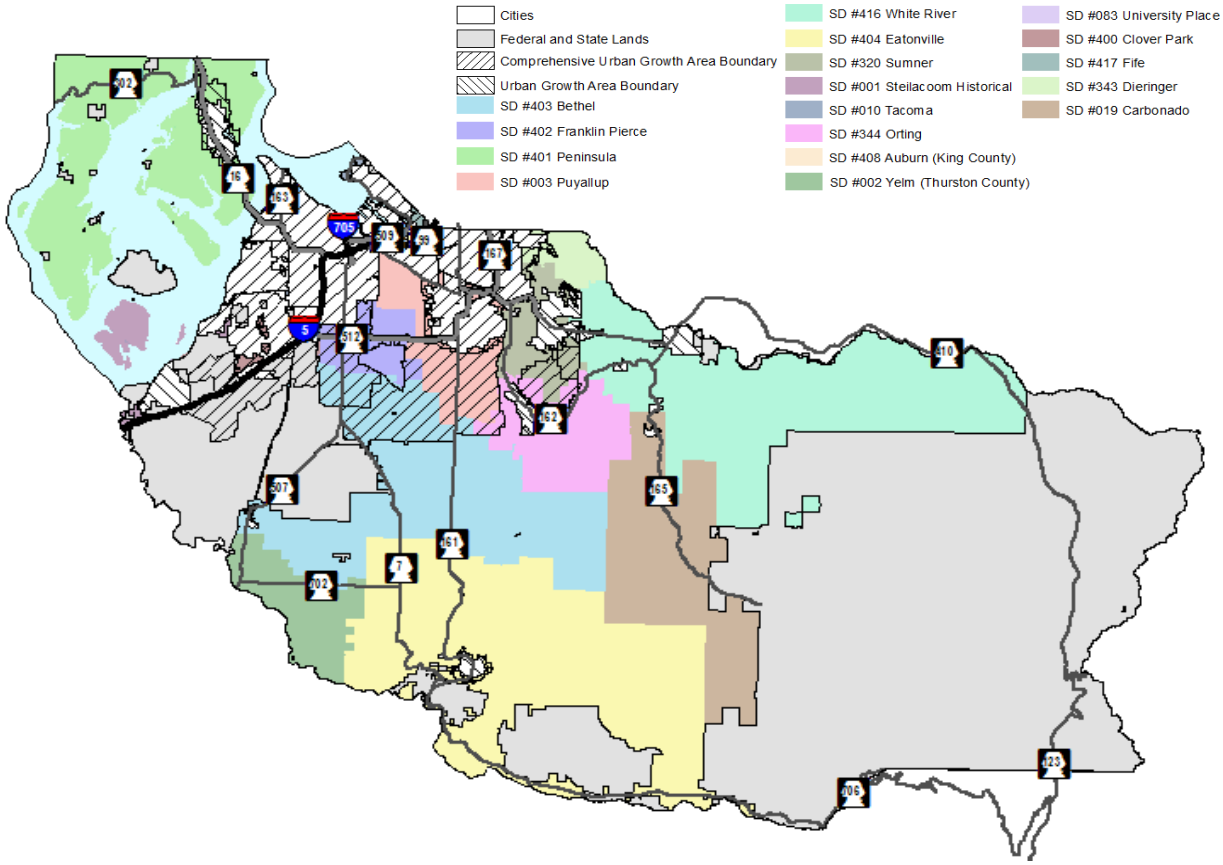
There were several specific, intentional limits set for the context of this Plan. Land is designated as either urban or rural as required by State and Federal Law to comply with the adopted Comprehensive Plan and the Growth Management Act. The focus area of this Plan was purposely constrained to the urban, unincorporated area of Pierce County within one-mile of a school. There were several distinct reasons for this:

- Pierce County Planning & Public Works only has jurisdiction within the unincorporated areas of the County. Incorporated areas would be under the authority of the particular City in that location.
- Many State and Federal funding sources prioritize grant funding toward projects in denser, urban classified areas within close proximity to schools. This ensures the County and School Districts are well positioned for future funding opportunities.
- The Pierce County road design standards for urban roadways include curb, gutter, and sidewalk. Rural area applications for pedestrians and bicycles vary greatly, and commonly include facilities such as paved shoulders.

- Schools in the rural area typically have fewer approved walking boundaries and rely primarily on motorized transportation options.

Applying these parameters resulted in the Bethel, Franklin Pierce, Peninsula, and Puyallup School Districts participating in this Plan.

Development and successful implementation of this Plan or any portion of the Plan can only be possible by way of partnership with the individual school districts (Bethel School District, Franklin Pierce School District, Peninsula School District, and Puyallup School District).



School districts and unincorporated area of Pierce County

School Walking Routes and District Priorities

School Walking Routes and District Priorities

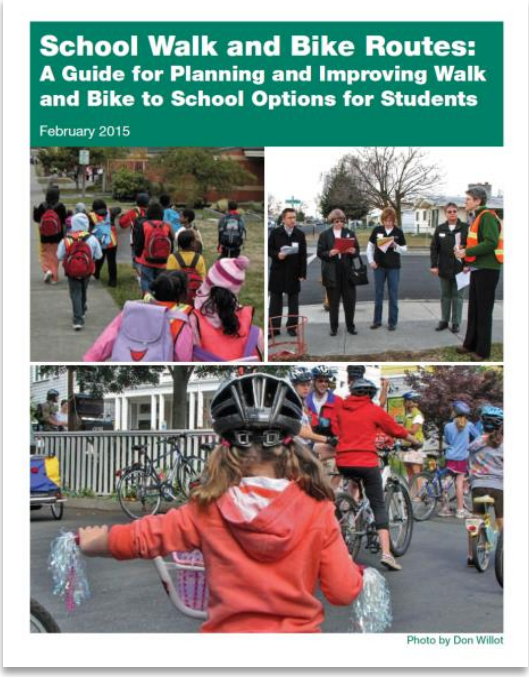
In order to assist the County in identifying priorities for walking routes near schools and to understand what is important to each school itself, each district was asked to provide the following information for each school:

- Walk route maps;
- Enrollment data;
- Walking population, if available; and
- List of proposed projects near school and within the walk area in priority order.

A copy of the County letter to each school district, a copy of the walk route maps, enrollment data, and walking population (if provided by the school districts), can be found in Appendix A, B, C, and D for Bethel, Franklin Pierce, Peninsula, and Puyallup School District respectively.

Walking Routes Serving Schools

In Washington State, school districts are required by law (Washington Administrative Code (WAC), 392-141-340) to establish walk areas and develop a school walk route plan (WAC 392-151-025) for every elementary school where children walk to and from school. Each school district has the latitude to develop and define the individual school's walk areas for their schools based on their own evaluation process, including for the junior high and high schools. The development process of the walk area must be consistent with the one described in the "School Walk and Bike Routes: A Guide for Planning and Improving Walk and Bike to School Options for Students", published by the Washington State Department of Transportation (WSDOT) and is required for the elementary schools only.



Cover of the WSDOT publication

A school's "walk area" is defined by the WAC as that area around a school with an adequate roadway configuration to provide students access to school with a walking distance of less than one mile. A school walk route plan is usually a map or written document to inform parents and school children of walking routes within a walk area and a plan to make safety improvements as needed. Each school district is required to develop the preferred walking routes to school only for the elementary schools. The map or written document must be distributed to all elementary school students and their parents. The school can develop the walking route maps for their junior and high schools, but it is not required. WSDOT's "School Walk Route Plans in Washington" website provides an inventory of the schools with an approved Walk Route Plan.

Each Walk Route Plan should include suggested routes for students within the "walk area" to walk to and from school. These preferred walking routes should be developed based on considerations of traffic patterns and existing traffic controls such as crosswalks, traffic signals, or school safety patrol posts. The chosen route should seek to limit the number of school zone crossings in a way that encourages students to cross streets in groups. In addition, it should seek those routes that provide the greatest physical separation between walking children and traffic, expose children to the lowest speeds and volumes of moving vehicles, and have the fewest number of road or rail crossings (WAC 392-151-025). Within those designated "walk areas", transportation services for students include services such as the coordination of a walk-to-school program, the funding of crossing guards, and matching funds for local and state transportation projects intended to mitigate hazardous conditions (RCW 28A.160.160).

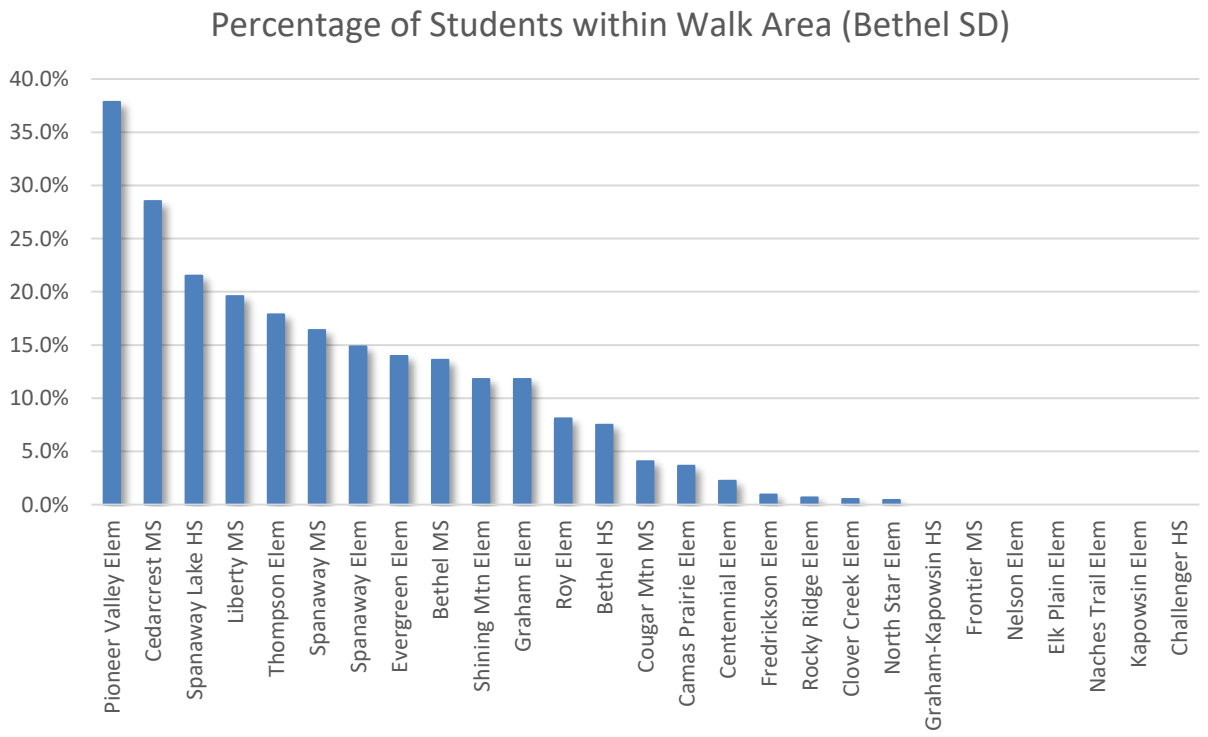
If a school district determines that they need to transport students living within one road mile of a school due to hazardous conditions, they are required to document the process that was used to make such decision to transport if the district intends to report those students as part of their enrollment report (WAC 392-141-340). The documentation is critical when calculating the fund allocations for student transportation. Students within a one-mile radius of any school are not eligible for basic transportation funding, unless he or she is disabled or has a need for transportation due to documented hazardous conditions.

The following tables summarize the data provided by each school district relating to student enrollment and if available, the number of students that live within the designated "walk area" or that do not have bus transportation. Information is included for schools located in unincorporated Pierce County.

BETHEL SCHOOL DISTRICT

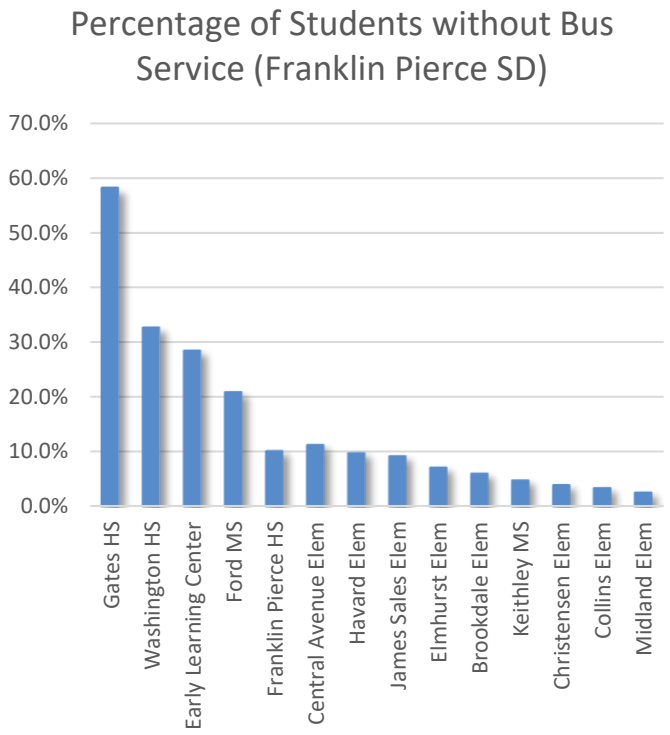
School Name	Enrollment (2019)	# of Students w/in walk area	Comments
Camas Prairie Elem	602	22	
Centennial Elem	494	11	
Clover Creek Elem	773	4	
Elk Plain Elem	576	0	No designated walk boundary due to hazardous conditions
Evergreen Elem	523	73	Boundary reduced due to hazardous conditions
Fredrickson Elem	635	6	
Graham Elem	712	84	
Kapowsin Elem	380	0	No designated walk boundary due to hazardous conditions
Naches Trail Elem	556	0	Boundary reduced due to hazardous conditions
Nelson Elem	579	0	No designated walk boundary due to hazardous conditions
North Star Elem	477	2	
Pioneer Valley Elem	428	162	
Rocky Ridge Elem	452	3	

School Name	Enrollment (2019)	# of Students w/in walk area	Comments
Roy Elem	358	29	
Shining Mtn Elem	788	93	
Spanaway Elem	410	61	
Thompson Elem	654	117	
Bethel MS	727	99	
Cedarcrest MS	740	211	
Cougar Mtn MS	638	26	
Frontier MS	737	0	No designated walk boundary due to hazardous conditions
Liberty MS	761	149	
Spanaway MS	774	127	
Bethel HS	1,749	131	
Challenger HS	276	0	
Graham-Kapowsin HS	1,908	0	No designated walk boundary due to hazardous conditions
Spanaway Lake HS	1,491	321	



FRANKLIN PIERCE SCHOOL DISTRICT

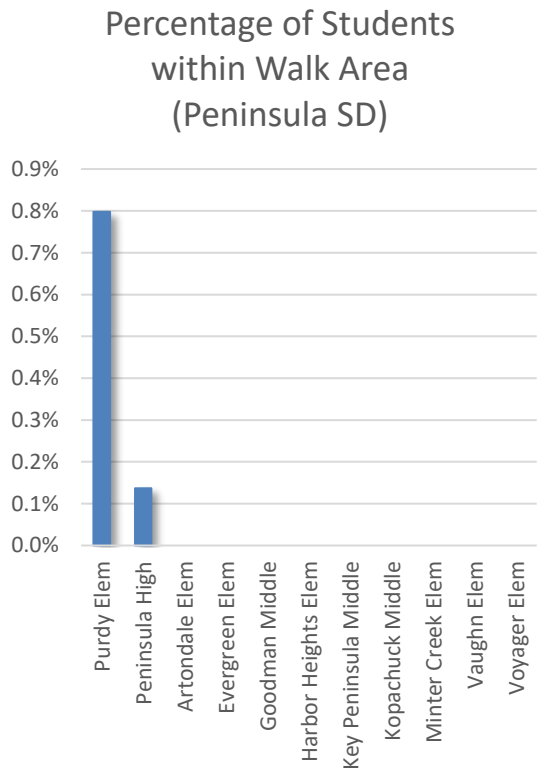
School Name	Enrollment (2019)	# of Students w/out bus transportation	Comments
Brookdale Elem	503	30	No designated walk area due to hazardous conditions
Central Avenue Elem	419	47	No designated walk area due to hazardous conditions
Christensen Elem	461	18	No designated walk area due to hazardous conditions
Collins Elem	475	16	No designated walk area due to hazardous conditions
Elmhurst Elem	394	28	No designated walk area due to hazardous conditions
Harvard Elem	431	42	No designated walk area due to hazardous conditions
James Sales Elem	449	41	No designated walk area due to hazardous conditions
Midland Elem	549	14	No designated walk area due to hazardous conditions
Early Learning Center	299	85	
Ford MS	1,001	209	
Keithley MS	865	41	
Franklin Pierce HS	1,170	118	
Washington HS	968	316	
Gates HS	105	61	



PENINSULA SCHOOL DISTRICT

School Name	Enrollment (2019)	# of Students w/in walk area [1]	Comments
Artondale Elem	559		
Evergreen Elem	281		
Harbor Heights Elem	598		
Minter Creek Elem	398		
Purdy Elem	627	5	
Vaughn Elem	454		
Voyager Elem	590		
Goodman Middle	574		
Key Peninsula Middle	493		
Kopachuck Middle	521		
Peninsula High	1,458	2	

[1] Numbers provided only for schools inside the urban unincorporated area.

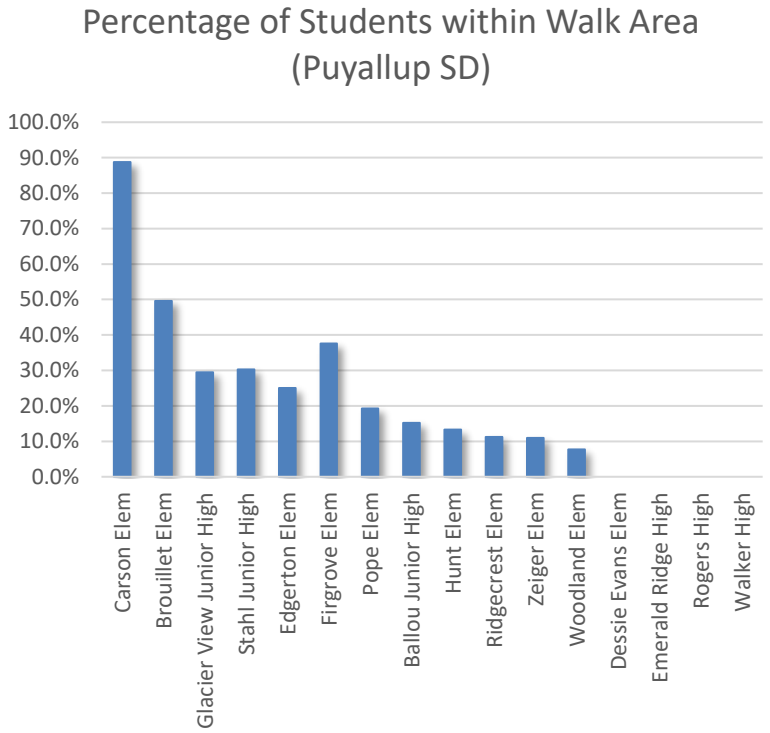


PUYALLUP SCHOOL DISTRICT

School Name	Enrollment (2019)	# of Students w/in walk area	Comments
Brouillet Elem	710	352	walk zone < 1 mile of school
Carson Elem	941	835	walk zone < 1 mile of school
Dessie Evans Elem	750 [1]	n/a	walk zone < 1 mile of school
Edgerton Elem	791	198	walk zone < 1 mile of school
Firgrove Elem	500	188	walk zone < 1 mile of school
Hunt Elem	699	93	walk zone < 1 mile of school
Pope Elem	591	114	walk zone < 1 mile of school
Ridgecrest Elem	534	60	walk zone < 1 mile of school
Woodland Elem	753	58	walk zone < 1 mile of school
Zeiger Elem	600	66	walk zone < 1 mile of school
Ballou Junior High	933	142	walk zone < 1.25 mile of school
Glacier View Junior High	866	255	walk zone < 1.25 mile of school
Stahl Junior High	812	246	walk zone < 1.25 mile of school

School Name	Enrollment (2019)	# of Students w/in walk area	Comments
Emerald Ridge High	1,516	n/a	walk zone < 1.5 mile of school
Rogers High	1,756	n/a	walk zone < 1.5 mile of school
Walker High	97	n/a	walk zone < 1.5 mile of school

[1] Opened Fall 2019. Estimated enrollment.



Based on the data provided for the schools within this study, a range of approximately 10 to 25 percent of the students either live within the walk area or do not have bus transportation and therefore would need to either walk, bike, or be driven to and from school.

The data provided indicates the walk area surrounding each school spans up to 1.5-mile distance from the school. This includes walk area/zone for schools at all levels: elementary, junior high or middle, and high schools. The walk area boundary used by the Washington State Legislature (Legislature) to allocate student transportation funding specifically pertain to only elementary schools and is less than one mile. The greater than one mile walk zone are for the junior and high school levels. School districts are not required to develop school walk route plans and associated routes for students at the junior/middle or high school levels. School districts can also decide to transport elementary students within the traditional safe walk area boundary with proper documentation as to why they decided to provide bus transportation instead. An example of justification would be an existing hazardous condition such as no shoulders with steep slopes. Franklin Pierce School District has decided to transport all their elementary school students within the walk areas due to the assessed existing hazardous conditions and provided in Appendix B – Franklin Pierce School District Data.

School District Priorities

School Districts have expressed an interest in working with the state, cities, towns, and county toward building sidewalks near schools. The Districts have identified numerous, needed projects near specific schools within their districts. These projects are assumed to have the greatest benefit within each district on providing safe routes to schools. From the school district's perspective an additional benefit of expanding the existing sidewalk network within the walk area will allow the school district to lower their transportation costs to bus nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom.

The tables below list the projects of each school district by their priority with the project description and the school district's provided estimated project costs if available. The maps for each district show the school and project locations provided by the school district, as well as the following:

- School District Boundary
- Urban and Rural Unincorporated Areas – Based on the Comprehensive Urban Growth Areas (CUGA) and Urban Growth Areas (UGA) boundaries.
- TIP Projects – County road projects identified in the current County Transportation Improvement Program (TIP) document.

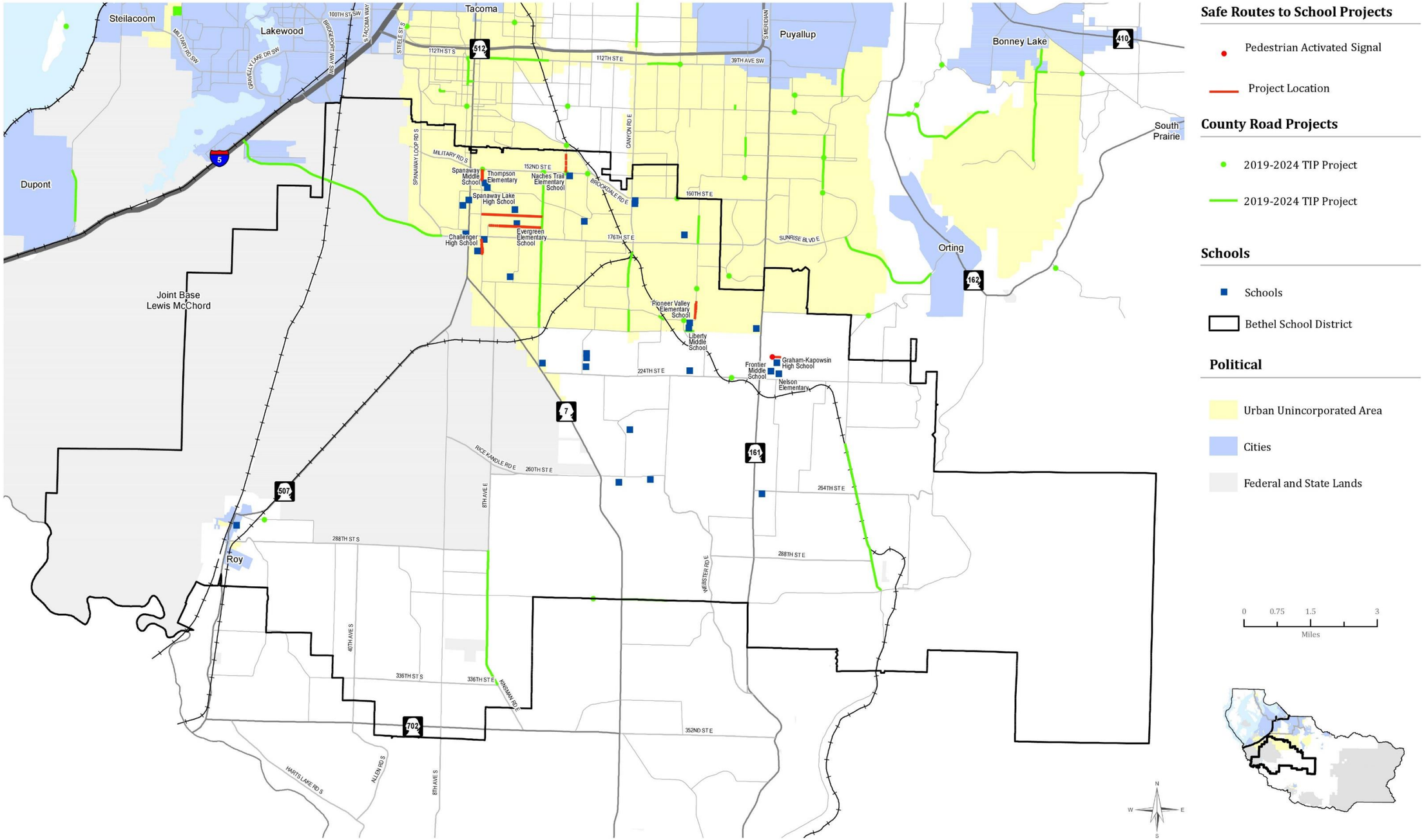
BETHEL SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Spanaway Lake High	168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road
2	Pioneer Valley Elementary / Liberty Middle	78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road
3	Evergreen Elementary	172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road
4	Nelson Elementary / Frontier Middle / Graham-Kapowsin High [1]	216th St E (Eustis-Hunt Rd E to 109th Ave E)	Sidewalk on one side of road, and pedestrian-activated signal
5	Naches Trail Elementary	Waller Rd E (152nd St E to 145th St E)	Sidewalk on west side of road
6	Spanaway Middle / Thompson Elementary	B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road
7	Challenger High	B St E (182nd St E to 176th St E)	Sidewalk on both sides of road

[1] Located in rural unincorporated area

Bethel School District

Safe Routes to School Program



Safe Routes to School Projects

- Pedestrian Activated Signal
- Project Location

County Road Projects

- 2019-2024 TIP Project
- 2019-2024 TIP Project

Schools

- Schools
- Bethel School District

Political

- Urban Unincorporated Area
- Cities
- Federal and State Lands

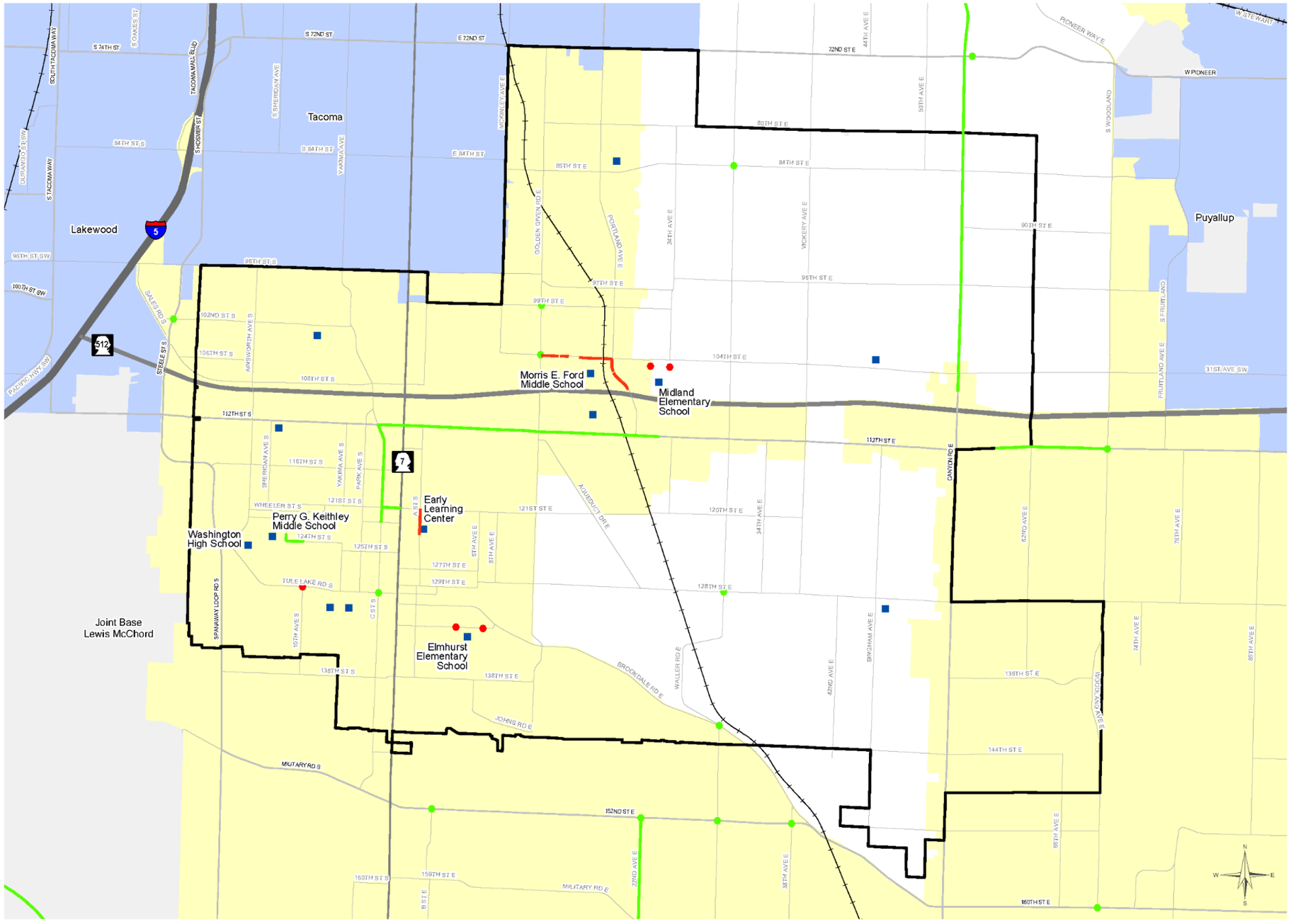
FRANKLIN PIERCE SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Early Learning Center	A St S (122nd St Ct E to 123rd St E)	School zone flashing beacons
2	Elmhurst Elementary	133rd St E (B St E to 8th Ave E)	School Zone Flashing Beacons both directions
3	Midland Elementary [1]	22nd Ave E, 24th Ave E (at 104th St E or 105th St E)	School Zone Flashing Beacons both directions
-	Washington High/ Keithley Middle	Tule Lake Rd S / 10th Ave S	Pedestrian-activated beacon and marked cross walk
-	Ford Middle	104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	Sidewalk on south side of road
-	Ford Middle	104th St E (Golden Given Rd E to Ford MS)	Sidewalk on south side of road and pedestrian-activated beacon
-	Early Learning Center	A St S (122nd St Ct E to 121st St S)	Sidewalk on east side of road

[1] Located in rural unincorporated area

Franklin Pierce School District

Safe Routes to School Program



Safe Routes to School Projects

- Pedestrian Activated Signal
- Project Location

County Road Projects

- 2019-2024 TIP Project
- 2019-2024 TIP Project

Schools

- Schools
- Franklin Pierce School District

Political

- Urban Unincorporated Area
- Cities
- Federal and State Lands

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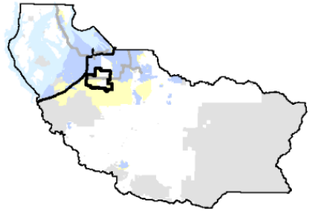


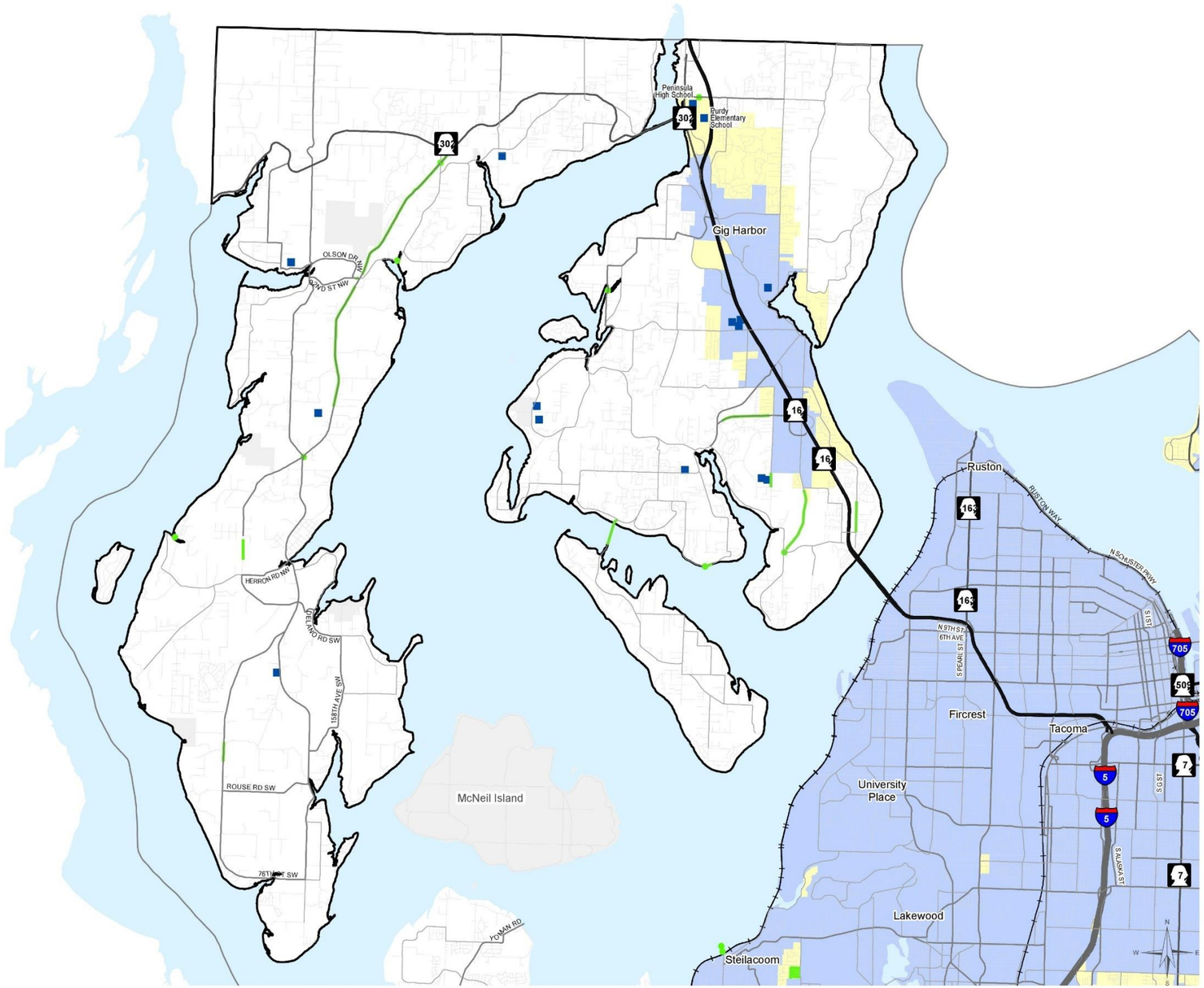
PENINSULA SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope

No proposed projects at this time

Peninsula School District

Safe Routes to School Program



Safe Routes to School Projects

County Road Projects

- 2019-2024 TIP Project
- 2019-2024 TIP Project

Schools

- Schools
- Peninsula School District

Political

- Urban Unincorporated Area
- Cities
- Federal and State Lands

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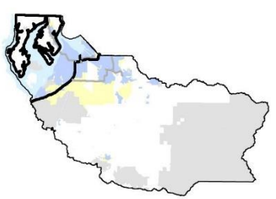


PUYALLUP SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope
1	Carson Elementary	182nd St E (at Gem Heights Dr E)	Pedestrian-activated beacon at existing crosswalk
2	Glacier View Junior High / Emerald Ridge High	184th St E (Emerald Ridge Blvd E to 129th Ave E)	Pedestrian-activated beacons and marked crosswalk at two locations
3	Hunt Elementary	144th St E (126th Ave E to Hunt Elem)	Sidewalk on north side of road; pedestrian-activated crossing signals at two locations
4	Dessie Evans Elementary	144th St E (74th Ave Ct E to Dessie Evans Elem)	Sidewalk on north side of road
5	Dessie Evans Elementary	144th St E (at 74th Ave Ct E and at Sandy Glen Ln E)	Crosswalk improvements
6	Dessie Evans Elementary	144th St E (Dessie Evans Elem to 86th Ave E)	Sidewalk on north side of road
7	Pope Elementary	122nd Ave E (152nd St E to 144th St E)	Sidewalk on both sides of road
8	Pope Elementary	152nd St E (110th Ave E to 122nd Ave E)	Sidewalk on north side of road & sidewalk on south side of road from 110th Ave E to 111th Ave Ct E
9	Pope Elementary	122nd Ave E (Sunrise Pkwy E to 152nd St E)	Sidewalk on east side of road
10	Rogers High / Zeiger Elementary	128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	Sidewalk on south side of road
11	Rogers High / Zeiger Elementary	128th St E (94th Ave E to west of Meridian E)	Sidewalk on both sides of road

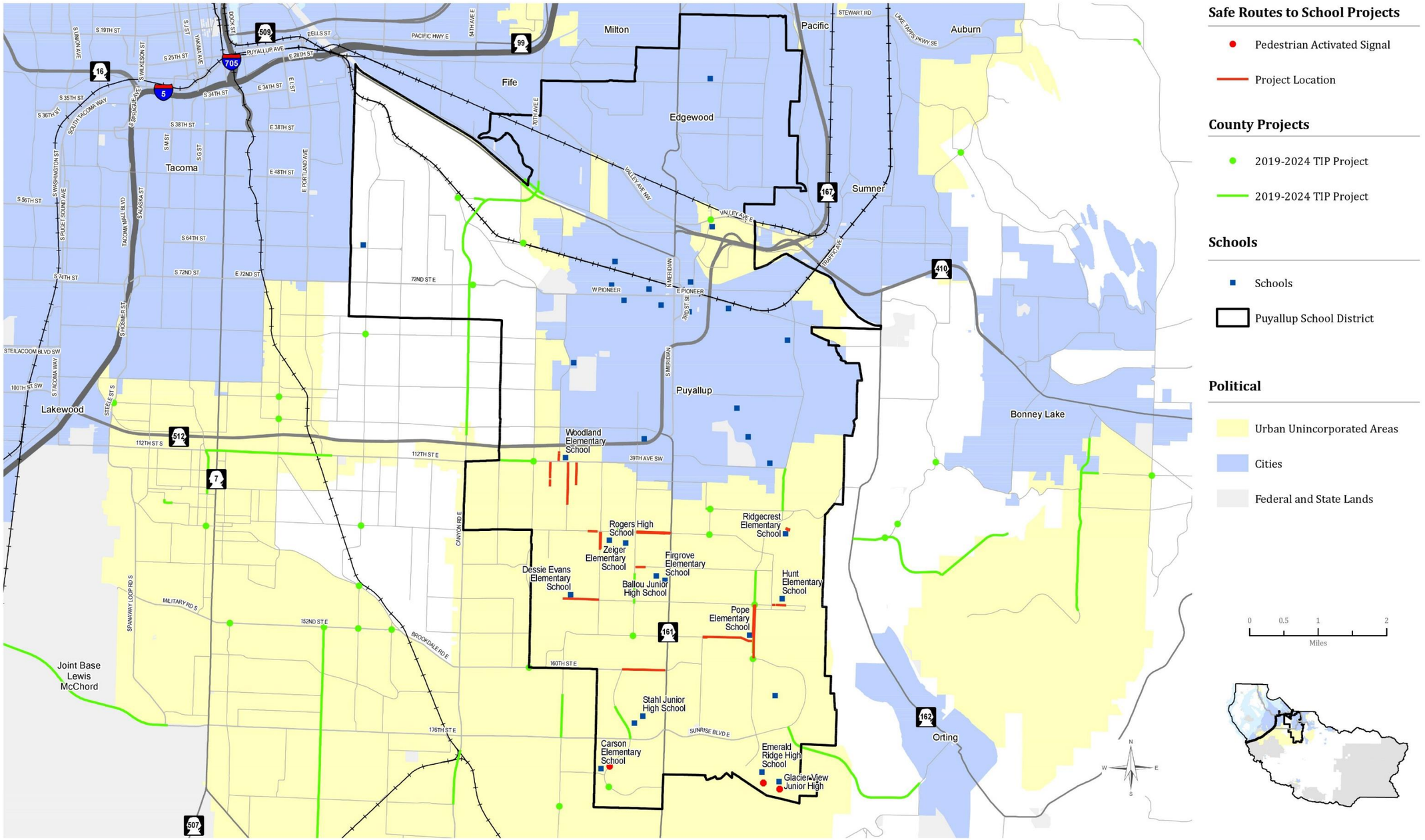
District Priority	School Name	Project Location	Project Scope
12	Rogers High / Zeiger Elementary	86th Ave E (132nd St E to south of 128th St E)	Sidewalk on both sides of road, and crosswalk north of 132nd St E
13	Ballou Junior High / Firgrove Elementary	136th St E (94th Ave E to 96th Ave E)	Sidewalk on both sides of road
14	Ballou Junior High / Firgrove Elementary	128th St E (94th Ave E to west of Meridian E)	Sidewalk on both sides of road
15	Ridgecrest Elementary	Shaw Rd E (Tatoosh Rd E to school entrance)	Sidewalk on both sides of road
16	Ridgecrest Elementary	Shaw Rd E (School entrance to 130th Ave Ct E)	Sidewalk on both sides of road
17	Stahl Junior High	160th St E (Gem Heights Dr E to west of Meridian E)	Sidewalk on north side of road
18	Woodland Elementary	80th Ave E (117th St Ct E to 112th St E)	Sidewalk on one side
19	Woodland Elementary	78th Ave E (122nd St E to 112th St E)	Sidewalk on one side
20	Woodland Elementary	74th Ave E (118th St E to 112th St E)	Sidewalk on one side
21	Woodland Elementary	Fruitland Ave E (112th St E to 109th St E)	Sidewalk on west side of road

Notes:

1) *The County combined Puyallup School District's priority numbers 11 and 14 for the remainder of this Plan due to the fact that both school's projects are at the same location*
2) *The County combined PSD's priority number 5 with priority numbers 4 and 6 for the remainder of this Plan because the improvements are within the same project limits.*

Puyallup School District

Safe Routes to School Program



Funding Source

Funding Source

Compiling a viable, fully-funded transportation project is often times the greatest challenge to delivering a project. Local, State and Federal funding is limited, and the existing needs are vast. A project need can be identified, a scope agreed on, and the team needed to deliver it assembled, but if the funding is not in place to fuel the project it remains just words on paper.

Assembling a full funding package for a project can take years of strategic planning and effort depending on many factors including the size of project. Once a project need is identified, the next step is to develop a financing plan. Construction of sidewalks on the County road system is often financed with a combination of public and/or private funding sources. There are limited funds available each budget cycle to be used toward improvements versus maintenance of the transportation system. Public funds are mainly generated from tax (property, gas), levy, or bond, and serve as the primary funding source for sidewalk projects. Private funds are mainly generated from mitigation and/or impact fees from developers. Below is a description of funding sources for the County and the School District that can serve as potential viable sources of funding to finance sidewalk projects near schools.

County Road Funds

The primary source of funds for Public Works projects is the County Road Fund (CRF). CRF is primarily made up of the Road Levy portion of the property tax and a portion of the State Motor Vehicle Fuel Tax (MVFT – the "gas tax"). In 2017 and 2018, revenue generated from those two sources are projected to account for over 90% of the CRF. The CRF provides funds for both the Office of the County Engineer and the Maintenance & Operations divisions of Planning & Public Works to plan, improve, maintain, and operate the County road system.

Every County road project is evaluated based upon the goal and purpose of meeting a specific County transportation system need for inclusion in the annual Transportation Improvement Program (TIP). The TIP maps out the County's strategy for meeting our transportation needs for the next six years. These projects have been selected by an extensive prioritization procedure that helps the County prioritize and narrow the list of projects given the limited available funding sources. Identified needs always outweigh the available funds. The TIP is required to cover a wide range of programs including: bridge projects, capacity projects, concurrency projects, environmental projects, nonmotorized (active transportation) projects, preservation projects, and safety projects. During the prioritization process each project is assigned to a specific priority group based upon that project's main purpose and the need for the project. The majority of stand-alone sidewalk projects would be prioritized in the Nonmotorized Projects group.

A determination as to whether funds would be programmed in the annual TIP for any project is based upon the priority of a project as it relates to the overall transportation system. Given the present level of available transportation financing, not all projects included in the TIP are programmed for funding. The projects listed in the TIP provide citizens, interested parties, and other agencies with a clear indication of what the County intends to accomplish over the next six years. If an unexpected source of funding for a particular project should become available, that project could move up in the priority and the programming process. A stand-alone sidewalk project may not be near the top of the prioritized list; however, an infusion of funds from outside sources such as grants or contributions from the school

district or a community group could move that project significantly up in the priority list. In the last several years, five different stand-alone sidewalk projects were programmed in the TIP and fully funded because we were able to secure grant funding that covers the majority of design and construction costs. With secured grant funding these sidewalk projects did move up in priority and were included in the TIP.

Several past grant funded sidewalk projects give us insight into the types of projects that prioritize well. Proximity to schools and financial contribution from the affected school were prime factors in project success. See "Grants" section below for possible grant funding sources and what factors help make a sidewalk project competitive for grant funding.

There are no County funding sources programmed toward design, right-of-way, or construction as part of this Plan. The Plan development demonstrates a collaborative effort by the County and the School Districts to identify and prioritize sidewalk projects near schools. The Plan will serve as a foundation for future coordination efforts by the County and School Districts to pursue outside funding. It will also serve as another resource for the County to reference when programming projects in the TIP.

Students crossing 204th St E (Photo courtesy of Bethel School District)

Grants

Grant funding is a crucial element of the overall financial plan of Planning & Public Works in completing its mission to deliver excellent public works services. As such we are well versed in the external grant opportunities and the requirements and obligations that go along with those. We are aware of three agencies that currently have grant programs tailored to support and fund sidewalk improvement projects. They include the Transportation Improvement Board (TIB), Washington State Department of Transportation (WSDOT), and the Federal Highway Administration (FHWA). In addition, the Washington Traffic Safety Commission also has a program that specifically funds "Flashing Lights for Schools".

The grant programs are either State or Federally funded. Revenue for granting agencies for sidewalk as well as school zone flashing beacon projects is approved by either the State legislature and/or the United States Congress. The grant programs are often available on an annual or biannual basis depending on that grant agency budget cycle. The State funded grant programs tend to be offered annually, while Federally-funded programs generally run on a biannual cycle. There is no guarantee that a grant program will have available funds every budget cycle. The applicable governing body at the State or Federal level must allocate revenue toward a specific program or programs to make it possible. Once allocated, the grant funding is then administered by a State or Federal agency such as TIB, WSDOT, and FHWA.

There are various eligibility requirements and criteria that differ among the various grant funding programs. Below is a brief summary of each funding program, and the local required financial participation. This local participation can come from a number of sources including County Road Fund,

school district's funds through allocation, levy or bond, Developer's funds or Traffic Impact Fees, and private contribution by an individual or a corporation.

Funding Program	Description	Local Match
Urban Sidewalk Program (TIB) -State funds	This program funds design and construction of sidewalks on roadways with a Federal Functional Classification of Urban Principal Arterial, Urban Minor Arterial, or Urban Collector Arterial. Counties with federal urban areas and cities over 5,000 in population in Washington State can apply. This program does not fund a right-of-way phase.	A minimum 20% match is required.
Pedestrian and Bicycle Program (WSDOT) - State and/or Federal funds	The purpose of this program is to improve conditions for biking and walking and encourage "complete street" type projects that safely meet the needs of bicyclists, pedestrians, public transportation users, and motorists. All public agencies in Washington State are eligible to apply.	No match is required but preference is given to projects that provide matching funds.
Safe Routes to Schools (SRTS) (WSDOT) - State and/or Federal funds	The purpose of the SRTS program is to increase the number of children walking and biking to school safety. All projects must be within two miles of primary, middle, or high schools (K-12). All public agencies in Washington are eligible to apply.	No match is required but preference is given to projects that provide matching funds.
Transportation Alternative Program (TAP) (PSRC) - Federal funds	This program provides funding for infrastructure projects that improve non-driver access to public transportation and enhanced mobility. Programs and projects defined as transportation alternatives include, but are not limited to, on and off-road pedestrian and bicycle facilities. All public agencies, school districts, local education agencies, and tribal government are eligible to apply.	A minimum 13.5% match is required.

Funding Program	Description	Local Match
Washington Traffic Safety Commission (WTSC) – State funds	The School Zone Grants include a program for School Walk Route Improvement Projects. Projects eligible for funding include flashing yellow lights and signage improvement (pedestrian actuated beacons, "RRFB's", other similar devices). Public, private and tribal schools within the State of Washington qualify to apply. Government agencies (Pierce County included) are ineligible to apply.	Match varies depending on project type. Flashing yellow lights and signage improvement projects require a minimum 25% cash match. School district provides funding for any design costs, right-of-way acquisition and the labor costs to install any grant-funded equipment.

Additional information for the funding programs discussed above can be found at the following websites:

- Transportation Improvement Board (TIB), Urban Sidewalk Program
  Website: http://www.tib.wa.gov/grants/grants.cfm
- Washington State Department of Transportation (WSDOT), Pedestrian and Bicycle Program
  Website: http://www.wsdot.wa.gov/LocalPrograms/ATP/funding.htm
- Washington State Department of Transportation (WSDOT), Safe Routes to Schools Program
  Website: http://www.wsdot.wa.gov/LocalPrograms/SafeRoutes/
- Puget Sound Regional Council (PSRC), Transportation Alternative Program
  Website:
  https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm
- Washington Traffic Safety Commission (WTSC), School Zone Grant Program
  Website: https://wtsc.wa.gov/grants/school-zone-grants/

Each granting agency focuses on awarding funding to projects that best meet their agency's objectives for that program. Examples of those objectives are to reduce the number of collisions within a school zone, improve pedestrian safety, and/or to improve livability. Due to vast needs and limited funding, many agencies can award funding only to a handful of projects before exhausting the approved grant funding for that budget cycle.

An analysis is required at each "Call for Projects" to determine if the applicant qualifies to apply, whether the proposed project(s) meet(s) the grant agency's program objectives and whether the project(s) meet(s) the program eligibility requirements to apply. For example, the TIB Urban Sidewalk Program requires the proposed sidewalk to be constructed on a federally classified roadway. In other

words, new sidewalk on a residential road (often classified as local access road) would not qualify for this grant program.

Once it is determined that the County and/or the School District are eligible to apply for a specific grant and that the project meets the grant agency's program objectives, further analysis is often required to determine if the project will be competitive. This grant competitive analysis is discussed and included as part of the next chapter, Engineering and Feasibility Analysis.

The table below includes a high-level analysis of each project included in this Plan to determine if it meets the eligibility requirements of any of the available granting agency programs described above. Not all projects will qualify to compete for the grant funding that is currently available.

Grant Eligibility Matrix Table

Project Location	TIB Urban Sidewalk Program	WSDOT Ped. & Bicycle	WSDOT Safe Routes to School	PSRC Transp. Alternative Program	WTSC School Zone Grant Program
Bethel School District					
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	x	x	x	x	
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	x	x	x	x	
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	x	x	x	x	
Nelson Elementary / Frontier Middle School / Graham-Kapowsin High [1] 216th St E (Eustis-Hunt Rd E to 109th St E)		x	x	x	
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	x	x	x	x	
Spanaway Middle / Thompson Middle Elementary B St E / Military Rd E (156th St E to 152nd St E)	x	x	x	x	
Challenger High B St E (182nd St E to 176th St E)	x	x	x	x	
Franklin Pierce School District					
Early Learning Center A St S (122nd St Ct E to 123rd St E)		x		x	x

Project Location	TIB Urban Sidewalk Program	WSDOT Ped. & Bicycle	WSDOT Safe Routes to School	PSRC Transp. Alternative Program	WTSC School Zone Grant Program
Elmhurst Elementary 133th St E (B St E to 8th Ave E)		x	x	x	x
Midland Elementary [1] 22nd Ave E, 24th Ave E (at 104th St E or 105th St E)		x	x	x	x
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S		x	x	x	x
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	x	x	x	x	
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	x	x	x	x	x
Early Learning Center A St S (122nd St Ct E to 121st St S)	x	x			
Puyallup School District					
Carson Elementary 182nd St E (at Gem Heights Dr E)		x	x	x	x
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)		x	x	x	x
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	x	x	x	x	x
Dessie Evans Elementary 144th St E (74th Ave Ct E to e/o Dessie Evans Elem)		x	x	x	
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)		x	x	x	
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	x	x	x	x	
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	x	x	x	x	
Pope Elementary 122nd Ave E (Sunrise Pwky E to 152nd St E)	x	x	x	x	

Project Location	TIB Urban Sidewalk Program	WSDOT Ped. & Bicycle	WSDOT Safe Routes to School	PSRC Transp. Alternative Program	WTSC School Zone Grant Program
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	x	x	x	x	
Rogers High / Zeiger Elementary & Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	x	x	x	x	
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	x	x	x	x	
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	x	x	x	x	
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)		x	x	x	
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	x	x	x	x	
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	x	x	x	x	
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)		x	x	x	
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	x	x	x	x	
Woodland Elementary 74th Ave E (118th St E to 112th St E)		x	x	x	
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	x	x	x	x	

[1] Located in rural unincorporated area

The following funding sources and their requirements were reviewed as part of this Plan and were quickly determined from their program requirements not to be a viable source for a stand-alone sidewalk project:

- Urban Arterial Program (TIB)
- Rural Arterial Program (CRAB)
- Congestion Mitigation and Air Quality Improvement Program (PSRC, Regional or Countywide)
- Surface Transportation Program (PSRC, Regional or Countywide)
- Rural Town Centers and Corridors (PSRC)
- Washington State Freight Mobility Strategic Investment Board
- Public Works Trust Fund
- Highway Safety Improvement Program (WSDOT)
- High Risk Rural Roads Program (WSDOT)

School Bonds

Public schools are funded from a variety of revenue sources. Funds are primarily made up of allocations for basic education distributed through the State Legislature local property taxes, and US Congress. The funds are allocated to schools through apportionment formulas for various programs (basic education, special education, learning assistance, and bilingual). Enrollment is the primary factor in distributing funding and changes throughout the year.

In addition to the allocations mentioned above, public schools have the ability to raise local funds for schools through passage of district-wide levies (including bonds) via a public vote. There are four types of local property tax levies that are available as an option to every School District. They include the following:

1. Maintenance and Operation Levy,
2. Capital Project Levy,
3. Bond Levy (also known simply as “bond”), and
4. Transportation Vehicle Levy.

A vote of the people is required to approve funding for all types of levies. A levy requires a simple majority vote and is used to supplement the general fund, which pays for the operation of the school district. Operating expenses include salaries and benefits, supplies, equipment, materials, utilities, fuel and extracurricular items. A bond requires a two-thirds majority vote and is used to fund specific building improvements or new construction of facilities.

The funding received from either a Capital Project Levy or Bond Levy could be used to construct sidewalk projects included in this Plan.

- The Capital Project Levy must be used for school facilities and other capital purposes. These levies can be for one to six years.
- The Bond Levy allows the district to borrow money often for larger capital project and collect property taxes to repay the loan over the life of the bond, typically 30 years. These bond levies must be used to purchase land and build or remove school facilities.

Bethel, Franklin Pierce, Peninsula, and Puyallup School Districts have each put forth separate bond measures on previous ballots with varied results. Most recently in February 2019, voters approved general obligation bonds for both the Bethel and Peninsula School Districts. The revenue generated from a successful bond measure could be used as contribution toward the sidewalk projects in this Plan. For example, that contribution could provide the required local match funding for many of the grant programs.

An influx of funding from a successful bond measure could also change priorities within a School District. If that occurs a School District can certainly reassess their project list included in this Plan and communicate those changes to the County during the next Plan update.

Engineering and Feasibility Analysis

Engineering and Feasibility Analysis

Each proposed sidewalk project was evaluated against a number of common factors to determine the feasibility of the project and to identify barriers and/or opportunities related to successful implementation. Funding sources were also identified and discussed in terms of grant opportunities and the potential to form partnerships to fund and implement the projects. The evaluation factors used for this study include the following:

- Right-of-way
- Utility Conflicts
- Environmental and Critical Area Impacts
- Safety
- Sidewalk Network Connectivity
- Proximity to active County Road Projects
- Cost-Effectiveness
- Community Equity
- Grant Competitiveness

The nine factors listed above were analyzed, categorized, and ranked as they relate to project delivery and the challenges that could be encountered. The factors were defined, and a ranking system was developed using point values from 1 to 3 points. Projects that scored highest (3 points) were those that had the fewest number of barriers and the most opportunities for success. This process established a methodology system to rank the projects in a priority array. The project with the higher number of points ranked higher in priority in this Plan. A more detailed definition of the factors is included under the individual descriptions within this chapter.

Some of the evaluation factors above were considered more significant than others after review and analysis of the 2017-2019 and 2019-2021 WSDOT Safe Routes to School Program Proposed Priority Lists. In an effort to properly account for the results of the analysis to improve future likelihood of success a weighted scoring methodology was developed. It is important to note that the majority of funded projects included a large number of students who would be added to the expanded walk area, were in lower income neighborhoods, and had a history of safety concerns or accidents involving pedestrians/bicyclists. The evaluation factors determined to receive weighted point values are detailed later in this chapter, and include the following:

- Safety
- Sidewalk Network Connectivity
- Cost-Effectiveness
- Community Equity
- Grant Competitiveness

Each project identified by the school district was reviewed to confirm that it meets the eligibility requirements that were clearly defined in the initial scope and request made by the County to the districts. The eligibility requirements were to focus on the needs for projects in rank order with a scope description within one mile of the school and within the unincorporated urban area of the County.

Curb, gutter, and sidewalk would only be provided for projects within the urban area per the Department's design standards.

There are a few changes and policies that need to be documented before moving into the specific analysis. The scope of several projects as submitted have been modified based on numerous considerations including a field review, an effort to minimize right-of-way impacts and project cost, and County engineering policies and standards.

1. Naches Trail Elementary School (Bethel School District) for segment of Waller Rd E (152nd St E to 145th St E) – The scope of work was changed to: "Construct sidewalk on the east side of the roadway." The original scope as submitted by the school district included the construction of sidewalk on the west side of the road. This will require the addition of new crosswalk markings at three intersections.

2. The Early Learning Center (Franklin Pierce School District) – The school district proposed two separate projects which include sidewalk and school zone flashing beacons. Our understanding is students attending this school currently do not walk to school. Students walking to school is a required criteria for approval of school zone flashing beacons. The projects as proposed are included in this Plan as a courtesy.

If a school district provided a project that is outside the unincorporated urban boundary for inclusion as part of this Plan, it will be noted as a "Rural Project". The following projects are located in the rural area and outside of the area of this Plan and will not be further analyzed:

- Bethel School District
    - Nelson Elementary / Frontier Middle / Graham-Kapowsin High schools
      216th St E (Eustis Hunt Rd to 109th Ave E)
- Franklin Pierce School District
    - Midland Elementary School
    - 22nd Ave E, 24th Ave E (at 104th St E or 105th St E)

Any proposal to add school zone flashing beacons, Rectangular Rapid Flashing Beacons (RRFB's), pedestrian crossings, and/or to extend the school zone should be made to the County Traffic Engineer's office. These improvements can only be installed with County approval per the Office of the County Engineer's Standard Procedure No. 909 (see Appendix F) and the following conditions:

- Install a school zone flashing beacon prior to the school zone
- Provide the required crossing guards
- Sign a license and agreement with Pierce County to own, operate, and maintain both the RRFB and school zone flashing beacons within the County right-of-way
- Include illumination at the RRFB mark crosswalk location

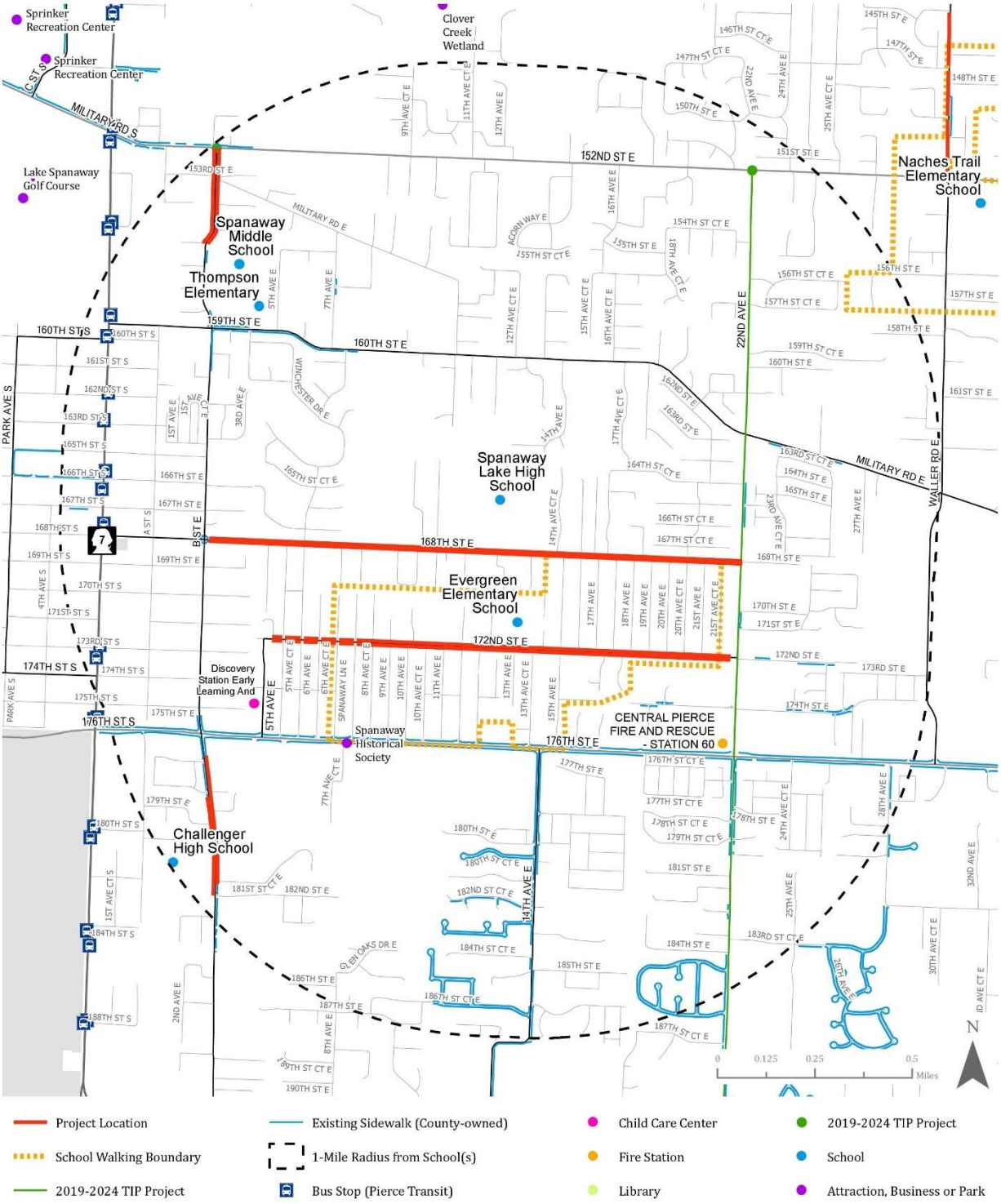
The following projects were forwarded to the County Traffic Engineer's office for a courtesy review to determine if they would meet the intent of the Standard Procedure No. 909 and the conditions listed above if a formal proposal was submitted:

Project Location	Preliminary Approval	Notes
Franklin Pierce School District		
Washington High/Keithley Middle Tule Lake Rd S / 10th Ave S	Yes	
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	Yes	Preliminary approval for crosswalk at school frontage. Not approved at the Golden Given Rd E intersection.
Puyallup School District		
Carson Elementary 182nd St E (at Gem Heights Dr E)	Yes	Existing marked crosswalk location. Crossing guards posted before & after school times.
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	Yes	
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	Yes	

A map was generated with GIS data for each project in the unincorporated urban area for use in the evaluation process. Department staff also field reviewed each project location to identify any potential unforeseen issues and to confirm information received. The map together with the field review provided valuable information on the project site and how it connects to other active transportation facilities and to the school grounds for the analysis.

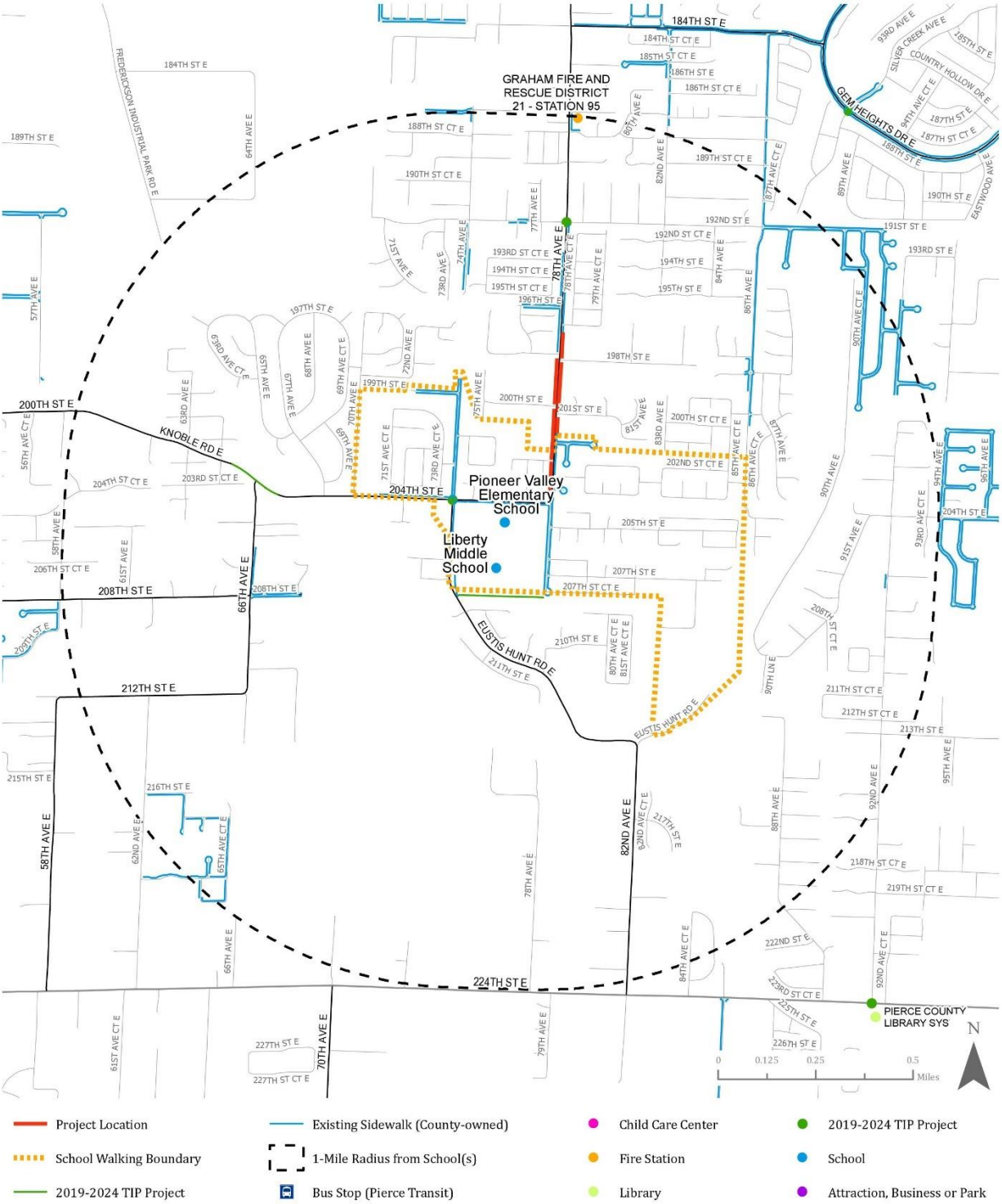
Bethel School District

Spanaway Lake High / Evergreen Elementary



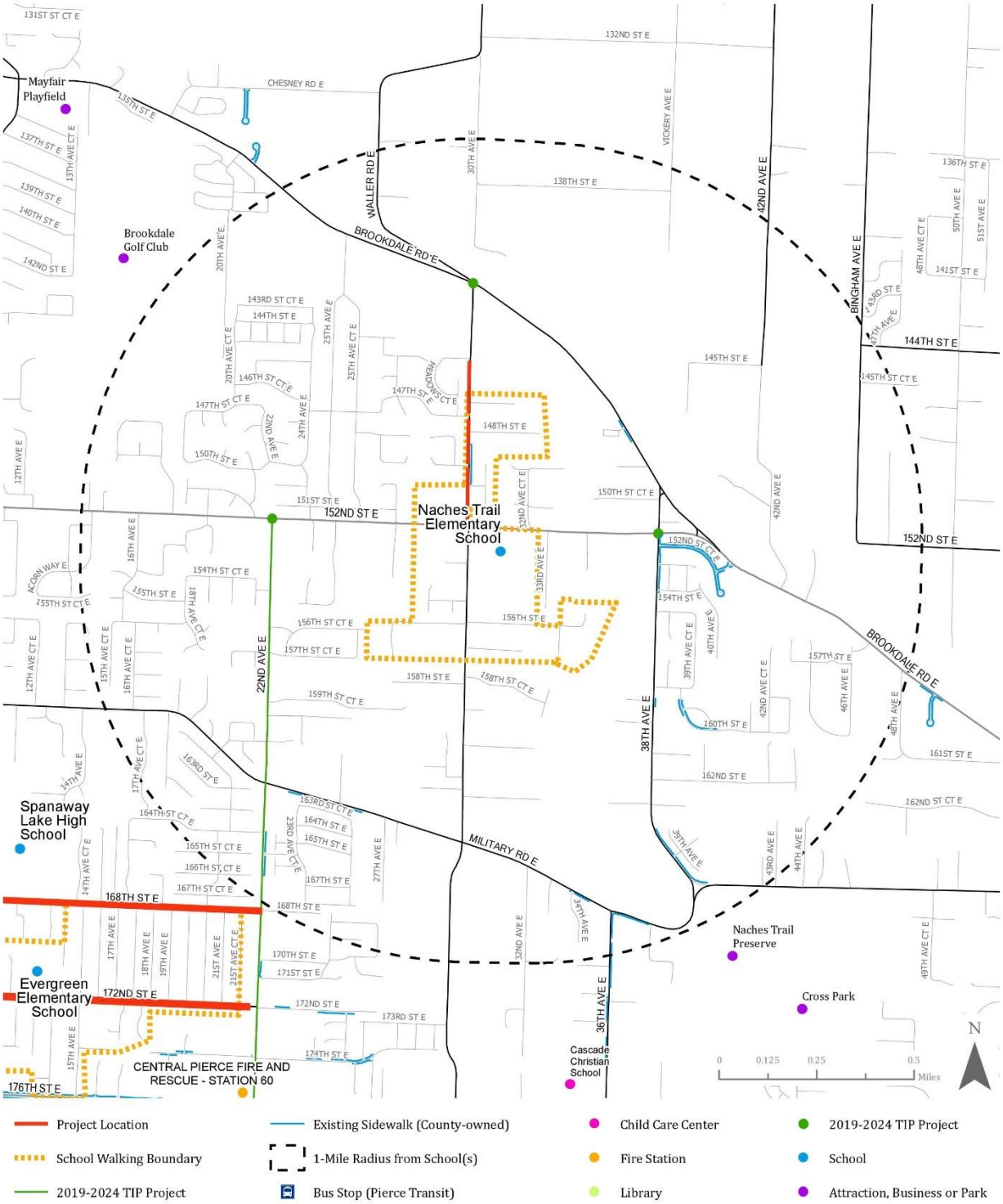
Bethel School District

Pioneer Valley Elementary / Liberty Middle



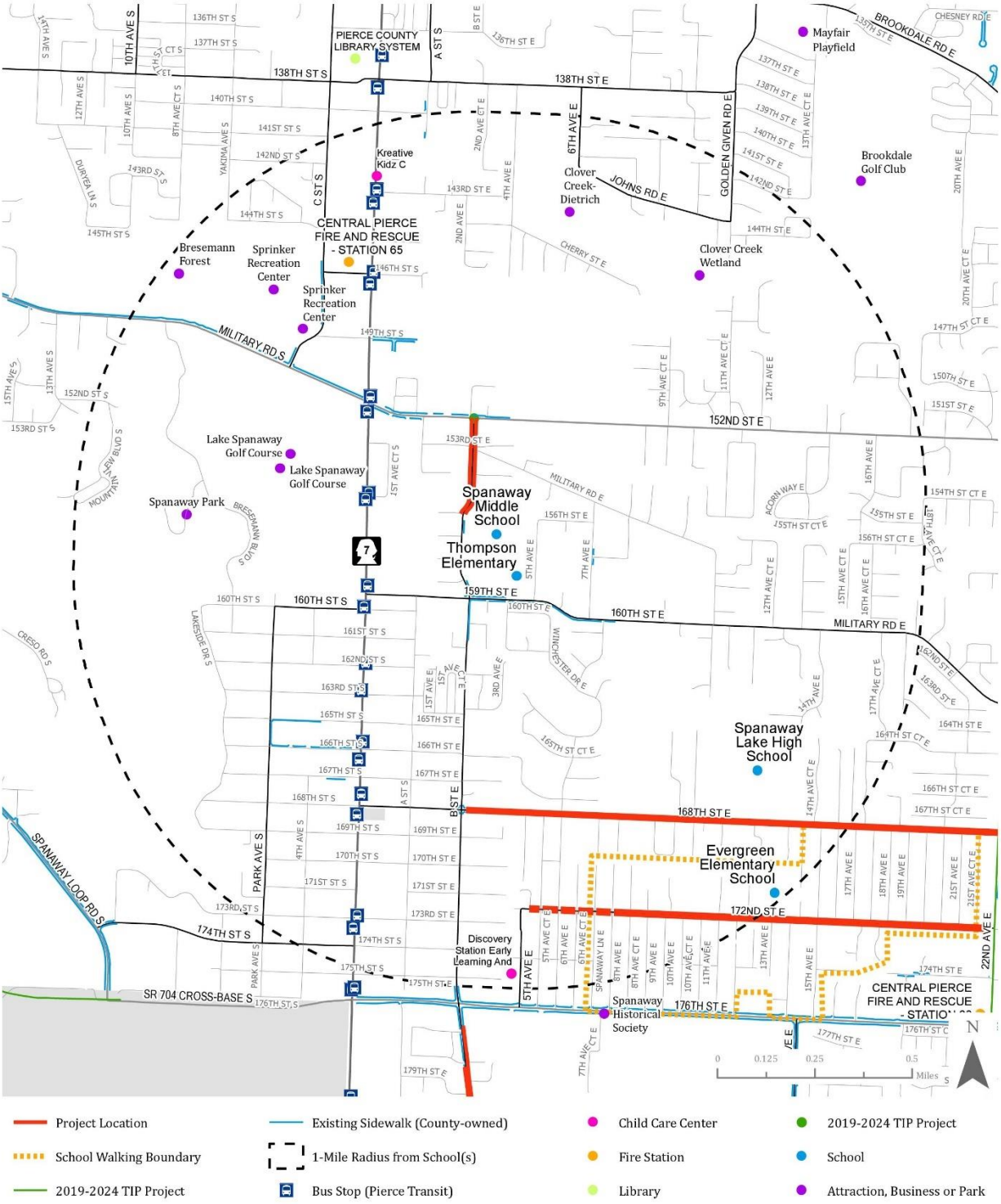
Bethel School District

Naches Trail Elementary



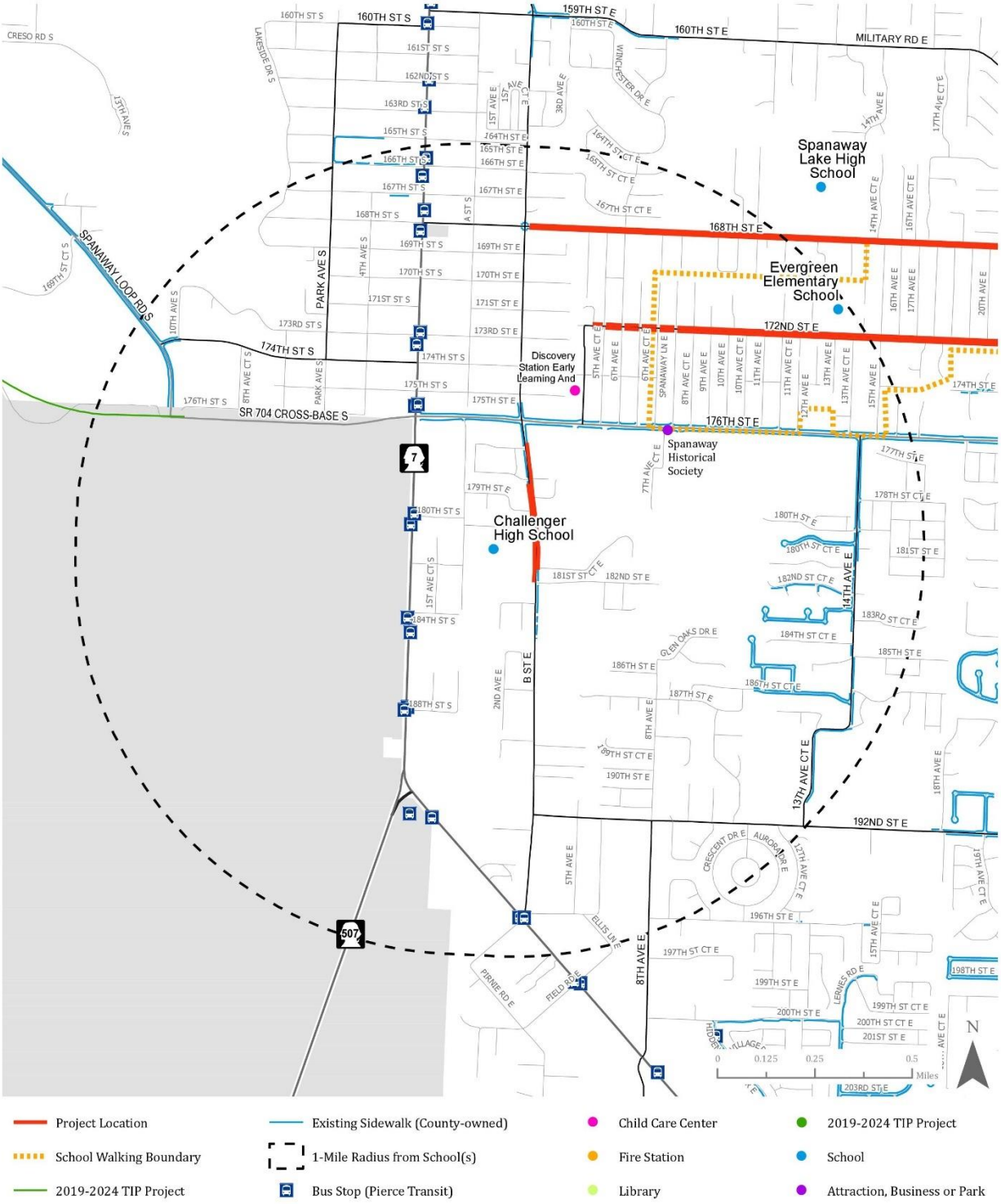
Bethel School District

Spanaway Middle / Thompson Elementary



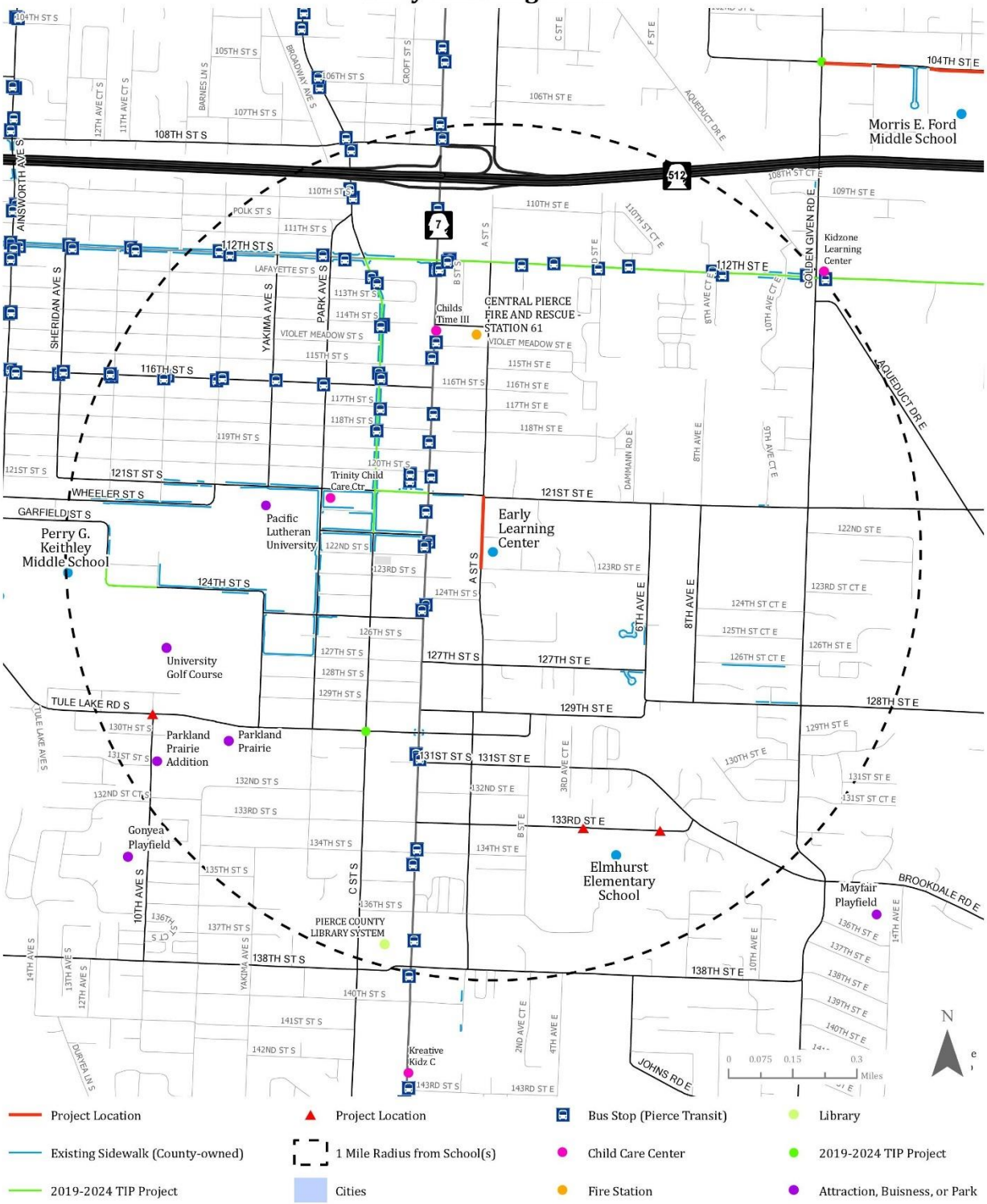
Bethel School District

Challenger High



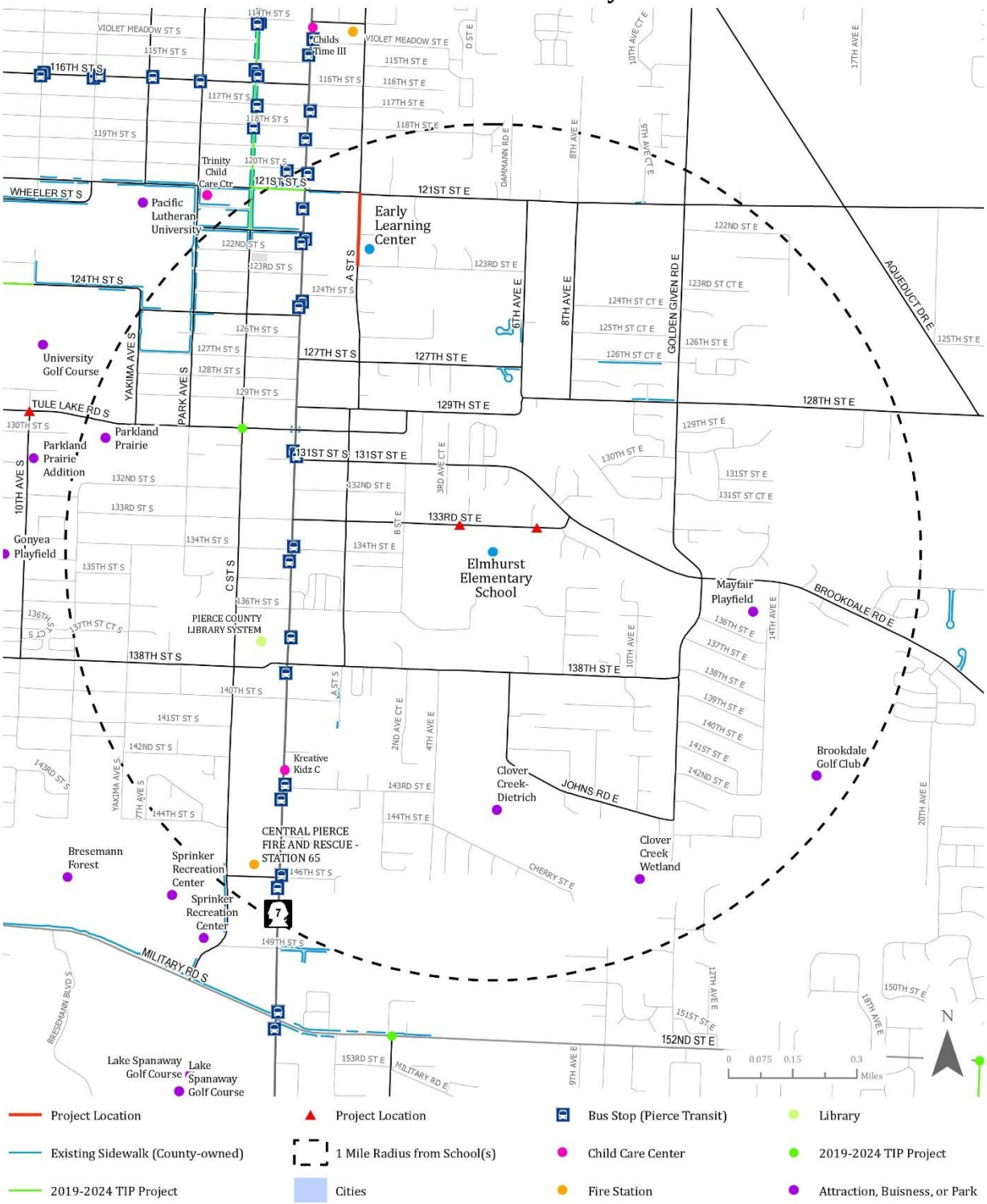
Franklin Pierce School District

Early Learning Center



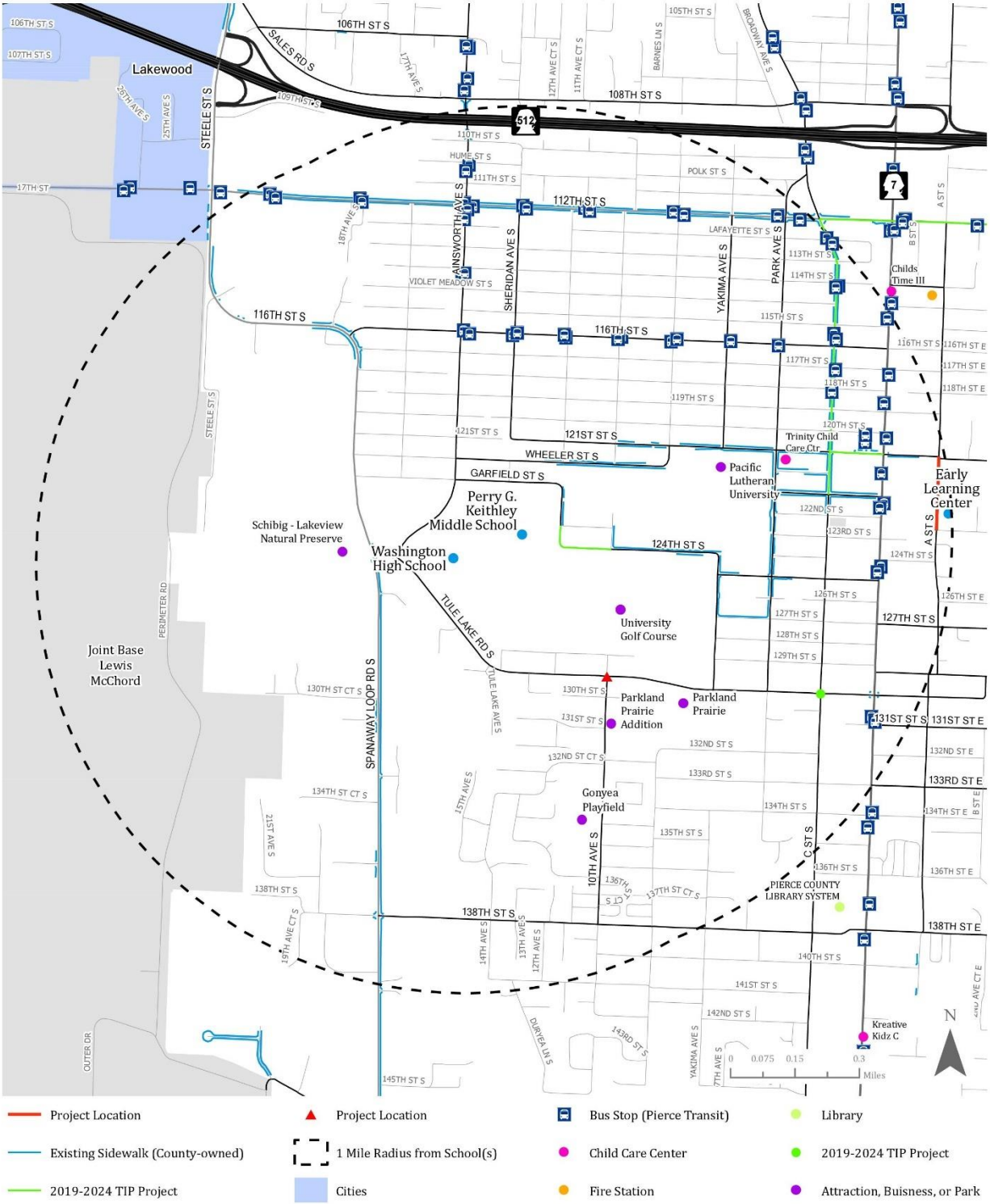
Franklin Pierce School District

Elmhurst Elementary



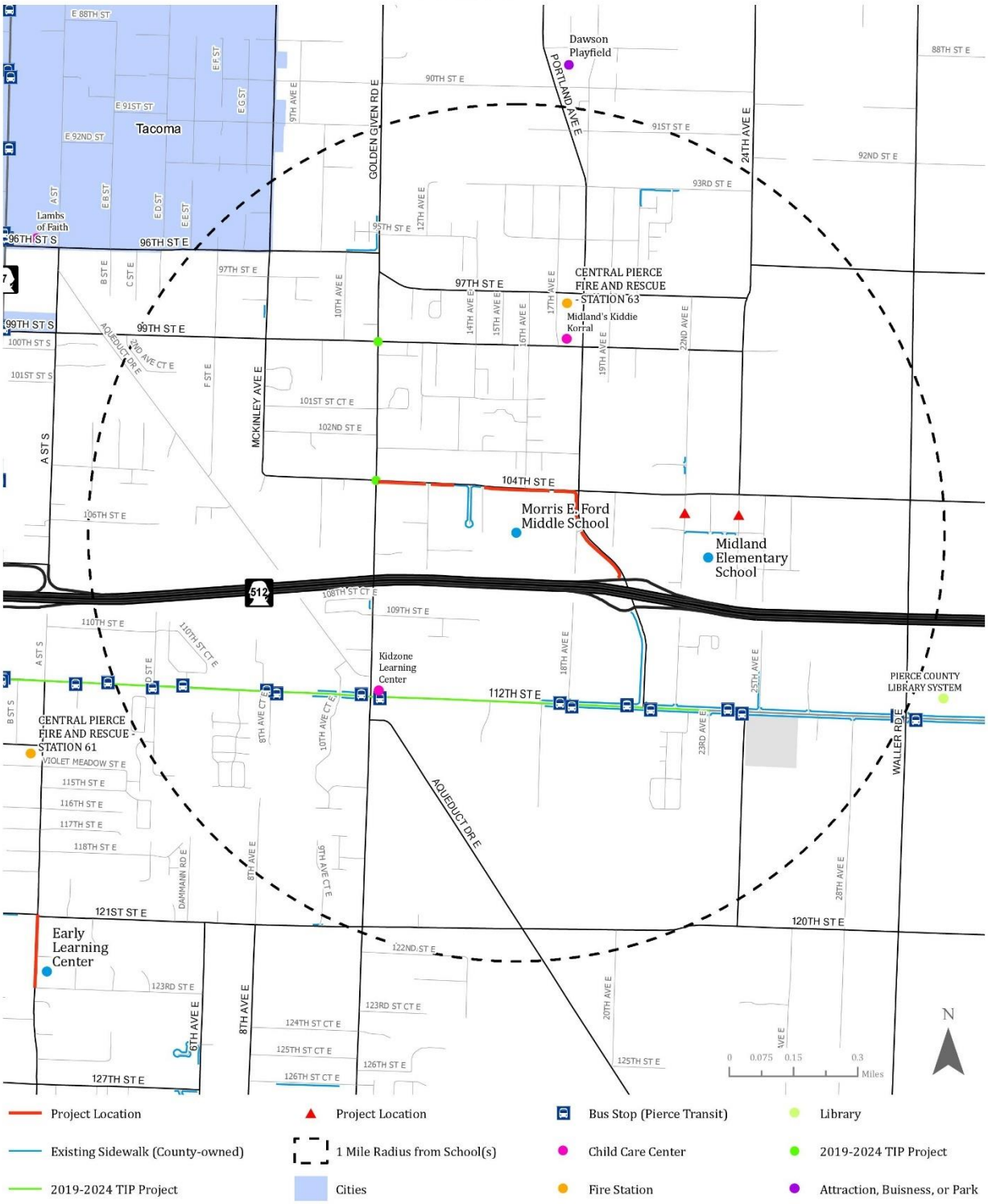
Franklin Pierce School District

Washington High / Keithley Middle



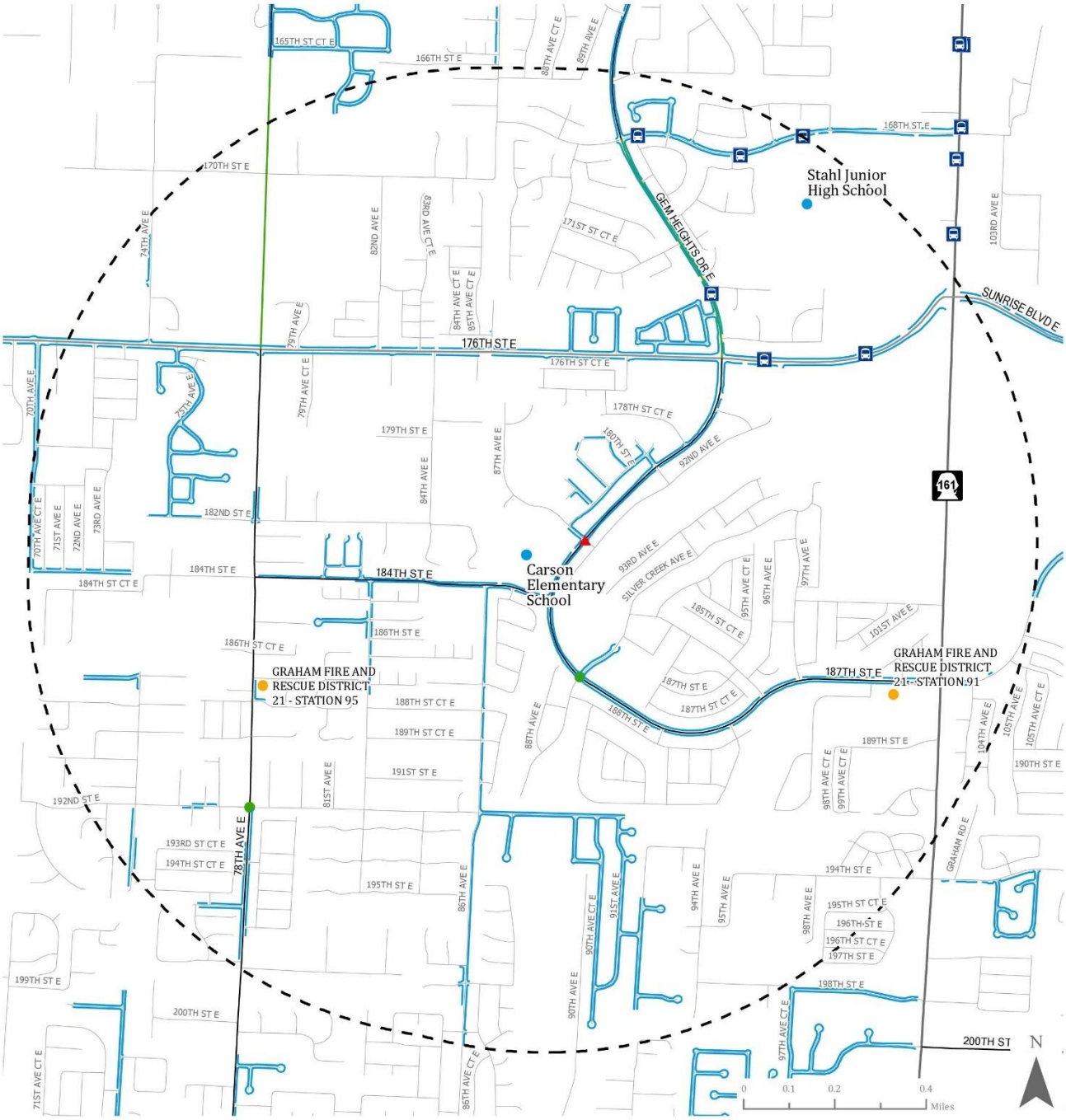
Franklin Pierce School District

Ford Middle



Puyallup School District

Carson Elementary



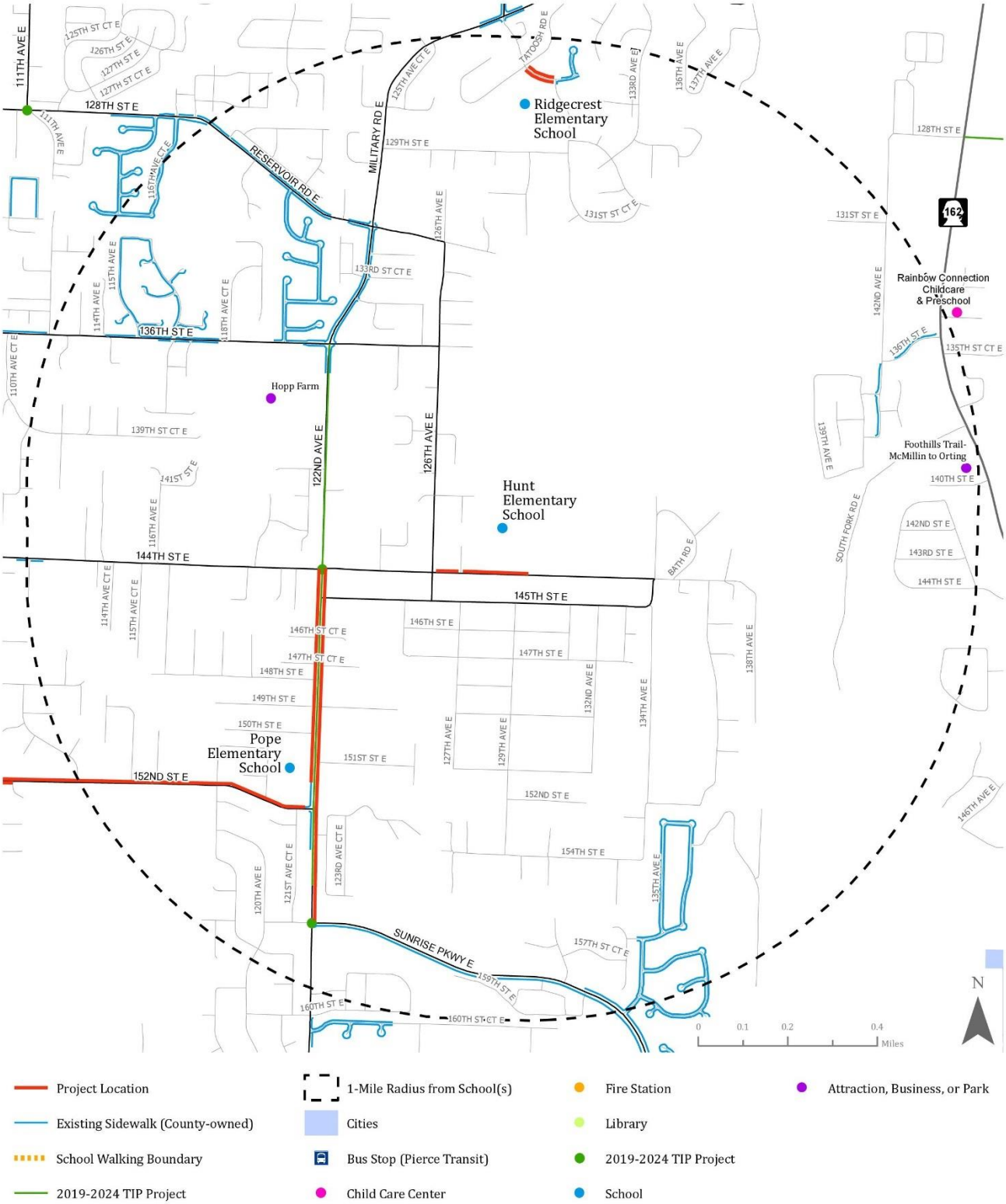
Project Location
Existing Sidewalk (County-owned)
School Walking Boundary
2019-2024 TIP Project
Project Location
1-Mile Radius from School(s)
Cities
Bus Stop (Pierce Transit)
Child Care Center
Fire Station
Library
2019-2024 TIP Project
School
Attraction, Business, or Park

Puyallup School District

Glacier View Junior High / Emerald Ridge High

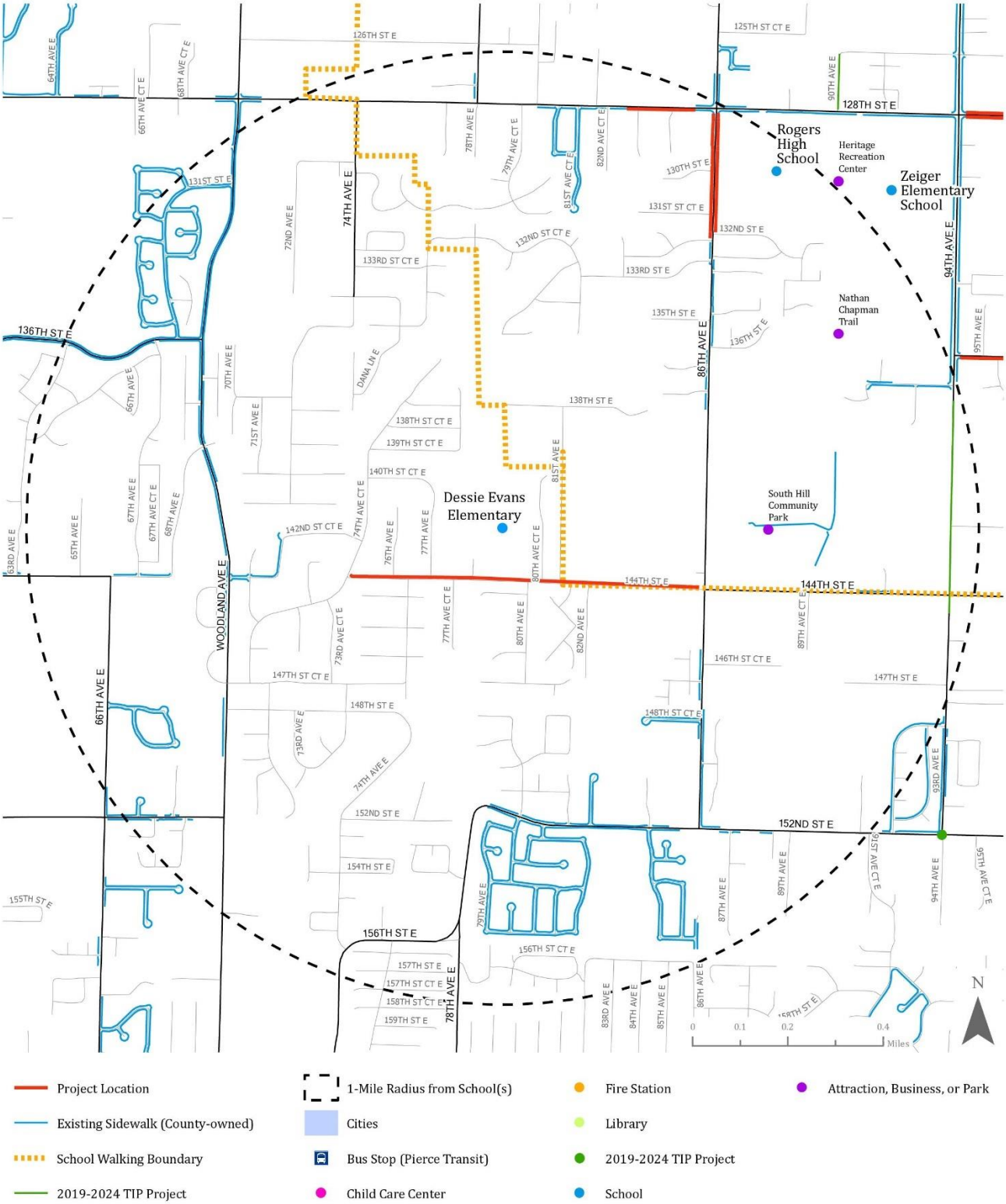
Puyallup School District

Hunt Elementary



Puyallup School District

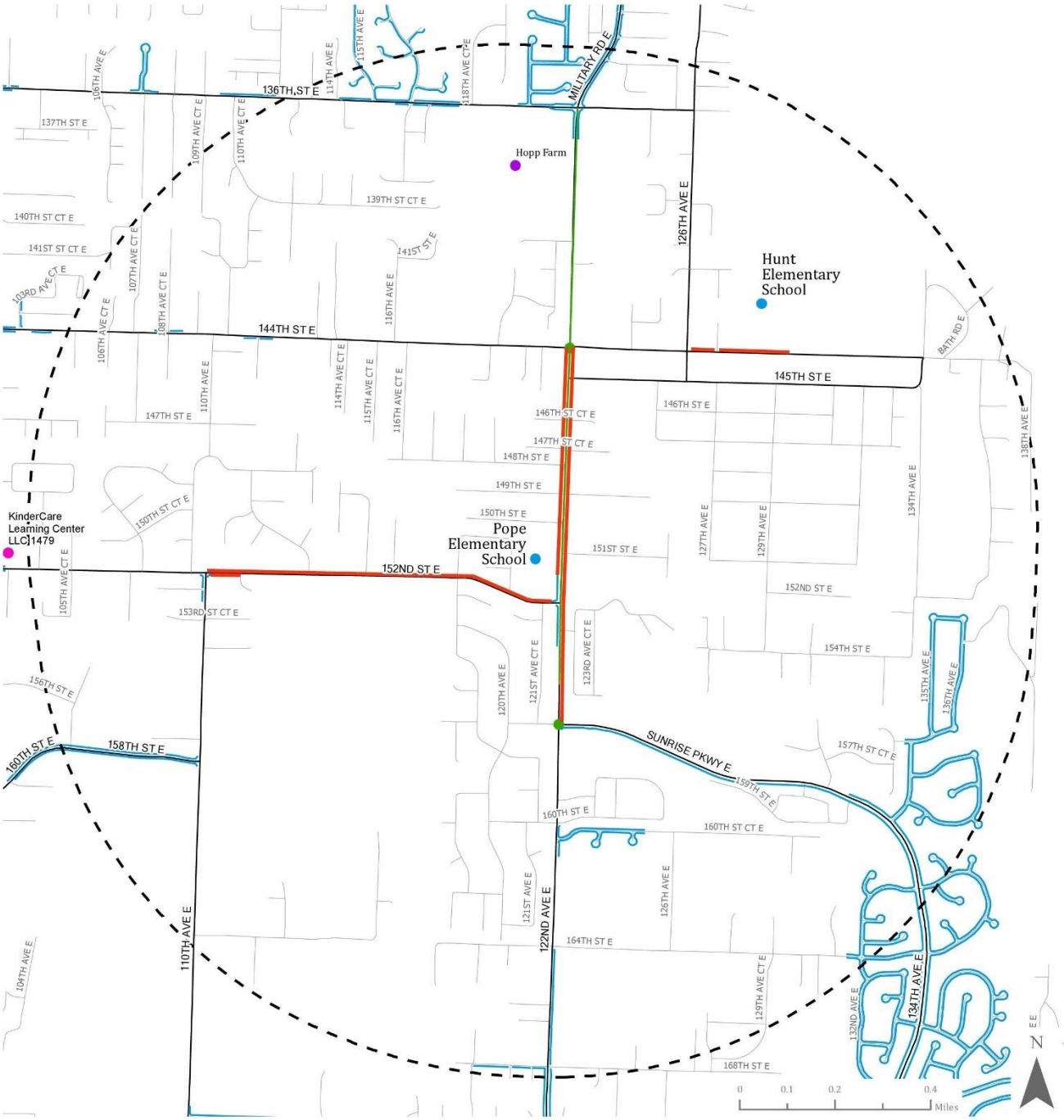
Dessie Evans Elementary



Project Location
Existing Sidewalk (County-owned)
School Walking Boundary
2019-2024 TIP Project
1-Mile Radius from School(s)
Cities
Bus Stop (Pierce Transit)
Child Care Center
Fire Station
Library
2019-2024 TIP Project
School
Attraction, Business, or Park

Puyallup School District

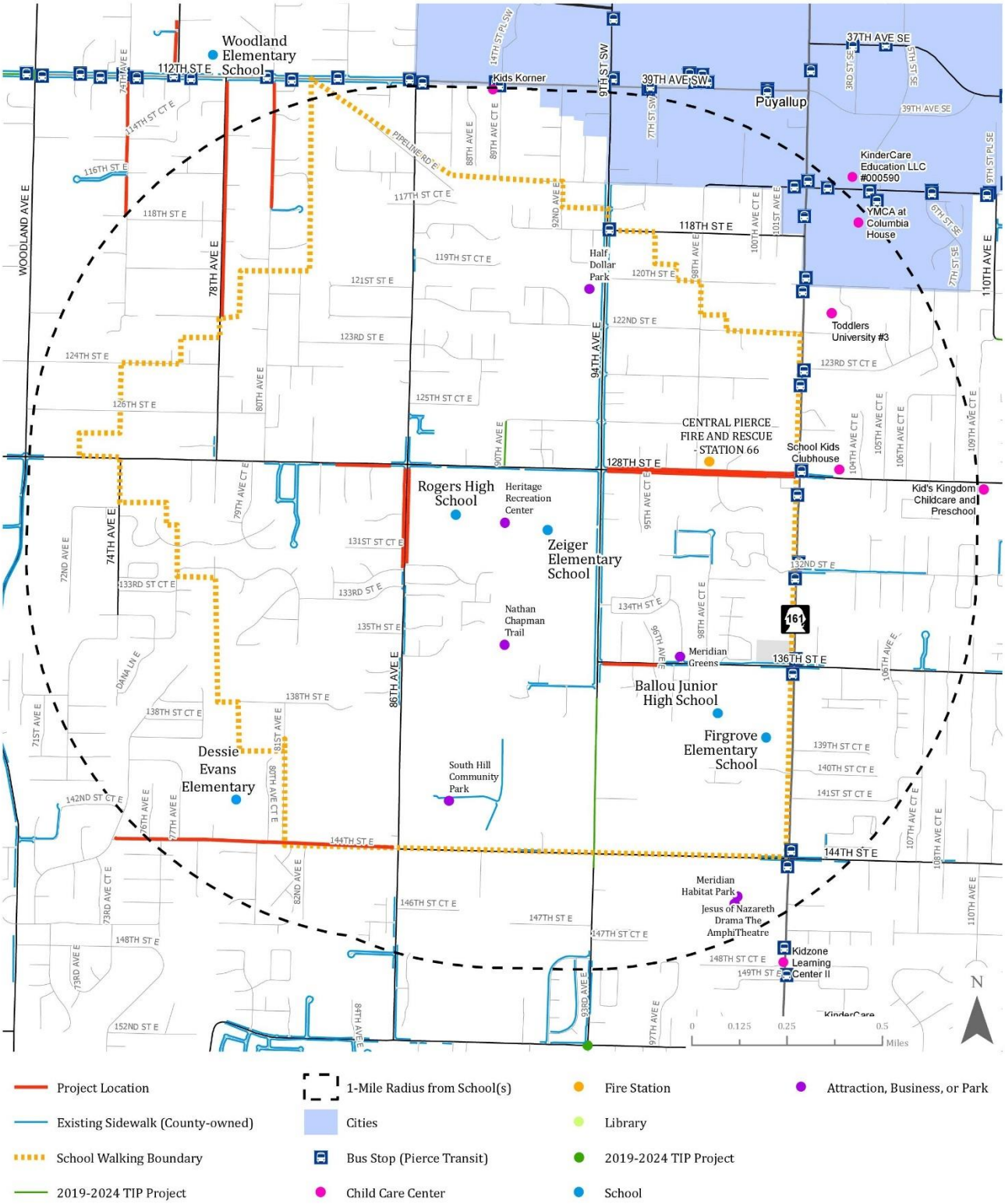
Pope Elementary



Project Location
Existing Sidewalk (County-owned)
School Walking Boundary
2019-2024 TIP Project
1-Mile Radius from School(s)
Cities
Bus Stop (Pierce Transit)
Child Care Center
Fire Station
Library
2019-2024 TIP Project
School
Attraction, Business, or Park

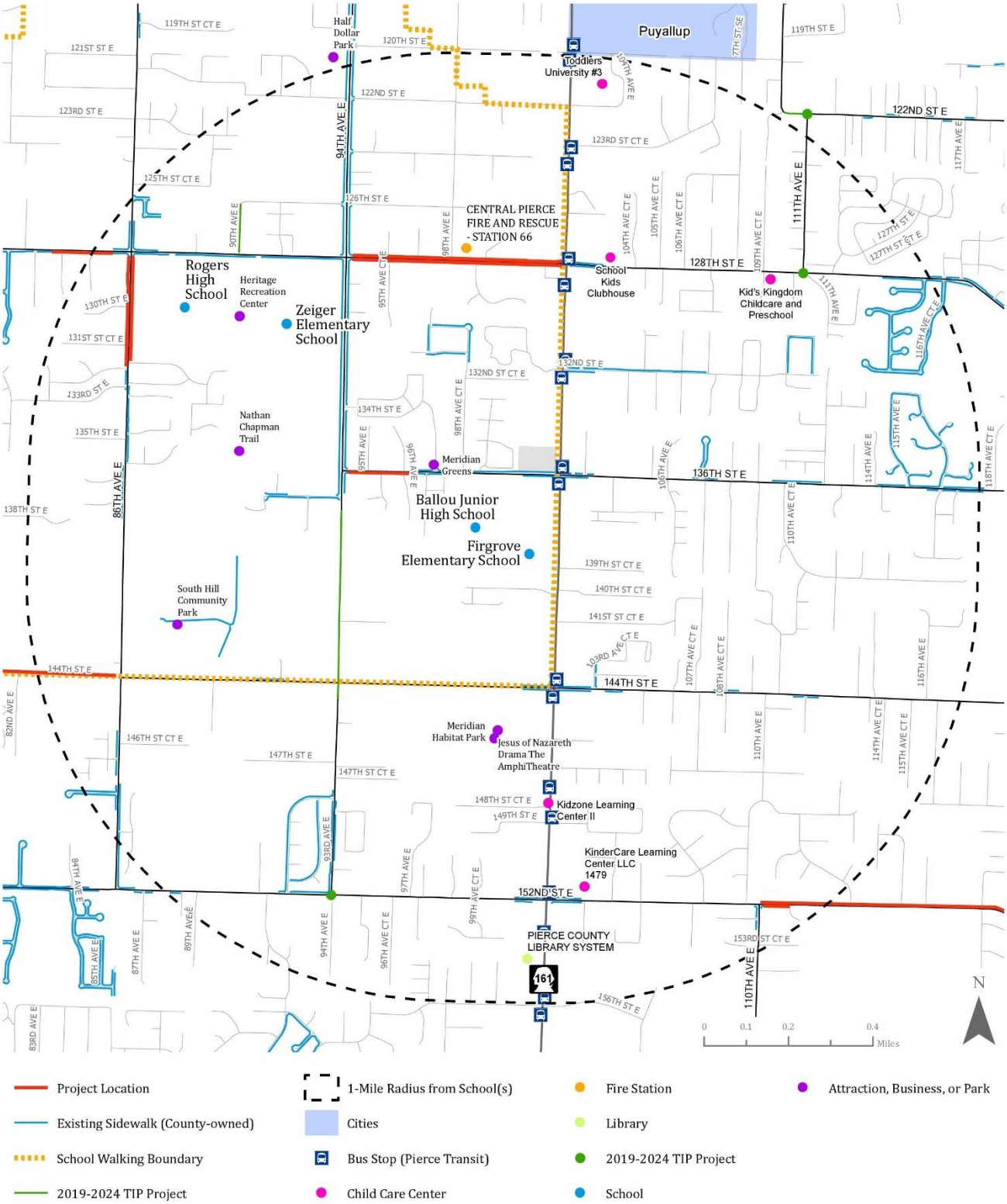
Puyallup School District

Rogers High / Zeiger Elementary



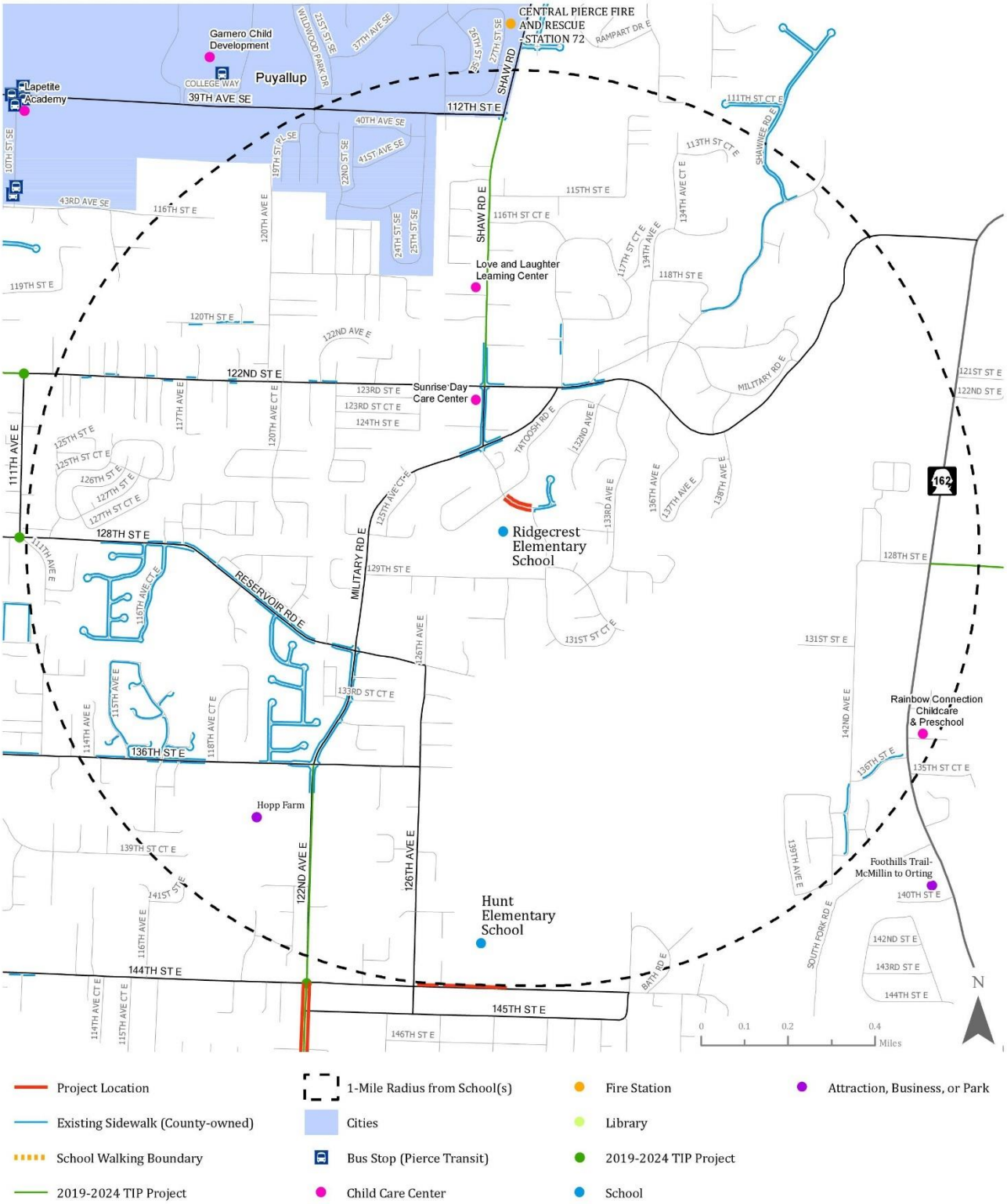
Puyallup School District

Ballou Junior High / Firgrove Elementary



Puyallup School District

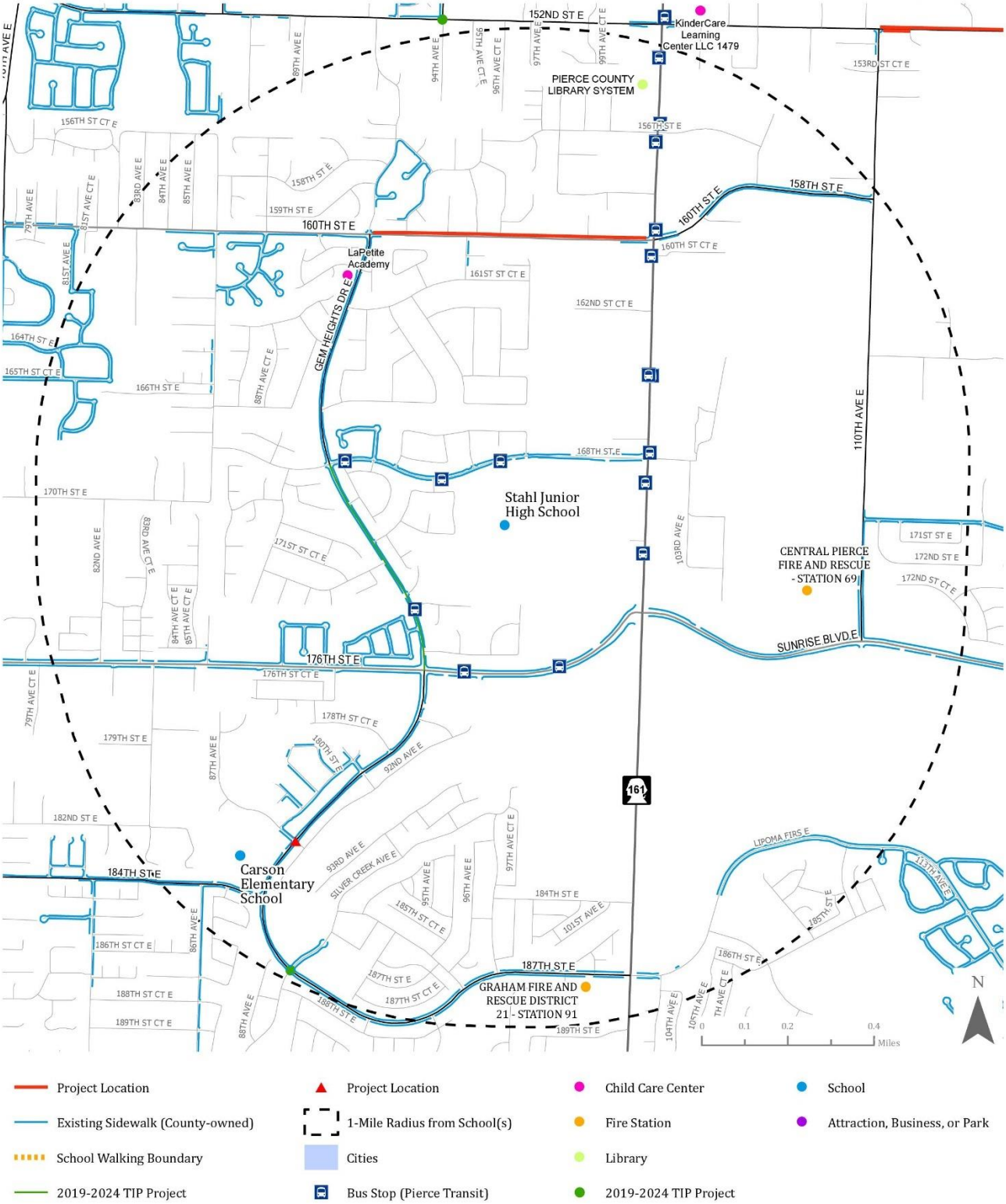
Ridgecrest Elementary



Project Location
Existing Sidewalk (County-owned)
School Walking Boundary
2019-2024 TIP Project
1-Mile Radius from School(s)
Cities
Bus Stop (Pierce Transit)
Child Care Center
Fire Station
Library
2019-2024 TIP Project
School
Attraction, Business, or Park

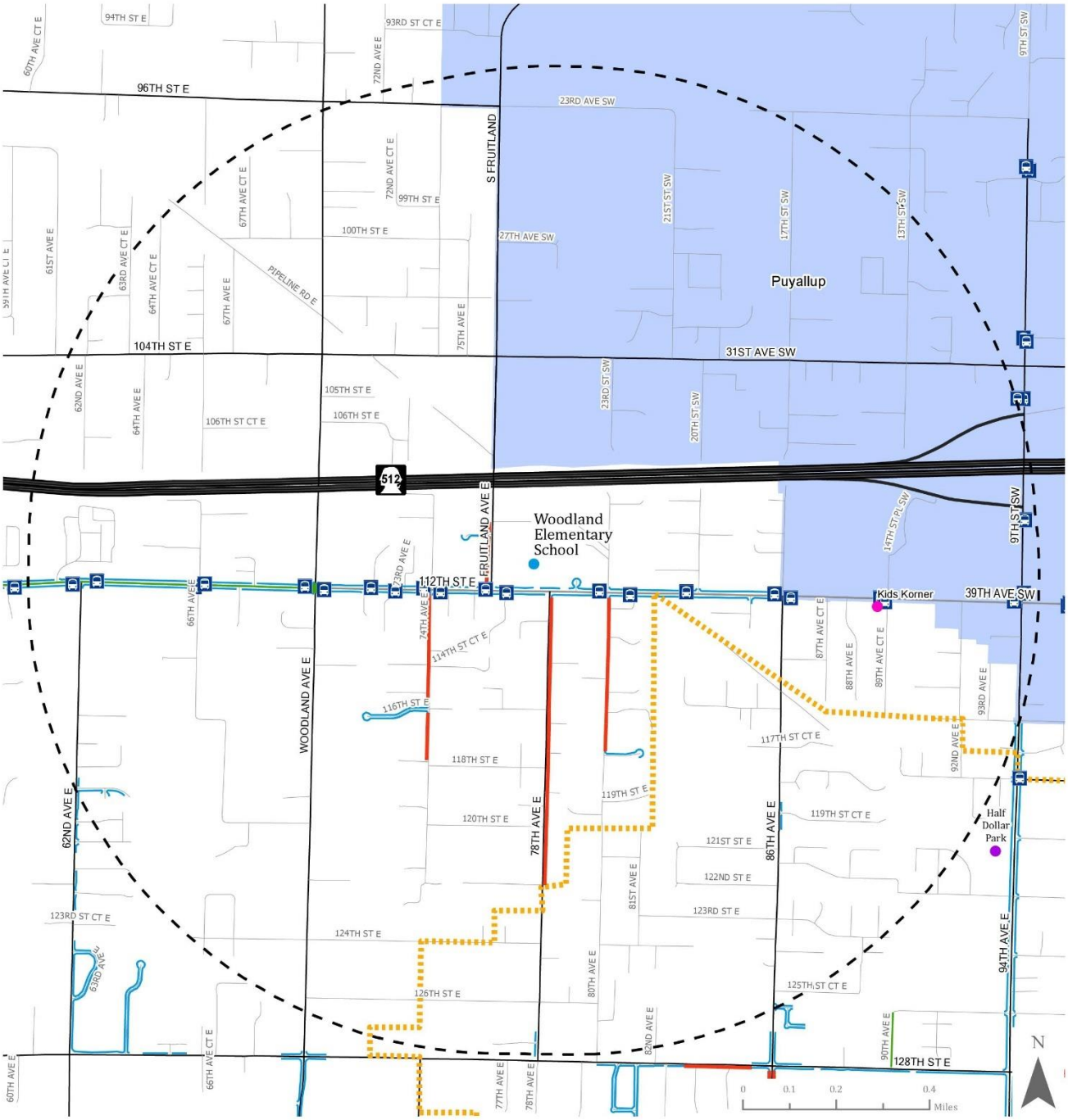
Puyallup School District

Stahl Junior High



Puyallup School District

Woodland Elementary



Project Location
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Right-of-Way

The County's road system is built within public right-of-way. The width of right-of-way varies depending on the classification of roadway. New improvements to the road system often require additional width which requires right-of-way acquisition. Constructing new sidewalk within the limits of existing right-of-way is not always possible. In this case the County must purchase additional land. Right-of-way acquisition is a lengthy process and the applicable laws/policies must be adhered to.

If additional right-of-way is required, the first step is to determine the area of property needed and its value. Factors such as location, square-footage, fair-market value, and high/low land value determine the estimated value. The County's Assessor-Treasurer property values are used as a starting point. Depending on the estimated value of the property needed for the project, an independent appraisal may be required. An offer would then be presented to the owner. If accepted, the closing process can take up to several months depending on the complexity of the transaction and the number of encumbrances on the title. If the owner does not wish to sell their property a much more complicated process must take place. The Washington State constitution grants counties the right of "eminent domain", which is the right to acquire property for public use upon payment of just compensation. It is very hard to estimate the length of time that this legal process could take due to the many unknowns, however past experience indicates several years.

If the sidewalk project is located adjacent to school property, it would be possible for the district to convey the needed right-of-way area to the County via a donation process. While this is a less complicated process, it can still take up to several months to complete the closing process.

In the cases where there is sufficient existing right-of-way for the permanent improvements, the County may still need to secure easements or permits from adjacent property owners for things like temporary construction access. These usually take a shorter time period to process than an acquisition.

For the purposes of this Plan, the proposed right-of-way width assumes a two-lane roadway section with curb, gutter, and sidewalk. More details can be found in the "Project Cost" section of this chapter. If additional design features such as bicycle lanes or widened lanes were considered, additional right-of-way would be needed beyond what this Plan accounts for.

Right-of-way scoring category criteria are listed below. The analysis included information gathered using Pierce County's GIS data, as well as an in-field review.

- 1 Point – High impact to adjacent property owners. Right-of-way acquisition required.
- 2 Points – Moderate impact to adjacent property owners. No right-of-way acquisition necessary for baseline assumptions, however easements or permits likely required.
- 3 Points – Lowest impact to adjacent property owners. Based on preliminary scoping level efforts no right-of-way, easements, or permits should be needed.

Utility Conflicts

When new improvements are proposed on or adjacent to County roads, existing utilities must be taken into consideration. Utility poles, communication vaults, waterlines, and fire hydrants are just a few of the possible utility assets that may be in conflict with a new sidewalk or pathway. Utilities can be above ground or below and either scenario can create conflicts when new proposed storm drainage pipes and structures need to be installed. The County strives to minimize or eliminate conflicts through the design process but that is not always possible.

Utility pedestal and vault requiring relocation for proposed sidewalk project on 124th St S near Keithley Middle School

The County coordinates with each utility company throughout the duration of a project, from design thru construction. Some construction projects include a utility window in the contract, which is a time set aside for the utilities to relocate their facilities. For smaller projects, the utilities typically perform their relocation work prior to the beginning of construction. Either way, utility work adds time to the project schedule. If the utility company has existing property rights that were established prior to the County right-of-way, generally the County must pay to have the utilities relocate.

In order for a utility company to place their facilities (pipes, wires, poles, etc.) in the County road right-of-way, they must have a franchise agreement in place with Pierce County. The franchise agreement details the specific conditions and requirements of the utility company. All entities that provide utility service for a fee to customers must have a franchise agreement (with the exception of AT&T and CenturyLink who have rights that pre-date the state law on franchises). There are currently more than 150 franchised utility companies in Pierce County ranging from county-wide service providers to companies that provide service to fewer than 10 homes. Utilities in franchise still require time to coordinate during the project life, but the cost is generally lower as the franchise agreement requires the utility provider to relocate facilities to avoid conflict with a County project.

Utilities in the vicinity of a proposed project must be precisely identified, located, and their potential relocation carefully coordinated. Utility conflict scoring category criteria are listed below. The analysis included information gathered during an in-field review.

- 1 Point – Potential high impact to utility companies where the majority of the facilities require relocation or adjustment.
- 2 Points – Potential moderate impact to utility companies where isolated facilities require relocation or adjustment.
- 3 Points – Potential lowest impact to utility companies where no relocation or adjustment is anticipated.

Environmental and Critical Area Impacts

Ensuring that our environment is valued and protected is a part of any County project. Depending on the project's location a number of different environmental conditions may be present. These would be identified in the Environmental Work Plan as part of the preliminary engineering phase for the sidewalk project. Projects with state or local funding are required to adhere to the State Environmental Policy Act (SEPA). If a project includes Federal funds it must meet the requirements of the National Environmental Policy Act (NEPA). The level of analysis will depend on the project's funding source and its potential to impact any sensitive/critical areas. The presence of sensitive/critical areas at the project site such as streams, wetlands, and/or steep slopes trigger more intense requirements and documentation. The scope of work for project also affects the level of SEPA/NEPA requirements. Projects/activities that have been found to have low environmental impacts such as routine maintenance and construction of active transportation facilities would generally be classified as Categorically Exempt (CE). CE classes of projects still require SEPA/NEPA documentation, but it will likely be processed in less time, lower costs and minimal effort. Projects that are not classified as CE will require more analysis and could add significant time to the project. Environmental permitting requirements often times add cost as well. For example, if a mitigation site is required, additional property may need to be acquired.

The following table provides a brief summary of items considered and the associated approval/action needed that would be addressed in the Environmental Permitting Report:

Condition	Potential Permit/Approval or Action Needed
Wetland within 315 feet	Any of the following: Wetland Analysis Report, Mitigation Plan, U.S. Army Corps of Engineers permit, DOE 401 Water Quality certification, County wetland approval & variance
Clearing and/or grading outside existing roadway prism	Cultural & Archaeological Resources Assessment
Endangered species present	Biological Assessment
Navigable wetlands/waterways	U.S. Army Corps of Engineers permit
Potential Fish and Wildlife Habitat Conservation Area	Letter, Study, or Report
Within 200 feet of shoreline of the State	Shoreline Permit, administered by the local government with review and approval by the Department of Ecology in some cases
Over water body containing fish or shellfish	Hydraulic Project Approval
More than 1 acre of clearing and grading	NPDES (National Pollutant Discharge Elimination System) Construction Stormwater General Permit
Removing more than one logging truck's worth of timber	Forest Practices Permit
Projects with Federally-funded grants	NEPA (National Environmental Policy Act) approval
Projects with State-funded grants	SEPA (State Environmental Policy Act) determination
Projects with local funds	SEPA (State Environmental Policy Act) determination
Potential hazardous or problem waste	Environmental Site Assessment
Placement of fill in a flood plain	Flood plain approval, mitigation

For the purposes of this Plan, we will categorize the environmental and critical area impacts into three categories and assign points for each – low (3 points), moderate (2 points), and high (1 point).

A project with low environmental impacts will meet the SEPA exemptions for minor new construction as defined in WAC 197-11-800. In Section 2 Subsection D of the WAC it states the following exemption: "Addition of bicycle lanes, paths and facilities, and pedestrian walks and paths, but not including additional automobile lanes". A project requiring SEPA with only local funds would also be considered as low impact. This determination and approval typically takes between three and six months.

Steam Delineation work for a recent County Road Project

A project with moderate environmental impacts has either State or Federal funds. It requires either SEPA or NEPA (assuming no impacts), and a Cultural Resources Assessment. Federally-funded projects might also require a Hazardous Materials Study. This process and approval typically takes between six and eighteen months.

A project with high environmental impacts directly affects a critical area such as a stream or wetland. In the case where a project impacts existing wetlands this will trigger the need for a U.S. Army Corps of Engineers permit. A project with high environmental impacts typically takes between one to two years to obtain the necessary approval and permits.

The analysis for the purposes of this Plan was performed using GIS data listing areas such as existing wetlands, streams and based on the field review. The field review and planning level analysis is intended to provide only a very preliminary assessment of the environmental concerns. This information is enough to determine if an additional, more thorough analysis is needed, but not adequate to determine the specific impacts to sensitive/critical areas.

Safety

The safety, health, and wellbeing of children is a major concern in our communities. Generally speaking the greater the number of vehicles traveling on a roadway at a higher rate of speed, the more pedestrian safety concerns are present. The Annual Average Daily Traffic (AADT) is the total volume of traffic on a segment of road for one year divided by the number of days in the year. The County's Traffic Section generally sets up traffic counters for 24 to 48 hours and then use day and month adjustment factors to give an estimate of the AADT for all County roads except for those that are classified "Local Access", which are often residential roads. Most arterials are counted every one to two years.

Roads are classified for administrative, planning, and design purposes. The main considerations for the classifications are the travel desires of the public, land service needs based on existing and expected land use, and the overall continuity of the system. The County classifications are Major Arterials, Secondary Arterials, Collector Arterials, and the Local Road System (local roads, neighborhood streets, and access lanes). Each arterial classification has a range of acceptable speeds that are assigned on an individual basis. Major arterials tend to have a higher range of speed while collector arterials have a lower range of speed. The following table provides specific information for each proposed project location:

Project Location	AADT (year)	Road Classification	Speed Limit (mph)
Bethel School District			
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	6,675 (2017)	Collector	30
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	7,275 (2017)	Secondary	35
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	1,875 (2017)	Collector	25
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	8,200 (2017)	Secondary	35
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	4,025 (2017)	Collector	25
Challenger High B St E (182nd St E to 176th St E)	8,175 (2017)	Collector	35
Franklin Pierce School District			
Early Learning Center A St S (122nd St Ct E to 123rd St E)	2,375 (2017)	Collector	25

Project Location	AADT (year)	Road Classification	Speed Limit (mph)
Elmhurst Elementary 133th St E (B St E to 8th Ave E)	1,025 (2017)	Collector	25
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S	5,675 (2017)	Major	35
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	3,825 / 16,350 (2018) / (2018)	Secondary	35
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	3,800 (2018)	Secondary	35
Early Learning Center A St S (122nd St Ct E to 121st St S)	2,375 (2017)	Collector	25
Puyallup School District			
Carson Elementary 182nd St E (at Gem Heights Dr E)	9,050 / 14,175 (2017) / (2017)	Collector / Secondary	25 / 35
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	4,150 (2018)	Collector	35
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	1,750 (2018)	Collector	35
Dessie Evans Elementary 144th St E (at 74th Ave Ct E to Dessie Evans Elem)	3,725 (2017)	Local Access, Collector	25, 35
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)	3,725 (2017)	Collector	35
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	18,675 (2017)	Secondary	35
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	9,525 (2018)	Secondary	35
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	16,800 (2017)	Secondary	35

Project Location	AADT (year)	Road Classification	Speed Limit (mph)
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	12,125 (2017)	Secondary	35
Rogers High / Zeiger Elementary & Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	10,825 (2017)	Secondary	35
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	9,800 (2017)	Secondary	35
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	10,125 (2017)	Collector	35
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	n/a	Local Access	25
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	n/a	Local Access	25
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	12,750 (2017)	Major	35
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	n/a	Local Access	25
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	1,850 (2017)	Collector	30
Woodland Elementary 74th Ave E (118th St E to 112th St E)	n/a	Local Access	25
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	6,525 (2017)	Secondary	35

Proper speed zones preserve uniformity of speed, which reduces the possibility of conflict between faster and slower drivers and provides a higher level of safety. Uniformity of speed also maintains consistency in traffic gaps and allows pedestrians and crossing traffic to more accurately judge the speed of oncoming vehicles.

The designation of a 20 mph school speed zone may be considered on roadways with school signs, marked crosswalks controlled by school-provided crossing guards, and other specific locations adopted by County Council. Multi-lane roadways may also require school zone flashing beacons. Additional

information can be found in the Planning & Public Works, Office of the County Engineer, Standard Procedure No. 909, “School Area Signing”, included in Appendix F.

Roadway geometrics are another important safety-related element. Geometric aspects of a roadway include features which are visible to the driver and affect driving performance. Geometric design elements play an important role in defining the traffic operational efficiency of any roadway. Key geometric design elements that influence traffic operations include roadway curvature, sight distance, the number and width of lanes, and the presence and width of shoulders. The table below lists the conditions at the proposed project locations:

Project Location	Lane Width	Number of Thru Lanes	Shoulder Width	Shoulder Surface	Street Lighting
Bethel School District					
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	11'	2	4'	Gravel	Yes
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	12'	2	3'	Gravel	Yes
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	10' - 12'	2	2' - 3'	Gravel	Yes
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	11'	2	4'	HMA	No
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	12’	2	3’ – 4’	Gravel	Yes
Challenger High B St E (182nd St E to 176th St E)	11’ - 12’	2	3’ - 4’	HMA, Gravel	Yes
Franklin Pierce School District					
Early Learning Center A St S (122nd St Ct E to 123rd St E)	11’	2	3’ - 4’	Gravel	Yes
Elmhurst Elementary 133th St E (B St E to 8th Ave E)	11'	2	4'	Gravel	Yes
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S	11’	2	8’ - 9’	HMA, Gravel	Yes
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	11’ - 12’	2	3’ - 9’	HMA, Gravel	No

Project Location	Lane Width	Number of Thru Lanes	Shoulder Width	Shoulder Surface	Street Lighting
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	11’	2	3’	HMA	No
Early Learning Center A St S (122nd St Ct E to 121st St S)	11’	2	3’ - 4’	Gravel	Yes
Puyallup School District					
Carson Elementary 182nd St E (at Gem Heights Dr E)	14’	2	6’ sidewalk	Concrete	Yes
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	12’	2	5 - 8’ sidewalk	Concrete	Yes
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	12’	2	3’	Gravel	Yes
Dessie Evans Elementary 144th St E (74th Ave Ct E to Dessie Evans Elem)	12’ - 13’	2	8’	Gravel	No
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)	11’- 12’	2	8’	Gravel	No
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	11'	2	L 3’, 2’ R 3’, 3’	L HMA, Gravel R HMA, Gravel	Yes
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	13'	2	6' - 8'	Gravel	Yes
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	11' - 12'	2	2’ - 5’	HMA, Gravel	Yes
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	12’	2	L 10’, 3’ R 3’	L HMA, R Gravel	No
Rogers High / Zeiger Elementary and Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	12’	2	3’	Gravel	Yes

Project Location	Lane Width	Number of Thru Lanes	Shoulder Width	Shoulder Surface	Street Lighting
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	11'	2	4'	Gravel	Yes
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	12'	2	5'	Gravel	Yes
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	12.5’	2	8’	Gravel	No
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	12.5’	2	8’	Gravel	No
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	12' - 14’	2	3’ - 6’	HMA, Gravel	Yes
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	10’	2	4'	Gravel	No
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	11’	2	2' - 6'	HMA, Gravel	No
Woodland Elementary 74th Ave E (118th St E to 112th St E)	7’ - 10’	2	2' - 3'	Gravel	No
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	11’	2	3’ - 7’	HMA, Gravel	No

There are many factors that contribute to a pedestrian feeling safe when they walk along a public road. This sense of safety along with accessibility is many times referred as “walkability”. Speed limit, traffic volume, distance separated from traffic and current walk conditions are all factors that affect walkability. Safety scoring category criteria are listed below. The analysis included information gathered using Pierce County’s GIS, the County Road Log and Infrastructure Inventory data (“Mobility” software).

- 1 Point – High walkability; minimal potential conflict between motorized vehicles and active transportation users
- 2 Points – Moderate walkability; some potential conflict between motorized vehicles and active transportation users
- 3 Points – Low walkability; significant potential conflict between motorized vehicles and active transportation users

Due to the importance of safety, a weighting factor of 4 will be applied to the scores above:

- 1 Point → 4 Points

- 2 Points → 8 Points
- 3 Points → 12 Points

Sidewalk Network Connectivity

Gap in sidewalk network on 12th Ave S near Keithley Middle School

Many areas of unincorporated Pierce County already have existing sidewalks. There are often gaps in this existing sidewalk network. Improvements to an area that could link together a larger network of existing sidewalks are seen as a positive benefit.

Constructing sidewalk which fills gaps and extends the existing network generally has a higher benefit/cost ratio and value added than a stand-alone, unconnected project. Sidewalk extension or gap completion projects generally rank higher for grant funding opportunities as well. Refer to the previous "Funding Sources" chapter.

Sidewalk connectivity scoring category examples are listed below. The analysis included information gathered using Pierce County's GIS data, as well as an in-field review.

- 1 Point – Low connectivity; no existing sidewalks in project vicinity
- 2 Points – Moderate connectivity; proposed sidewalk project shortens the gap between the existing sidewalk network
- 3 Points – High connectivity; proposed sidewalk project will directly connect to existing sidewalk network

Due to the significance of sidewalk network connectivity, a weighting factor of 2 will be applied to the scores above:

- 1 Point → 2 Points
- 2 Points → 4 Points
- 3 Points → 6 Points

Proximity to Active County Road Projects

The Six-Year Transportation Improvement Program (TIP) is a document produced annually by the Planning & Public Works Department. It updates the County's future plans for transportation improvement programs and projects. A proposed project located within the limits or in close proximity to a County road project with similar improvements makes it feasible to include the proposed project into the existing TIP road project. A proposed project that can be incorporated into a larger project with similar bid items can cost significantly less than a stand-alone sidewalk project due to economy of scale. Larger projects have larger quantities and therefore tend to have lower unit price costs. Also, as part of a larger project, it can share the fixed administration and logistical costs rather than bear these costs alone. There is minimal advantage to including a proposed project with a County road project that does

not contain the same improvements because the bid item quantity benefit is lost, although there may still be administrative savings.

Proximity to active County road projects scoring category criteria are described below. The analysis is based on information gathered using Pierce County's approved TIP as well as from GIS data. A rating of Low (1), Moderate (2), and High (3) was given to each project where:

- 1 Point – Low probability that it can be incorporated into an existing TIP project; no existing TIP listed project within ½ mile of the project.
- 2 Points – Moderate probability that it can be incorporated into an existing TIP project; proposed sidewalk project within ½ mile of an existing TIP project.
- 3 Points – High probability that it can be incorporated into an existing TIP project; proposed sidewalk project is within the limits of an existing TIP project with similar bid items.

Cost-Effectiveness

Cost-effectiveness is defined as the degree to which something is effective or productive in relation to its cost. In the context of the Plan, it will help assist in determining which projects will have the highest impact to the greatest number of students, at the least cost.

To evaluate the projects, the total project cost was compared against the number of students attending the applicable school(s). The overall average cost per student is $1,002 across all school districts included in the Plan. There were nine projects that the County determined would benefit from phasing the improvements into multiple projects. Those projects used the average of the phased project costs and are denoted below. Refer to the "Project Cost Analysis" chapter for more details on project phasing.

The following table provides the results of the analysis for each proposed project location:

Project Location	Enrollment (2019)	Approx. Cost per Student
Bethel School District		
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	1,491	$689 [1]
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	1,189	$1,145 [1]
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	523	$1,972 [1]
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	556	$2,237

Project Location	Enrollment (2019)	Approx. Cost per Student
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	1,428	$1,036
Challenger High B St E (182nd St E to 176th St E)	276	$3,866 [1]
Franklin Pierce School District		
Early Learning Center A St S (122nd St Ct E to 123rd St E)	299	$201
Elmhurst Elementary 133th St E (B St E to 8 St E)	394	$152
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S	1,833	$105
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	1,001	$1,035
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	1,001	$1,256
Early Learning Center A St S (122nd St Ct E to 121st S)	299	$900
Puyallup School District		
Carson Elementary 182nd St E (at Gem Heights Dr E)	941	$205
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	2,382	$162
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	699	$1,442
Dessie Evans Elementary [2] 144th St E (74th Ave Ct E to Dessie Evans Elem)	750 [2]	$1,344
Dessie Evans Elementary [2] 144th St E (Dessie Evans Elem to 86th Ave E)	750 [2]	$1,613

Project Location	Enrollment (2019)	Approx. Cost per Student
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	591	$1,804 [1]
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	591	$1,384 [1]
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	591	$1,252
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	2,356	$126
Rogers High / Zeiger Elementary and Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	3,789	$344 [1]
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south 128th St E)	2,356	$478
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	1,433	$618
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	534	$442
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	534	$442
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	812	$1,059 [1]
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	753	$1,413
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	753	$1,238 [1]
Woodland Elementary 74th Ave E (118th St E to 112th St E)	753	$1,450
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	753	$669

[1] Average of the phased project costs
[2] Opened Fall 2019. Estimated enrollment.

Cost-effectiveness scoring category criteria are described below. The analysis included information provided by the school districts (enrollment data, refer to "School Walking Routes and District Priorities" chapter for more details) and calculated by costs developed by Pierce County (refer to "Project Cost Analysis" chapter for more details).

- 1 Point – Low cost-effectiveness rating; the cost per linear foot of sidewalk per walking student is most expensive and in the bottom one-third of projects scored.
- 2 Points – Moderate cost-effectiveness rating; the cost per linear foot of sidewalk per walking student is of average expense and in the middle one-third of projects scored.
- 3 Points – High cost-effectiveness rating; the cost per linear foot of sidewalk per walking student is least expensive and in the upper one-third of projects scored.

Due to the importance of cost-effectiveness, a weighting factor of 3 will be applied to the scores above:

- 1 Point → 3 Points
- 2 Points → 6 Points
- 3 Points → 9 Points

Community Equity

Lower income families are often more reliant on walking to access essential services and destinations than the middle class, and yet much of the affordable housing is often located in the most vehicle-dependent locations. Improvements to sidewalks have a higher potential to affect communities with higher percentages of people living in poverty, racial/ethnic minority groups, the elderly, and/or people with disabilities.

The WSDOT Safe Routes to School Program funding application includes scoring criteria for equity information such as the percentage of students eligible to receive free and reduced-price meals, and the percentage of racial/ethnic minorities. These student demographics are available for each district school on the Office of Superintendent of Public Instruction (OSPI) Washington State Report Card. The following table provides the specific details for each proposed project location:

Project Location	**Free or Reduced-Price Meals** (October 2018)	**Race/Ethnic Minorities** (October 2018)
Bethel School District		
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	50%	62%
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	38% (Pioneer Valley) 39% (Liberty)	45% (Pioneer Valley) 54% (Liberty)

Project Location	Free or Reduced-Price Meals (October 2018)	Race/Ethnic Minorities (October 2018)
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	62%	66%
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	44%	49%
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	57% (Spanaway) 67% (Thompson)	64% (Spanaway) 68% (Thompson)
Challenger High B St E (182nd St E to 176th St E)	50%	46%
Franklin Pierce School District		
Early Learning Center A St S (122nd St Ct E to 123rd St E)	100%	77%
Elmhurst Elementary 133th St E (B St E to 8 St E)	82%	68%
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S	63% (Washington) 86% (Keithley)	69% (Washington) 72% (Keithley)
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	73%	68%
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	73%	68%
Early Learning Center A St S (122nd St S to 121st S)	100%	77%
Puyallup School District		
Carson Elementary 182nd St E (at Gem Heights Dr E)	31%	49%
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	27% (Glacier View) 23% (Emerald Ridge)	40% (Glacier View) 40% (Emerald Ridge)
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	37%	44%

Project Location	Free or Reduced-Price Meals (October 2018)	Race/Ethnic Minorities (October 2018)
Dessie Evans Elementary [1] 144th St E (74th Ave Ct E to Dessie Evans Elem)	30% [1]	45% [1]
Dessie Evans Elementary [1] 144th St E (Dessie Evans Elem to 86th Ave E)	30% [1]	45% [1]
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	30%	38%
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	30%	38%
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	30%	38%
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	26% (Rogers) 29% (Zeiger)	46% (Rogers) 44% (Zeiger)
Rogers High / Zeiger Elementary and Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	26% (Rogers) / 29% (Zeiger) 34% (Ballou) / 52% (Firgrove)	46% (Rogers) / 44% (Zeiger) 47% (Ballou) / 60% (Firgrove)
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	26% (Rogers) 29% (Zeiger)	46% (Rogers) 44% (Zeiger)
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	34% (Ballou) 52% (Firgrove)	47% (Ballou) 60% (Firgrove)
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	37%	31%
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	37%	31%
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	35%	57%
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	34%	41%
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	34%	41%

Project Location	Free or Reduced-Price Meals (October 2018)	Race/Ethnic Minorities (October 2018)
Woodland Elementary 74th Ave E (118th St E to 112th St E)	34%	41%
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	34%	41%

[1] Opened Fall 2019. Estimated percentages.

Community equity scoring category criteria are described below. The analysis included the most current information available via the OSPI Report Card for each school.

- 1 Point – Less than 40% of students receiving free or reduced-price meals and/or in ethnic minority.
- 2 Points – Between 40% and 60% of students receiving free or reduced-price meals and/or in ethnic minority.
- 3 Points – Greater than 60% of students receiving free or reduced-price meals and/or in ethnic minority.

Due to the significance of community equity, a weighting factor of 4 will be applied to the scores above:

- 1 Point → 4 Points
- 2 Points → 8 Points
- 3 Points → 12 Points

Grant Competitiveness

There are a number of factors and criteria that make an active transportation project competitive for grant funding. Criteria varies depending on the funding program and grant cycle. Based on our experience a competitive project often ranks well in two or more of the following broad categories:

- Improve pedestrian safety
  - Correct existing safety deficiencies. Could be based on things such as documented collision history involving pedestrians.
  - Project location - roads in urban areas with higher speed, higher traffic volumes, and with pedestrian generators are often locations with the greatest potential for conflict.
  - Improve pedestrian safety by providing features such as wider sidewalks, separated facilities, and streetscape as appropriate.
- Promote healthy communities/livability/connectivity/equity
  - Project location - streets in urban areas with schools, public facilities, commercial development, transit service, high density housing and other pedestrian generators.
  - Providing more transportation choices by encouraging walking, biking, and use of public transportation. Part of an integrated, strategic active transportation system.

    - Improve, extend and/or complete connections that establish safer and fully accessible pedestrian facilities.
    - Sidewalk network connectivity – whether the proposed sidewalk extends and/or complete gaps in the sidewalk network.
    - Equity – provide active transportation access to neighborhoods experiencing higher levels of unemployment and poverty. These residents are potentially more likely to rely on the sidewalk network to access schools, public transit, etc.
- Preserve community's character/protect environment
    - Consistency with community plans and/or comprehensive plan. Ensure community engagement in the planning and design decisions that will help to preserve community character.
    - Protect the environment through sustainability practices and incorporate sustainable project elements.
- Project delivery/constructability
    - Local match. Preference is often given to projects that can provide more than the minimum required grant matching funds and thereby decreasing the grant request. Depending on the grant source this could potentially come in form of in-kind contribution or right-of-way donation/dedication.
    - Project complexity. Projects with no impacts to sensitive areas and/or adjacent property owners can often advance to construction in less time with a lower risk of delays or increased costs.
    - Project status. Preference is often given to projects that are construction or "shovel" ready to quickly expend the grant funds.

Assuming that the project is eligible for at least one grant funding program, a rating of Low (1), Moderate (2), and High (3) was given to each project where:

- 1 Point – Low chance of success; Meets minimal number of competitiveness criteria/factors. Low traffic volume road, lower posted speeds and/or minimal sidewalk connectivity.
- 2 Points – Moderate chance of success; Meets a number of competitiveness criteria/factors. Moderate to high traffic volume roads. Directly serves multiple pedestrian generators.
- 3 Points – High chance of success; Meets a majority of competitiveness criteria/factors. Moderate to high volume road, moderate posted speeds, directly serves multiple pedestrian generators. Complete or extends existing sidewalk network with potential connection to local centers.

Due to the significance of grant competitiveness, a weighting factor of 3 will be applied to the scores above:

- 1 Point → 3 Points
- 2 Points → 6 Points
- 3 Points → 9 Points

Summary of Evaluation Factors

Evaluation Factor	Weighting Factor	Maximum Points
Right-of-Way	1	3
Utility Conflicts	1	3
Environmental & Critical Area Impacts	1	3
Safety	4	12
Sidewalk Network Connectivity	2	6
Proximity to Active County Road Projects	1	3
Cost-Effectiveness	3	9
Community Equity	4	12
Grant Competitiveness	3	9

Project Cost Analysis

Project Cost Analysis

Sidewalk construction costs vary greatly depending on many factors including time of year of construction contract advertisement, state of economy, location, complexity and project size. Lower bid prices may occur in the early part of the year when contactors are more likely looking for work, versus later in the year when their schedule may have already filled up with work. If the sidewalks are built as part of a larger project, such as part of a County Road Project, prices tend to be lower per square foot than if the sidewalks are bid as an independent project due to economies of scale. Also, the larger the quantity of work and materials, the lower the unit prices will be. Specific project-site conditions can also cause costs to fluctuate dramatically.

Cost Model

For the purposes of this Plan, a simple cost model was developed to calculate an estimated sidewalk cost per linear foot. The cost estimate model looked at a one-mile length of sidewalk for one side of a typical County road. The one-mile length was chosen for ease of calculation. Typical sidewalk projects are often much shorter in length. Bid items and quantities were calculated and unit costs determined based on an analysis of prices on recent similar projects. No inflation rate was applied to the project cost; the estimate assumes the project would be constructed in 2019. See Appendix E for a copy of the cost model estimates for a typical cement concrete sidewalk and for a pedestrian-activated signal system.

Sidewalk construction along 136th St E near Ballou Junior High

Per the Pierce County Stormwater and Site Development Manual, runoff from these new sidewalks may need to be treated and the flow controlled if more than 5,000 square feet are constructed. Using the typical roadway section included in Appendix E, that area is equal to approximately 520 lineal feet of sidewalk. Projects constructing more than 5,000 square feet may be required to provide:

- Runoff Treatment – The purpose of runoff treatment is to reduce pollutant loads and concentrations in stormwater runoff using physical, biological, and chemical removal mechanisms so that beneficial uses of receiving waters are maintained and, where applicable, restored. When site conditions are appropriate, infiltration can potentially be the most effective BMP for runoff treatment. Examples of treatments include (but are not limited to) infiltration, wet ponds, and media filter drains.

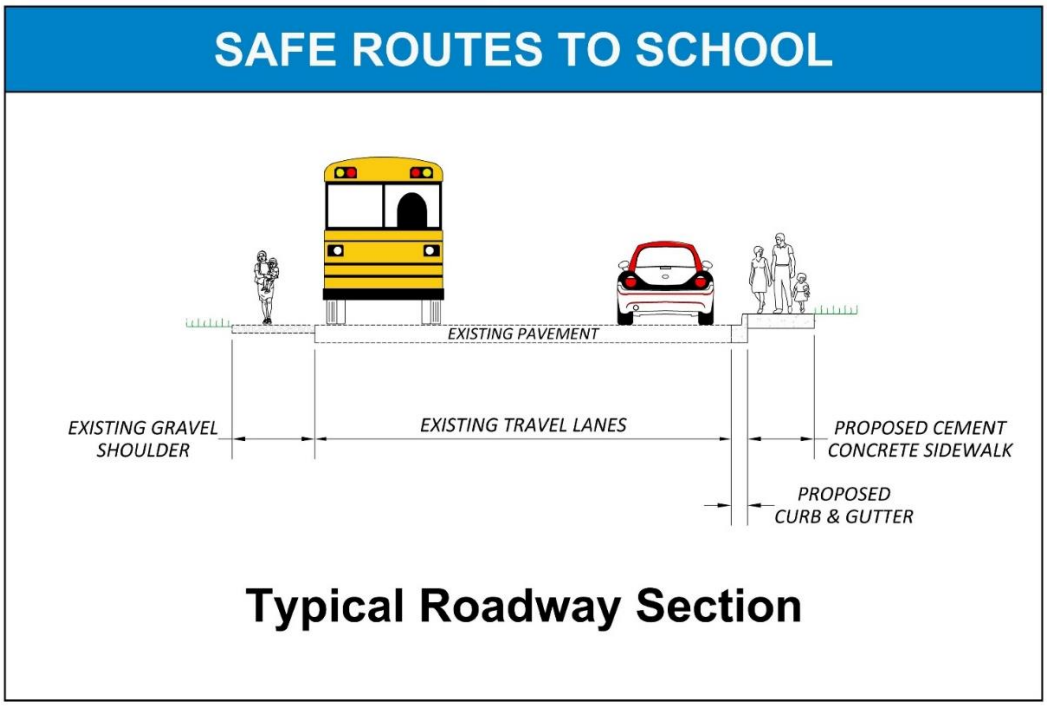
- Flow Control – The objective of flow control is to prevent increases in the stream channel erosion rates that are characteristic of natural conditions (i.e., prior to disturbance by European settlement). The standard intends to maintain the total amount of time that a receiving stream exceeds an erosion-causing threshold based upon historic rainfall and natural land cover

conditions. Examples of BMP's include (but are not limited to) infiltration facilities, permeable paving, and detention facilities such as ponds and vaults.

Since most of the projects submitted by the school districts are large enough to trigger the additional stormwater requirements above, the cost estimate model includes those associated items. Stormwater analysis and design is unique for each project and would be investigated further during the preliminary engineering work.

The typical roadway section for the sidewalk projects discussed in this Plan include constructing concrete curb, gutter, and a six-foot wide cement concrete sidewalk. No roadway widening for new lanes is assumed. Additional improvements may require construction of a stormwater drainage system (or modifications to an existing system) and illumination (street lighting). During the Preliminary Engineering phase of the project, it will be assessed if other requirements or design features such as a stormwater treatment facility, bicycle lanes, paved shoulders, additional lane width or widened lanes need to be included based on the applicable County standards and Community Plan.

Below is a graphic representing the conceptual roadway section used in this analysis. The technical roadway section used for the cost estimate is located in Appendix E.



In addition to the construction contract cost, the model includes costs for design engineering phase, right-of-way phase, and construction engineering. The total estimated project cost was then reduced to a cost per lineal foot, and that amount was multiplied by the sidewalk lengths for each project submitted by the school districts.

The projects were evaluated at a high-level during a field review for potential items that could impact the project costs. They include:

- Right-of-Way: In some locations there is not enough existing County right-of-way to construct the improvements as designed. Privately owned right-of-way will need to be acquired in this case. For estimating purposes, $15 per square foot (SF) was applied to land area needed, as well as a $15,000 per parcel administrative cost for the legal/recording process involved.
- Environmental: The presence of oak trees, habitat areas, wetlands, water bodies, steep slopes, and other critical areas was reviewed from available GIS data for each project. Their presence may increase costs for mitigation requirements. We have included as part of the "Project Cost" table a note indicating "yes" or "no" as to whether the project has a potential to impact sensitive areas. This will need to be further assessed as part of the design phase and the environmental permitting process. Cost associated with any environmental mitigation including the design and construction if required will need to be added as part of the project cost.
- Retaining Wall Cost: In situations where the difference in elevation between the proposed sidewalk and existing adjacent ground is significant, constructing a wall may keep the improvements inside the County right-of-way and minimize cost and impacts to private property. The costs below are based on construction of a structural earth wall at $50 per SF. The lengths and heights of the walls were estimated during a field review.

Another option would be to construct asphalt concrete sidewalk instead of cement concrete sidewalk in an effort to lower the project cost and make a project more competitive for grant funding. A potential modification to asphalt concrete sidewalk will need to be analyzed at the time of any future grant application. The County's standards allow for construction of asphalt concrete sidewalk in cases where a minimum of four feet buffer can be provided from the roadway. If there is available right-of-way width, providing asphalt concrete sidewalk instead of the cement concrete sidewalk is a viable alternative. Asphalt concrete sidewalks tend to cost less per linear foot than cement concrete sidewalks. This and other modifications to the project scope of work, including revising the project limits, should be investigated during the early phase of any project.

The table below is a summary of the project costs:

Project Location	Total Project Cost	Total Sidewalk Length (LF)	Right-of-Way Cost	Potential Environmental Impacts	Retaining Wall Cost
Bethel School District					
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	$8,221,000	14,680	$1,035,000	Y	n/a
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	$2,722,000	4,860	None	Y	n/a
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	$7,213,000	12,880	$1,892,000	Y	n/a
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	$1,244,000	2,220	None	N	n/a
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	$1,479,000	2,640	$32,000	N	n/a
Challenger High B St E (182nd St E to 176th St E)	$2,128,000	3,800	None	Y	n/a
Franklin Pierce School District					
Early Learning Center A St S (122nd St Ct E to 123rd St E)	$60,000	n/a	None	N	n/a
Elmhurst Elementary 133rd St E (B St E to 8th Ave E)	$60,000	n/a	None	N	n/a
Washington High / Keithley Middle Tule Lake Rd S / 10th Ave S	$193,000	n/a	None	N	n/a
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	$1,036,000	1,850	None	N	n/a
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	$1,257,000	1,900	None	N	n/a

Project Location	Total Project Cost	Total Sidewalk Length (LF)	Right-of-Way Cost	Potential Environmental Impacts	Retaining Wall Cost
Early Learning Center A St S (122nd St Ct E to 121st St S)	$269,000	480	None	N	n/a
Puyallup School District					
Carson Elementary 182nd St E (at Gem Heights Dr E)	$193,000	n/a	None	N	n/a
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	$386,000	n/a	None	N	n/a
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	$1,008,000	1,110	None	Y	n/a
Dessie Evans Elementary 144th St E (74th Ave Ct E to Dessie Evans Elem)	$1,008,000	1,800	None	Y	$390,000
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)	$1,210,000	2,160	None	Y	n/a
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	$3,192,000	5,700	None	Y	n/a
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	$2,453,000	4,380	None	Y	n/a
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	$740,000	1,320	$196,000	Y	n/a
Rogers High / Zeiger Elementary 128th St E (East of 83nd Ave Ct E to west of 86th Ave E)	$297,000	530	None	Y	n/a
Rogers High / Zeiger Elementary & Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	$2,604,000	4,650	None	Y	n/a

Project Location	Total Project Cost	Total Sidewalk Length (LF)	Right-of-Way Cost	Potential Environmental Impacts	Retaining Wall Cost
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	$1,126,000	2,010	None	Y	n/a
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	$885,000	1,580	None	N	n/a
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	$236,000	420	None	N	n/a
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	$236,000	420	None	Y	n/a
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	$1,714,000	3,060	None	Y	$137,000
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	$1,064,000	1,900	None	N	n/a
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	$1,865,000	3,330	None	Y	n/a
Woodland Elementary 74th Ave E (118th St E to 112th St E)	$1,092,000	1,950	$433,000	N	n/a
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	$504,000	900	None	Y	$78,000

(Note: The County revised Bethel School District's Naches Trail Elementary on Waller Rd E project scope from a sidewalk on the west side of the roadway, to the east side. There was significantly less right-of-way acquisition and impact to adjacent property owners.)

Project Phasing

In today's era where there is a limited amount of available transportation funding and project costs are increasingly on the rise, it is often necessary to break-up a project into smaller, manageable pieces. This concept is known in the industry as phasing. The primary factor that triggers a need to "phase" a project is the cost, although other factors such as right of way needs and environmental permitting can affect the decision.

Construction on the final phase of 176th St E

The phasing concept is implemented on many County Road Projects as evidenced in the annual TIP. Based on our experience a stand-alone sidewalk project estimated to cost more than $1.5 million may be extremely difficult to deliver successfully. Projects of this magnitude and scope generally do not prioritize well for the annual TIP given the limited funding and the other priorities/needs within the County. They also do not rank well with grant agencies unless the grant applicant can commit a substantial local match to lower the requested amount to make it competitive.

All granting agencies utilize some form of benefit/cost ratio method as a factor when selecting a project for award. As the project cost increases, the corresponding benefits also need to increase in order to remain competitive. Many of the larger sidewalk projects tend to provide only marginal increase in benefits to all road system users in comparison to the costs, and hence result in a lower overall benefit/cost ratio. For project-specific information, refer to the "Cost Effectiveness" section of the Plan.

Granting agencies have a limited amount of funds that can be awarded each year. For example, the TIB has historically offered between $2 and $5 million statewide for sidewalk projects. Award amounts typically range from a low of $50,000 to a high of $800,000. Geographic equity is an important factor in granting agencies selection process. Awarding more low-cost projects distributed to all regions of the State is a preferred option versus awarding just a few, higher cost projects in select areas. Refer to the "Funding Source - Grants" section for additional information.

For these reasons we recommend that phasing be considered when initiating the following ten projects. The original project scope and the recommended phased project are listed in the following table:

Original Projects	Recommended Phased Project Limits
Bethel School District	
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	Phase 1: 13th Ave Ct E to 17th Ave E Phase 2: 17th Ave E to 20th Ave E Phase 3: 20th Ave E to 22nd Ave E Phase 4: 11th Ave Ct E to 13th Ave Ct E Phase 5: 9th Ave E to 11th Ave Ct E Phase 6: 7th Ave Ct E to 9th Ave E Phase 7: 5th Ave E to 7th Ave Ct E Phase 8: B St E to 5th Ave E
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	Phase 1: West side of 78th Ave E Phase 2: East side of 78th Ave E
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	Phase 1: 14th Ave E to 17th Ave Ct E Phase 2: 17th Ave Ct E to 20th Ave Ct E Phase 3: 20th Ave Ct E to 22nd Ave E Phase 4: 12th Ave E to 14th Ave E Phase 5: 10th Ave E to 12th Ave E Phase 6: Spanaway Ln E to 10th Ave E Phase 7: 5th Ave E to Spanaway Ln E
Challenger High B St E (182nd St E to 176th St E)	Phase 1: 182nd St E to 179th St E Phase 2: 179th St E to 176th St E
Puyallup School District	
Pope Elementary 122nd Av E (152nd St E to 144th St E)	Phase 1: 149th St E to 152nd St E Phase 2: 146th St Ct E to 149th St E Phase 3: 144th St E to 146th St Ct E
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	Phase 1: 118th Ave Ct E to 122nd Ave E Phase 2: Westmore Dr E to 118th Ave Ct E Phase 3: 110th Ave E to Westmore Dr E

Original Projects	Recommended Phased Project Limits
Rogers High / Zeiger Elementary / Ballou Jr High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	Phase 1: 94th Ave E to 98th Ave E Phase 2: 98th Ave E to west of Meridian E
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	Phase 1: Gem Heights Dr E to 96th Ave Ct E Phase 2: 96th Ave Ct E to west of Meridian E
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	Phase 1: 116th St Ct E to 112th St E Phase 2: 122nd St E to 116th St Ct E

County Priorities

County Priorities

Part of the initial request made of the school districts was to provide a prioritized list of projects. This critical piece of information afforded Pierce County a starting point for evaluating the projects and developing an engineering-based prioritization list. Pierce County Planning & Public Works is in the business of maintaining and improving over 1,550 miles of County roads. As such we have a staff of industry professionals with expertise in every discipline required to deliver quality and innovative public works solutions.

There are many contributing factors that determine a project's complexity, priority and ultimate success. Those factors can include design elements, safety, financial, environmental, right-of-way, public support and others. Careful analysis must be given to each factor when programming future projects.

Pierce County prioritizes its own projects based on the goal and purpose of meeting a specific County transportation need when assembling the Six-Year Transportation Improvement Program. An example of some County priority groups includes Capacity, Bridge, New Corridor, Preservation, Nonmotorized (active transportation) and Safety. The overall needs far outweigh the available financing and therefore a prioritization process is required. A similar methodology was used to provide a similar analysis for this Plan specific to the school district projects.

The details provided in the Engineering and Feasibility Analysis chapter of this Plan outline the ranking methodology of each evaluation factor. A simple Low, Moderate, High qualification and corresponding points from 1 to 3 were assigned according to the definitions.

There are also always those intangible factors that are considered in prioritization of any program and come from on the job experience and utilizing sound engineering judgement. This could include factors such as political support, scheduling or resource concerns, and other engineering difficulties. We were mindful of the intangible "Ease of Implementation" as we evaluated and rated the projects.

The tables below summarize the "ratings" for each evaluation factor and then establish an "Overall Priority" for all projects. The "Summary of Ratings" provides the point rating for each individual evaluation factor and the total points for each project. The total points for all projects were then grouped into either a high, medium, or low priority rankings. The priority rankings were completed for the projects as submitted by the school districts and not according to the phased projects as recommended by this Plan. The results are represented in later in this chapter. The high priority projects are those projects that have the greatest opportunity for success and least number of barriers to implementation based on our analysis.

Summary of Ratings

Project Location	Project Scope	Right-of-Way		Utility Conflicts		Environmental & Critical Area Impacts		Safety		Sidewalk Network Connectivity		Proximity to Active County Road Projects		Cost-Effectiveness		Community Equity		Grant Competitiveness		Total Points	
		Weight = 1.00		*Weight = 1.00*		*Weight = 1.00*		*Weight = 4.00*		*Weight = 2.00*		*Weight = 1.00*		*Weight = 3.00*		*Weight = 4.00*		*Weight = 3.00*			
		Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted
Bethel School District																					
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road	1	1	1	1	2	2	3	12	1	2	2	2	2	6	2	8	2	6	**16**	**40**
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road	2	2	2	2	2	2	2	8	3	6	2	2	2	6	2	8	1	3	**18**	**39**
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road	1	1	1	1	2	2	2	8	1	2	2	2	1	3	3	12	3	9	**16**	**40**
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	Sidewalk on east side of road	3	3	3	3	3	3	2	8	1	2	1	1	1	3	2	8	1	3	**17**	**34**
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road	2	2	2	2	3	3	1	4	3	6	1	1	2	6	3	12	3	9	**20**	**45**
Challenger High B St E (182nd St E to 176th St E)	Sidewalk on both sides of road	2	2	2	2	1	1	2	8	3	6	1	1	1	3	2	8	2	6	**16**	**37**
Franklin Pierce School District																					
Early Learning Center A St S (122nd St Ct E to 123rd St E)	School zone flashing beacons	3	3	3	3	3	3	1	4	n/a	n/a	1	1	3	9	3	12	1	3	**18**	**38**
Elmhurst Elementary 133th St E (B St E to 8th Ave E)	School Zone Flashing Beacons both directions	3	3	3	3	2	2	1	4	n/a	n/a	1	1	3	9	3	12	2	6	**18**	**40**
Washington High/ Keithley Middle Tule Lake Rd S / 10th Ave S	Pedestrian-activated beacon and marked cross walk	2	2	3	3	3	3	2	8	n/a	n/a	1	1	3	9	3	12	1	3	**18**	**41**
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	Sidewalk on south side of road	1	1	2	2	3	3	2	8	1	2	2	2	2	6	3	12	1	3	**17**	**39**

Project Location	Project Scope	Right-of-Way		Utility Conflicts		Environmental & Critical Area Impacts		Safety		Sidewalk Network Connectivity		Proximity to Active County Road Projects		Cost-Effectiveness		Community Equity		Grant Competitiveness		Total Points	
		Weight = 1.00		*Weight = 1.00*		*Weight = 1.00*		*Weight = 4.00*		*Weight = 2.00*		*Weight = 1.00*		*Weight = 3.00*		*Weight = 4.00*		*Weight = 3.00*			
		Raw	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**
Franklin Pierce School District (Cont.)																					
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	Sidewalk on south side of road and pedestrian-activated beacon	2	2	3	3	3	3	2	8	2	4	3	3	2	6	3	12	2	6	**22**	**47**
Early Learning Center A St S (122nd St Ct E to 121st St S)	Sidewalk on east side of road	3	3	3	3	3	3	1	4	2	4	1	1	2	6	3	12	1	3	**19**	**39**
Puyallup School District																					
Carson Elementary 182nd St E (at Gem Heights Dr E)	Pedestrian-activated beacon at existing crosswalk	2	2	3	3	3	3	1	4	n/a	n/a	2	2	3	9	1	4	2	6	**17**	**33**
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	Pedestrian-activated beacons and marked crosswalks at two locations	3	3	3	3	3	3	1	4	n/a	n/a	1	1	3	9	1	4	2	6	**17**	**33**
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	Sidewalk on north side of road; pedestrian activated crossing signals at two locations	3	3	3	3	2	2	2	8	1	2	2	2	1	3	2	8	2	6	**18**	**37**
Dessie Evans Elementary 144th St E (74th Ave Ct E to Dessie Evans Elem)	Sidewalk on north side of road	2	2	1	1	3	3	2	8	1	2	1	1	1	3	1	4	2	6	**14**	**30**
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)	Sidewalk on north side of road	2	2	1	1	2	2	2	8	1	2	1	1	1	3	1	4	2	6	**13**	**29**
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	Sidewalk on both sides of road	2	2	1	1	2	2	3	12	1	2	3	3	1	3	1	4	2	6	**16**	**35**
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	Sidewalk on north side of road & sidewalk on south side of road from 110th Ave E to 111th Ave Ct E	2	2	3	3	2	2	3	12	2	4	2	2	1	3	1	4	2	6	**18**	**38**

Project Location	Project Scope	Right-of-Way		Utility Conflicts		Environmental & Critical Area Impacts		Safety		Sidewalk Network Connectivity		Proximity to Active County Road Projects		Cost-Effectiveness		Community Equity		Grant Competitiveness		Total Points	
		Weight = 1.00		*Weight = 1.00*		*Weight = 1.00*		*Weight = 4.00*		*Weight = 2.00*		*Weight = 1.00*		*Weight = 3.00*		*Weight = 4.00*		*Weight = 3.00*			
		Raw	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**	**Raw**	**Weighted**
Puyallup School District (Cont.)																					
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	Sidewalk on east side of the road	3	3	2	2	2	2	3	12	3	6	3	3	2	6	1	4	2	6	**21**	**44**
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	Sidewalk on south side of road	3	3	3	3	2	2	2	8	3	6	2	2	3	9	1	4	2	6	**21**	**43**
Rogers High / Zeiger Elementary & Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	Sidewalk on both sides of road	2	2	1	1	2	2	2	8	3	6	2	2	3	9	2	8	3	9	**20**	**47**
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	Sidewalk on both sides of road, and crosswalk north of 132nd St E	2	2	2	2	1	1	2	8	3	6	2	2	3	9	1	4	2	6	**18**	**40**
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	Sidewalk on both sides of road	2	2	2	2	3	3	2	8	3	6	2	2	2	6	2	8	3	9	**21**	**46**
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	Sidewalk on both sides of road	2	2	3	3	3	3	1	4	1	2	2	2	3	9	1	4	1	3	**17**	**32**
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	Sidewalk on both sides of road	2	2	3	3	2	2	1	4	2	4	2	2	3	9	1	4	1	3	**17**	**33**
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	Sidewalk on north side of road	2	2	1	1	2	2	3	12	3	6	2	2	2	6	2	8	2	6	**19**	**45**

Project Location	Project Scope	Right-of-Way		Utility Conflicts		Environmental & Critical Area Impacts		Safety		Sidewalk Network Connectivity		Proximity to Active County Road Projects		Cost-Effectiveness		Community Equity		Grant Competitiveness		Total Points	
		Weight = 1.00		*Weight = 1.00*		*Weight = 1.00*		*Weight = 4.00*		*Weight = 2.00*		*Weight = 1.00*		*Weight = 3.00*		*Weight = 4.00*		*Weight = 3.00*			
		Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted	Raw	Weighted
Puyallup School District (Cont.)																					
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	Sidewalk on east side of road	2	2	2	2	3	3	1	4	2	4	1	1	1	3	1	4	1	3	**14**	**26**
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	Sidewalk on east side of road	3	3	2	2	2	2	2	8	2	4	1	1	2	6	1	4	2	6	**17**	**36**
Woodland Elementary 74th Ave E (118th St E to 112th St E)	Sidewalk on west side of road	1	1	1	1	3	3	1	4	2	4	2	2	1	3	1	4	1	3	**13**	**25**
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	Sidewalk on west side of road	3	3	3	3	2	2	2	8	2	4	2	2	2	6	1	4	2	6	**19**	**38**

Summary of Overall Priority

Project Location	Project Scope	Priority
Ford Middle 104th St E (Golden Given Rd E to Ford MS)	Sidewalk on south side of road and pedestrian-activated beacon	High
Rogers High / Zeiger Elementary & Ballou Junior High / Firgrove Elementary 128th St E (94th Ave E to west of Meridian E)	Sidewalk on both sides of road	High
Ballou Junior High / Firgrove Elementary 136th St E (94th Ave E to 96th Ave E)	Sidewalk on both sides of road	High
Spanaway Middle / Thompson Elementary B St E / Military Rd E (156th St E to 152nd St E)	Sidewalk on both sides of road	High
Stahl Junior High 160th St E (Gem Heights Dr E to west of Meridian E)	Sidewalk on north side of road	High
Pope Elementary 122nd Ave E (Sunrise Pkwy E to 152nd St E)	Sidewalk on east side of the road	High
Rogers High / Zeiger Elementary 128th St E (East of 83rd Ave Ct E to west of 86th Ave E)	Sidewalk on south side of road	Medium
Washington High/ Keithley Middle Tule Lake Rd S / 10th Ave S	Pedestrian-activated beacon and marked cross walk	Medium
Elmhurst Elementary 133th St E (B St E to 8th Ave E)	School Zone Flashing Beacons both directions	Medium
Rogers High / Zeiger Elementary 86th Ave E (132nd St E to south of 128th St E)	Sidewalk on both sides of road, and crosswalk north of 132nd St E	Medium

Project Location	Project Scope	Priority
Spanaway Lake High 168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road	Medium
Evergreen Elementary 172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road	Medium
Early Learning Center A St S (122nd St Ct E to 121st St S)	Sidewalk on east side of road	Medium
Pioneer Valley Elementary / Liberty Middle 78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road	Medium
Ford Middle 104th St E / Portland Ave E (Ford MS to SR-512 westbound ramp)	Sidewalk on south side of road	Medium
Woodland Elementary Fruitland Ave E (112th St E to 109th St E)	Sidewalk on west side of road	Medium
Pope Elementary 152nd St E (110th Ave E to 122nd Ave E)	Sidewalk on north side of road & sidewalk on south side of road from 110th Ave E to 111th Ave Ct E	Medium
Early Learning Center A St S (122nd St Ct E to 123rd St E)	School zone flashing beacons	Medium
Hunt Elementary 144th St E (126th Ave E to Hunt Elem)	Sidewalk on north side of road; pedestrian activated crossing signals at two locations	Medium
Challenger High B St E (182nd St E to 176th St E)	Sidewalk on both sides of road	Medium
Woodland Elementary 78th Ave E (122nd St E to 112th St E)	Sidewalk on east side of road	Medium

Project Location	Project Scope	Priority
Pope Elementary 122nd Ave E (152nd St E to 144th St E)	Sidewalk on both sides of road	Low
Naches Trail Elementary Waller Rd E (152nd St E to 145th St E)	Sidewalk on east side of road	Low
Carson Elementary 182nd St E (at Gem Heights Dr E)	Pedestrian-activated beacon at existing crosswalk	Low
Glacier View Junior High / Emerald Ridge High 184th St E (Emerald Ridge Blvd E to 129th Ave E)	Pedestrian-activated beacons and marked crosswalks at two locations	Low
Ridgecrest Elementary Shaw Rd E (School entrance to 130th Ave Ct E)	Sidewalk on both sides of road	Low
Ridgecrest Elementary Shaw Rd E (Tatoosh Rd E to school entrance)	Sidewalk on both sides of road	Low
Dessie Evans Elementary 144th St E (74th Ave Ct E to Dessie Evans Elem)	Sidewalk on north side of road	Low
Dessie Evans Elementary 144th St E (Dessie Evans Elem to 86th Ave E)	Sidewalk on north side of road	Low
Woodland Elementary 80th Ave E (117th St Ct E to 112th St E)	Sidewalk on east side of road	Low
Woodland Elementary 74th Ave E (118th St E to 112th St E)	Sidewalk on west side of road	Low

These priorities are based on a very high-level analysis of the projects and are intended to give the School Districts and the County a solid foundation to work from when opportunities arise in the future. Depending on the particular circumstances at the time when a specific project is pursued, any of the prioritized projects in this Plan may be viable. Funding source, schedule, criteria, political resolve and other conditions need to be considered in the future along with the prioritized list. Our analysis

assumes that the respective school district will be supporting the County in the grant application effort, including providing a level of financial contribution / local match for the grant.

Policies

Policies

Policies and practices in Pierce County are constantly evolving and Planning & Public Works continually looks to improve on the work and services they provide. There has been a significant movement in recent years to ensure active transportation facilities are considered early in the planning process. Active transportation improvements which offer healthy, safe roadways for all users is an adopted goal in the Pierce County Comprehensive Plan.

School districts are governed by regulations and policies that effect the development of sidewalks on school grounds. Those regulations and policies are not specifically discussed as part of this Plan. It is assumed that the school district's policies would continue to be in effect to support the development of safe routes to schools, including any WAC's or RCW's.

The majority of schools in this Plan are located in emerging suburban areas with a mixture of rural and suburban land use. Additional sidewalks can be expected to be constructed as the area re-develops due to various adopted County policies. Developers are required to provide frontage improvements such as sidewalks as part of their improvements. For example, new sidewalk will be constructed as part of a redevelopment of lower density single home parcels, moderate density housing development, and high density housing improvements. Cities, towns, and counties are required by the Legislature to adopt regulations and procedures for short plats and short subdivisions including provisions for sidewalks and other facilities to assure that students have safe walking conditions to and from school. These requirements also apply to other land use actions like alteration or vacation of property (RCW 58.17.060). In response to this RCW cities, towns, and counties often adopt codes that require the site development approval/permit process to include frontage improvements such as construction of a sidewalk or separated walk path.

Design & ADA Standards

Projects within the County right-of-way must be constructed using the applicable design standards established in a variety of publications and manuals including Pierce County's *Standard Drawings* and the *Manual on Design Guidelines and Specifications for Road and Bridge Construction*. Sidewalks and walkways are typically adjacent to the roadway section and within the road right-of-way. Sidewalks are constructed of cement concrete materials, and walkways are constructed of asphalt concrete materials. Both facilities must be five or six feet wide, require four feet between the back of sidewalk and the right-of-way line, and shall meet the requirements of the "Americans with Disabilities Act" (ADA),including the curb ramps. Both sidewalks and walkways are acceptable to Pierce County.

ADA-compliant sidewalk and curb ramps along 176th St E

New sidewalk that meets ADA standards will also be constructed as part of any County Road Project for the capacity, safety, or active transportation type of improvements in the unincorporated urban area. New sidewalk is often not included nor required for spot safety or preservation types of projects in accordance with the Department's developed standards.

Conformance with Community Plans

Community plans provide residents, property owners, business people, and Pierce County government with a detailed sense of how each of the various County communities want to develop in the future. They also include regulations and standards to create and maintain the look and feel envisioned, which are part of the County Code.

Pierce County is updating community plans for Frederickson, Mid-County, Parkland-Spanaway-Midland, and South Hill communities in 2019. Each update will include a review of individual community issues and may identify issues that are common to all four areas. These plans are being updated simultaneously, because they make up the majority of the County's central urban growth area. The major roads through the areas are connected, as are many of the issues facing these communities such as: rapid growth, traffic, jobs, and housing.

A copy of the community plans in unincorporated Pierce County and the proposed updates can be found at the following web sites:
https://www.piercecountywa.gov/925/Adopted-Community-Plans
https://www.piercecountywa.gov/4693/Community-Plan-Updates

A plan could specify a key design element such as pedestrian walkways that are separated from the roadway, connecting businesses to neighborhoods. Another plan might suggest paved shoulders, while others might state sidewalk connections from schools to surrounding neighborhoods is a top priority. For example, the South Hill Community Plan (Appendix J-134 of the Pierce County Comprehensive Plan) specifically states under the Transportation Policies for Nonmotorized Facilities that priority shall be given to providing pathways within a one-mile radius of schools.

Development Regulations

Pierce County holds school districts to the same rules and regulations for frontage and onsite roadway improvements as commercial-type projects. The County Charter defines those requirements in Title 17B, "Construction and Infrastructure Regulations – Road and Bridge Design and Construction Standards" and more specifically in Chapter 17B.20, "Improvements Required". For example, sidewalks are required for new commercial projects or expansions of greater than 60 percent of the building value.

Dessie Evans Elementary (Photo courtesy of Puyallup School District)

School districts should consider network connectivity and be mindful of constructing sidewalks beyond the minimum development requirements in areas of existing sidewalk where a minimal gap would be left between the existing and newly constructed sidewalk. Coordination with Planning & Public Works staff will help to ensure these minimal gaps in the sidewalk system are eliminated and efforts are coordinated at the right time.

Active Transportation

Active transportation is defined as a means of traveling using human-powered mobility, primarily walking and biking. Active transportation, also known as nonmotorized transportation, is increasingly recognized as an important consideration when planning and designing transportation systems. Pierce County began planning for active transportation in the 1990s. The 1992 Pierce County Comprehensive Plan included a policy that provided for the development of the Pierce County Nonmotorized Transportation Plan, which was adopted in 1997 as a section of the Pierce County Transportation Plan.

Planning efforts for active transportation have continued in the development of the 11 community plans throughout Pierce County. Each community plan included extensive public outreach involving residents, community leaders, and other various stakeholders. The plans include recommendations for a number of projects including both motorized and active transportation projects. In 2014 the Pierce County Council further strengthened their support for active transportation with the adoption of Ordinance 2014-44s that endorses "the concept of Complete Streets, which promotes roadways that are safe and convenient for those of all ages and abilities, including pedestrians, bicyclists, transit riders, and motor

vehicle drivers." It proclaimed that Pierce County will strive to provide and require new or reconstructed roadways to include features/facilities that promote the concept of Complete Streets. The Ordinance also provided the County Engineer the authority to allow for exceptions to this policy if the situation warranted.

The Transportation Element was updated as part of the Pierce County Comprehensive Plan and was adopted by the Pierce County Council in September 2015. This update represents the first major revision to Pierce County's transportation plan since June 1992. The Transportation Element maps out Pierce County's strategy for meeting our long-term transportation needs over a 20-year period. The Washington State Growth Management Act (GMA) requires Pierce County to plan for an adequate transportation network and provide facilities and services to meet future needs. The GMA requires the Transportation Element to cover a wide range of topics including an active transportation component.

A copy of the "Active Transportation / Nonmotorized Transportation" section of the Transportation Element can be found in Appendix G, or at the following web site:
http://www.co.pierce.wa.us/DocumentCenter/View/36288

Next Steps / Conclusion

Next Steps / Conclusion

Students walking to Pioneer Valley Elementary (Photo courtesy of Bethel School District)

Establishing school walk routes, student and school data and developing a list of project priorities is the first step to a more collaborate effort to improve safety for children as they walk to school. This plan is intended to be a resource to aid the school districts and County in future efforts to successfully implement projects that provide safe walking routes to schools. The information contained within this Plan provides a solid foundation to accomplish that goal and guide future efforts. Pierce County intends to continue communication with the school districts regarding grant opportunities, County Road Projects, planning efforts, and school district impacts. This Plan will be used as a starting point when evaluating projects for grant applications. Similarly, the school districts are encouraged to communicate transportation issues that could affect this Plan and the information contained within. It will surely require a team effort in order to realize the potential of this Plan and improve the sidewalk network for children walking to school in unincorporated Pierce County.

We also intend this Plan to be a living document, with the ability to be updated periodically to keep up with the ever-changing needs of our communities.

Pierce County stands ready to assist the school districts in their efforts to construct projects that will improve school walking routes for children throughout the Pierce County community. This commitment could come in the form of engineering support, grant writing, financial or project administration.

In 2018 there were 381 pedestrian and bicyclists under 15 years old involved in collisions in the State of Washington. This Plan is one small step in a much larger journey aimed at reducing that number to zero by supporting safe walking routes for all children walking to school within Pierce County's jurisdictional boundaries.

Children are less active today than preceding generations. Nationally the percentage of children walking to school has decreased dramatically over the past few decades. Education and encouragement from the school districts and communities can turn the tide on this trend.

The safety, health, and wellbeing of children in our communities are of utmost importance and should be carefully considered by the community when evaluating transportation system needs. Through a commitment to ongoing communication and future coordination we can minimize risk to children as they travel to school. Improved safety, reduced congestion, cleaner air, healthier children and overall reduced costs are all benefits we stand to gain from our investment.

Appendices

Appendix A

Bethel School District Data

Pierce County
Planning & Public Works

2702 South 42nd Street, Suite 201
Tacoma, Washington 98409-7322
piercecountywa.gov/ppw

Dennis Hanberg—Director
dennis.hanberg@piercecountywa.gov

June 8, 2018

Mr. Tom Seigel, Superintendent
Bethel School District
516 176th Street East
Spanaway, WA 98387

Subject: **Safe Routes to School Program**
CRP 5800

Dear Mr. Seigel:

The Safe Routes to School Prioritization Analysis Plan, initially published in 2015, was last updated two years ago. This Plan included a prioritized list of projects and provided the foundation for future partnerships to improve walking routes near schools. Since its inception, we have submitted applications for various projects included in the Plan for State (WSDOT Safe Routes to School Program, TIB Urban Sidewalk Program) and Federal (FHWA Congestion Mitigation and Air Quality Improvement Program) funding opportunities. We expect to hear the results of the 2018 WSDOT grant competition in June 2019 and are hopeful our efforts will be successful.

As part of our commitment to an ongoing partnership we agreed to periodically update the Plan in an effort to ensure information is current and we are primed for future opportunities. We realize priorities, funding, and plans change and as such we would like to provide the District with an opportunity to make those revisions. Please provide the following information:

- Updated numbers for school enrollments and students within walk areas
- Review existing District list of projects
- Provide information for any new projects (school name, project location, project scope)
    - Must be within the urban unincorporated area
    - Must be within one mile of a school serving children kindergarten to 12th grade
    - Project scope proposals may include sidewalks/paths, flashing beacons, signs, crosswalks. Proposed elements will be evaluated by County staff to ensure compliance with federal, state, and local standards.
- Prioritize the final list of projects (1 = highest priority for the District)

Copies of the information included in the current Plan are included for your convenience. Please send the requested information no later than **July 20, 2018** to Kerry Obermire, Transportation Engineer, at kerry.obermire@piercecountywa.gov.

We will use this information to incorporate any new priorities into the Plan with a target completion date of December 2018. As a reminder, information regarding the Plan and current priorities can be found at the following location: https://www.co.pierce.wa.us/4391/Safe-Routes-to-School-Plan

We believe a continued team approach that involves both the County and our partner School Districts can result in more safe walking routes to encourage children to walk and bike to schools. We look forward to working with you toward achieving those goals.

For any questions, please do not hesitate to contact Kerry at (253) 798-2286, or Clint Ritter, P.E., Program Development Supervisor, at (253) 798-2762. Thank you for your prompt response and cooperation.

Sincerely,

Letticia M. Neal, P.E.
Transportation Improvement Manager

LMN:CTR:kdo
Attachments

ec: Cathie Carlson, Director of Construction & Planning, Bethel School District
Dennis Hanberg, Director
Toby D. Rickman, P.E., Deputy Director
Brian D. Stacy, P.E., County Engineer
Clint T. Ritter, P.E., Program Development Supervisor
Kerry Obermire, Transportation Engineer

BETHEL SCHOOL DISTRICT

School Name	Enrollment (2015)	# of Students w/in walk area	Comments
Camas Prairie Elem	584	46	
Centennial Elem	472	6	
Clover Creek Elem	632	6	
Elk Plain Elem	517	4	No designated walk boundary due to hazardous conditions
Evergreen Elem	469	148	
Fredrickson Elem	549	3	
Graham Elem	654	123	
Kapowsin Elem	385	3	No designated walk boundary due to hazardous conditions
Naches Trail Elem	459	8	
Nelson Elem	554	79	
North Star Elem	493	0	No designated walk boundary due to hazardous conditions
Pioneer Valley Elem	481	213	
Rocky Ridge Elem	478	1	
Roy Elem	280	27	
Shining Mtn Elem	666	89	
Spanaway Elem	354	49	
Thompson Elem	525	120	
Bethel MS	669	114	
Cedarcrest MS	627	198	
Cougar Mtn MS	566	29	
Frontier MS	745	64	No designated walk boundary due to hazardous conditions
Liberty MS	727	151	
Spanaway MS	730	119	
Bethel HS	1603	148	
Challenger HS	317	5	
Graham-Kapowsin HS	1818	71	No designated walk boundary due to hazardous conditions
Spanaway Lake HS	1615	351	

School District Priorities

School Districts have expressed an interest in working with the state, cities, towns, and county toward building sidewalks near schools. The three districts have identified numerous, needed projects near specific schools within their districts. These projects are assumed to have the greatest benefit within each district on providing safe routes to schools. From the school district's perspective an additional benefit of expanding the existing sidewalk network within the walk area will allow the school district to lower their transportation costs to bus nearby students to and from school. The savings then can be redirected toward providing more resources to students and teachers in the classroom.

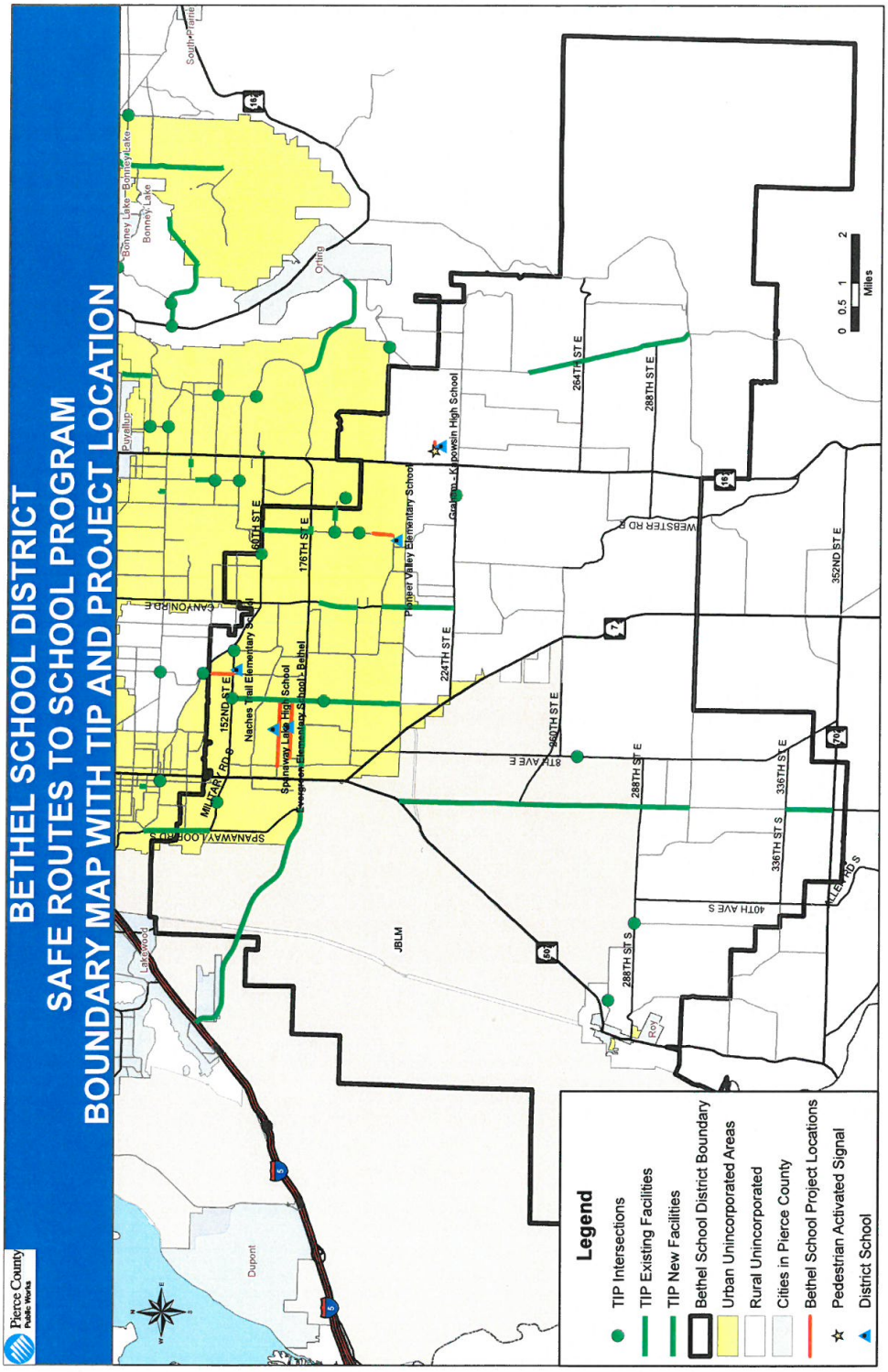
The tables below list the projects of each school district by their priority with the project description and the school district's provided estimated project costs if available. The maps for each district show the school and project locations provided by the school district, as well as the following:

- School District Boundary
- Urban and Rural Unincorporated Areas – Based on the Comprehensive Urban Growth Areas (CUGA) and Urban Growth Areas (UGA) boundaries.
- TIP Facilities and Intersections – Projects identified in the current County Transportation Improvement Program (TIP) document.

BETHEL SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope	Cost Estimated by School District
1	Spanaway Lake High	168th St E (B St E to 22nd Ave E)	Sidewalk on both sides of road	$3,400,000
2	Pioneer Valley Elementary / Liberty Middle	78th Ave E (204th St E to 196th St E)	Sidewalk on both sides of road	$1,250,000
3	Evergreen Elementary	172nd St E (5th Ave E to 22nd Ave E)	Sidewalk on both sides of road	$2,769,984
4	Nelson Elementary / Frontier Middle / Graham-Kapowsin High **	216th St E (Eustis-Hunt Rd E to 109th Ave E)	Sidewalk on one side of road, and pedestrian-activated signal	$300,000
5	Naches Trail Elementary	Waller Rd E (152nd St E to 145th St E)	Sidewalk on west side of road	$615,000

** Rural Project


BETHEL SCHOOL DISTRICT
SAFE ROUTES TO SCHOOL PROGRAM
BOUNDARY MAP WITH TIP AND PROJECT LOCATION
Pierce County
Public Works
Legend
TIP Intersections
TIP Existing Facilities
TIP New Facilities
Bethel School District Boundary
Urban Unincorporated Areas
Rural Unincorporated
Cities in Pierce County
Bethel School Project Locations
Pedestrian Activated Signal
District School
Miles
0 0.5 1 2
Dupont
Lakewood
JBLM
Puyallup
Bonney Lake
South Prairie
Ohop
Roy
SPANAWAY LOOP RD S
MILITARY RD S
EANYON RD E
152ND ST E
Naches Trail Elementary School
Spanaway Lake High School
Spanaway Elementary School
Bethel
60TH ST E
176TH ST E
Pioneer Valley Elementary School
Graham-Kapowsin High School
224TH ST E
264TH ST E
288TH ST E
WEBSTER RD E
352ND ST E
360TH ST E
8TH AVE E
288TH ST S
336TH ST S
336TH ST E
40TH AVE S
KLEPPER RD S

Kerry Obermire

From: CATHERINE CARLSON <ctcarlson@bethelsd.org>
Sent: Thursday, August 2, 2018 3:11 PM
To: Kerry Obermire
Cc: Clint Ritter
Subject: Re: Safe Routes to School Program - 2018 Plan Update (Bethel)
Attachments: Walkers 10-17.docx

Hi Kerry,
Attached is the updated table with Oct 2017 student count and number of walkers. I always use Oct for my student enrollment count because it can fluctuate so much during the year and then I know I'm consistent with comparisons for different documents or analysis. As I mentioned before the project list and prioritization remains the same.

Any word on the grant application?

Cathie Carlson
Director of Construction and Planning
Bethel School District
office: 253.683.6045
cell: 360.556.4329
ctcarlson@bethelsd.org

PLEASE NOTE: The Contractor must comply with the notice, claims, and dispute resolution procedures of the contract. In discussing this issue with you, the School District does not waive any claim or defense under the contract, including but not limited to your failure to follow the contract requirements.

On Tue, Jul 24, 2018 at 1:11 PM Kerry Obermire <kerry.obermire@piercecountywa.gov> wrote:

> Hi Cathie,
>
> Sounds good – thanks for the update!
>
> **Kerry Obermire**
>
> (253) 798-2286 | kerry.obermire@piercecountywa.gov
>
> **From:** CATHERINE CARLSON [mailto:ctcarlson@bethelsd.org]
> **Sent:** Monday, July 23, 2018 4:11 PM
> **To:** Kerry Obermire <kerry.obermire@piercecountywa.gov>
> **Cc:** Clint Ritter <clint.ritter@piercecountywa.gov>
> **Subject:** Re: Safe Routes to School Program - 2018 Plan Update (Bethel)

Thanks for understanding. I've got the student population numbers updated but have to rely on the transportation dept to update the walkers. The gal that usually does it is out this week, but I've asked someone else to do it so hopefully I will get the updated info in the next day or 2.

Cathie Carlson
Director of Construction and Planning
Bethel School District
office: 253.683.6045

cell: 360.556.4329
ctcarlson@bethelsd.org

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On Mon, Jul 23, 2018 at 1:10 PM Kerry Obermire <kerry.obermire@piercecountywa.gov> wrote:

> No worries, Cathie – that's why we wanted to check in with you :-) We'll look forward to hearing from you soon!
>
> Thanks,
>
> **Kerry Obermire**
>
> (253) 798-2286 | kerry.obermire@piercecountywa.gov
>
> **From:** CATHERINE CARLSON [mailto:ctcarlson@bethelsd.org]
> **Sent:** Monday, July 23, 2018 8:12 AM
> **To:** Kerry Obermire <kerry.obermire@piercecountywa.gov>
> **Cc:** Clint Ritter <clint.ritter@piercecountywa.gov>
> **Subject:** Re: Safe Routes to School Program - 2018 Plan Update (Bethel)
>
> Kerry,

I am so sorry - it fell of my radar and I haven't done a thing on it. I don't have any changes to my projects or prioritization. I'll get with my transportation router today and get updated student enrollment figures for the walk areas.

Cathie Carlson
Director of Construction and Planning
Bethel School District
office: 253.683.6045

cell: 360.556.4329
ctcarlson@bethelsd.org

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On Fri, Jul 20, 2018 at 11:11 AM Kerry Obermire <kerry.obermire@piercecountywa.gov> wrote:

Good morning, Cathie –

Since today was the "requested by" date in our letter (attached for your reference), we wanted to touch base and see how things were coming along? If it looks like the District will need a bit more time to finish gathering the information and working on the list of projects, could you please provide us with an estimated date when we could expect it? Work on the 2018 SRTS Plan Update is progressing on the County's end, so we want to do our best to ensure we don't slip too far behind schedule.

And as always, if you have any questions, please don't hesitate to let Clint or myself know – we're happy to assist.

Thanks!

Kerry Obermire

(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: Kerry Obermire
Sent: Tuesday, June 12, 2018 9:37 AM
To: 'CATHERINE CARLSON' <ctcarlson@bethelsd.org>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Bethel)

You're welcome :-)

Kerry Obermire

(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: CATHERINE CARLSON [mailto:ctcarlson@bethelsd.org]
Sent: Tuesday, June 12, 2018 8:57 AM
To: Kerry Obermire <kerry.obermire@piercecountywa.gov>
Cc: Dennis Hanberg <dennis.hanberg@piercecountywa.gov>; Toby Rickman <toby.rickman@piercecountywa.gov>; Brian Stacy <brian.stacy@piercecountywa.gov>; Clint Ritter <clint.ritter@piercecountywa.gov>; Letticia Neal <letticia.neal@piercecountywa.gov>
Subject: Re: Safe Routes to School Program - 2018 Plan Update (Bethel)

Thanks Kerry.

Cathie Carlson
Director of Construction and Planning
Bethel School District
office: 253.683.6045

cell: 360.556.4329
ctcarlson@bethelsd.org

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On Tue, Jun 12, 2018 at 7:31 AM Kerry Obermire <kerry.obermire@piercecountywa.gov> wrote:

> Good Morning,

You were included as an “ec” on a letter from Pierce County Planning & Public Works to the Bethel School District. Please see the attached PDF for details.

Thank you,

Kerry Obermire

Transportation Engineer

Pierce County Planning & Public Works

(253) 798-2286 | kerry.obermire@piercecountywa.gov

Camas Prairie Elem	644	22	
Centennial Elem	487	11	
Clover Creek Elem	759	4	
Elk Plain Elem	592	0	No designated walk boundary due to hazardous conditions.
Evergreen Elem	537	73	Boundary reduced due to hazardous conditions
Fredrickson Elem	651	6	
Graham Elem	709	84	
Kapowsin Elem	410	0	No designated walk boundary due to hazardous conditions
Naches Trail Elem	556	0	Boundary reduced due to hazardous conditions
Nelson Elem	534	0	No designated walk boundary due to hazardous conditions
North Star Elem	481	2	
Pioneer Valley Elem	422	162	
Rocky Ridge Elem	487	3	
Roy Elem	356	29	
Shining Mtn Elem	792	93	
Spanaway Elem	385	61	
Thompson Elem	621	117	
Bethel MS	696	99	
Cedarcrest MS	668	211	
Cougar Mtn MS	619	26	
Frontier MS	739	0	No designated walk boundary due to hazardous conditions
Liberty MS	747	149	
Spanaway MS	690	127	
Bethel HS	1731	131	
Challenger HS	265	0	
Graham-Kapowsin HS	1911	0	No designated walk boundary due to hazardous conditions
Spanaway Lake HS	1601	321	

Kerry Obermire

From: CATHERINE CARLSON <ctcarlson@bethelsd.org>
Sent: Tuesday, August 14, 2018 11:30 AM
To: Kerry Obermire
Cc: Clint Ritter
Subject: Re: 2018 Safe Routes to School Plan Update - New Project Suggestions

Hi Kerry,
I think any project that provides additional sidewalk connectivity close to or adjacent to schools sites are worth including especially if there is a larger community that can and will support them.

Thanks.

Cathie Carlson
Director of Construction and Planning
Bethel School District
office: 253.683.6045
cell: 360.556.4329
ctcarlson@bethelsd.org

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On Tue, Aug 14, 2018 at 7:10 AM Kerry Obermire <kerry.obermire@piercecountywa.gov> wrote:

> Good morning, Cathie –
>
> One of our transportation planners here at the County recently mentioned a couple potential SRTS sidewalk projects that are within the Bethel School District, and identified as important by community groups he's met with in the past. They are:
>
> - Military Rd E / B St E (152nd St E to 156th St E) – In vicinity of Spanaway MS and Thompson ES
> - B St E (172nd St E to 182nd St E) – In vicinity of Camas Prairie ES and Challenger HS
>
> Would Bethel be interested in including those projects in the Plan Update? No additional info would be needed on your end. Give it some thought, and if you could let me know before the end of next week (August 24th), that would be terrific. Thank you!
>
> **Kerry Obermire**

1

Transportation Engineer

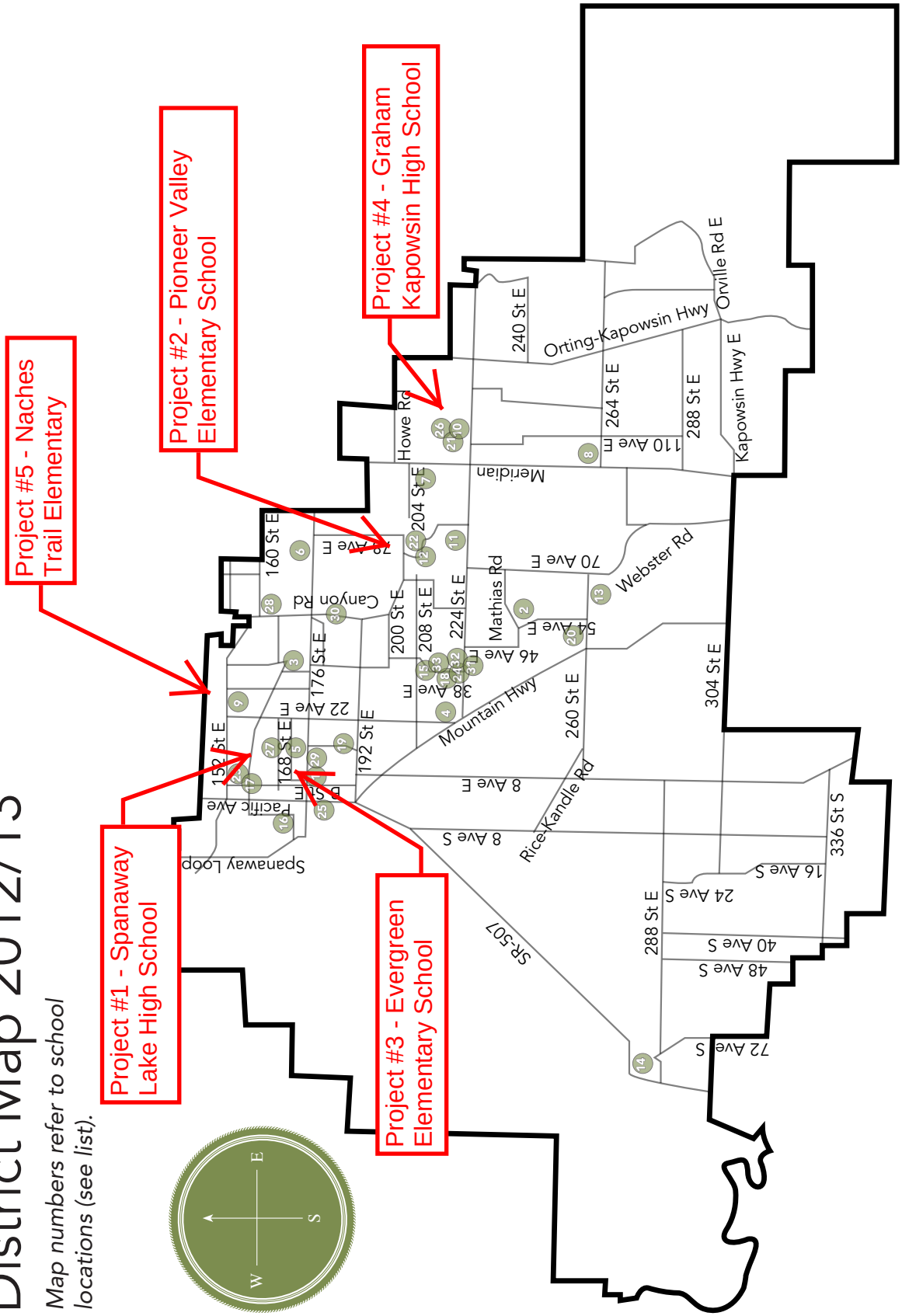
Pierce County Planning & Public Works

(253) 798-2286 | kerry.obermire@piercecountywa.gov

The following pages contain project information submitted by District for the previous editions of the Plan.

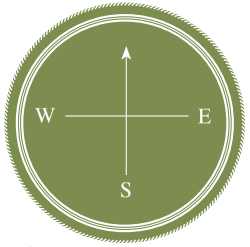
District Map 2012/13

Map numbers refer to school locations (see list).



District Map 2012/13

Numbers refer to school locations (see map).



Elementary Schools

1. Camas Prairie
320 176th Street E.
Spanaway, WA 98387
(253) 683-7400
Sean McKenzie, Principal

2. Centennial
24323 54th Avenue E.
Graham, WA 98338
(253) 683-7700
Tamie Wright, Principal

3. Clover Creek
16715 36th Avenue E.
Tacoma, WA 98446
(253) 683-7800
Connie Martinson, Principal

4. Elk Plain
22015 22nd Avenue E.
Spanaway, WA 98387
(253) 683-7900
Michael Merrin, Principal

5. Evergreen
1311 172nd Street E.
Spanaway, WA 98387
(253) 683-8200
Kim Hanson, Principal

6. Frederickson
17418 74th Avenue E.
Puyallup, WA 98375
(253) 683-6300
Ellen Eddy, Principal

7. Graham
10026 204th Street E.
Graham, WA 98338
(253) 683-8500
Amy Low, Principal

8. Kapowsin
10412 264th Street E.
Graham, WA 98338
(253) 683-8600
Machelle Beilke, Principal

9. Naches Trail
15305 Waller Road E.
Tacoma, WA 98446
(253) 683-8700
Nancy Sonnenburg, Principal

10. Nelson
22109 108th Avenue E.
Graham, WA 98338
(253) 683-6400
Kelley Boynton, Principal

11. North Star
7719 224th Street E.
Graham, WA 98338
(253) 683-8800
Kris Hillius, Principal

12. Pioneer Valley
7315 Eustis Hunt Road
Spanaway, WA 98387
(253) 683-8900
Stephen Rushing, Principal

13. Rocky Ridge
6514 260th Street E.
Graham, WA 98338
(253) 683-5000
Michelle Fox, Principal

14. Roy
340 Peterson Street S.
Roy, WA 98580
(253) 683-5100
Christoph Green, Principal

15. Shining Mountain
21615 38th Avenue E.
Spanaway, WA 98387
(253) 683-5200
Mary Sewright, Principal

16. Spanaway
412 165th Street S.
Spanaway, WA 98387
(253) 683-5300
Brad Graham, Principal

17. Thompson
303 159th Street E.
Tacoma, WA 98445
(253) 683-5800
Chad Honig, Principal

Middle Schools

18. Bethel
22001 38th Avenue E.
Spanaway, WA 98387
(253) 683-7200
Jeff Gutfeld, Principal

19. Cedarcrest
19120 13th Avenue Ct. E,
Spanaway, WA 98387
(253) 683-7500
Cheryl Barnett, Principal

20. Cougar Mountain
5108 260th Street E.
Graham, WA 98338
(253) 683-8000
Sara Stewart, Principal

21. Frontier
22110 108th Avenue E.
Graham, WA 98338
(253) 683-8300
Mark Barnes, Principal

22. Liberty
7319 Eustis Hunt Road E.
Spanaway, WA 98387
Tom Mitchell, Principal

23. Spanaway
15701 B Street E.
Tacoma, WA 98445
(253) 683-5400
Tami Nelson, Principal

High Schools

24. Bethel
22215 38th Avenue E.
Spanaway, WA 98387
(253) 683-7000
Cliff Anderson, Principal

25. Challenger
18020 B Street E.
Spanaway, WA 98387
(253) 683-6800
Dave LaBounty, Principal

26. Graham-Kapowsin
22100 108th Street E.
Graham, WA 98338
(253) 683-6100
Lynn Gill, Principal

27. Spanaway Lake
1305 168th Street E.
Spanaway, WA 98387
(253) 683-5600
Julie Baublits, Principal

28. Pierce County Skills Center
16117 Canyon Road
Puyallup, WA 98375
(253) 683-5950
Michelle Ledbetter, Director

District Services

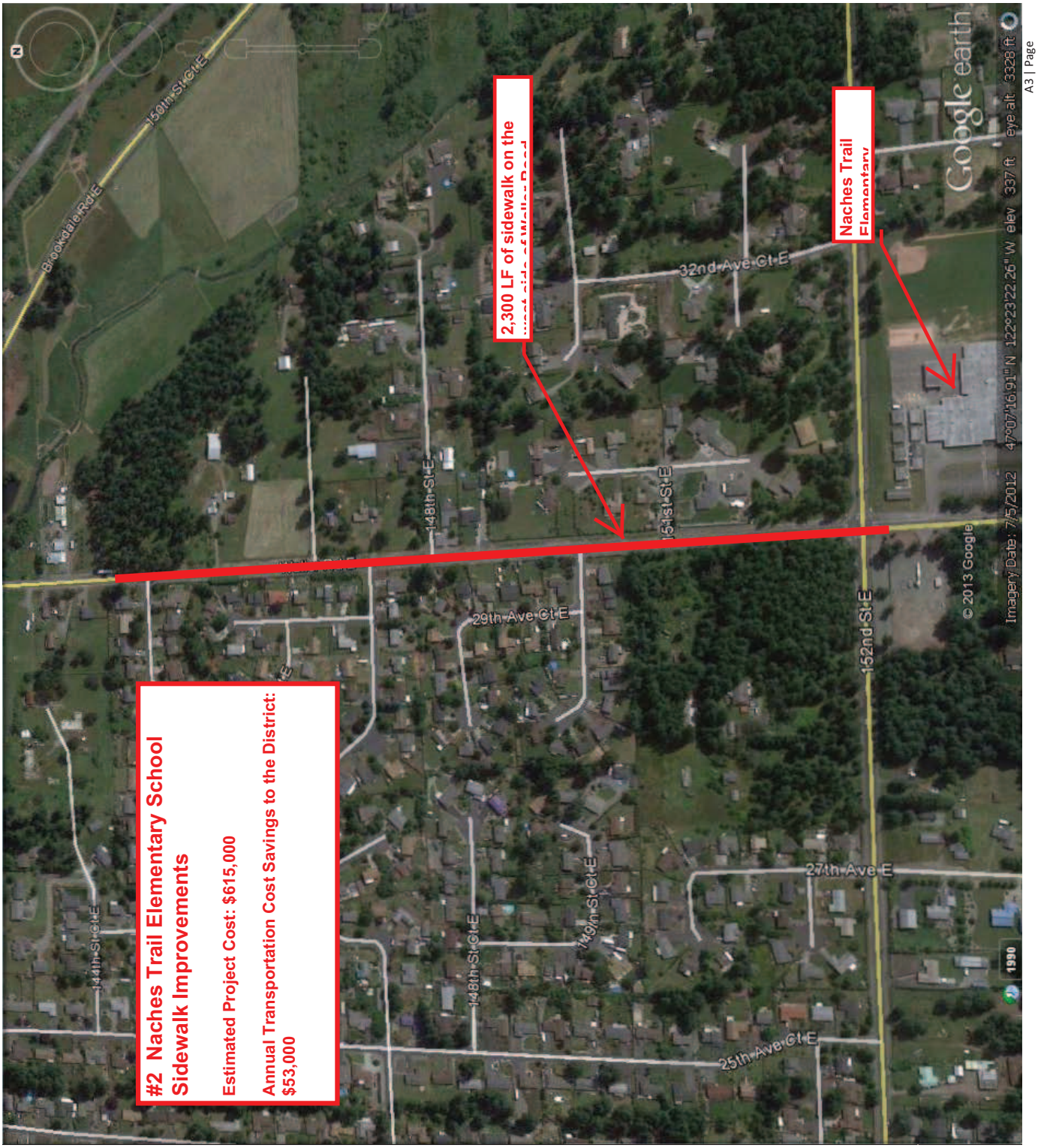
29. Educational Service Center: Administration, Maintenance, Information Service Center, Special Services
516 176th Street E.
Spanaway, WA 98387
(253) 683-6000

30. Bethel Support Annex: Operations, Print Shop, Child Nutrition, Warehouse
5410 184th Street E.
Building C
Puyallup, WA 98375
(253) 683-6920

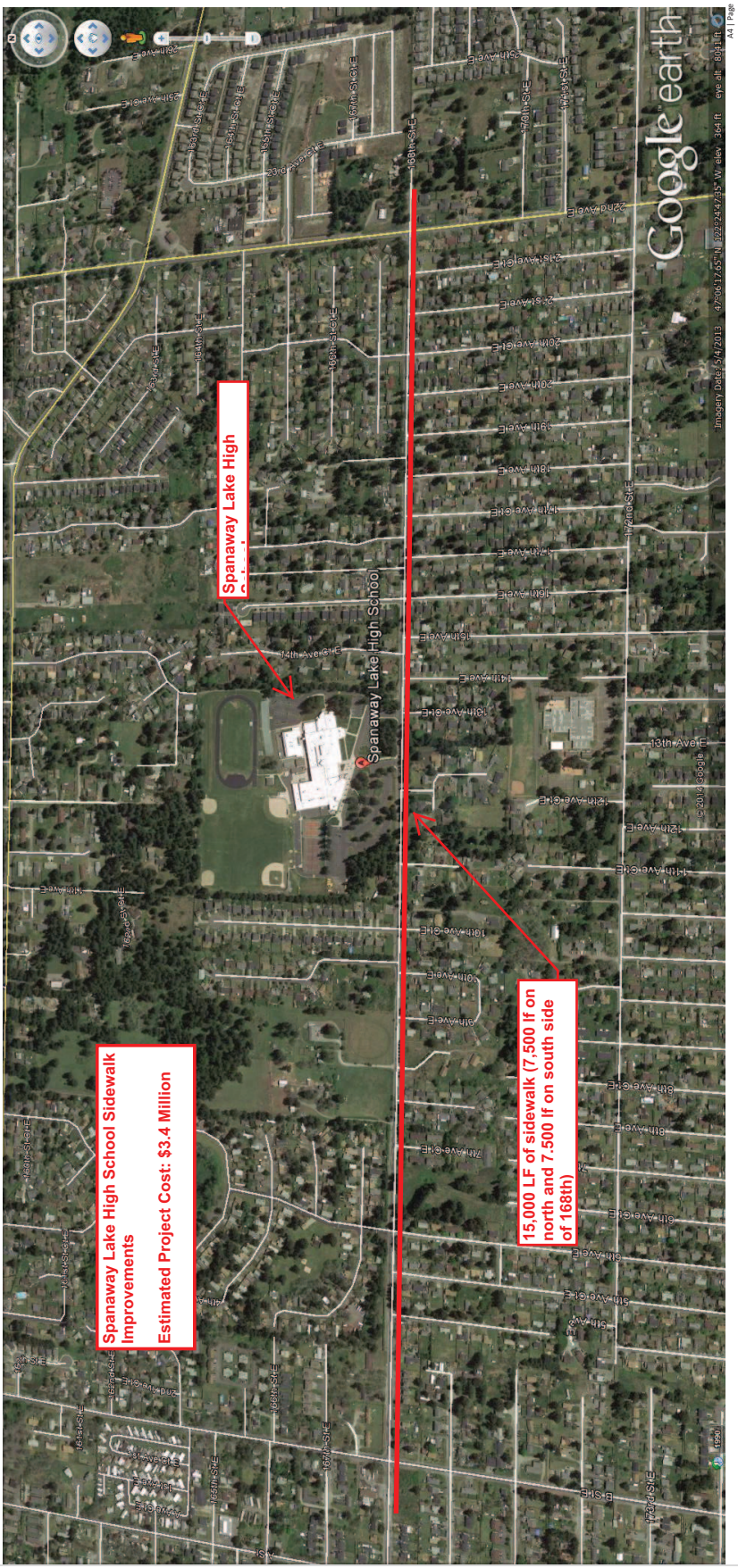
31. Transportation
4015 224th Street E.
Spanaway, WA 98387
(253) 683-5900

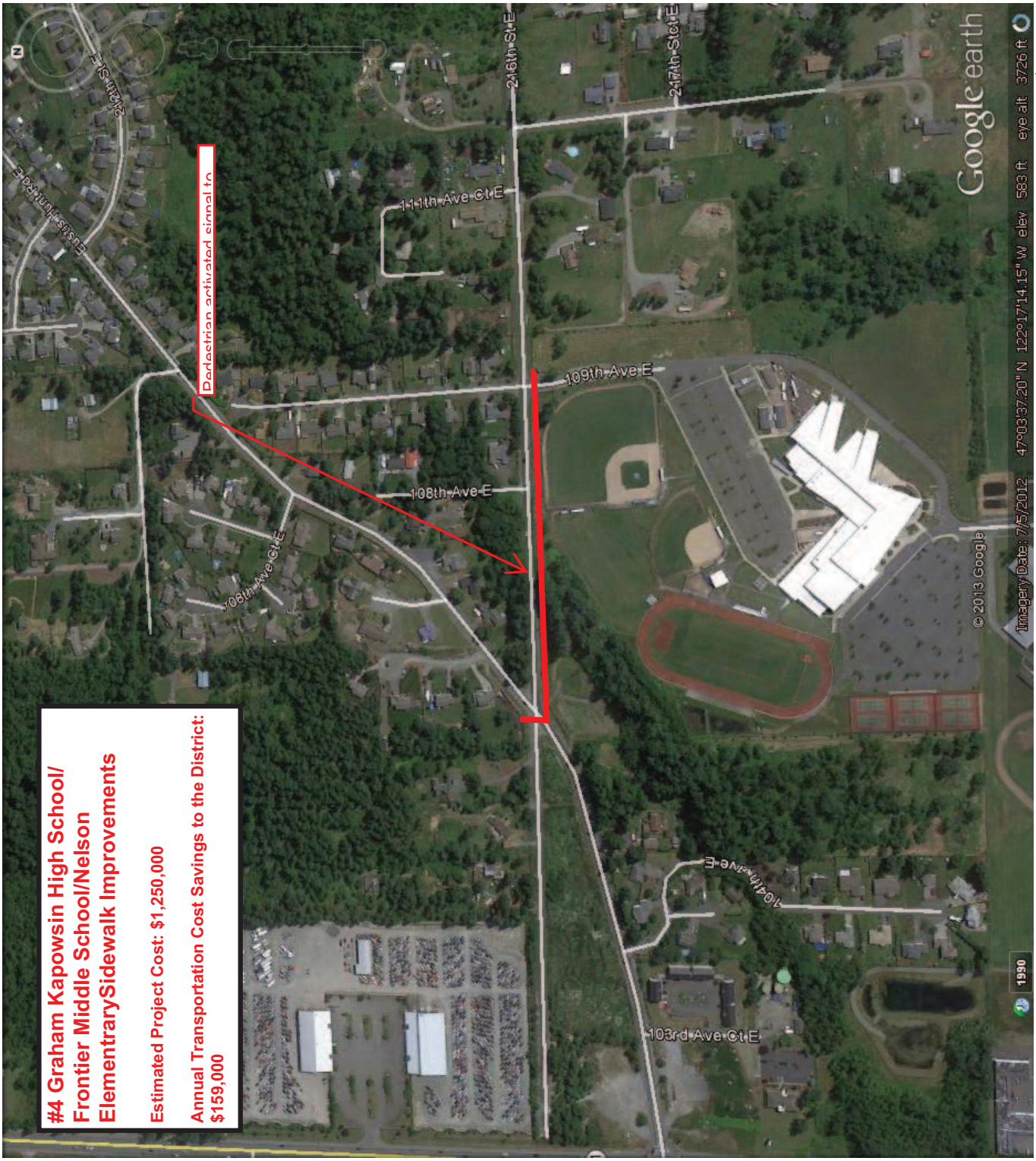
32. Art Crate Field/ Stadium
22215 38th Avenue E.
Spanaway, WA 98387
(253) 683-7000

***33.* Bethel Learning Center**
21818 38th Avenue E.
Spanaway, WA 98387
(253) 683-5940

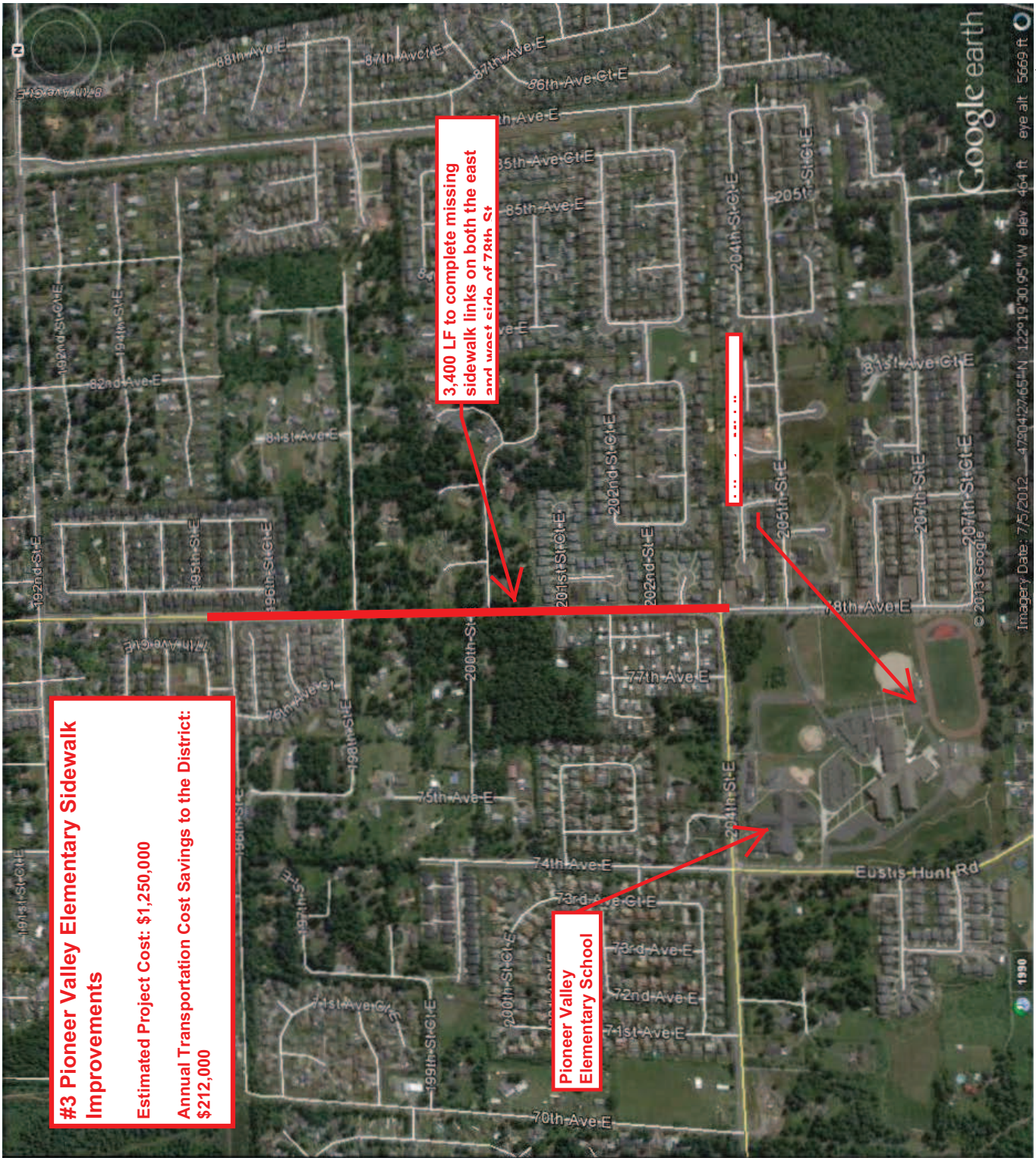

#2 Naches Trail Elementary School
Sidewalk Improvements
Estimated Project Cost: $615,000
Annual Transportation Cost Savings to the District:
$53,000
2,300 LF of sidewalk on the
Naches Trail
Elementary
Brookdale Rd E
150th St Ct E
144th St Ct E
148th St Ct E
149th St Ct E
148th St E
151st St E
29th Ave Ct E
32nd Ave Ct E
25th Ave Ct E
27th Ave E
152nd St E
© 2013 Google
Imagery Date: 7/5/2012 47°07'16.91" N 122°23'22.26" W elev 337 ft eye alt 3328 ft
Google earth
1990

A3 | Page


Spanaway Lake High School Sidewalk Improvements
Estimated Project Cost: $3.4 Million
Spanaway Lake High School
15,000 LF of sidewalk (7,500 lf on north and 7,500 lf on south side of 168th)
Google earth


#4 Graham Kapowsin High School/
Frontier Middle School/Nelson
ElementrarySidewalk Improvements
Estimated Project Cost: $1,250,000
Annual Transportation Cost Savings to the District:
$159,000
Pedestrian activated signal to
Eustis Tunnel Rd E
224th St E
111th Ave Ct E
216th St E
217th St Ct E
109th Ave E
108th Ave E
108th Ave Ct E
104th Ave E
103rd Ave Ct E
Google earth
© 2013 Google
Imagery Date: 7/5/2012 47°03'37.20" N 122°17'14.15" W elev 583 ft eye alt 3726 ft
1990

A5 | Page


#3 Pioneer Valley Elementary Sidewalk Improvements
Estimated Project Cost: $1,250,000
Annual Transportation Cost Savings to the District: $212,000
3,400 LF to complete missing sidewalk links on both the east and west side of 78th St
Pioneer Valley Elementary School
Google earth
Eustis Hunt Rd
78th Ave E
77th Ave E
75th Ave E
74th Ave E
73rd Ave E
72nd Ave E
71st Ave E
70th Ave E
84th Ave E
82nd Ave E
88th Ave E
87th Ave E
86th Ave E
85th Ave E
81st Ave E
200th St E
201st St E
202nd St E
203rd St E
204th St E
205th St E
207th St E
© 2013 Google
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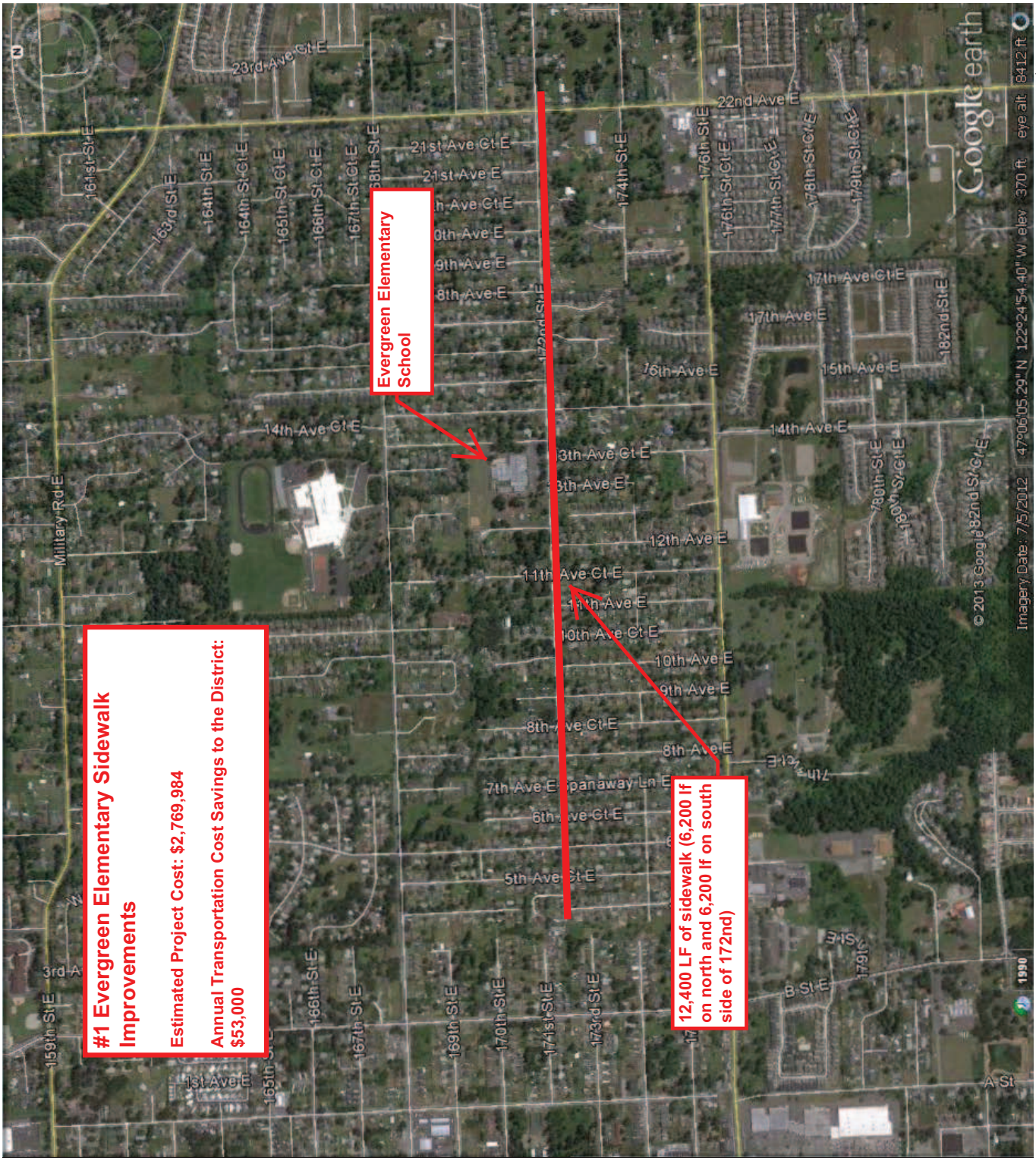
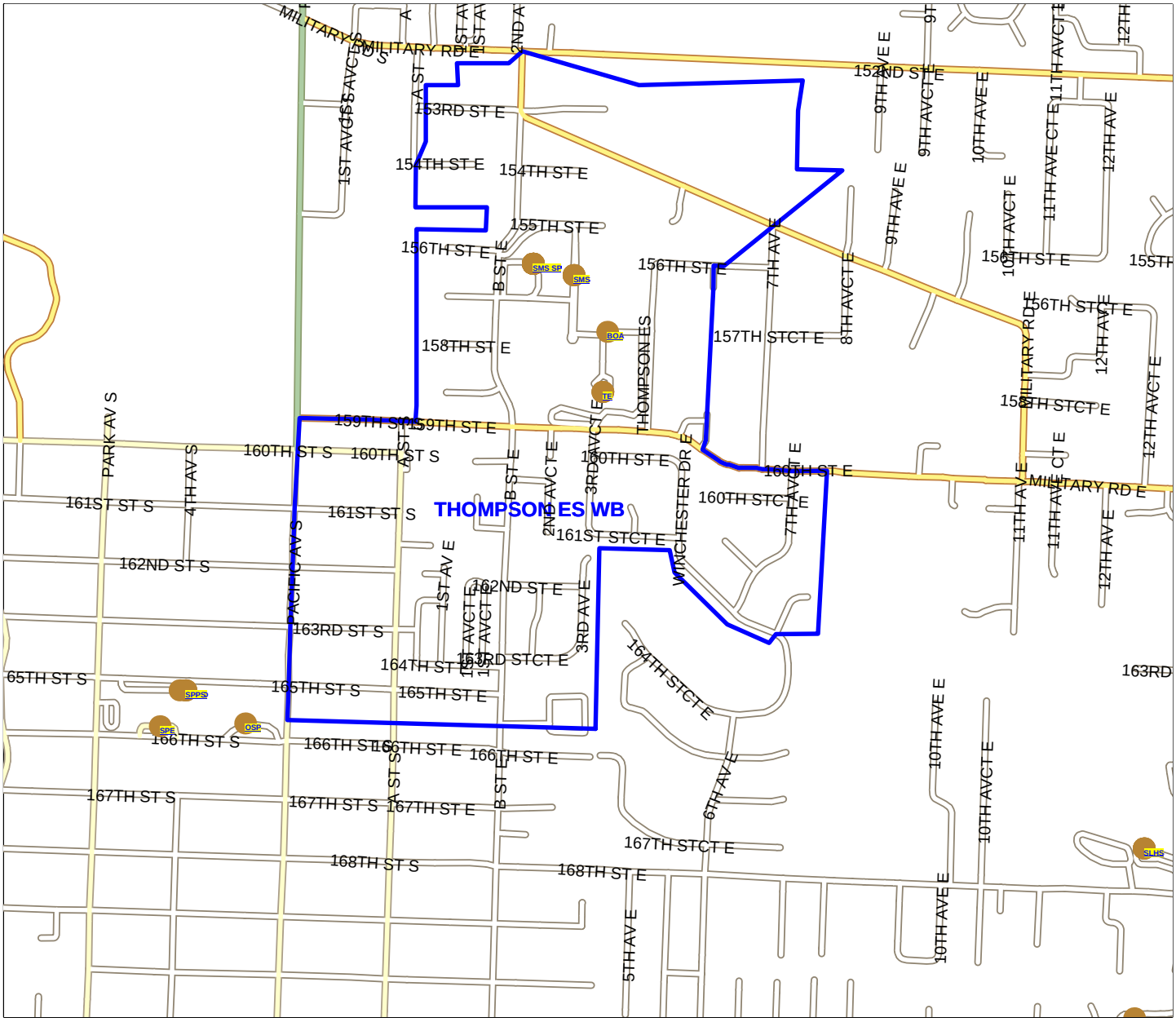

#1 Evergreen Elementary Sidewalk Improvements
Estimated Project Cost: $2,769,984
Annual Transportation Cost Savings to the District: $53,000
Evergreen Elementary School
12,400 LF of sidewalk (6,200 lf on north and 6,200 lf on south side of 172nd)
Military Rd E
23rd Ave Ct E
21st Ave Ct E
21st Ave E
14th Ave Ct E
13th Ave Ct E
13th Ave E
12th Ave E
11th Ave Ct E
11th Ave E
10th Ave Ct E
10th Ave E
9th Ave E
8th Ave Ct E
8th Ave E
7th Ave E
Spanaway Ln E
6th Ave Ct E
5th Ave Ct E
1st Ave E
3rd A
159th St E
161st St E
163rd St E
164th St E
164th St Ct E
165th St Ct E
166th St Ct E
167th St Ct E
168th St E
166th St E
167th St E
169th St E
170th St E
171st St E
173rd St E
174th St E
176th St E
176th St Ct E
177th St Ct E
178th St Ct E
179th St Ct E
17th Ave Ct E
17th Ave E
16th Ave E
15th Ave E
14th Ave E
182nd St E
182nd St Ct E
180th St E
180th St Ct E
179th St E
B St E
A St
22nd Ave E
Google earth
© 2013 Google
Imagery Date: 7/5/2012 47°06'05.29" N 122°24'54.40" W elev 370 ft eye alt 8412 ft
1990

BETHEL SCHOOL DISTRICT
STUDENT ENROLLMENT BY SCHOOL

SCHOOL	ENROLLMENT
Camas Prairie Elementary	584
Centennial Elementary	472
Clover Creek Elementary	632
Elk Plain Elementary	517
Evergreen Elementary	469
Fredrickson Elementary	549
Graham Elementary	654
Kapowsin Elementary	385
Naches Trail Elementary	459
Nelson Elementary	554
North Star Elementary	493
Pioneer Valley Elementary	481
Rocky Ridge Elementary	478
Roy Elementary	280
Shinning Mountain Elementary	666
Spanaway Elementary	354
Thompson Elementary	525
Bethel Middle School	669
Cedarcrest Middle School	627
Cougar Mountain Middle School	566
Frontier Middle School	745
Liberty Middle School	727
Spanaway Middle School	730
Bethel High School	1603
Challenger High School	317
Graham Kapowsin High School	1818
Spanaway Lake High School	1615

3/26/2014 3:15:20 PM

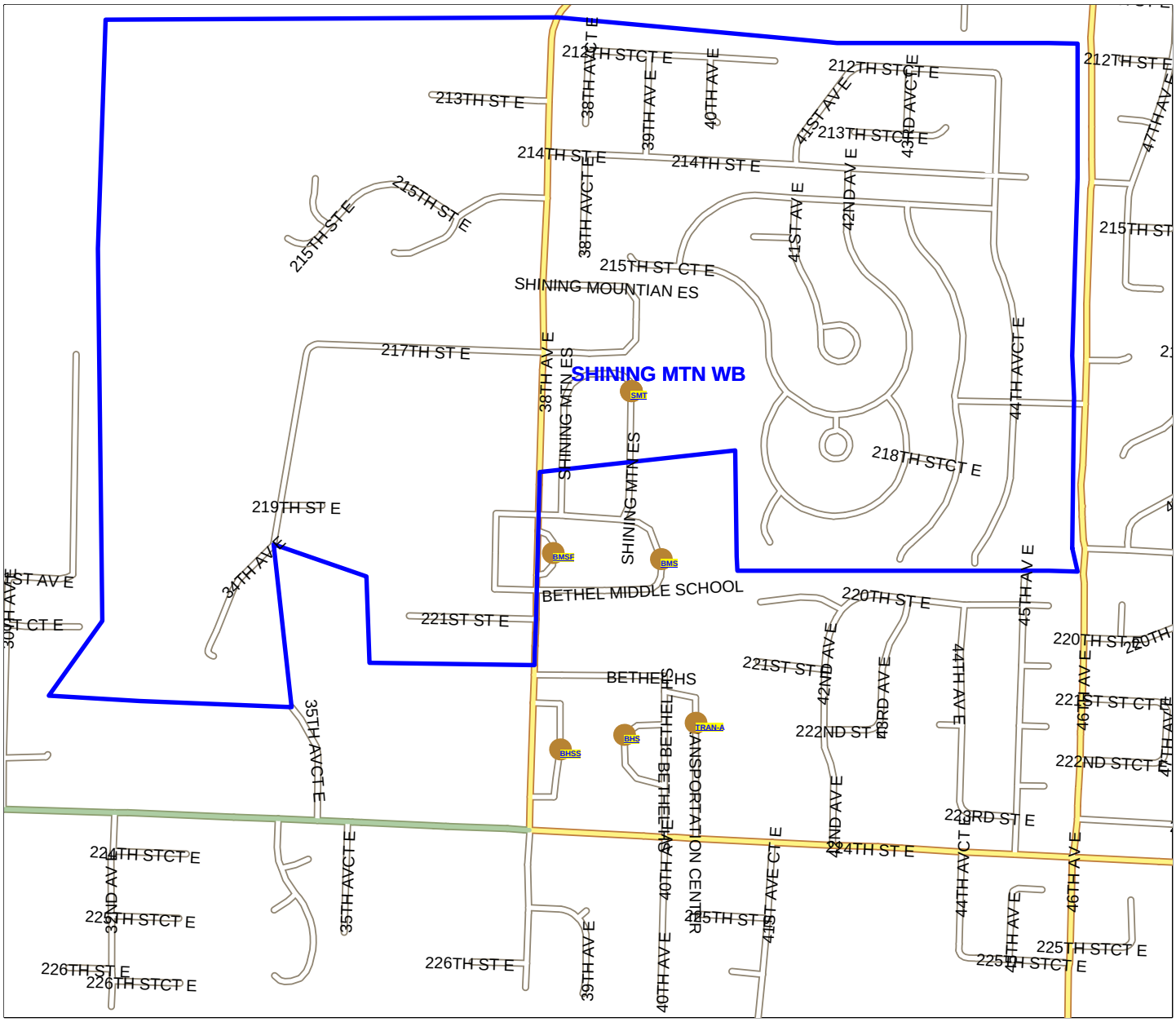
Bethel School District 403
District Map



3/26/2014 3:14:42 PM

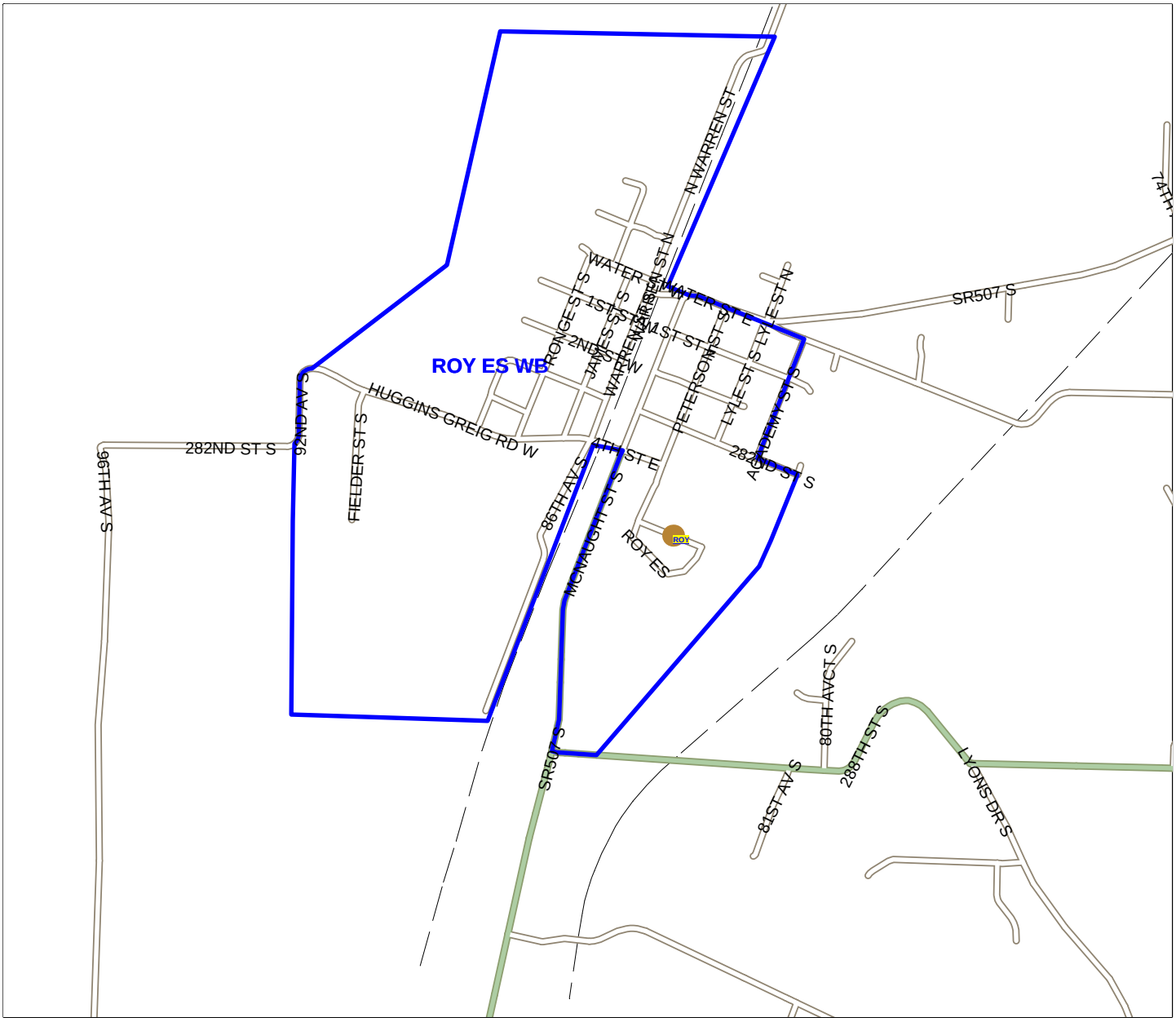
Bethel School District 403
District Map

Bethel School District 403
District Map

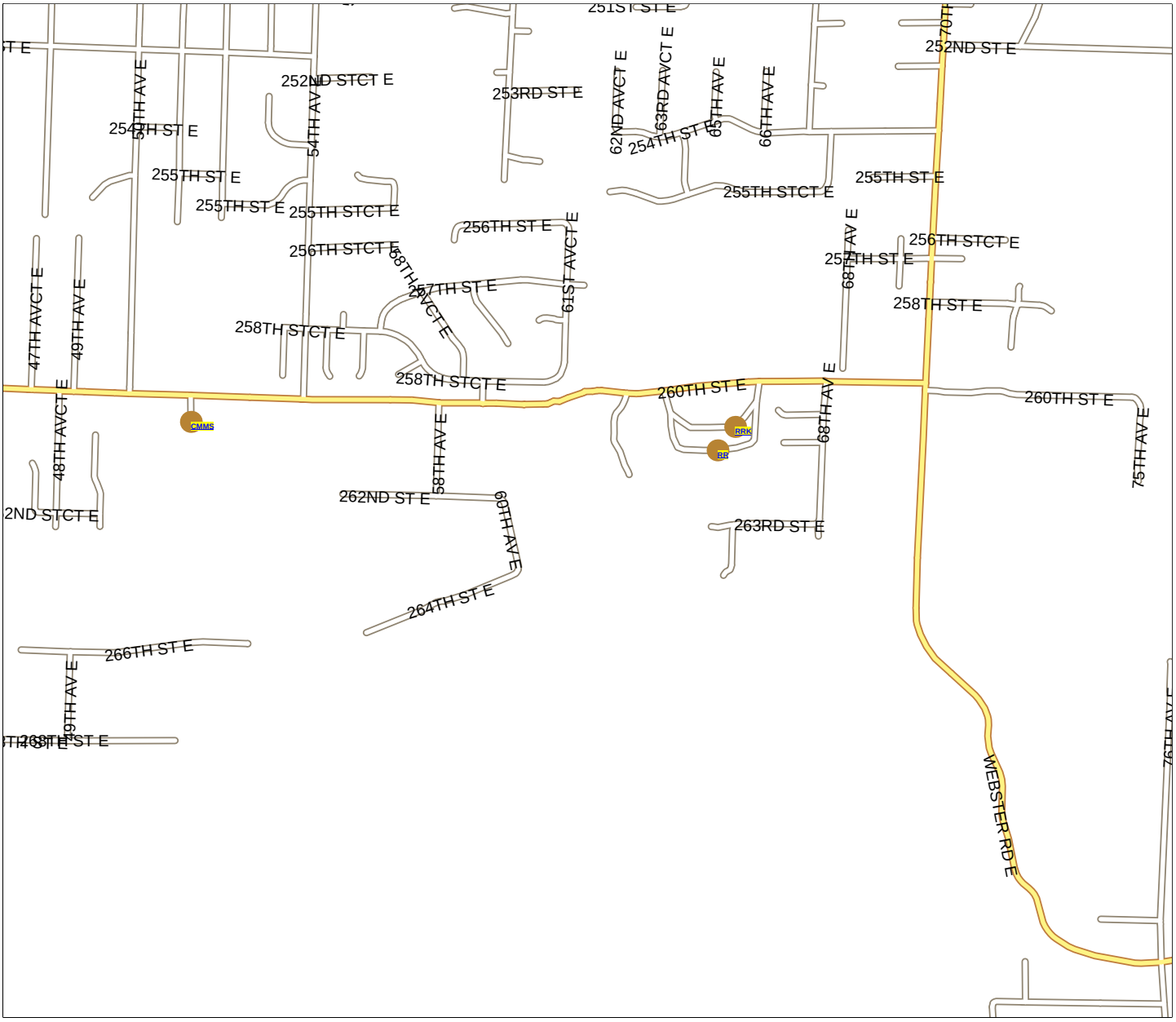


3/26/2014 3:13:02 PM

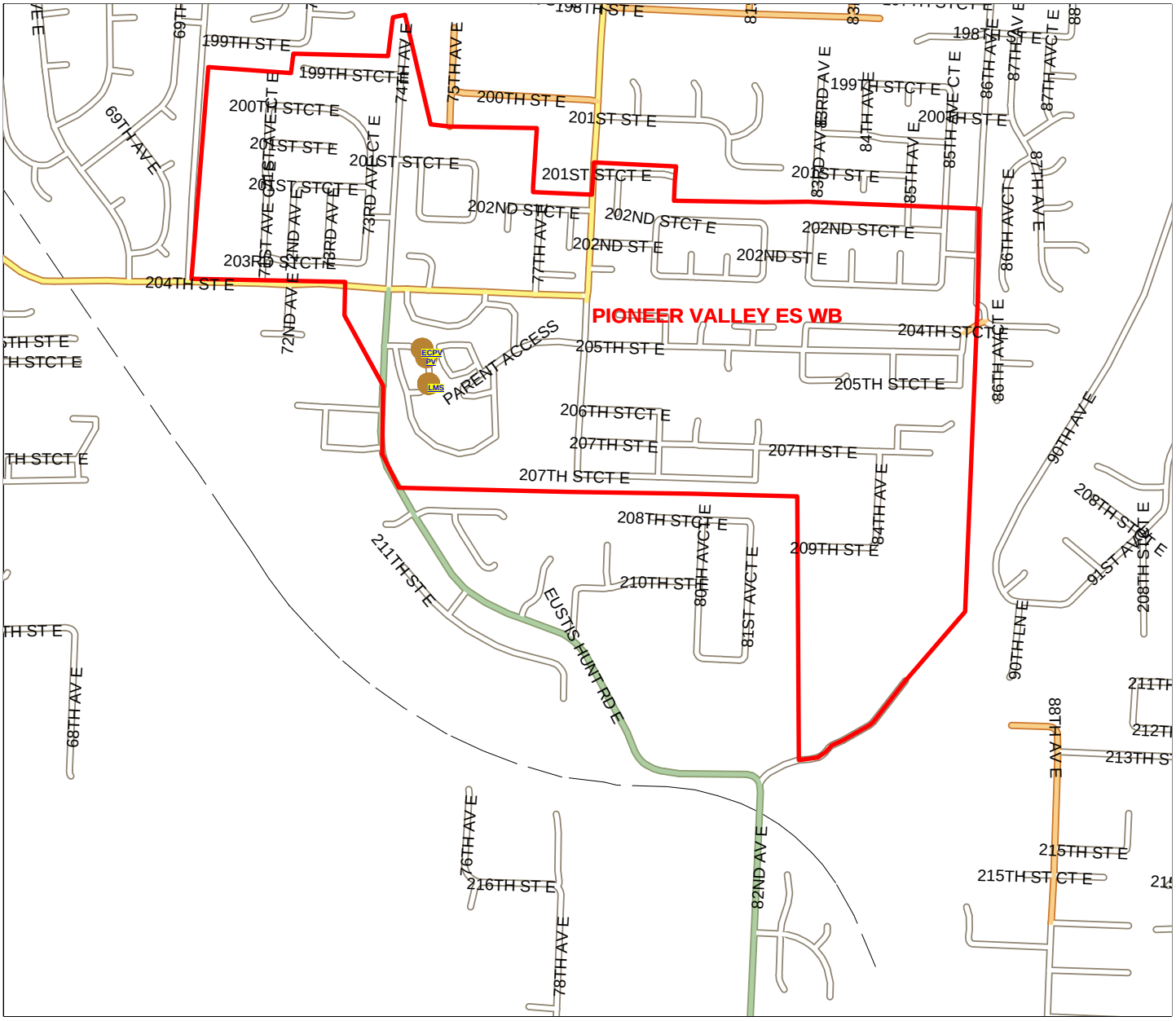
Bethel School District 403
District Map



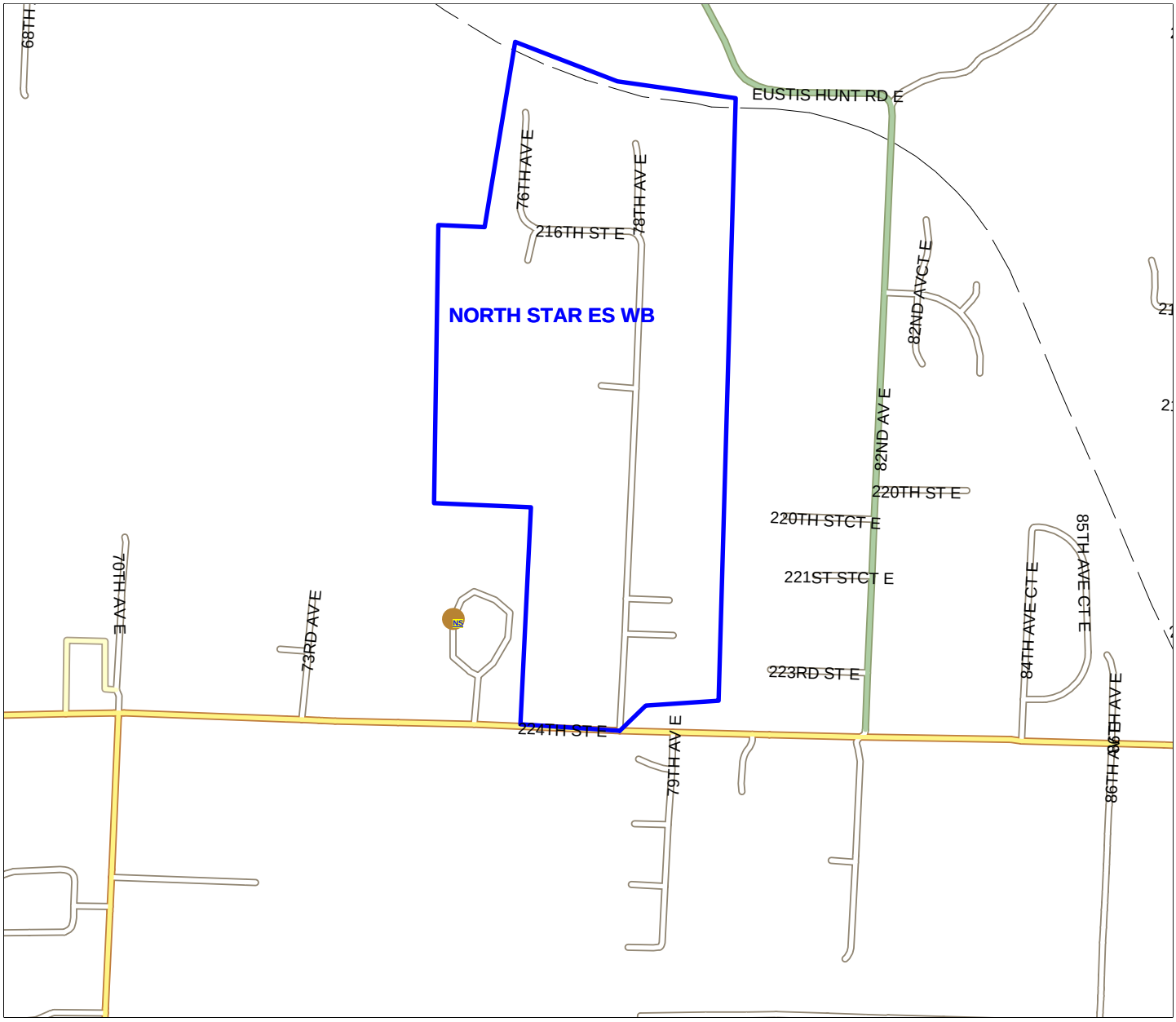
Bethel School District 403
District Map



Bethel School District 403
District Map

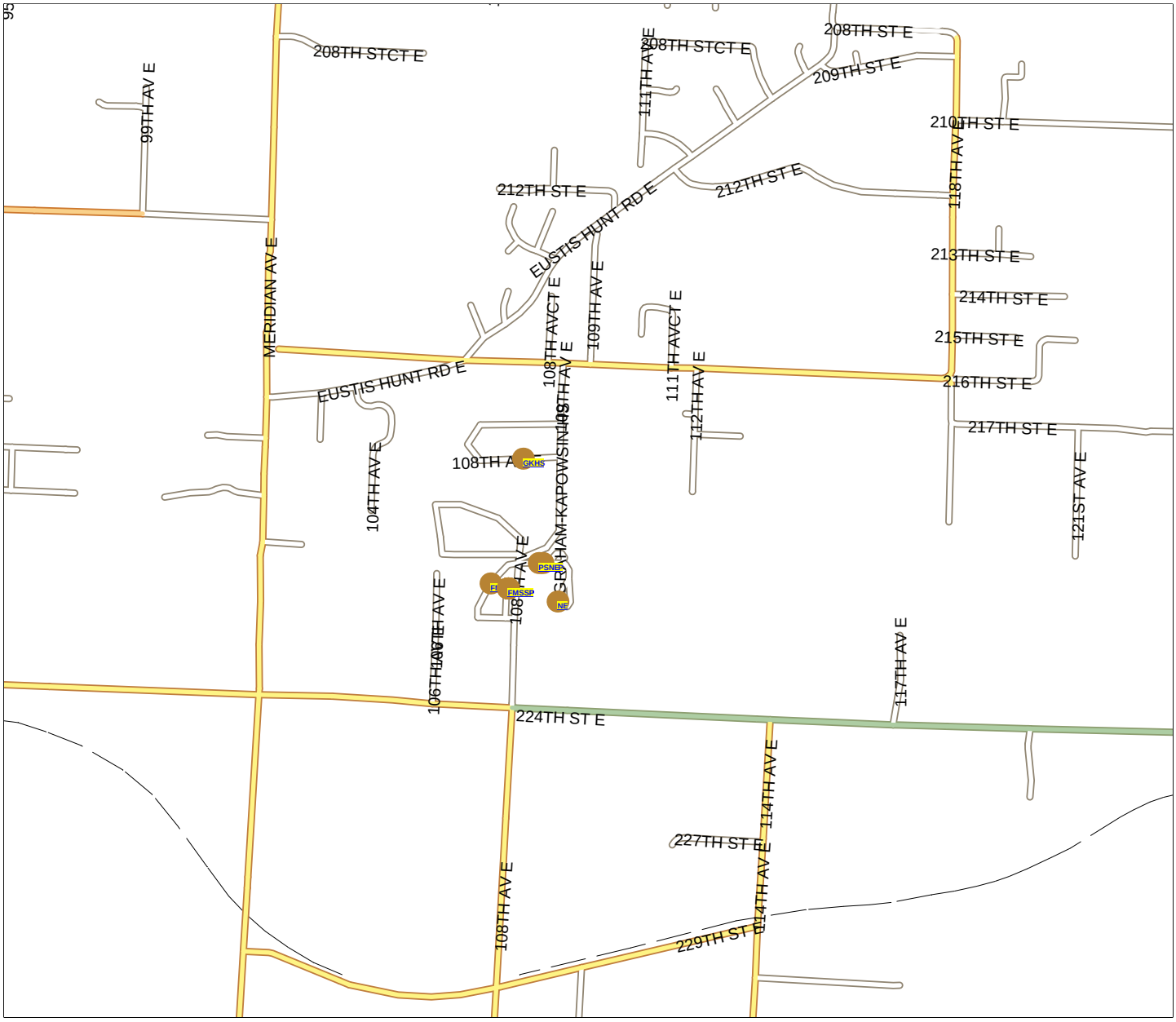


Bethel School District 403
District Map

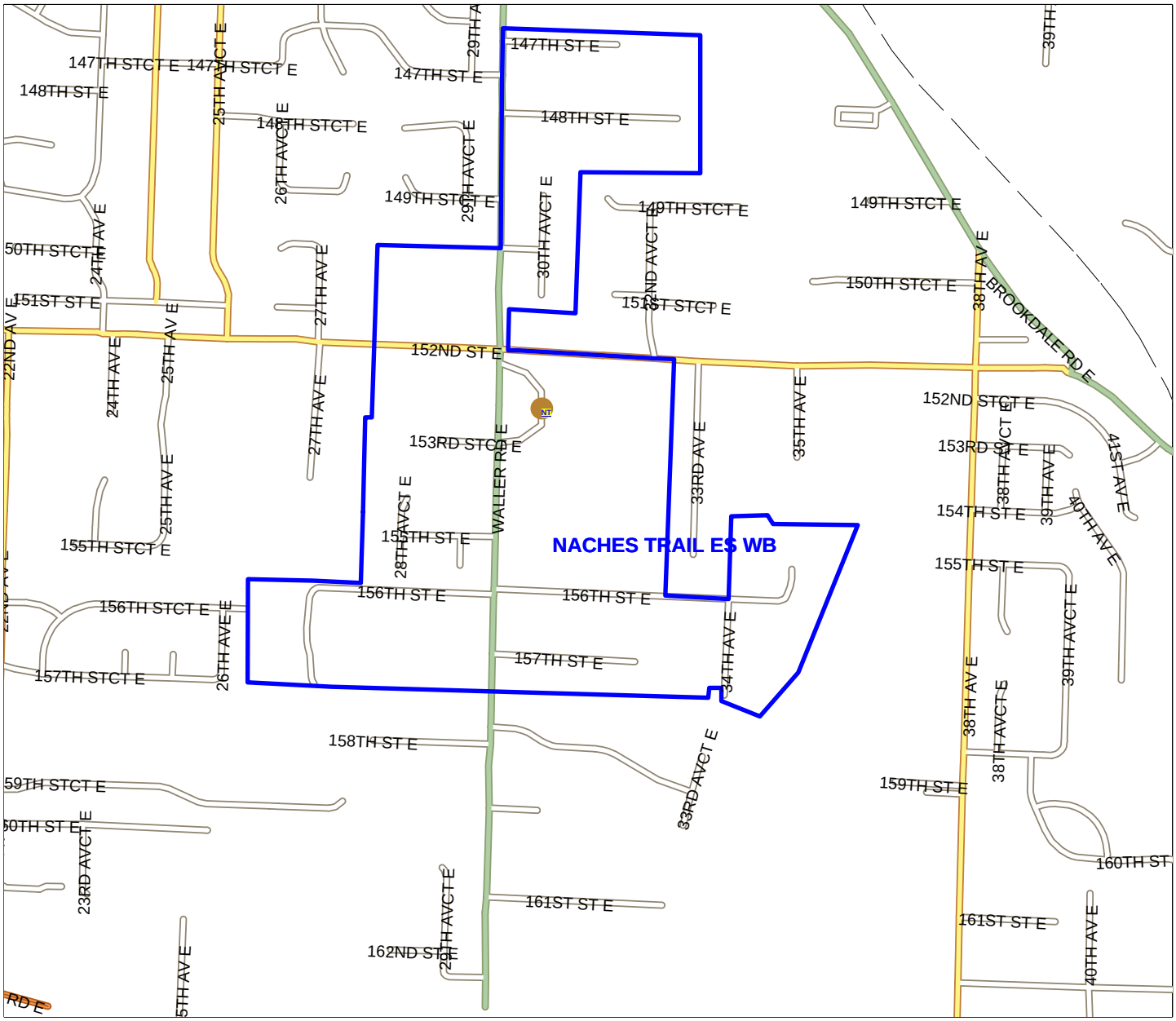


3/27/2014 7:06:17 AM

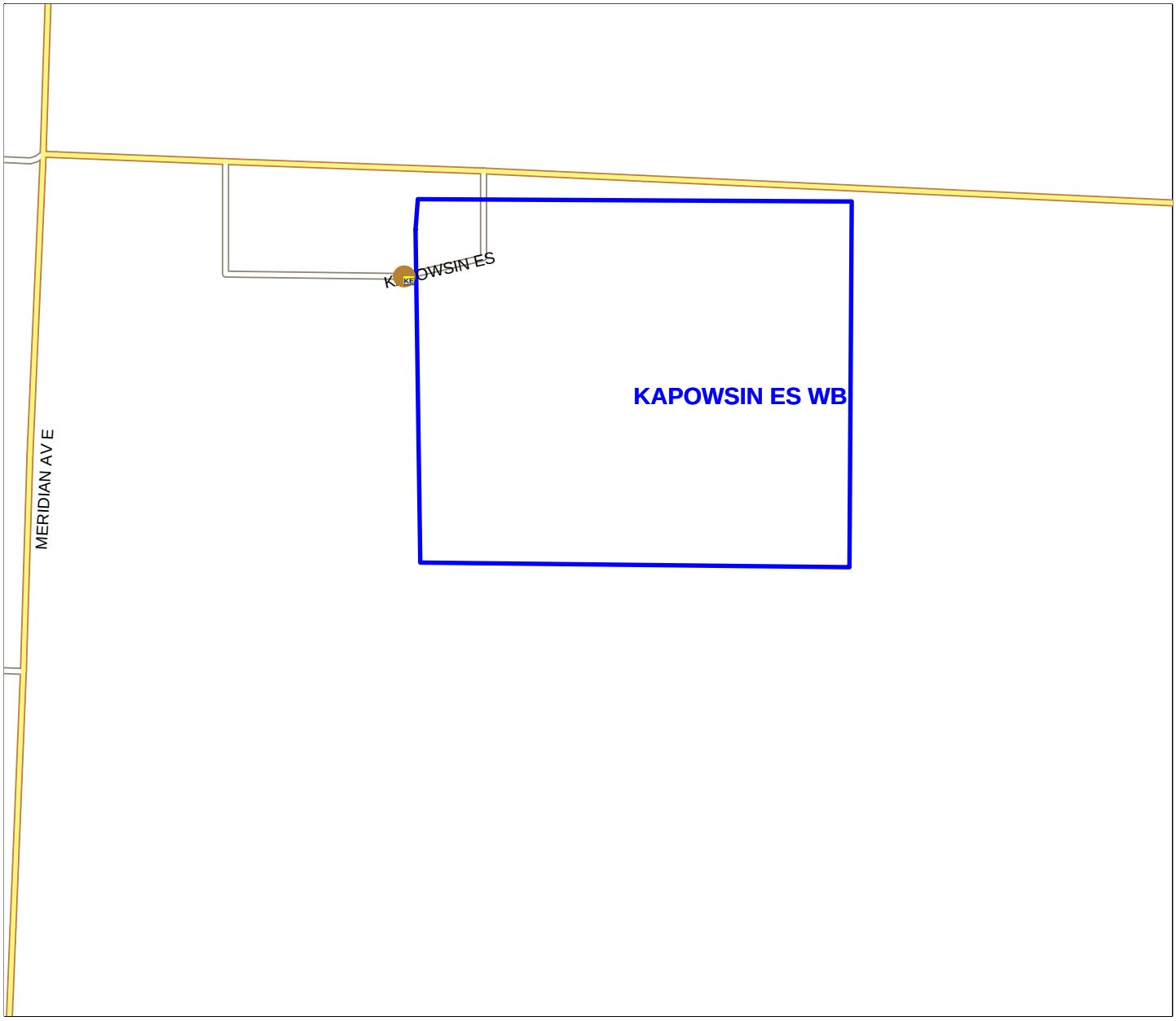
Bethel School District 403
District Map



Bethel School District 403
District Map

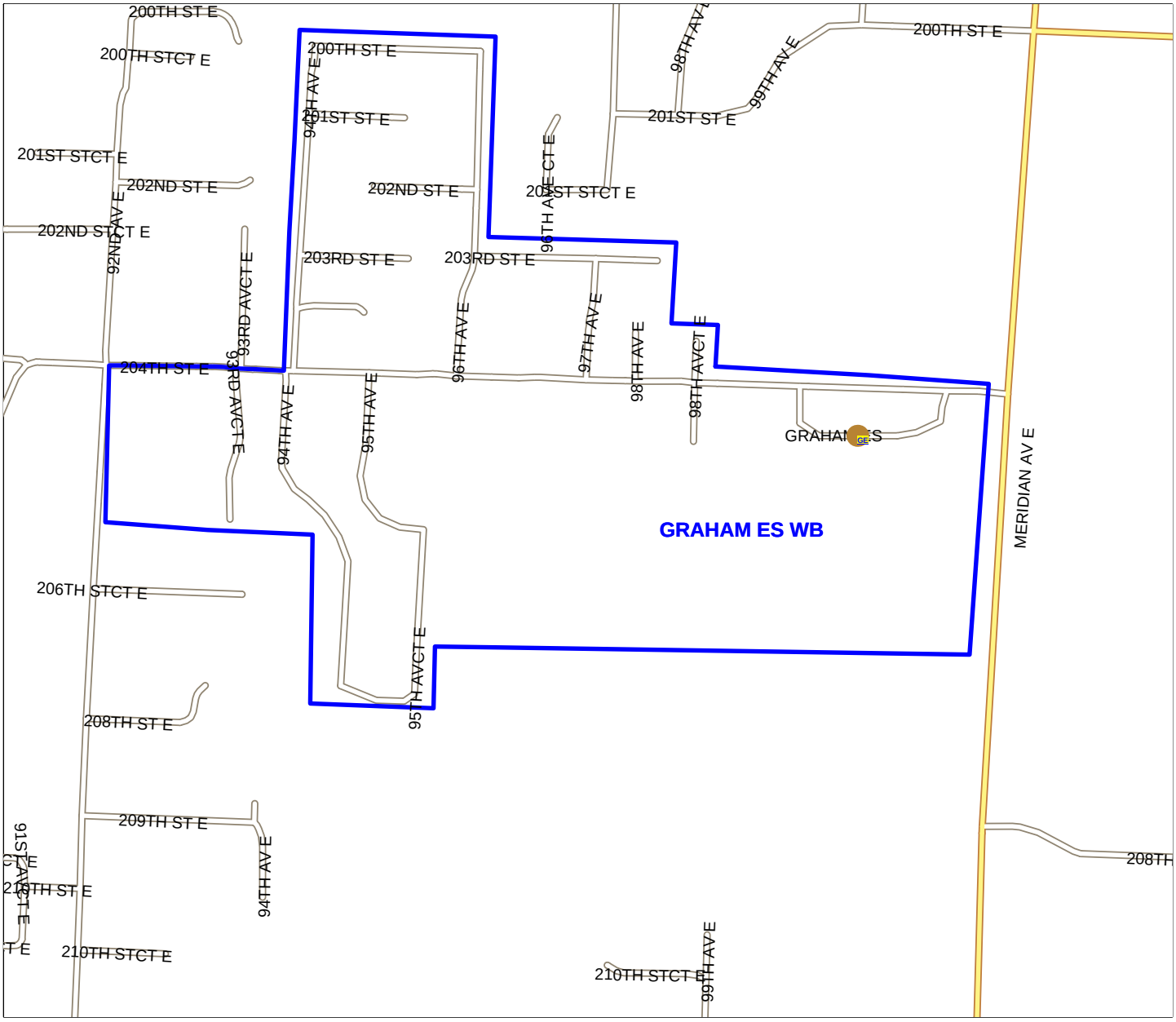


Bethel School District 403
District Map

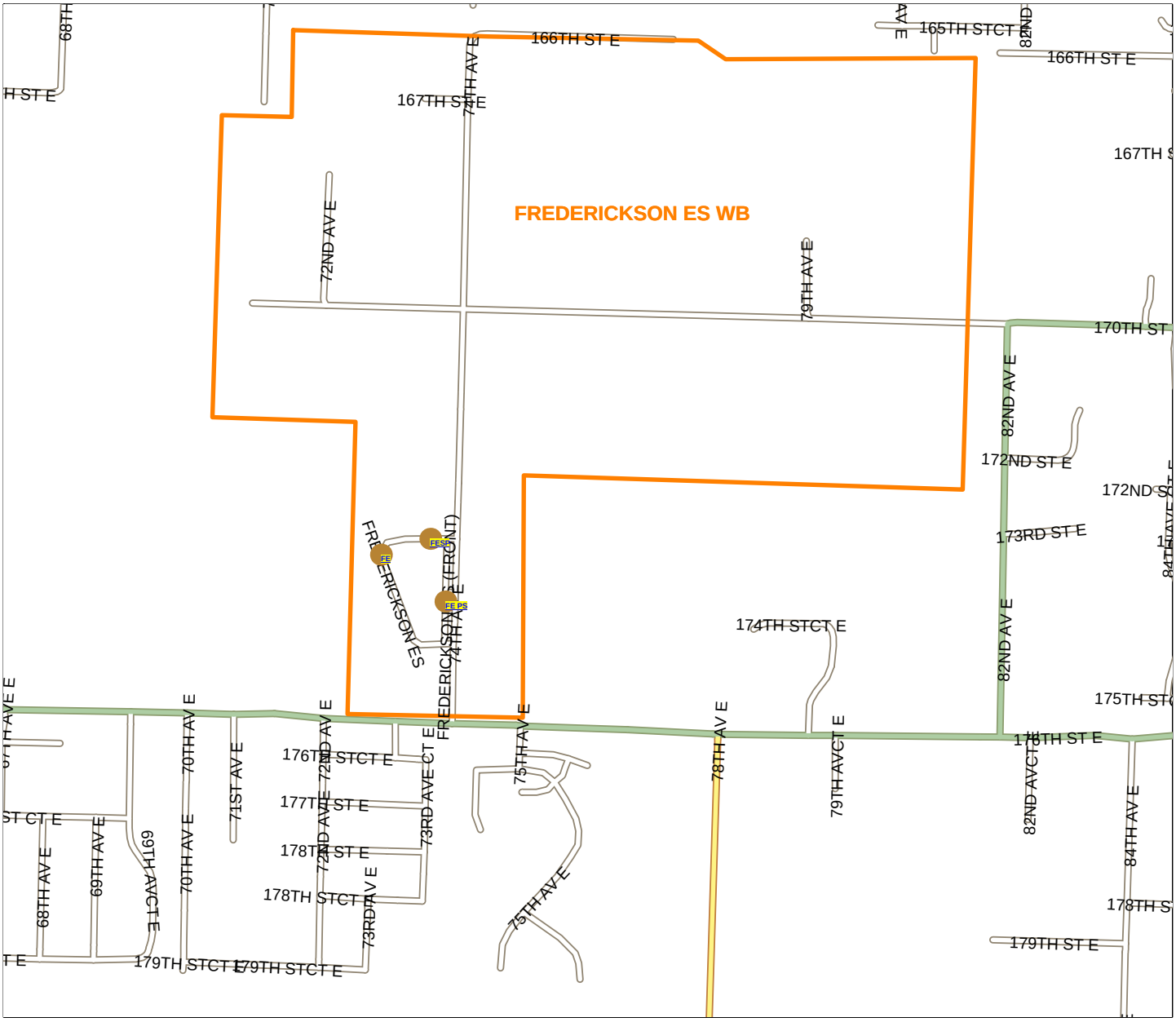


3/26/2014 3:08:20 PM

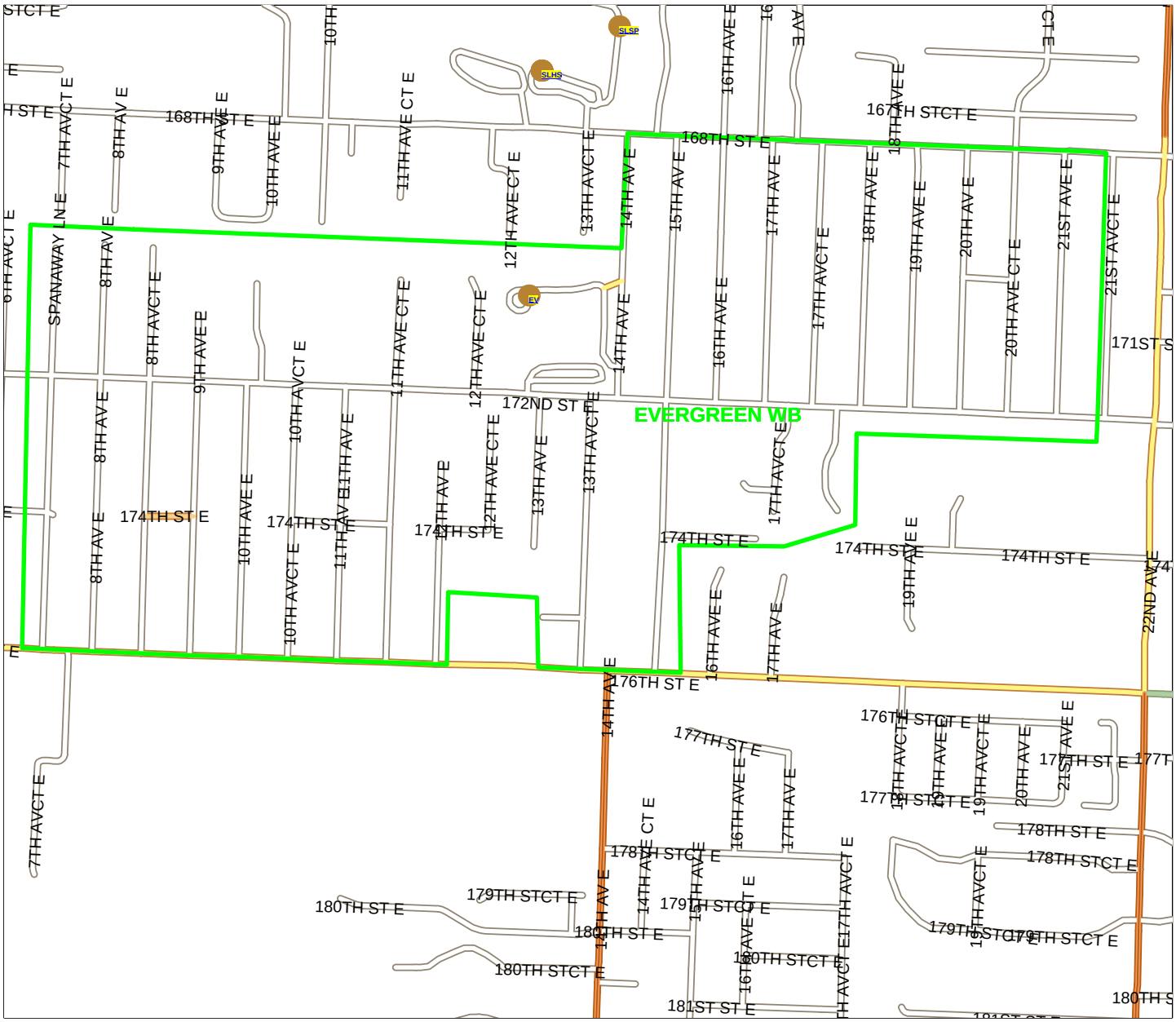
Bethel School District 403
District Map



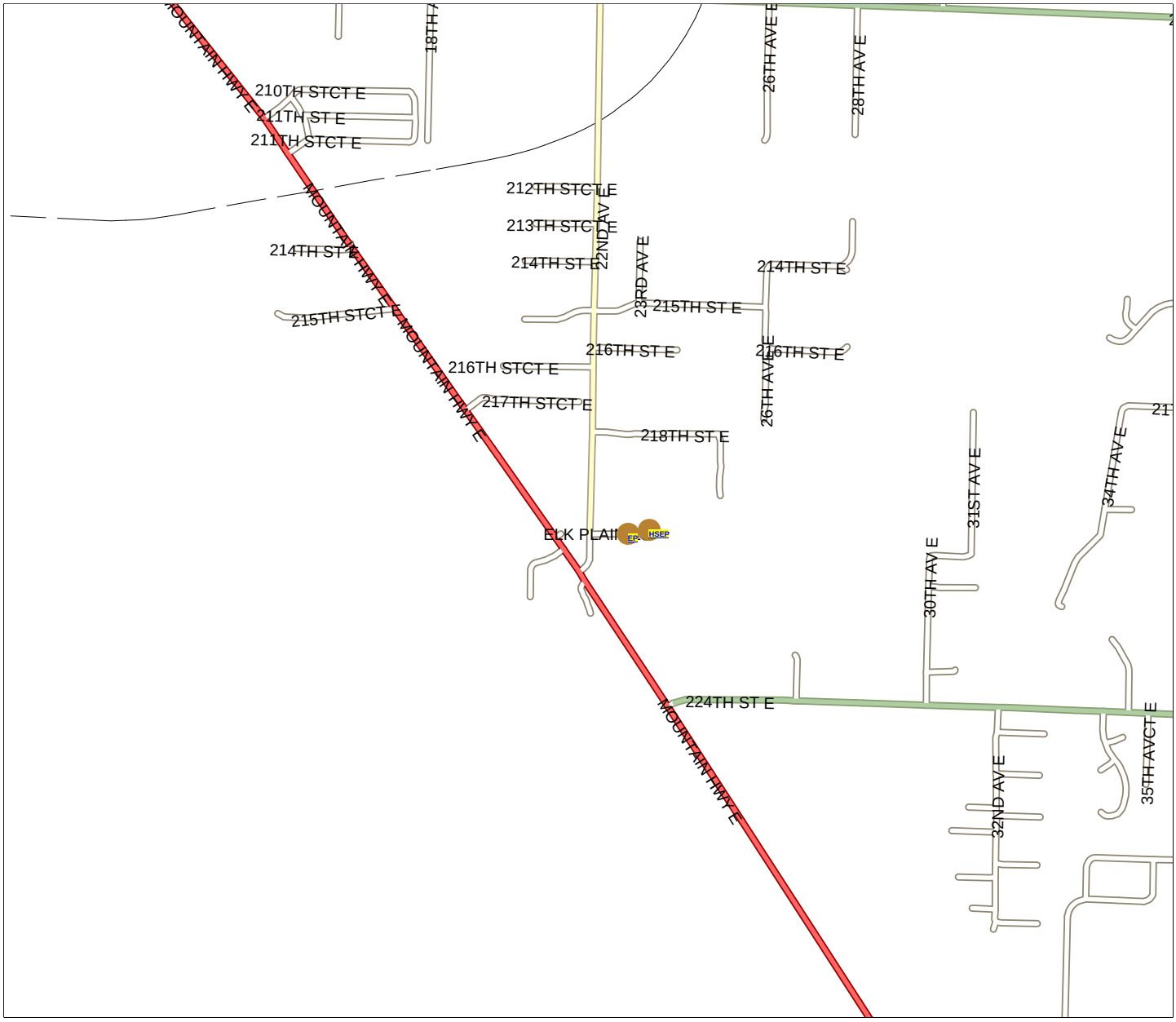
Bethel School District 403
District Map



Bethel School District 403
District Map



Bethel School District 403
District Map



Bethel School District 403
District Map

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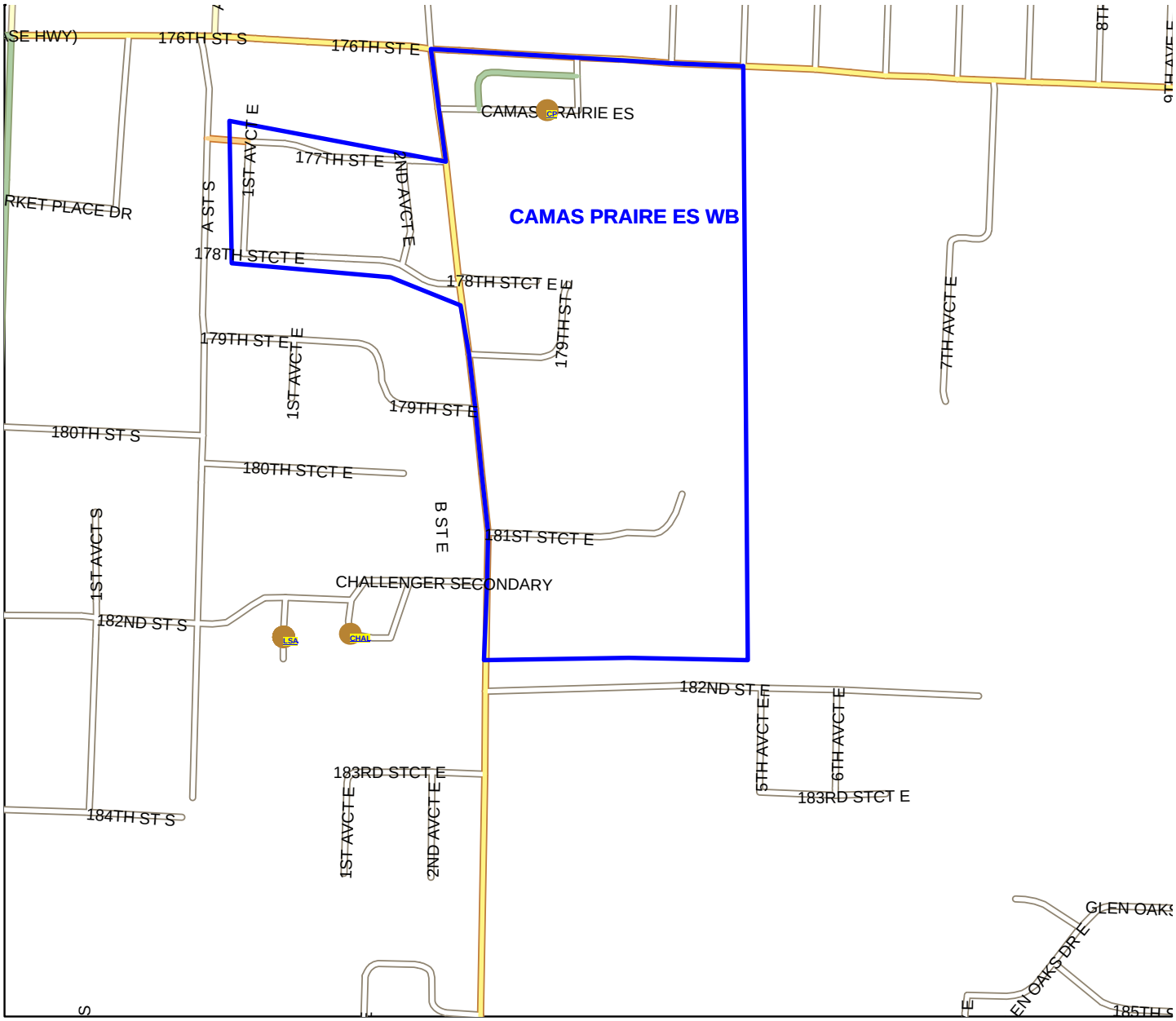


NUMBER OF WALK BOUNDARY STUDENTS BY SCHOOL

Camas Prairie Elem	46	
Centennial Elem	6	
Clover Creek Elem	6	
Elk Plain	0	No walk boundary due to hazardous conditions
Evergreen Elem	148	
Fredrickson Elem	3	
Graham Elem	123	
Kapowsin Elem	0	No walk boundary due to hazardous conditions
Naches Trail Elem	8	
North Star Elem	0	No walk boundary due to hazardous conditions
Pioneer Valley Elem	213	
Rocky Ridge Elem	1	
Shining Mtn Elem	89	
Spanaway Elem	49	
Thompson Elem	120	
Bethel MS	114	
Cedarcrest MS	198	
Cougar Mtn MS	29	
Frontier MS	0	No walk boundary due to hazardous conditions
Liberty MS	151	
Spanaway MS	119	
Bethel HS	148	
Graham-Kapowson HS	0	No walk boundary due to hazardous conditions
Spanaway Lake HS	351	

		Qty.	Unit	Unit Price	Sub-Total
Site	SLHS				
Description	from B St E to 22nd Ave E on the north and south side of 168th St. Distance is approximately 7500 lf per side of the street				
R-O-W Acquistion	Approximately 90 property owners	150,000	sq ft	$5.00	$750,000.00
Slope Easement		0			
Fence Relocation		10,000	lf	$8.00	$80,000.00
Power Poles		29	ea	$12,000.00	$348,000.00
Service Poles		9	ea	$7,500.00	$67,500.00
Other	Fire Hydrant relocation	5		$15,000.00	$75,000.00
	Phone Peds	16		$5,000.00	$80,000.00
Tree Removal		48	ea	$1,500.00	$72,000.00
sidewalk construction	Includes design fees	15,000	lf	$45.00	$675,000.00
stormwater improvements					$400,000.00
SUB-TOTAL					**$2,547,500.00**
mobilization				5%	$127,375.00
Contractor Profit				10%	$254,750.00
Contingency				10%	$254,750.00
WA State and Local Tax				9%	$239,465.00
TOTAL					**$3,423,840.00**

		Qty.	Unit	Unit Price	Sub-Total
Site Description	Evergreen Elementary from 5th Ave E to 21st Ave Ct E on the north and south side of 172nd St. Distance is approximately 6200 lf per side of the street				
R-O-W Acquistion		124,000	sq ft	$4.00	$496,000.00
Slope Easement		0			
Fence Relocation		10,000	lf	$4.00	$40,000.00
Power Poles		41	ea	$12,000.00	$492,000.00
Service Poles		18	ea	$7,500.00	$135,000.00
Other	Fire Hydrant and cell tower relocation				$100,000.00
Tree Removal		20	ea	$1,500.00	$30,000.00
sidewalk construction		62,000	sq ft	$25.00	$1,550,000.00
stormwater improvements					$100,000.00
SUB-TOTAL					**$2,943,000.00**
mobilization				5%	$147,150.00
Contractor Profit				10%	$294,300.00
Contingency				10%	$294,300.00
WA State and Local Tax				9%	$276,642.00
TOTAL					**$3,955,392.00**

		Qty.	Unit	Unit Price	Sub-Total
Site	Naches Trail				
Description	West side of Waller Rd from 145th St E to 152nd St E. Distance is approximately 2300 lf				
R-O-W Acquisition		23,000	sq ft	$6.00	$138,000.00
Slope Easement		6,000	sf	$2.50	$15,000.00
Fence Relocation		1,500	lf	$4.00	$6,000.00
Power Poles		13	ea	$12,000.00	$156,000.00
Service Poles			ea	$7,500.00	$0.00
Other	Utilities corner of Waller /152nd				$50,000.00
Tree Removal		8	ea	$1,500.00	$12,000.00
sidewalk construction	use impervious concrete to eliminate or minimize the need for stormwater facilities	2,300	lf	$35.00	$80,500.00
stormwater improvements					
SUB-TOTAL					**$457,500.00**
mobilization				5%	$22,875.00
Contractor Profit				10%	$45,750.00
Contingency				10%	$45,750.00
WA State and Local Tax				9%	$43,005.00
TOTAL					**$614,880.00**

		Qty.	Unit	Unit Price	Sub-Total
Site	GKHS				
Engineering					$100,000.00
R-O-W Acquistion			sq ft	$4.00	$0.00
Slope Easement					
Fence Relocation			lf	$4.00	$0.00
Power Poles			ea	$12,000.00	$0.00
Service Poles			ea	$7,500.00	$0.00
Other	Signalized Pedestrian Crossing				$120,000.00
Tree Removal			ea	$1,500.00	$0.00
sidewalk construction	previous pavement	1,000	sq ft	$50.00	$50,000.00
stormwater improvements					
SUB-TOTAL					**$270,000.00**
mobilization				5%	$13,500.00
Contractor Profit				10%	$27,000.00
Contingency				10%	$27,000.00
WA State and Local Tax				9%	$25,380.00
TOTAL					**$362,880.00**

		Qty.	Unit	Unit Price	Sub-Total
Site	Pioneer Valley				
Description	from 5th Ave E to 22nd Ave E on the north and south side of 172nd St. Distance is approximately 6400 lf per side of the street				
R-O-W Acquistion	Approximately 100 property owners	128,000	sq ft	$5.00	$640,000.00
Slope Easement		0			
Fence Relocation		10,000	lf	$8.00	$80,000.00
Power Poles		41	ea	$12,000.00	$492,000.00
Service Poles		18	ea	$7,500.00	$135,000.00
Other	Fire Hydrant and cell tower relocation			$50,000.00	$100,000.00
Tree Removal		20	ea	$1,500.00	$30,000.00
sidewalk construction	Includes design	12,400	lf	$45.00	$558,000.00
stormwater improvements					$350,000.00
SUB-TOTAL					**$2,385,000.00**
mobilization				5%	$119,250.00
Contractor Profit				10%	$238,500.00
Contingency				10%	$238,500.00
WA State and Local Tax				9%	$224,190.00
TOTAL					**$3,205,440.00**

2015 Legislative Session
Member Requested Local Community Project Information Form

Project Name: **Safe Walking Routes for Students - Spanaway Lake High School**

Legislative District Where Project is Physically Located: **#29**

Address of Project Site: **1305 168th Street E**
Spanaway, WA 98387

Project Contact:

Name(s): **Thomas G. Seigel**

Title: **Superintendent**

Organization **Bethel School District #403**

Organization's Website **www.bethelsd.org**

Phone: **253.683.6010** Fax: _____

E-Mail: **tseigel@bethelsd.org**

Mailing Address: **516 176th Street E**
Spanaway, WA 98387-8399

Legislative Sponsor/s:

Representative Graham Hunt

_____

Funding Requested: **$3,423,800**

(Note: Funds are available on a reimbursement basis only and cannot be advanced. As you build your project budget request, keep in mind that the net grant amount will be slightly less than the legislative appropriation. The Dept of Commerce may retain up to 3 percent, or a maximum of $50,000 of the appropriation, for project administration.)

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested: _____

15,000 lf of sidewalk in an older neighborhood will provide a safe walking route for students to their neighborhood school. A lower income neighborhood built prior to regulations that require sidewalks - the project includes r-o-w acquisition, design, utility relocation and construction.

2) Public benefit of the project: **Increases safety for pedestrian travel in a large neighborhood. Reduces school district annual transportation costs. Reduces carbon monoxide emissions by reducing single occupancy vehicle pick up and drop off twice a day.**

Start and Completion Dates: **January 2016** to **June 2020**

☐ **Attachments** **(Please enclose any materials that further describe the project and its financing.)**

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

Eligible Project Type or Phase (Check all that apply to this funding request)

		% of Request
☒	Land acquisition	22 %
☒	Demolition and site preparation	8 %
☒	Design	20 %
☒	New Construction	26 %
☐	Renovation	%
☒	Other (describe) **Utility relocation**	24 %
		100 % *(should equal 100%)*

How does this project help the State meet its greenhouse gas emission reduction goals in Chapter 70.235 RCW?

The project will reduce carbon monoxide emissions by eliminating a number of bus routes and significantly reducing the number of parents driving SOV's to drop-off and pick-up their students.

	Yes	No
Is this a joint project?	☒	☐
If **yes**, has a joint operating agreement been signed?	☐	☒
Is the site ☐ owned, ☐ optioned for purchase or ☐ under a lease of 5 years or more with renewal options?		
Has the applicant initiated a capital fundraising campaign? If **yes**, what percent of matching funds have been secured? _____ What other sources of matching funds are available? _____	☐	☒
Has the project received previous state funding? If yes, list dates, programs, and amounts. If this project, or a phase of this project, has received funding under a different project name, please identify project name.	☐	☒
Has the project previously applied for and not received state funding? If **yes**, list dates, programs, and amounts.	☐	☒

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

	Yes	No
Is the project currently applying for or planning to apply for other sources of state funding?	☐	☒

If yes, list dates, programs, and amounts. If this project, or a phase of this project, is requesting funds under a different project name, please identify project name.

_____

_____

If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.

The project will be completed with the requested state funding

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?

Upon completion the sidewalks will be part of the Pierce County right-of-way and ongoing maintenance will be a component of their maintenance plan.

Organization Information

Is the requesting organization registered with the state as a non-profit organization?	☐	☒
Is there a current or pending 501(c)(3) IRS registration?	☐	☒
If answered **no** to either of the above, is applicant a local government?	☒	☐

Legislative Sponsor
(Signature)_____ **Date**_____

Note: **This is not a formal grant program**. This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) and Executive Order 13-03 regarding life cycle and operating costs in public works projects may also apply.

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

2015 Legislative Session
Member Requested Local Community Project Information Form

Project Name: **Safe Walking Routes for Students - Pioneer Valley Elementary & Liberty Middle School**

Legislative District Where Project is Physically Located: **# 29**

Address of Project Site: **7315 Eustis Hunt Rd.**
Spanaway, WA 98387

Project Contact:

Name(s): **Thomas G. Seigel**

Title: **Superintendent**

Organization; **Bethel School District #403**

Organization's Website: **www.bethelsd.org**

Phone: **253.683.6010** Fax: _____

E-Mail: **tseigel@bethelsd.org**

Mailing Address: **516 176th Street E**
Spanaway, WA 98387-8399

Legislative Sponsor/s:
Representative Graham Hunt

_____

Funding Requested: **$1,450,300**

(Note: Funds are available on a reimbursement basis only and cannot be advanced. As you build your project budget request, keep in mind that the net grant amount will be slightly less than the legislative appropriation. The Dept of Commerce may retain up to 3 percent, or a maximum of $50,000 of the appropriation, for project administration.)

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested: _____

See attached

2) Public benefit of the project: **The project benefits include increased safety for pedestrian travel, it links numerous residential subdivisions, it provides an ADA accessible route to both an elementary and middle school and it links neighborhoods to recreational facilities at the local schools.**

Start and Completion Dates: **January 2016** to **December 2019**

☒ **Attachments** **(Please enclose any materials that further describe the project and its financing.)**

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

1. PROJECT DESCRIPTION

This purpose of this project is to expand the safe walking route to school with the construction of missing gaps of sidewalks that allow connectivity between approximately one dozen neighborhoods to the north of the project and two schools (Pioneer Valley Elementary and Liberty Middle School) to the south of the project and to improve the Americans with Disabilities Act (ADA) accessibility by the construction of ADA-compliant connections to the existing sidewalk/walkway network on both sides of 78th Avenue East, from just south of 196th Street Court East to about 204th Street East. The project will provide approximately 2,900 linear feet of pervious concrete sidewalk in three separate segments on both sides of 78th Avenue East. When finished, the project will expand the non-motorized network to the north and to the south through connecting sidewalk constructed by the developers and the Bethel School District along a main north/south urban secondary arterial, 78th Avenue East, and effectively connecting the neighborhoods from just south of 192nd Street East to 207th Street Court East to the Pioneer Valley Elementary and Liberty Middle School.

2. PROJECT SCHEDULE

Estimating an award date of sometime in June 2015, the project schedule would look like this:

Task/Activity	Timeline
Project Initiation	January 2016
Environmental Permits Obtained	March 2018
Right of Way Acquisition Completed	December 2018
PS & E Package Completed	February 2019
Project Advertisement	March 2019
Construction Complete	December 2019

Eligible Project Type or Phase (Check all that apply to this funding request)

		% of Request
☒	Land acquisition	18 %
☒	Demolition and site preparation	5 %
☒	Design	17 %
☒	New Construction	60 %
☐	Renovation	%
☐	Other (describe)	%
		100 % *(should equal 100%)*

How does this project help the State meet its greenhouse gas emission reduction goals in Chapter 70.235 RCW?

By providing a safe walking route to school the number of bus routes and parents driving SOV's to drop-off and pick-up their students will be significantly reduced.

	Yes	No
Is this a joint project?	☒	☐
If **yes**, has a joint operating agreement been signed?	☐	☒

Is the site ☐ owned, ☐ optioned for purchase or ☐ under a lease of 5 years or more with renewal options?

Has the applicant initiated a capital fundraising campaign? If **yes**, what percent of matching funds have been secured? _____	☐	☒

What other sources of matching funds are available? _____

_____

Has the project received previous state funding? If yes, list dates, programs, and amounts. If this project, or a phase of this project, has received funding under a different project name, please identify project name.	☐	☒

_____

_____

Has the project previously applied for and not received state funding? If **yes**, list dates, programs, and amounts.	☒	☐

2014 Safe Routes to Schools, submitted May 2014 for $966,000.00

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

	Yes	No
Is the project currently applying for or planning to apply for other sources of state funding?	☐	☒

If yes, list dates, programs, and amounts. If this project, or a phase of this project, is requesting funds under a different project name, please identify project name.

_____

_____

If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.

The project will be completed with the requested state funding.

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?

Upon project completion the sidewalks will be part of the Pierce County right-of-way and ongoing maintenance will be a component of their maintenance plan.

Organization Information

Is the requesting organization registered with the state as a non-profit organization?	☐	☒
Is there a current or pending 501(c)(3) IRS registration?	☐	☒
If answered **no** to either of the above, is applicant a local government?	☒	☐

Legislative Sponsor
(Signature)_____ **Date**_____

Note: **This is not a formal grant program**. This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) and Executive Order 13-03 regarding life cycle and operating costs in public works projects may also apply.

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

2015 Legislative Session
Member Requested Local Community Project Information Form

Project Name: **Safe Walking Routes for Students - Evergreen Elementary**

Legislative District Where Project is Physically Located: **#29**

Address of Project Site: **1311 172nd Street E**
Spanaway, WA 98387

Project Contact:

Name(s): **Thomas G. Seigel**

Title: **Superintendent**

Organization: **Bethel School District #403**

Organization's Website: **www.bethelsd.org**

Phone: **253.683.6010** Fax: _____

E-Mail: **tseigel@bethelsd.org**

Mailing Address: **516 176th Street E**
Spanaway, WA 98387-8399

Legislative Sponsor/s:

Representative Graham Hunt

_____

Funding Requested: **$3,205,440.00**

(Note: Funds are available on a reimbursement basis only and cannot be advanced. As you build your project budget request, keep in mind that the net grant amount will be slightly less than the legislative appropriation. The Dept. of Commerce may retain up to 3 percent, or a maximum of $50,000 of the appropriation, for project administration.)

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested: _____

12,400 lf of sidewalk in an older neighborhood will provide a safe walking route for approximately 300 students to the neighborhood school. A lower income neighborhood built prior to regulations requiring sidewalks - the project includes r-o-w acquisition, design, utility relocation and construction.

2) Public benefit of the project: **Increases safety for pedestrian travel in a large neighborhood. Reduces school district transportation costs by $53,000 annually. Reduces carbon monoxide emissions by reducing single occupancy vehicle pick up and drop off twice a day.**

Start and Completion Dates: **January 2016** to **June 2020**

☐ **Attachments** **(Please enclose any materials that further describe the project and its financing.)**

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

Eligible Project Type or Phase (Check all that apply to this funding request)

	% of Request
☐ Land acquisition	18 %
☐ Demolition and site preparation	15 %
☐ Design	20 %
☐ New Construction	25 %
☐ Renovation	%
☐ Other (describe)	22 %
	100 % *(should equal 100%)*

How does this project help the State meet its greenhouse gas emission reduction goals in Chapter 70.235 RCW?

The project will reduce carbon monoxide emissions by eliminating a number of bus routes and significantly reducing the number of parents driving SOV's to drop-off and pick-up their students.

	Yes	No
Is this a joint project?	☒	☐
If **yes**, has a joint operating agreement been signed?	☐	☒
Is the site ☐ owned, ☐ optioned for purchase or ☐ under a lease of 5 years or more with renewal options?		
Has the applicant initiated a capital fundraising campaign? If **yes**, what percent of matching funds have been secured? _____ What other sources of matching funds are available? _____	☐	☒
Has the project received previous state funding? If yes, list dates, programs, and amounts. If this project, or a phase of this project, has received funding under a different project name, please identify project name.	☐	☒
Has the project previously applied for and not received state funding? If **yes**, list dates, programs, and amounts. **A Member Requested Local Community Project Form was submitted in 2014 for $2,770,000**	☒	☐

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

	Yes	No
Is the project currently applying for or planning to apply for other sources of state funding?	☐	☒

If yes, list dates, programs, and amounts. If this project, or a phase of this project, is requesting funds under a different project name, please identify project name.

The project will be completed with the requested state funding.

If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.
The project will be completed with the requested state funds.

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?
Upon completion the sidewalks will be part of the Pierce County public right-of-way and ongoing maintenance would be a component of their maintenance plan

Organization Information

Is the requesting organization registered with the state as a non-profit organization?	☐	☒
Is there a current or pending 501(c)(3) IRS registration?	☐	☒
If answered **no** to either of the above, is applicant a local government?	☒	☐

Legislative Sponsor
(Signature)_____ **Date**_____

Note: **This is not a formal grant program.** This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) and Executive Order 13-03 regarding life cycle and operating costs in public works projects may also apply.

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

2015 Legislative Session
Member Requested Local Community Project Information Form

Project Name: **Safe Walking Routes for Students - Graham-Kapowsin Campus**

Legislative District Where Project is Physically Located: **#2**

Address of Project Site: **22100 108th Street E**
Graham, WA 98338

Project Contact:

Name(s): **Thomas G. Seigel**

Title: **Superintendent**

Organization: **Bethel School District #403**

Organization's Website: **www.bethelsd.org**

Phone: **253.683.6010** Fax: _____

E-Mail: **tseigel@bethelsd.org**

Mailing Address: **516 176th Street E**
Spanaway, WA 98387-8399

Legislative Sponsor/s:

Representative Graham Hunt

_____

Funding Requested: **$362,000.00**

(Note: Funds are available on a reimbursement basis only and cannot be advanced. As you build your project budget request, keep in mind that the net grant amount will be slightly less than the legislative appropriation. The Dept. of Commerce may retain up to 3 percent, or a maximum of $50,000 of the appropriation, for project administration.)

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested:

1,000 lf of paved pedestrian walk way to provide a safe walking route for students to the neighborhood elementary, middle school and high school campus. The project includes design, construction of the pedestrian pathway and the installation of a pedestrian activated signal.

2) Public benefit of the project: **Increases safety for pedestrian travel to 3 schools. Reduces school district transportation costs by $159,000 annually. Reduces carbon monoxide emissions by significantly reducing single occupancy vehicle pick up and drop off twice a day.**

Start and Completion Dates: **January 2016** to **December 2019**

☐ **Attachments** **(Please enclose any materials that further describe the project and its financing.)**

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

Eligible Project Type or Phase (Check all that apply to this funding request)

	% of Request
☐ Land acquisition	%
☐ Demolition and site preparation	15 %
☐ Design	35 %
☐ New Construction	25 %
☐ Renovation	%
☐ Other (describe)	25 %
	100 % *(should equal 100%)*

How does this project help the State meet its greenhouse gas emission reduction goals in Chapter 70.235 RCW?

The project will reduce carbon monoxide emissions by eliminating a number of bus routes and significantly reducing the number of parents driving SOV's to drop-off and pick-up their students.

	Yes	No
Is this a joint project?	☒	☐
If **yes**, has a joint operating agreement been signed?	☐	☒
Is the site ☐ owned, ☐ optioned for purchase or ☐ under a lease of 5 years or more with renewal options?		
Has the applicant initiated a capital fundraising campaign?		
If **yes**, what percent of matching funds have been secured? _____	☐	☒
What other sources of matching funds are available? _____		
Has the project received previous state funding?		
If yes, list dates, programs, and amounts. If this project, or a phase of this project, has received funding under a different project name, please identify project name.	☐	☒
Has the project previously applied for and not received state funding?		
If **yes**, list dates, programs, and amounts. **A Member Requested Local Community Project Form was submitted in 2014 for $340,000**	☒	☐

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

	Yes	No
Is the project currently applying for or planning to apply for other sources of state funding?	☐	☒

If yes, list dates, programs, and amounts. If this project, or a phase of this project, is requesting funds under a different project name, please identify project name.

_____

_____

If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.

The project will be completed with the requested state funds.

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?

The completed project will be on property owned by the District and Pierce County. For the area owned by the District, the District will maintain. For the sidewalk that is in Pierce County Right-of-way, Pierce County will maintain.

Organization Information

Is the requesting organization registered with the state as a non-profit organization?	☐	☒
Is there a current or pending 501(c)(3) IRS registration?	☐	☒
If answered **no** to either of the above, is applicant a local government?	☒	☐

Legislative Sponsor
(Signature)_____ **Date**_____

Note: **This is not a formal grant program.** This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) and Executive Order 13-03 regarding life cycle and operating costs in public works projects may also apply.

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

2015 Legislative Session
Member Requested Local Community Project Information Form

Project Name: Safe Walking Routes for Students – Naches Trail Elementary

Legislative District Where Project is Physically Located: #29

Address of Project Site: **15301 Waller Rd E**
Spanaway, WA 98387

Project Contact:

Name(s): **Thomas G. Seigel**

Title: **Superintendent**

Organization: **Bethel School District #403**

Organization's Website: **www.bethelsd.org**

Phone: **253.683.6010** Fax: _____

E-Mail: **tseigel@bethelsd.org**

Mailing Address: **516 176th Street E**
Spanaway, WA 98387-8399

Legislative Sponsor/s:

Representative Graham Hunt

_____

Funding Requested: $650,000.00

(Note: Funds are available on a reimbursement basis only and cannot be advanced. As you build your project budget request, keep in mind that the net grant amount will be slightly less than the legislative appropriation. The Dept. of Commerce may retain up to 3 percent, or a maximum of $50,000 of the appropriation, for project administration.)

Project Information (attach separate page with additional details if available):

Provide a brief project summary, including the phase of the overall project, and the public benefit.

1) Describe the entire project and the phase of the overall project for which funds are requested:

2,300 lf of sidewalk in an established neighborhood that will provide a safe walking route for a large number of students to the neighborhood school. The project includes right-0f-way acquisition, design, utility relocation and construction.

2) Public benefit of the project: **Increases safety for pedestrian travel in multiple neighborhoods. Reduces school district transportation costs by $55,000.00 annually. Reduces carbon monoxide emissions by reducing single occupancy vehicle pick up and drop off twice a day.**

Start and Completion Dates: **January 2016** to **December 2020**

☐ **Attachments** **(Please enclose any materials that further describe the project and its financing.)**

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

	Yes	No
Is the project currently applying for or planning to apply for other sources of state funding?	☐	☒

If yes, list dates, programs, and amounts. If this project, or a phase of this project, is requesting funds under a different project name, please identify project name.

_____

_____

If the project will not be completed after the requested state funding and matching funds are used, describe: (1) what the project will be at the completion of the portion funded by this request and how it will benefit the public; and (2) the phases and schedule for completion of the project.

The project will be completed with the requested state funds.

What source(s) of non-state funds exist for completion of the project and its ongoing maintenance and operation?

Upon completion the sidewalks will be part of the Pierce County public right-of-way and ongoing maintenance would be a component of their maintenance plan.

Organization Information

Is the requesting organization registered with the state as a non-profit organization?	☐	☒
Is there a current or pending 501(c)(3) IRS registration?	☐	☒
If answered **no** to either of the above, is applicant a local government?	☒	☐

Legislative Sponsor
(Signature)_____ **Date**_____

Note: **This is not a formal grant program**. This form provides information for House members to request a separate appropriation in the capital budget for this project. Funding any project is at the discretion of the Legislature. Successful past projects generally are ones in which the requested state funds: (1) are used for a facility providing an important public benefit; (2) are a small portion of the total project funding (25% or less); (3) result in a completed project or phase usable by the public for the intended purpose when the state funds are expended; and (4) are for a project that is ready for construction or renovation and will be completed within the biennium.

Please note that projects may be subject to state prevailing wage law (Chapter 39.12 RCW). Requesting organization are encouraged to consult the Industrial Statistician (David Soma: 360-902-5330 or somd235@lni.wa.gov) at the Washington State Department of Labor Industries to determine whether prevailing wages must be paid. High-performance building requirements (Chapter 39.35D RCW) and Executive Order 13-03 regarding life cycle and operating costs in public works projects may also apply.

NOTE: This form is prepared for the use of Representative Dunshee. He may elect to submit this form for filing in the Capital Budget Committee records. If so filed, this form will become a legislative record subject to public disclosure and will be archived consistent with Chapter 40.14 RCW.

Appendix B

Franklin Pierce School District Data

Pierce County
Planning & Public Works

2702 South 42nd Street, Suite 201
Tacoma, Washington 98409-7322
piercecountywa.gov/ppw

Dennis Hanberg—Director
dennis.hanberg@piercecountywa.gov

June 8, 2018

Dr. Frank Hewins, Superintendent
Franklin Pierce School District
315 129th Street South
Tacoma, WA 98444

Subject: **Safe Routes to School Program**
CRP 5800

Dear Dr. Hewins:

The Safe Routes to School Prioritization Analysis Plan, initially published in 2015, was last updated two years ago. This Plan included a prioritized list of projects and provided the foundation for future partnerships to improve walking routes near schools. Since its inception, we have submitted applications for various projects included in the Plan for State (WSDOT Safe Routes to School Program, TIB Urban Sidewalk Program) and Federal (FHWA Congestion Mitigation and Air Quality Improvement Program) funding opportunities. In 2017, the project at Keithley Middle School (12th Ave S / 124th St S) was awarded TIB (Transportation Improvement Board) funds, and is currently in the design engineering phase.

As part of our commitment to an ongoing partnership we agreed to periodically update the Plan in an effort to ensure information is current and we are primed for future opportunities. We realize priorities, funding, and plans change and as such we would like to provide the District with an opportunity to make those revisions. Please provide the following information:

- Updated numbers for school enrollments and students within walk areas
- Review existing District list of projects
- Provide information for any new projects (school name, project location, project scope)
    - Must be within the urban unincorporated area
    - Must be within one mile of a school serving children kindergarten to 12th grade
    - Project scope proposals may include sidewalks/paths, flashing beacons, signs, crosswalks. Proposed elements will be evaluated by County staff to ensure compliance with federal, state, and local standards.
- Prioritize the final list of projects (1 = highest priority for the District)

Copies of the information included in the current Plan are included for your convenience. Please send the requested information no later than **July 20, 2018** to Kerry Obermire, Transportation Engineer, at kerry.obermire@piercecountywa.gov.

We will use this information to incorporate any new priorities into the Plan with a target completion date of December 2018. As a reminder, information regarding the Plan and current priorities can be found at the following location: https://www.co.pierce.wa.us/4391/Safe-Routes-to-School-Plan

We believe a continued team approach that involves both the County and our partner School Districts can result in more safe walking routes to encourage children to walk and bike to schools. We look forward to working with Franklin Pierce toward achieving those goals.

For any questions, please do not hesitate to contact Kerry at (253) 798-2286, or Clint Ritter, P.E., Program Development Supervisor, at (253) 798-2762. Thank you for your prompt response and cooperation. It has been a pleasure developing the Plan with you, and we wish you a happy retirement.

Sincerely,

Letticia M. Neal, P.E.
Transportation Improvement Manager

LMN:CTR:kdo
Attachments

ec: Tim Bridgeman, Transportation Director, Franklin Pierce School District
Robin Heinrichs, Support Services Executive Director, Franklin Pierce School District
Dennis Hanberg, Director
Toby D. Rickman, P.E., Deputy Director
Brian D. Stacy, P.E., County Engineer
Clint T. Ritter, P.E., Program Development Supervisor
Kerry Obermire, Transportation Engineer

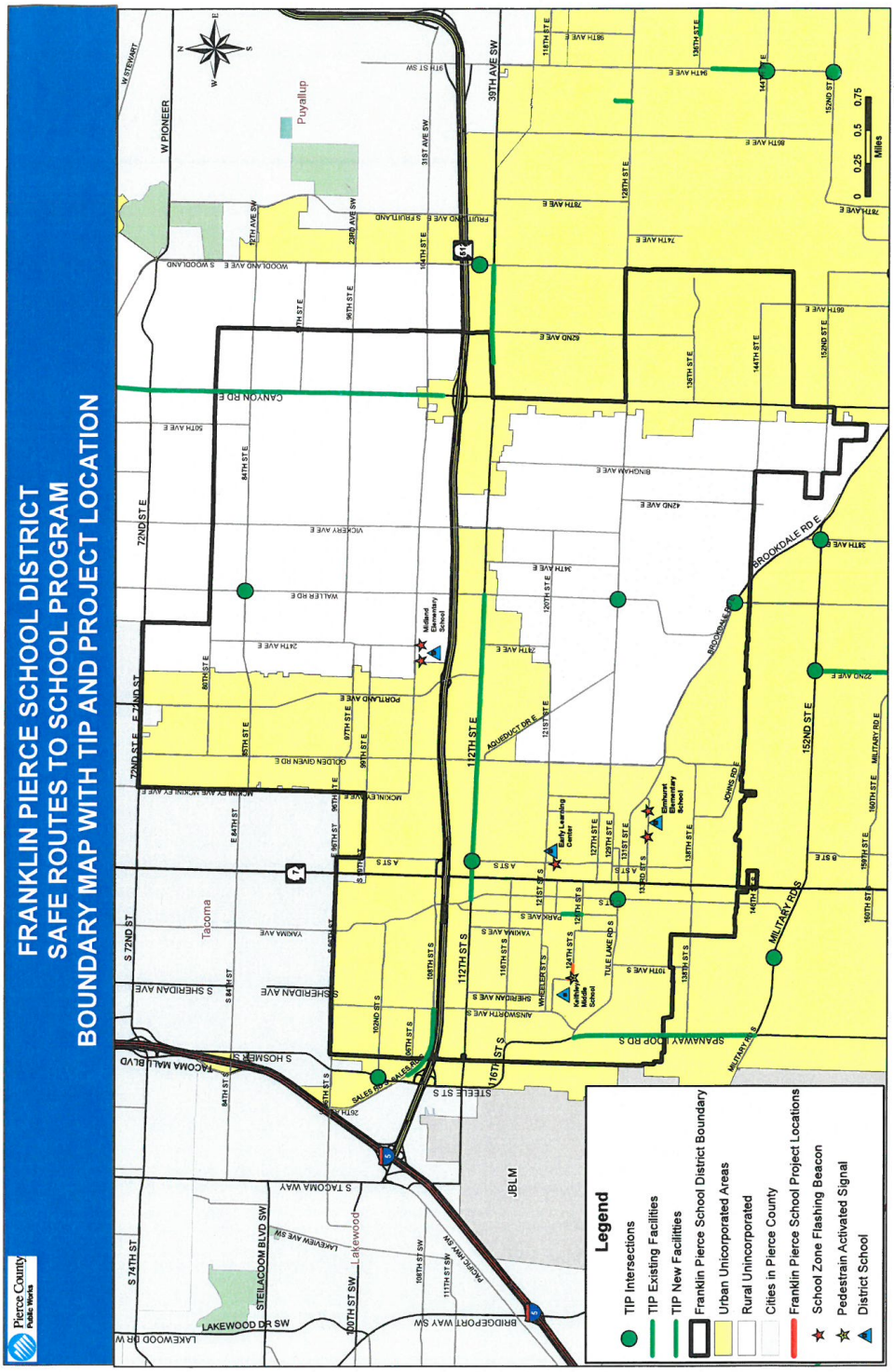
FRANKLIN PIERCE SCHOOL DISTRICT

School Name	Enrollment (2015)	# of Students w/out bus transportation	Comments
Brookdale Elem	494	30	No designated walk area due to hazardous conditions
Central Avenue Elem	459	47	No designated walk area due to hazardous conditions
Christensen Elem	428	18	No designated walk area due to hazardous conditions
Collins Elem	422	16	No designated walk area due to hazardous conditions
Elmhurst Elem	422	28	No designated walk area due to hazardous conditions
Havard Elem	417	42	No designated walk area due to hazardous conditions
James Sales Elem	452	41	No designated walk area due to hazardous conditions
Midland Elem	519	14	No designated walk area due to hazardous conditions
Early Learning Center	335	85	
Ford MS	909	209	
Keithley MS	729	41	
Franklin Pierce HS	1136	118	
Washington HS	916	316	
Gates HS	216	125	
New Pathways Blended Learning Center	10	n/a	This school has been incorporated into Gate HS

FRANKLIN PIERCE SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope	Cost Estimated by School District
1	Early Learning Center	A St S (122nd St E to 123rd St E)	Sidewalk and school zone flashing beacons	not provided
2	Keithley Middle School	12th Ave S / 124th St S (123rd St S to 10th Ave S)	Sidewalk and Rectangular Rapid Flashing Beacons	not provided
3	Elmhurst Elementary	133th St E (B St E to 8 St E)	School Zone Flashing Beacons both directions	not provided
4	Midland Elementary **	22nd Ave E, 24th Ave E (at 104th St E or 105th St E)	School Zone Flashing Beacons both directions	not provided

** Rural Project


FRANKLIN PIERCE SCHOOL DISTRICT
SAFE ROUTES TO SCHOOL PROGRAM
BOUNDARY MAP WITH TIP AND PROJECT LOCATION
Pierce County
Public Works
Legend
TIP Intersections
TIP Existing Facilities
TIP New Facilities
Franklin Pierce School District Boundary
Urban Unincorporated Areas
Rural Unincorporated
Cities in Pierce County
Franklin Pierce School Project Locations
School Zone Flashing Beacon
Pedestrain Activated Signal
District School
Miles
Tacoma
Puyallup
Lakewood
JBLM
17 | Page

Kerry Obermire

From: Kerry Obermire
Sent: Tuesday, July 24, 2018 8:16 AM
To: Bridgeman Timothy; Heinrichs Robin
Cc: Clint Ritter
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)
Attachments: Franklin Pierce - Pages from SRTS Plan-2016 Update_markup.pdf

Hi Tim,

Thank you for the response, and the detailed info provided. I know that we consulted with our traffic engineering folks a few months ago about a rapid flashing beacon crosswalk at that intersection, and they were supportive of it.

I've attached a markup of the proposed revisions for your review. You'll see that there's still some updated info we will need from Franklin Pierce. We've also included new projects that you mentioned earlier this year when the WSDOT Safe Routes to School Program call for projects was released. If you wanted to take a look at those to ensure they're accurate, that would be great.

If you had a chance to get the missing information back to me before next Friday, August 3rd, it would be appreciated. Please feel free to let me know if you have any questions, etc. Thanks!

Kerry Obermire
(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: Bridgeman Timothy [mailto:tbridgeman@fpschools.org]
Sent: Monday, July 23, 2018 10:19 AM
To: Kerry Obermire <kerry.obermire@piercecountywa.gov>; Heinrichs Robin <rheinrichs@fpschools.org>
Cc: Clint Ritter <clint.ritter@piercecountywa.gov>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

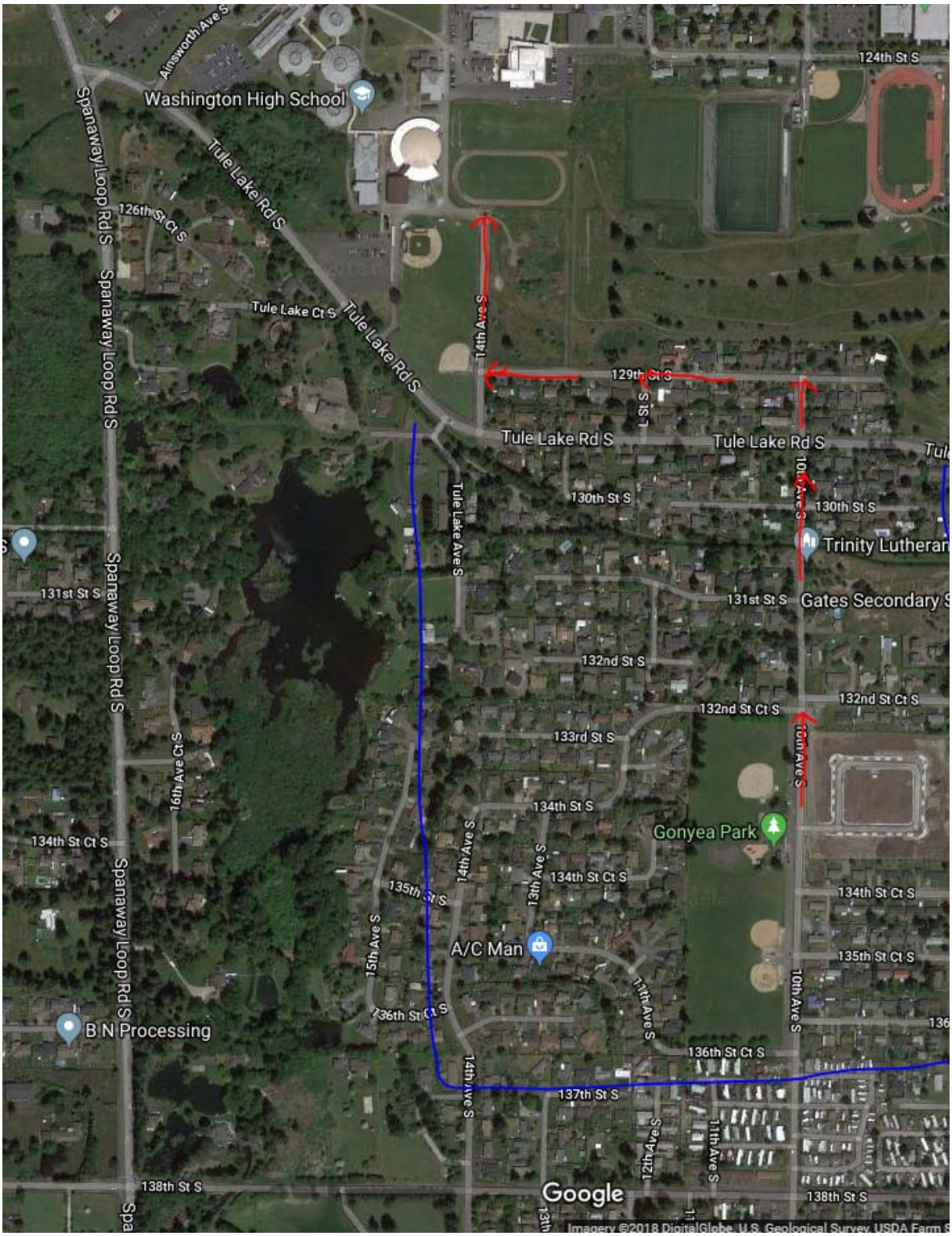
Hi Kerry,

I apologize for the delay in my response.

We have new housing development on 10th AV S across from Gonyea Park. This has increased our walking traffic to Washington HS and Keithley MS. In order to cross Tule Lake Rd safely students must walk down to Park to use a cross walk.

For our projects, please add a pedestrian activated cross walk at the intersection of 10th AV S and Tule Lake Rd. This would allow students living south of Tule Lake Rd to cross safely, then continue north on 10th to 129th St and access the school property without walking on Tule. The picture below shows the walking area and with a crosswalk our preferred walking route.

1


Washington High School
Ainsworth Ave S
Spanaway Loop Rd S
Tule Lake Rd S
126th St Ct S
Tule Lake Ct S
14th Ave S
129th St S
Tule Lake Rd S
Tule Lake Rd S
130th St S
130th St S
Trinity Lutheran
Tule Lake Ave S
131st St S
131st St S
Gates Secondary S
132nd St S
132nd St Ct S
132nd St Ct S
133rd St S
16th Ave Ct S
134th St S
Gonyea Park
134th St Ct S
134th St Ct S
134th St Ct S
135th St Ct S
A/C Man
136th St Ct S
B N Processing
136th St Ct S
137th St S
138th St S
138th St S
Google
Imagery ©2018 DigitalGlobe, U.S. Geological Survey, USDA Farm S

2

Tim Bridgeman
Director of Transportation

From: Kerry Obermire <kerry.obermire@piercecountywa.gov>
Sent: Friday, July 20, 2018 11:07 AM
To: Heinrichs Robin <rheinrichs@fpschools.org>; Bridgeman Timothy <tbridgeman@fpschools.org>
Cc: Clint Ritter <clint.ritter@piercecountywa.gov>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

Good morning Tim, Robin –

Since today was the "requested by" date in our letter (attached for your reference), we wanted to touch base and see how things were coming along? If it looks like the District will need a bit more time to finish gathering the information and working on the list of projects, could you please provide us with an estimated date when we could expect it? Work on the 2018 SRTS Plan Update is progressing on the County's end, so we want to do our best to ensure we don't slip too far behind schedule.

And as always, if you have any questions, please don't hesitate to let Clint or myself know – we're happy to assist.

Thanks,

Kerry Obermire
(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: Kerry Obermire
Sent: Friday, July 6, 2018 12:48 PM
To: Heinrichs Robin <rheinrichs@fpschools.org>
Cc: Bridgeman Timothy <tbridgeman@fpschools.org>; Clint Ritter <clint.ritter@piercecountywa.gov>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

Hi Robin,

Absolutely no worries, as I can imagine mid-June is probably very hectic with the end of the school year. We just wanted to make sure our email didn't get buried in your inboxes, or lost in cyberspace :-)

Thanks,

Kerry Obermire
(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: Heinrichs Robin [mailto:rheinrichs@fpschools.org]
Sent: Friday, July 6, 2018 11:56 AM
To: Kerry Obermire <kerry.obermire@piercecountywa.gov>
Cc: Bridgeman Timothy <tbridgeman@fpschools.org>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

Kerry,

Sorry for the delay in responding. The quest for additional information is on my "to do" list….hope to get at it next week.

3

Robin

From: Kerry Obermire <kerry.obermire@piercecountywa.gov>
Sent: Friday, July 6, 2018 7:50 AM
To: Bridgeman Timothy <tbridgeman@fpschools.org>
Cc: Heinrichs Robin <rheinrichs@fpschools.org>; Clint Ritter <clint.ritter@piercecountywa.gov>
Subject: RE: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

Good morning, Tim –

We wanted to check in with you to see if you received our request for information from the District, and answer any questions that may have come up. I believe you'll likely have some new projects identified/prioritized on the list? One project I recall hearing about a few months ago is a pedestrian-activated rapid flashing beacon at Tule Lake Rd and 10th Ave S.

Please let us know if there's anything we can help you with, otherwise we'll look forward to receiving the school/project information from you in the next couple of weeks.

Thanks!

Kerry Obermire
(253) 798-2286 | kerry.obermire@piercecountywa.gov

From: Kerry Obermire
Sent: Tuesday, June 12, 2018 7:32 AM
To: Tim Bridgeman <tbridgeman@fpschools.org>; Heinrichs Robin <rheinrichs@fpschools.org>; Dennis Hanberg <dennis.hanberg@piercecountywa.gov>; Toby Rickman <toby.rickman@piercecountywa.gov>; Brian Stacy <brian.stacy@piercecountywa.gov>; Clint Ritter <clint.ritter@piercecountywa.gov>
Cc: Letticia Neal <letticia.neal@piercecountywa.gov>
Subject: Safe Routes to School Program - 2018 Plan Update (Franklin Pierce)

Good Morning,

You were included as an "ec" on a letter from Pierce County Planning & Public Works to the Franklin Pierce School District. Please see the attached PDF for details.

Thank you,

Kerry Obermire
Transportation Engineer
Pierce County Planning & Public Works
(253) 798-2286 | kerry.obermire@piercecountywa.gov

4

NEED UPDATED NUMBERS

FRANKLIN PIERCE SCHOOL DISTRICT

School Name	Enrollment (2015)	# of Students w/out bus transportation	Comments
Brookdale Elem	494	30	No designated walk area due to hazardous conditions
Central Avenue Elem	459	47	No designated walk area due to hazardous conditions
Christensen Elem	428	18	No designated walk area due to hazardous conditions
Collins Elem	422	16	No designated walk area due to hazardous conditions
Elmhurst Elem	422	28	No designated walk area due to hazardous conditions
Havard Elem	417	42	No designated walk area due to hazardous conditions
James Sales Elem	452	41	No designated walk area due to hazardous conditions
Midland Elem	519	14	No designated walk area due to hazardous conditions
Early Learning Center	335	85	
Ford MS	909	209	
Keithley MS	729	41	
Franklin Pierce HS	1136	118	
Washington HS	916	316	
Gates HS	216	125	
New Pathways Blended Learning Center	10	n/a	This school has been incorporated into Gate HS

This column can also be # within walk area (Bethel & Puyallup provide those

Sidewalk has been constructed. Keep project on list for school zone flashing beacons?

FRANKLIN PIERCE SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope	Cost Estimated by School District
1	Early Learning Center	A St S (122nd St E to 123rd St E)	Sidewalk and school zone flashing beacons	not provided
~~2~~ Funded	Keithley Middle School	12th Ave S / 124th St S (123rd St S to 10th Ave S)	Sidewalk and Rectangular Rapid Flashing Beacons	not provided
3	Elmhurst Elementary	133th St E (B St E to 8 St E)	School Zone Flashing Beacons both directions	not provided
4	Midland Elementary **	22nd Ave E, 24th Ave E (at 104th St E or 105th St E)	School Zone Flashing Beacons both directions	not provided

** Rural Project

NEW PROJECTS

Priority: ?
School: Washington HS / Keithley MS
Project: Tule Lake Rd S / 10th Ave S
Scope: Pedestrian-activated beacon cross walk

Priority: ?
School: Ford MS
Project: 104th St E (Ford MS to Portland Ave E / SR-512)
Scope: Sidewalk on south side of road

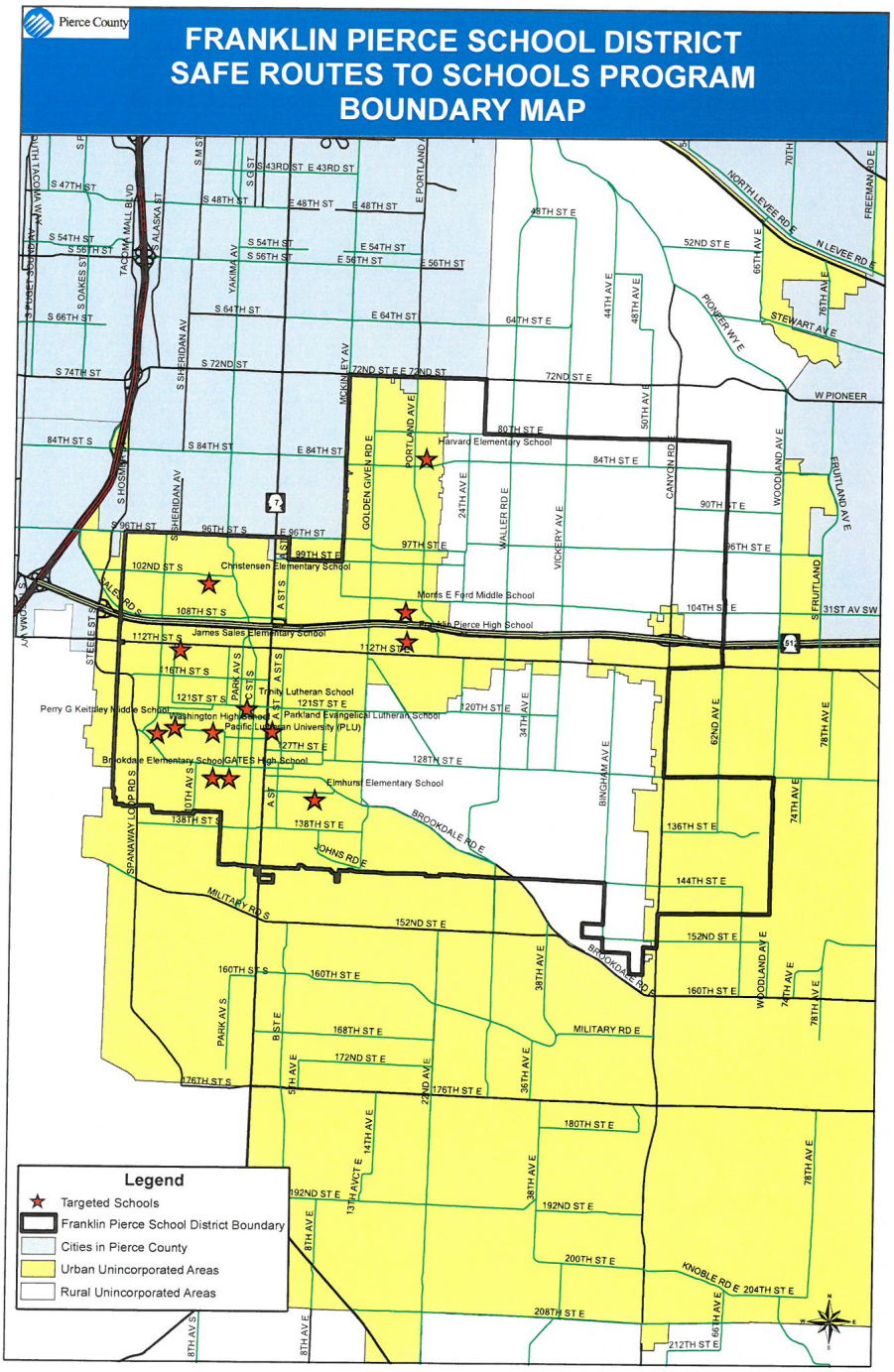
Priority: ?
School: Ford MS
Project: 104th St E (Golden Given Rd E to Ford MS)
Scope: Sidewalk on south side of road; pedestrian-activated beacon cross walk
---
Priority: ?
School: Early Learning Center (ELC)

The following pages contain project information submitted by District for the previous editions of the Plan.

Safe Routes to School Program
CRP 5800
Requested Data

Abstract
Data documenting current demographics and routing of school sites, for determining safer paths.

Tim T. McKamey
tmckamey@fpschools.org
253.298.3865


Pierce County
FRANKLIN PIERCE SCHOOL DISTRICT
SAFE ROUTES TO SCHOOLS PROGRAM
BOUNDARY MAP
Harvard Elementary School
Christensen Elementary School
Morris E Ford Middle School
Franklin Pierce High School
James Sales Elementary School
Trinity Lutheran School
Perry G Keithley Middle School
Washington High School
Parkland Evangelical Lutheran School
Pacific Lutheran University (PLU)
Brookdale Elementary School
GATES High School
Elmhurst Elementary School
Legend
Targeted Schools
Franklin Pierce School District Boundary
Cities in Pierce County
Urban Unincorporated Areas
Rural Unincorporated Areas

School Building Addresses, Telephone Numbers, Routing Info.

SCHOOL	State #			State #	
Brookdale Elementary	3180	Enrollment: 494	Midland Elementary	2340	Enrollment: 519
611 132nd Street S.		Phone: 253-298-3100	2300 105th St E		Phone: 253-298-4500
Tacoma WA 98444-3599		Fax: 253-298-3115	Tacoma WA 98445-5324		Fax: 253-298-4515
Daily Routes: 12		Daily Ridership: 464	Daily Routes: 11		Daily Ridership: 505
Central Avenue Elementary	2398	Enrollment: 459	Ford Middle School	3300	Enrollment: 909
4505 104th St. E.		Phone: 253-298-3200	1602 104th St E		Phone: 253-298-3600
Tacoma WA 98446-5239		Fax: 253-298-3215	Tacoma WA 98445-3838		Fax: 253-298-3615
Daily Routes: 9		Daily Ridership: 412	Daily Routes: 32		Daily Ridership: 700
Christensen Elementary	3301	Enrollment: 428	Keithley Middle School	3401	Enrollment: 729
10232 Barnes Lane S		Phone: 253-298-3300	12324 12th Ave S		Phone: 253-298-4300
Tacoma WA 98444-2799		Fax: 253-298-3315	Tacoma WA 98444-2398		Fax: 253-298-4315
Daily Routes: 7		Daily Ridership: 410	Daily Routes: 23		Daily Ridership: 688
Collins Elementary	2257	Enrollment: 422	Franklin Pierce High School	2876	Enrollment: 1136
4608 128th St E		Phone: 253-298-3400	11002 18th Ave E		Phone: 253-298-3800
Tacoma WA 98446-4399		Fax: 253-298-3415	Tacoma WA 98445-5200		Fax: 253-298-3814
Daily Routes: 9		Daily Ridership: 406	Daily Routes: 32		Daily Ridership: 1018
Elmhurst Elementary	3532	Enrollment: 422	Washington High School	3648	Enrollment: 916
420 133rd St E		Phone: 253-298-3500	12420 Ainsworth Ave S		Phone: 253-298-4700
Tacoma WA 98445-1465		Fax: 253-298-3515	Tacoma WA 98444-2398		Fax: 253-298-4715
Daily Routes: 10		Daily Ridership: 394	Daily Routes: 23		Daily Ridership: 600
Harvard Elementary	3000	Enrollment: 417	Gates High School	4063	Enrollment: 216
1709 85th St E		Phone: 253-298-4100	813 132nd St S		Phone: 253-298-4000
Tacoma WA 98445-4100		Fax: 253-298-4115	Tacoma WA 98444-3532		Fax: 253-298-4015
Daily Routes: 6		Daily Ridership: 375	Daily Routes: 5		Daily Ridership: 91
James Sales Elementary	2945	Enrollment: 452	New Pathways	6099	Enrollment: 10
11213 Sheridan Ave S		Phone: 253-298-4200	9516 Waller Road E		Phone: 253-298-4080
Tacoma WA 98444-4099		Fax: 253-298-4215	Tacoma WA 98446		Fax: 253-298-4083
Daily Routes: 8		Daily Ridership: 411	Daily Routes: 4		Daily Ridership: 1018
Early Learning Center	2399	Enrollment: 335	District Central Office		
12223 - South A St.		Phone: 253-298-4675	315 - 129th ST S.		Phone: 253-298-3000
Tacoma WA 98444		Fax: 253-537-3162	Tacoma WA 98444		Fax: 253-298-3015
Daily Routes: 9		Daily Ridership: 250	Dr. Frank Hewins, Superintendent		

7,519 students are enrolled in the district
1,328 students live within one mile distance from home to school.
An estimated 273 students are bussed from within one mile because of unsafe streets.
4,107 students were recorded riding the bus during our daily, morning count (average).

Prioritized projects.

1. SCHOOL ZONE flashing beacon installation projects for Midland Elementary and Elmhurst Elementary.
    a. MIDLAND: East Bound and West Bound beacons on either 104th or 105th, depending on codes and appropriateness of placement.
    b. ELMHURST: East Bound and West Bound beacons on 133rd St, depending on codes and appropriateness of placement.
2. Coordinated sidewalk and signage for the rebuild of our new ELC building on 123rd and A Street.

Assuming the successful passage of our Bond measure, we would like to refresh our list so as to partner with Pierce County in the formation of safe walking paths near the three, possibly four, elementary schools being rebuilt.

Midland. Looking eastward along 104th Street.

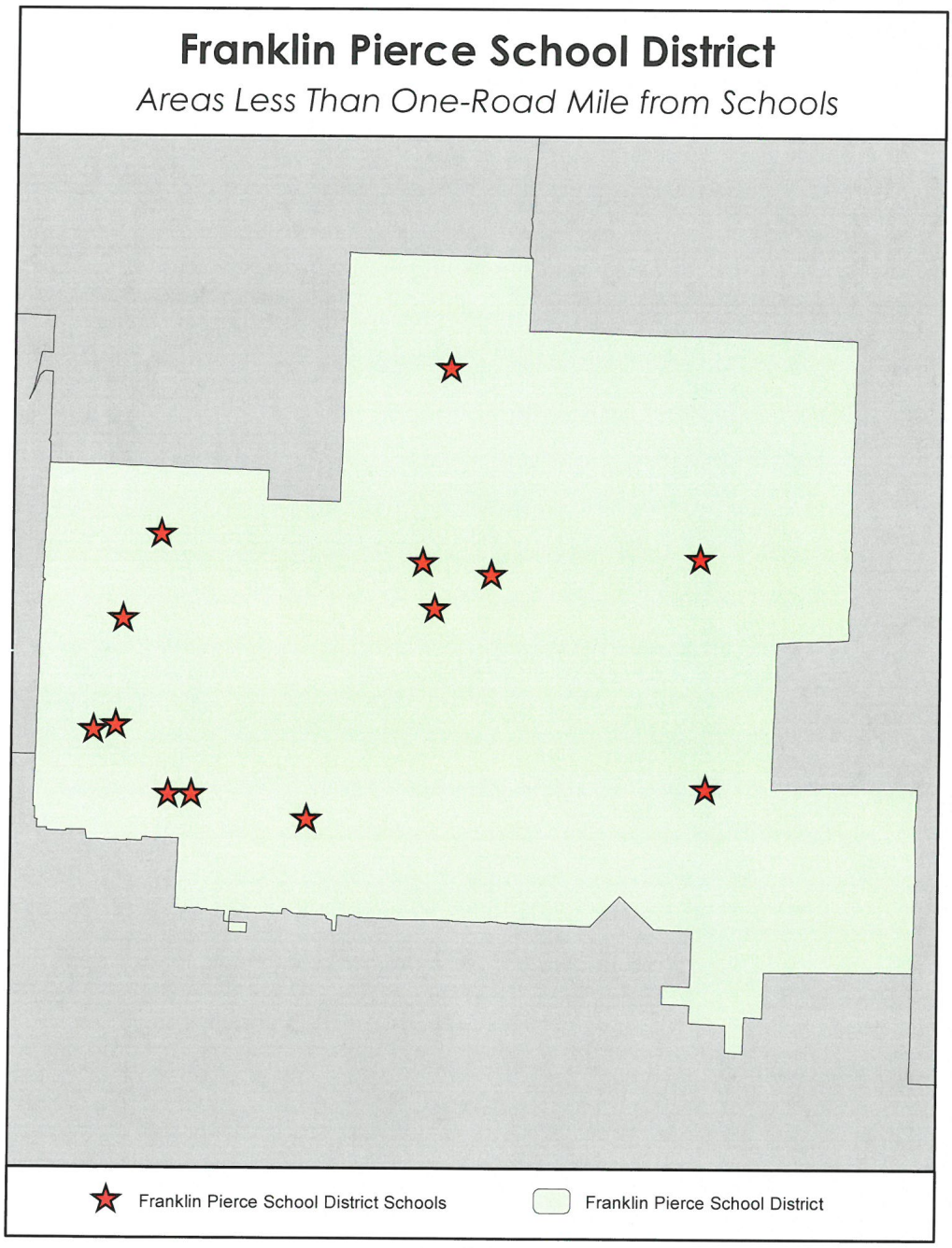
Midland. Looking westward along 104th Street, at the entrance of 23rd Avenue to school.

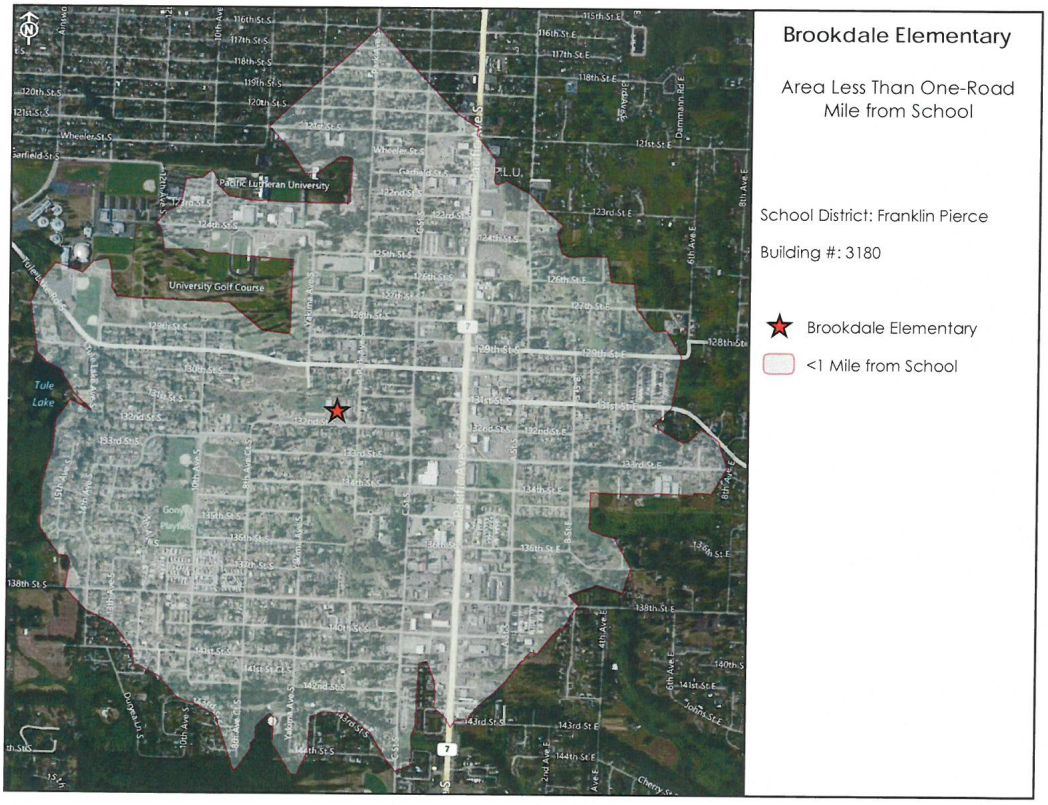
ELC project site. Looking Northeast along A Streets and 123rd.

ELC project site. Looking South, along A Street

Elmhurst walking view, looking east. Flashing Beacon project.

Google Earth view of Elmhurst area.


Franklin Pierce School District
Areas Less Than One-Road Mile from Schools
Franklin Pierce School District Schools
Franklin Pierce School District


Brookdale Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3180
Brookdale Elementary
<1 Mile from School
Pacific Lutheran University
University Golf Course
Tule Lake
P.L.U.

Brookdale Elementary School – 611 132nd St E, Tacoma, WA 98444:

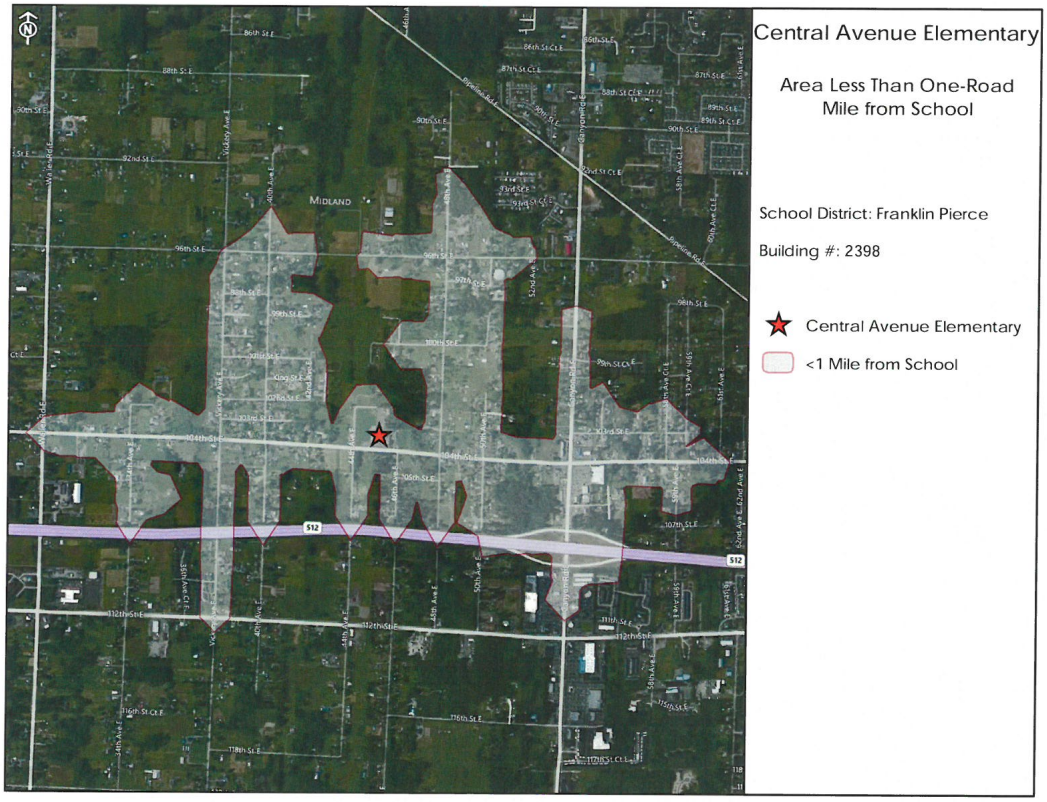
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **132nd St S** – No sidewalks, filled with potholes, heavy traffic during the drop-off and pick-up times of the school day.
- **8th Ave Ct S** – Blind corner, no sidewalks, potholes, empty vacant lot, unmarked intersection.
- **10th Ave S** – no sidewalks, no shoulder in areas walkers would have to walk on driven roadway, empty lot,
- **132nd Ave Ct S & Park Ave S** – no sidewalks, no shoulders to walk, very narrow bridge, bridge has no fencing to keep children from climbing, empty lots, sidewalks only through PLU campus, sidewalks are uneven with tree roots, unmarked intersections.
- **117th ST S** – no sidewalks, cars parked on the side of PLU, unmarked intersections, loose dogs in the neighborhood.
- **C ST S** – no sidewalks, unmarked crosswalks, very heavy traffic, 35 MPH speed limit bus most traffic traveling at 40 MPH.
- **138th St S** – Very busy road, no sidewalks
- **144th St S** – no shoulders, no place to walk.
- **Tule Lake Rd S** – unmarked crosswalks, Speed limit 35 MPH, very heavy traffic, empty fields next to roadway, creek on the south side of the road.
- All streets do not have street lighting.
- As of 6/21/11, 12 registered sex offenders in 1 radius mile of the school.

Based on the Brookdale's Safe walking committee it has been determined that there are no safe walking areas in the Brookdale catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


Central Avenue Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 2398
Central Avenue Elementary
<1 Mile from School
MIDLAND

Central Ave Elementary – 4505 104th St E, Tacoma, WA 98446:

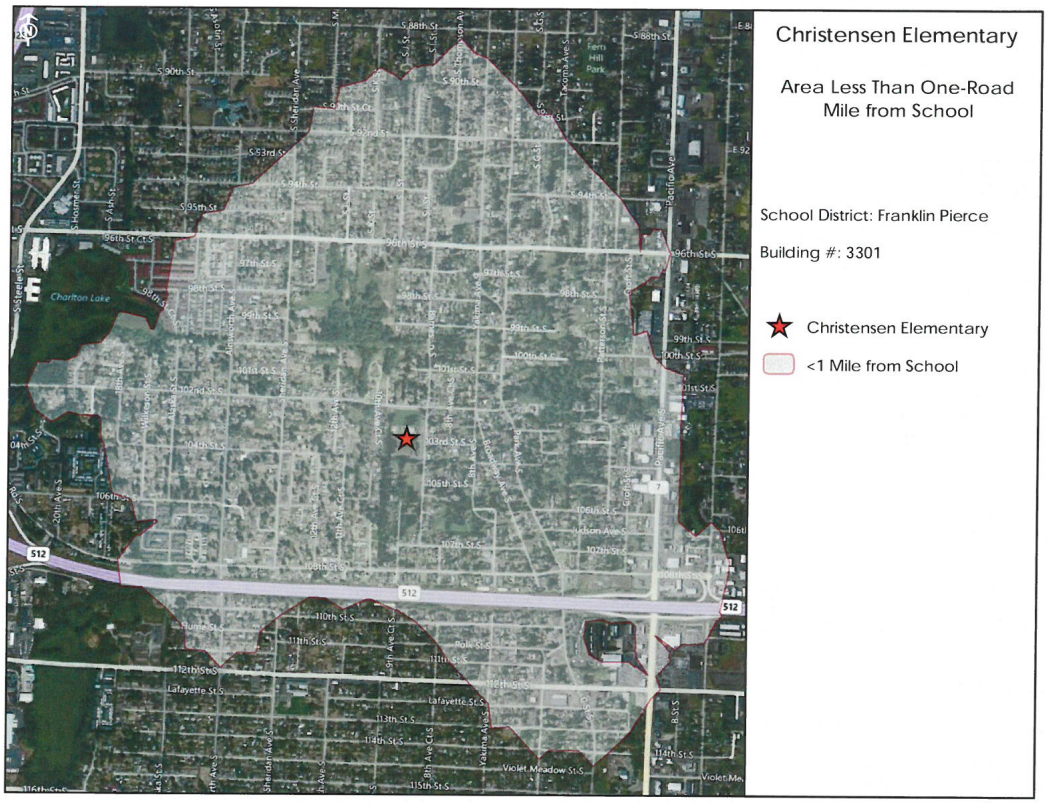
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **104th St E** – no sidewalks, wide shoulders with pot holes, empty lots near roadway, no crosswalks at any intersection, slight hill that impairs sight of on coming traffic, heavy traffic, 35 MPH speed limit, most traffic travels at 40 MPH.
- **Canyon Rd E** – no sidewalks, very narrow shoulders, no crosswalks at any intersection, very heavy traffic during anytime of the day, most motorist do not adhere to the 40 MPH speed limit.
- **96th St E** – no sidewalks, very narrow shoulders, vegetation over growing on to the shoulders.
- **48th Ave E** – no sidewalks, very narrow to no shoulders on the roadway, ditches on both sides of the roadway.
- **40th Ave E** – no sidewalks, very narrow to no shoulders on the roadway.
- **Vickery Ave E** – no sidewalks, no crosswalks on any of the intersections of the road, 35 MPH speed limit, vacant lots near the roadway, very narrow shoulders making pedestrian traffic very unsafe.
- None of the roads are lighted.
- As of 6/22/11 13 registered sex offenders live within 2 radius miles of the school.

Based on the Central Avenue's Safe walking committee it has been determined that there are no safe walking areas in the Central Avenue catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


Christensen Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3301
Christensen Elementary
<1 Mile from School

Christensen Elementary – 10232 Barnes Lane S, Tacoma, WA 98444:

When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **Barnes Lane S.** – no sidewalks, very small shoulders, cars parked on shoulders.
- **102nd St S.** – no sidewalks, large shoulders, cars parked on shoulders, gang signs painted on buildings and street signs.
- **106th St S.** – no sidewalks, no shoulders in areas, unmarked intersections, vacant houses.
- **Ainsworth** – no sidewalks, no crosswalks at intersections large gravel shoulders, potholes in shoulders in some areas, gang signs painted on fences, heavy traffic.
- AS of 6/22/11 22 registered sex offenders in 1 mile radius of school.

Based on the Christensen's Safe walking committee it has been determined that there are no safe walking areas in the Christensen's catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.

Collins Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 2257
Collins Elementary
<1 Mile from School

Collins Elementary – 4608 128th St E, Tacoma, WA 98446:

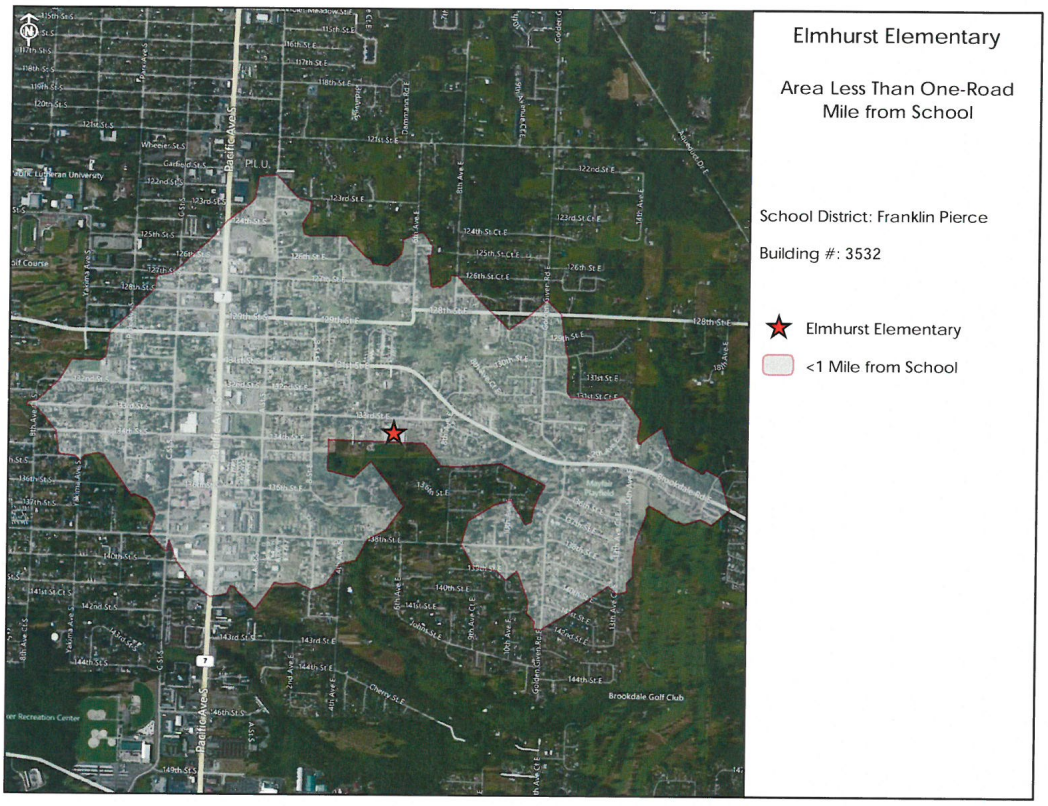
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **128th St E** – no sidewalks, no shoulders, and ditches along roadway, heavy traffic all day long, 35 MPH speed limit, and motorist travel 40 MPH or better, all intersections do not have crosswalks.
- **Bingham Rd E** – no sidewalks, no shoulders, cars use this road to avoid traveling on Canyon Rd E, speed limit is 35 MPH, ditches are on both sides of the roadway in areas.
- **Canyon Rd E** – Some areas on Canyon Rd E has sidewalks, 45 MPH on roadway, 6 lane roadway with a turn lane.
- **50th Ave E** – no sidewalks, no shoulders, ditches on both sides of roadway, vegetation grows over on to roadway, no safe areas to walk.
- **42nd Ave E** – no sidewalks, no shoulders, ditches on both sides of roadway, no safe areas to walk.
- All roads in this area are not lighted.
- As of 6/22/11 there are 13 registered sex offenders in a 2 mile radius of the school.

Based on the Collins' Safe walking committee it has been determined that there are no safe walking areas in the Collins' catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


Elmhurst Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3532
Elmhurst Elementary
<1 Mile from School
Pacific Ave S
PLU
Brookdale Golf Club

Elmhurst Elementary – 420 133rd St E, Tacoma, WA, 98445:

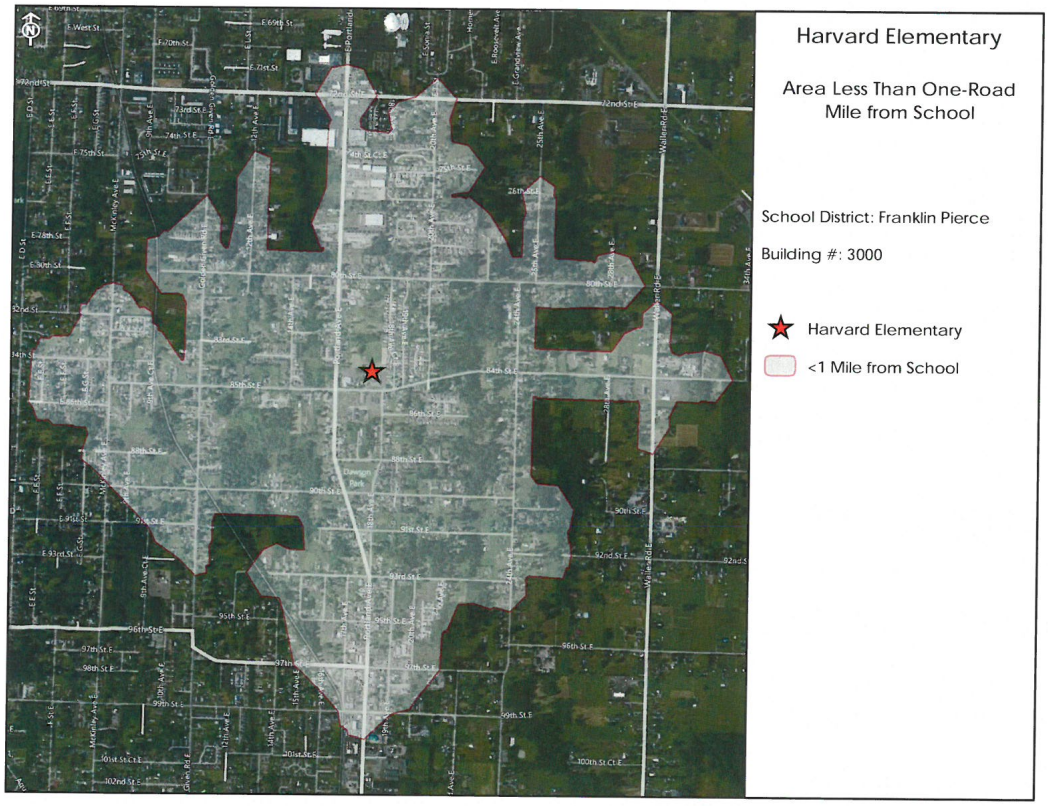
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **133rd St E** – no sidewalks, wide shoulders with pot holes, heavy traffic during pick-up and drop off times at the school, no crosswalks on 133rd St E.
- **Brookdale Rd E** – no sidewalks, wide shoulders with pot holes, heavy traffic at all times, 35 MPH, traffic travels faster than the speed limit, no crosswalks at any intersection.
- **Johns Rd E** – no sidewalks, wide shoulders with pot holes, cars parking on shoulders, 25 MPH speed limit.
- **6th Ave E** – no sidewalks, no shoulders, blind corner with no shoulder.
- **138th St E** - no sidewalks, very narrow shoulders, has a bridge over a creek with no walk area on.
- **A St S** – no sidewalks, wide shoulders with pot holes, Cars Park on shoulders.
- Golden Given Rd E– Steep hill, no sidewalks, no shoulders, heavy traffic at all times of the day, 35 MPH speed limit, this road would be a very dangerous road to walk.
- **A St S and 138th St E** – no cross walks, very busy intersection, no pedestrian light crossing.
- **127th St E** – steep hill, no sidewalks, no shoulders, very narrow road, and very unsafe road for pedestrian travel.
- None of the roads in this area are lighted.
- As of 6/22/11 there are 10 registered sex offenders in a mile radius of school.

Based on the Elmhurst's Safe walking committee it has been determined that there are no safe walking areas in the Elmhurst's catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


Harvard Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3000
Harvard Elementary
<1 Mile from School

Harvard Elementary – 1705 85th St E, Tacoma, WA 98445:

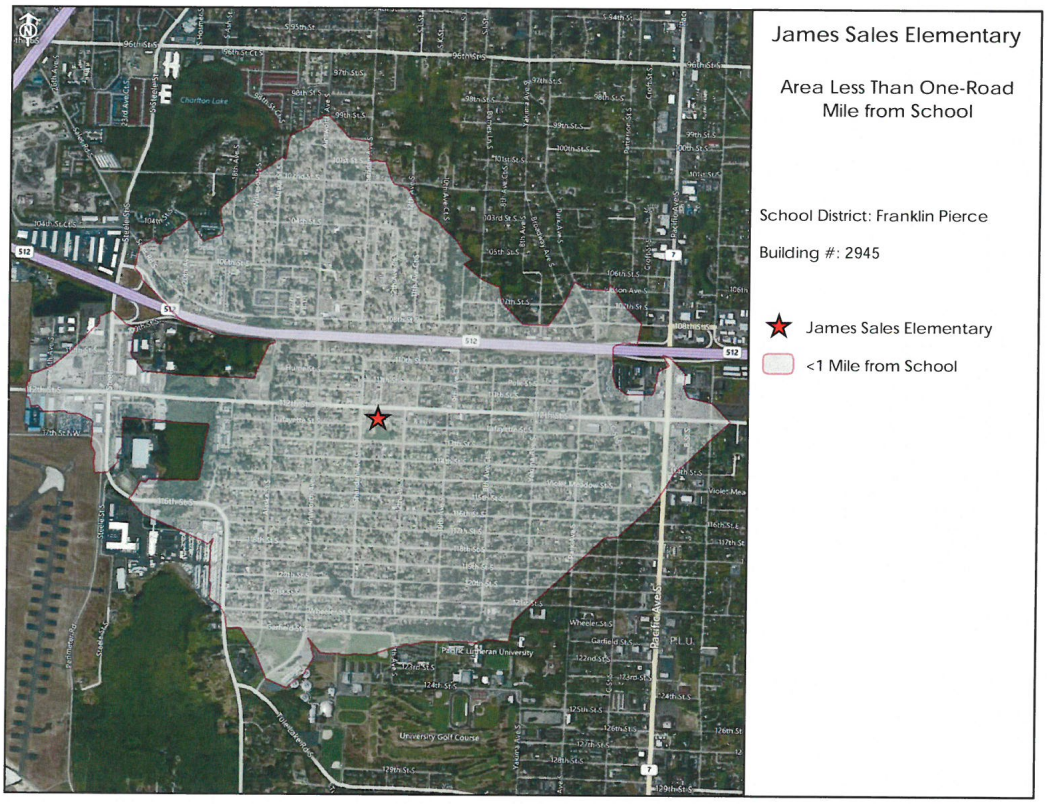
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **84th St E to Golden Given Rd** – no sidewalks, no shoulders, ditches on both sides of the road, heavy traffic, large empty lots next to roadway, no crosswalks at intersections.
- **85th St E** – no sidewalks at school, no shoulders, heavy traffic during school hours.
- Waller Rd E – heavy traffic on roadway, 35 MPH posted speed limit, traffic traveling approximately 45 MPH.
- **24th Ave E** – ditches on both sides of the roadway, no sidewalks, no shoulders, vegetation growing into the roadway.
- **80th St E** – no sidewalks, no shoulders, ditches on both sides of the roadway, empty lots next to the roadway.
- **20th Ave E** – no sidewalks, very little shoulders, mailboxes planted in shoulder area forcing pedestrians into the roadway.
- All roads do not have street lighting.
- As of 6/22/11 5 registered sex offenders in a 1 mile radius of the school.

Based on the Harvard's Safe walking committee it has been determined that there are no safe walking areas in the Harvard's catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


James Sales Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 2945
James Sales Elementary
<1 Mile from School

James Sales Elementary - 11213 Sheridan Rd S, Tacoma WA 98444:

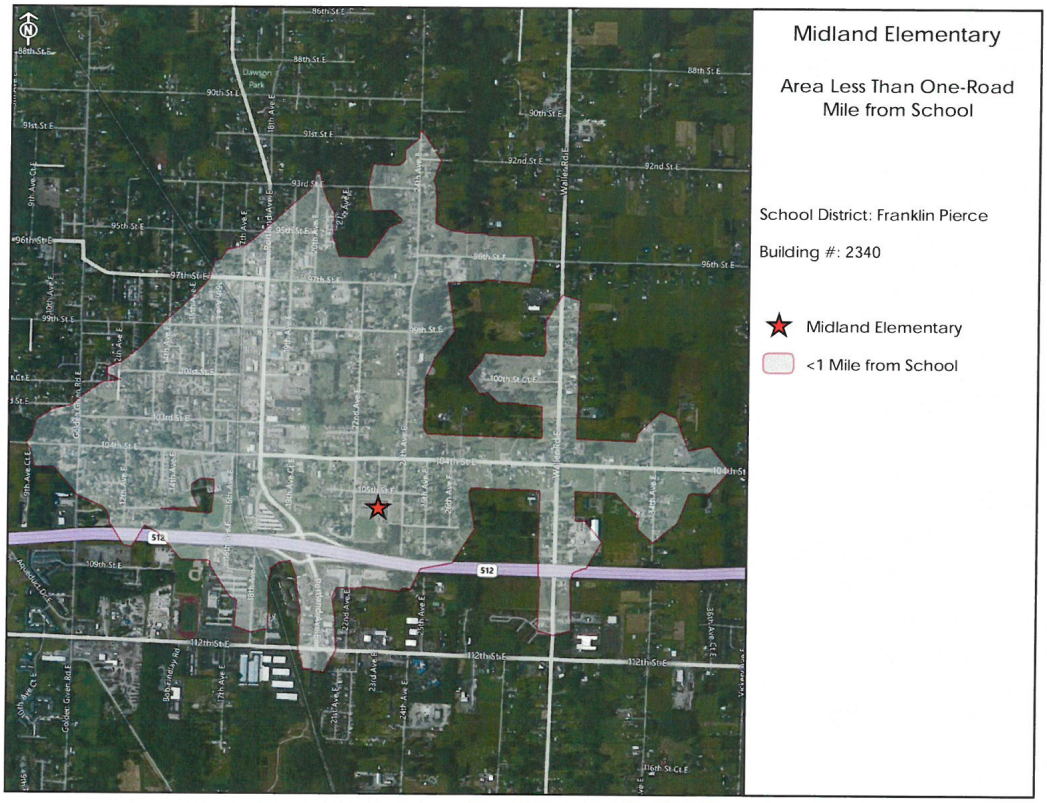
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

Assessment:

- **112th St S** – heavy traffic during the hours of school, unmarked intersections, unmarked crosswalks, no crosswalk for school, traffic is not slowed down for the schools.
- **Park Ave S** – no sidewalks, parked cars on the shoulder of the road, very heavy traffic.
- **115th St S** – no sidewalks, cars parked on shoulder, no shoulder in areas forcing walkers to walk on traveled roadway, unmarked intersections.
- **Ainsworth Ave S & 112th St S** – no crosswalk, but does have a pedestrian crossing light, very heavy traffic.
- **110th St S** – no sidewalks, blind corner, no shoulders to walk on, unmarked intersections, vacant house.
- **Sheridan Ave S** – no sidewalks, no shoulders to walk, potholes on roadway.
- **Polk Ave S** – no sidewalks, no shoulders, unmarked intersections.
- **108th St S** – no sidewalks, no shoulders in areas, have to walk on hwy 512 overpass.
- **Barnes Lane S** – no sidewalks, no shoulders, ditch on one side of the road, unmarked intersection.
- **Park Ave S** – no crosswalk, no sidewalks, shoulders have pot holes, brush hangs over the shoulder to prevent walking on the shoulder, blind corner, very heavy traffic.
- **Park & Yakima** – very unsafe intersection.
- **96th St S** – no sidewalks, no shoulders to walk on
- Most roads in this area do not have street lighting.
- As of 6/22/11 19 registered sex offenders living in a 1 miles radius of the school.

Based on the James Sales' Safe walking committee it has been determined that there are no safe walking areas in the James Sales' catchment area base on the above findings.

There have been no significant changes to this report as of May 25, 2015.


Midland Elementary
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 2340
Midland Elementary
<1 Mile from School

Midland Elementary – 2300 105th St E, Tacoma, WA:

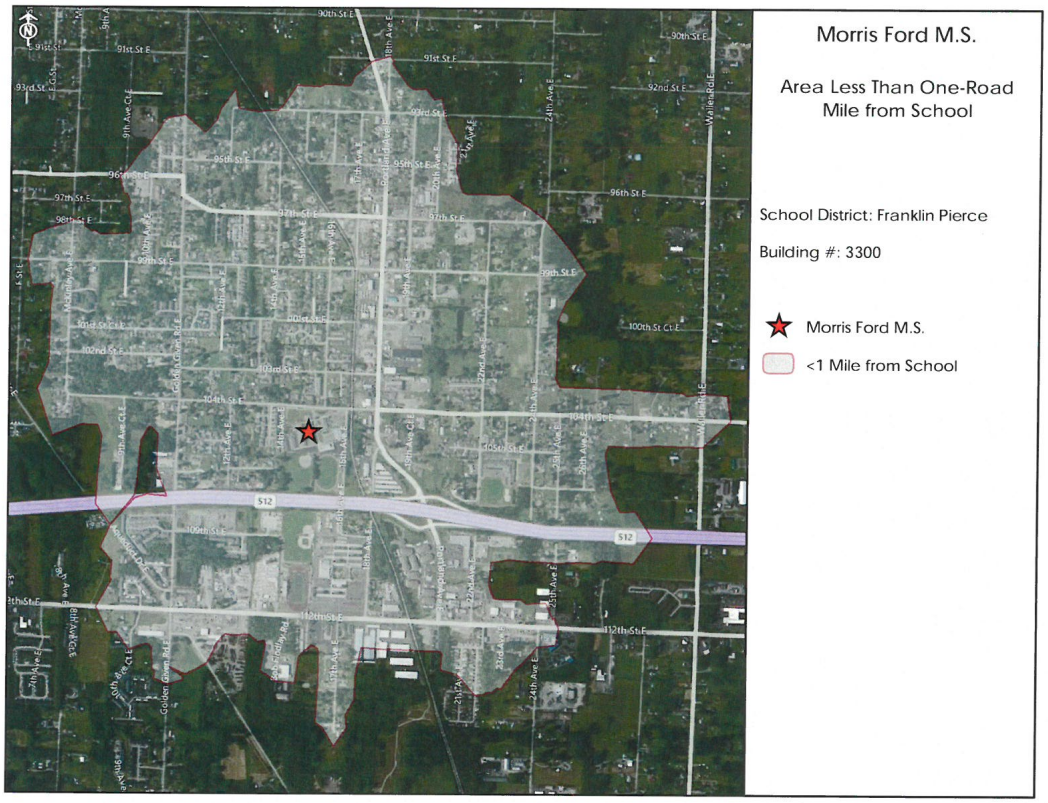
When student safety is at risk, exceptions to the transportation limitations may be granted. Student safety may be at risk if there are no safe walking routes to the student's school. Safe walking routes must be free of physical, social and environmental hazards as determined by the Office of Superintendent of Public Instruction, the appropriate law enforcement agency and the transportation department or the district's safe walking committee.

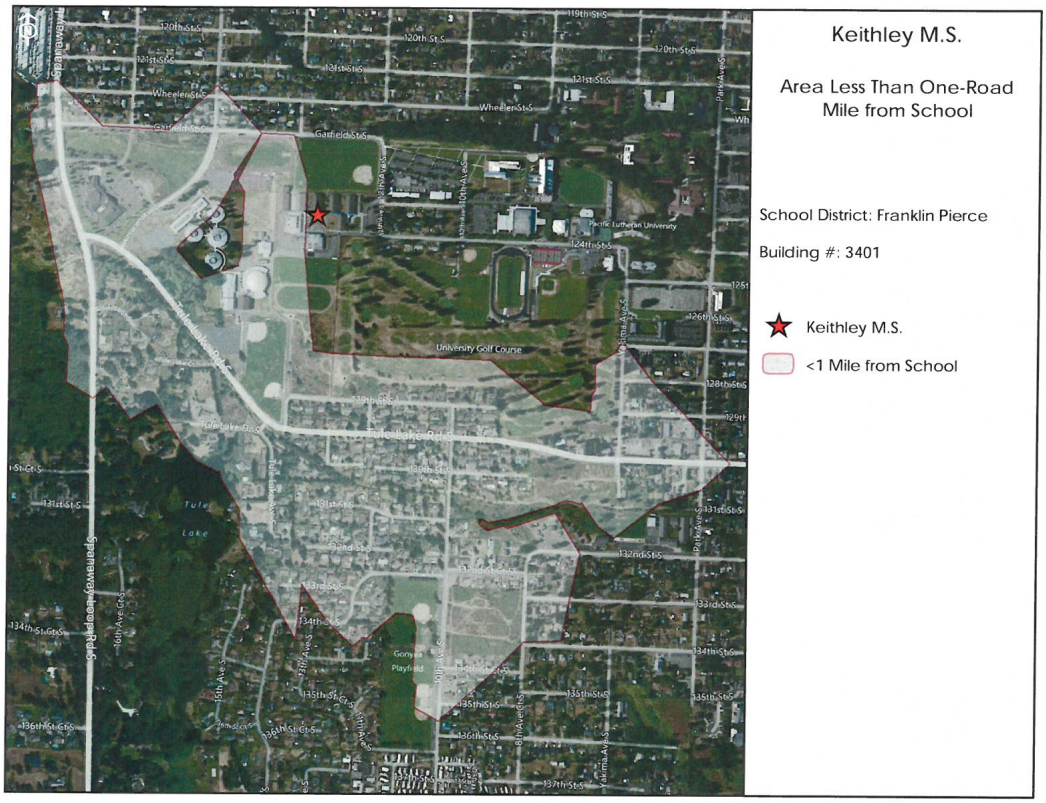
Assessment:

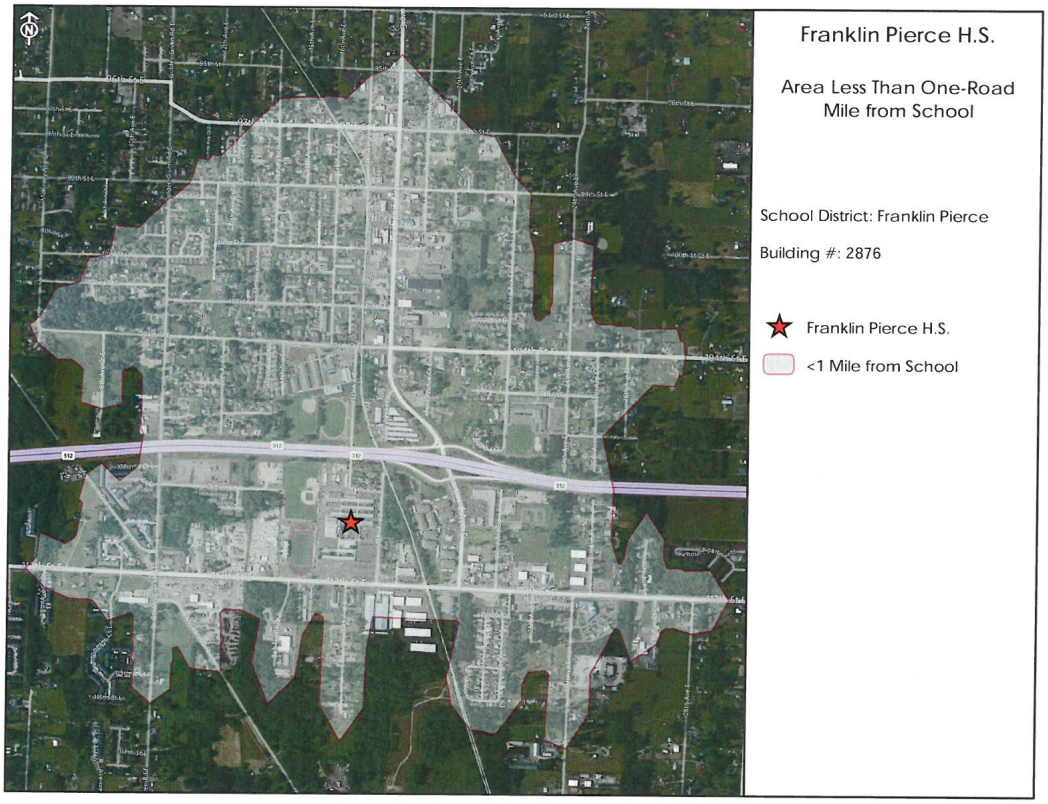
- **105th St E** – Sidewalks on the school's frontage, no sidewalks on the north side of the street, 105th St E traffic is very busy during the AM drop-off and PM pickup of students, cross walks are marked leading to the school on 105th St E.
- **23rd Ave E** – no sidewalks, no shoulders, ditches on both sides of the road, no crosswalk at the intersection of 104th St E and 23rd Ave E.
- **24th Ave E** – no sidewalks, no shoulders, and ditches on both sides of the street, speed limit is 35 MPH, empty lot next to roadway, at 24th St E and 96th St E is an S curve in the road that makes it unsafe to walk.
- **Waller Rd E** – Heavy traffic, 35 MPH speed limit, most cars traveling at 40 MPH, no sidewalks, shoulders are wide but filled with pot holes, no crosswalks at any intersection on Waller Rd E.
- **104th St E** – Ditches on both sides of roadway, no shoulders, no sidewalks, heavy traffic all day long, 35 MPH speed limit, most cars traveling at 40 MPH.
- **104th St E** – just west of Portland is a rail road crossing.
- **99th St E** – No sidewalks, no shoulders, some areas have drainage ditches on both sides.
- **Portland Ave E** – no sidewalks, wide shoulders with pot holes on the side, many vehicles park on the shoulders, 35 MPH speed limit, most cars travel at 40 MPH.
- **104th St E at Golden Given** – no sidewalks, no crosswalk at intersection.
- **Golden Given Rd E** – No sidewalks, wide shoulder but cars park on shoulder in places.
- The roads in this area are not lighted.

Based on the Midland's Safe walking committee it has been determined that there are no safe walking areas in the Midland's catchment area base on the above findings.

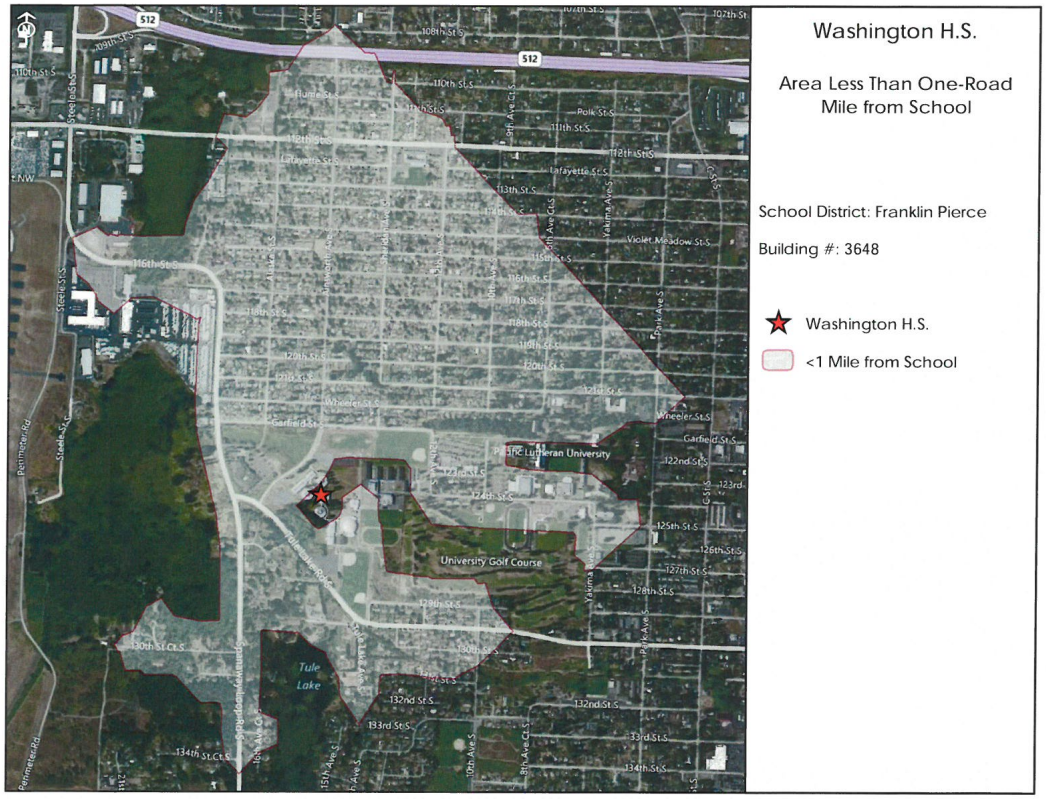
There have been no significant changes to this report as of May 25, 2015.


Morris Ford M.S.
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3300
Morris Ford M.S.
<1 Mile from School

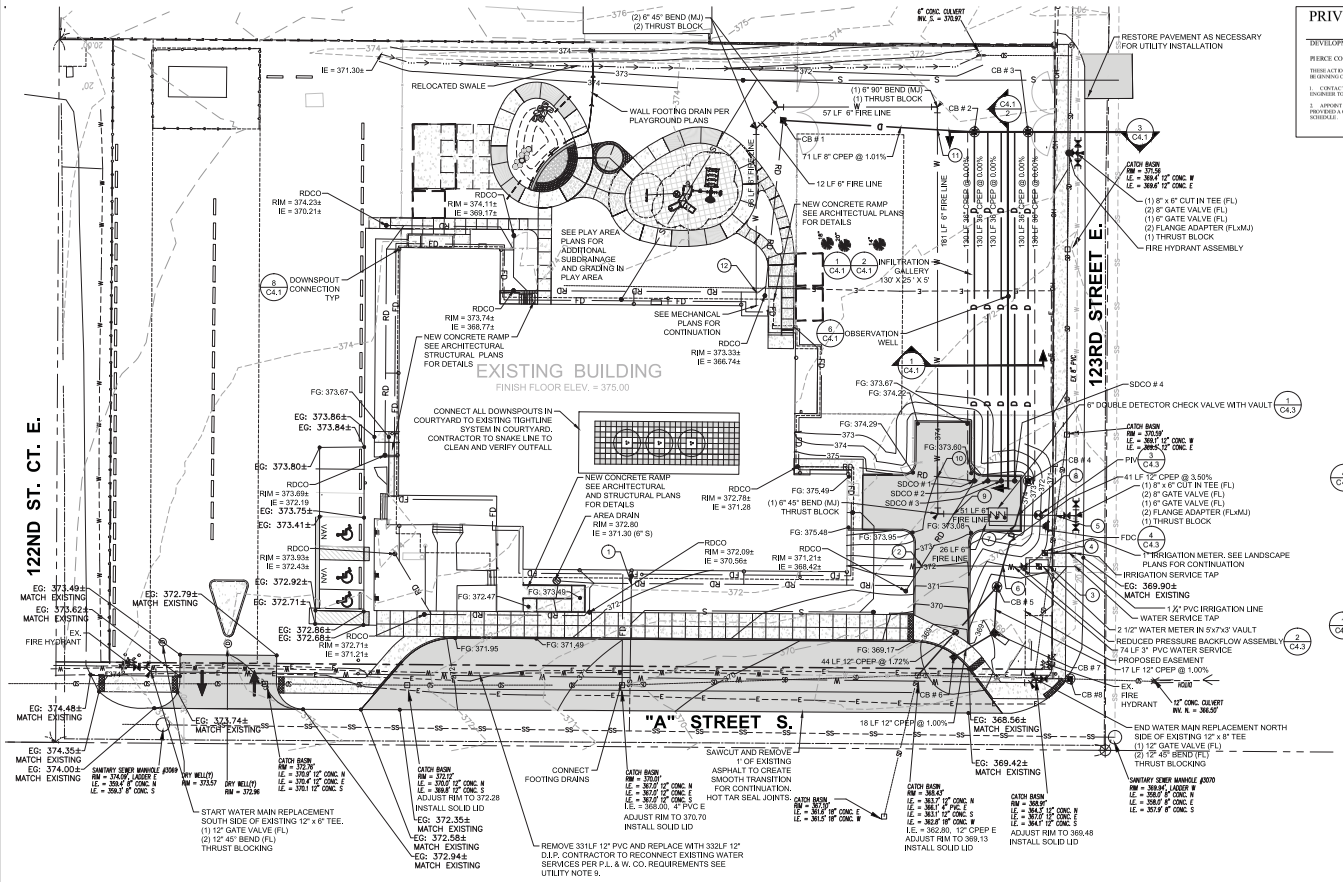

Keithley M.S.
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3401
Keithley M.S.
<1 Mile from School
Pacific Lutheran University
University Golf Course
Tule Lake
Gonyea Playfield


Franklin Pierce H.S.
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 2876
Franklin Pierce H.S.
<1 Mile from School

Gates Secondary School
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 4063
Gates Secondary School
<1 Mile from School
Pacific Lutheran University
University Golf Course
Tule Lake
Pacific Ave S
P.L.U.


Washington H.S.
Area Less Than One-Road Mile from School
School District: Franklin Pierce
Building #: 3648
Washington H.S.
<1 Mile from School
Pacific Lutheran University
University Golf Course
Tule Lake
512

2nd Ave Ct E
1st Ave Ct E
122nd St Ct E
123rd St E
123rd St Ct E
A St S
B St S
123rd St S
© 2015 Google
Imagery Date: 7/10/2014 47°08'44.31" N 122°25'50.82" W ele



PRIVATE IMPROVEMENTS

DEVELOPMENT ENGINEER _____ DATE _____

PIERCE COUNTY ORDINANCE NUMBER(S) 2012-25

THESE ACTIONS MUST BE COMPLETED PRIOR TO BEGINNING CONSTRUCTION:

1. CONTACT THE APPLICANT'S RETAINED ENGINEER TO COORDINATE REQUIRED INSPECTIONS.
2. APPOINT A TRAINED ESCL LEAD WHO SHALL BE PROVIDED A COPY OF THE ESC PLAN & INSPECTION SCHEDULE.
3. CONACT PIERCE COUNTY ESC TO COORDINATE THE PRECONSTRUCTION MEETING AND COUNTY INSPECTIONS.

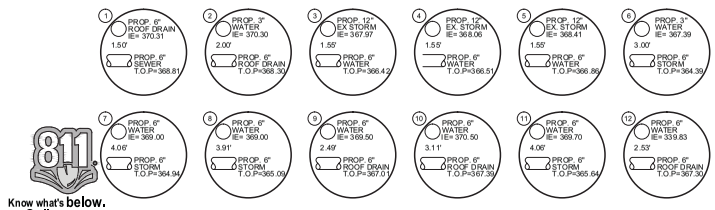
FAILURE TO OBTAIN REQUIRED INSPECTIONS MAY ENDANGER ORDERLY PROJECT APPROVAL.

ALL WORK IN THE PUBLIC RIGHTS OF WAY REQUIRES A PERMIT FROM THE PIERCE COUNTY PUBLIC WORKS DEPARTMENT.

GRAPHIC SCALE
0 10 20 40
1" = 20 FEET

STORM STRUCTURE TABLE

STRUCTURE NAME	STRUCTURE DETAILS
CB # 1 CB TYPE 1 N 9204.42 E 11573.20	RIM = 367.10 IE = 365.72 (8" S)
CB # 2 48" TYPE 2 CB N 9133.16 E 11568.88	RIM = 373.12 IE = 365.00 (8" N) IE = 364.50 (42" S) IE = 365.00 (36" W)
CB # 3 48" TYPE 2 CB N 9113.16 E 11568.88	RIM = 373.10 IE = 364.50 (42" N) IE = 365.00 (36" W)
CB # 4 CONTROL STRUCTURE N 9113.16 E 11438.88	RIM = 373.68 IE = 365.00 (36" E) IE = 365.00 (12" W)
CB # 5 48" TYPE 2 CB W/ SOLID LID N 9124.77 E 11386.44	RIM = 369.57 IE = 363.56 (12" E) IE = 363.56 (12" NW) IE = 363.56 (12" W)
CB # 6 CB TYPE 1 N 9140.84 E 11373.19	RIM = 368.21 IE = 366.21 (12" SE)
CB # 7 2 CARTRIDGE CATCHBASIN STORMFILTER N 9125.74 E 11382.22	RIM = 369.05 IE = 366.03 (12" NW) IE = 363.73 (12" E)
CB #8 48" TYPE 2 CB N 9097.54 E 11365.13	RIM = 369.26 IE = 365.54 (12" N)
SDCO # 1 CO N 9133.16 E 11438.88	RIM = 373.54 IE = 365.00 (36" E)
SDCO # 2 CO N 9128.16 E 11438.88	RIM = 373.59 IE = 365.00 (36" E)
SDCO # 3 CO N 9123.16 E 11438.88	RIM = 373.72 IE = 365.00 (36" E)
SDCO # 4 CO N 9118.16 E 11438.88	RIM = 373.86 IE = 365.00 (36" E)



811 Know what's **below.** **Call** before you dig.

UTILITY NOTES

1. RD TO BE 6" GASKET PVC @ 1% MIN SLOPE
2. STORM TO BE CPEP UNLESS OTHERWISE SHOWN.
3. SEWER TO BE 6" PVC SDR-35.
4. FIRELINE TO BE D.I.P. CL-52 UNLESS OTHERWISE SHOWN.
5. REPLACE OR PROVIDE NEW DOWNSPOUT CONNECTIONS PER (8/C4.1)
6. EXISTING BUILDING DOES NOT HAVE FOOTING DRAINS. PROVIDE FOOTING DRAINS FOR EXISTING BUILDING AND EXPANSION PER (8/C4.1)
7. ALL SPOT GRADES ARE TOP OF ASPHALT UNLESS OTHERWISE STATED.
8. SEE SHEET C5.0 FOR SEWER CROSSING INFO.
9. CONTRACTOR TO USE EXTREME CAUTION TO AVOID BREAKING EXISTING WATER SERVICES. CONTRACTOR SHALL REPAIR OR PROVIDE TEMPORARY WATER SERVICE FOR SERVICES BROKE UNTIL NEW WATER MAIN BROUGHT ON LINE.

THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE REVIEWING AGENCY

AHBL
TACOMA • SEATTLE
2215 North 30th Street, Suite 300, Tacoma, WA 98403 253.383.2422 TEL
1200 Sixth Avenue, Suite 1620, Seattle, WA 98101 206.267.2425 TEL

Civil Engineers
Structural Engineers
Landscape Architects
Community Planners
Land Surveyors
Neighbors

KMB
design groups, inc. p.s.
architecture
education facilities group
justice facilities group
security design group
828-7th Avenue SE
Olympia, WA 98501
360.352.8883

TODD CHRISTOPHER SMITH STATE OF WASHINGTON 40456 REGISTERED PROFESSIONAL ENGINEER
05/27/2015

AHBL Project #2140756.10

NOTICE
ALTERATION OF THIS DOCUMENT SHALL MEAN THAT THE ENGINEER WHOSE SEAL IS AFFIXED TO THE DOCUMENT HAS NOT CONDUCTED THE REVIEW OR ASSUMED RESPONSIBILITY FOR THE DOCUMENT WHICH IS ALTERED. THE ENGINEER IS NOT RESPONSIBLE FOR ALTERATIONS TO DOCUMENTS THAT ARE NOT IN HIS OR HER PRESENCE OR UNDER HIS OR HER DIRECT CONTROL. ALTERATIONS TO THIS PROJECT IN THE SITE OTHER PROJECT.

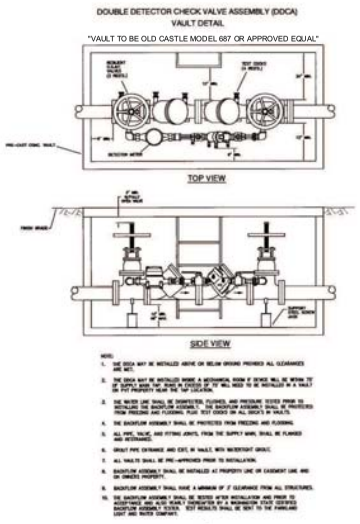
FRANKLIN PIERCE EARLY LEARNING CENTER
FRANKLIN PIERCE SCHOOL DISTRICT
12223 A STREET S. , TACOMA, WA 98444
E1457

ORIGINAL SHEET SIZE = 24 x 36
HALF SIZE REDUCTIONS = 11 x 17

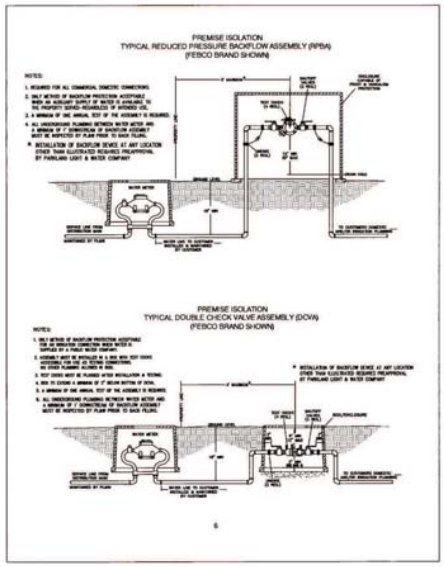
REVISIONS:

DATE: 4-17-2015
BID DOCUMENT

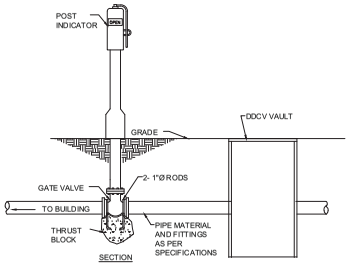
SHEET NO.
C4.0
UTILITY & GRADING PLAN



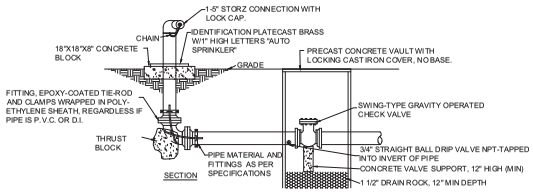
1 **DOUBLE DETECTOR CHECK VALVE (DDCA)**
NOT TO SCALE



2 **REDUCED PRESSURE BACKFLOW ASSEMBLY**
NOT TO SCALE



3 **POST INDICATOR VALVE**
NOT TO SCALE



4 **FIRE DEPARTMENT CONNECTION**
NOT TO SCALE

811
Know what's **below.**
Call before you dig.

PRIVATE IMPROVEMENTS

DEVELOPMENT ENGINEER _____ DATE _____

PIERCE COUNTY ORDINANCE NUMBER(S) 2012-25

THESE ACTIONS MUST BE COMPLETED PRIOR TO BEGINNING CONSTRUCTION:

1. CONTACT THE APPLICANT'S RETAINED ENGINEER TO COORDINATE REQUIRED INSPECTIONS.

2. APPOINT A TRAINED ESC LEAD WHO SHALL BE PROVIDED A COPY OF THE ESC PLAN & INSPECTION SCHEDULE.

3. CONTACT _____ TO THE AREA INSPECTOR, ATTEND _____ TO COORDINATE THE PRECONSTRUCTION MEETING AND COUNTY INSPECTIONS.

FAILURE TO OBTAIN REQUIRED INSPECTIONS MAY ENDANGER OR DELAY PROJECT APPROVAL.

ALL WORK IN THE PUBLIC RIGHT-OF-WAY REQUIRES A PERMIT FROM THE PIERCE COUNTY PUBLIC WORKS DEPARTMENT.

THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SIGNED BY THE REVIEWING AGENCY

AHBL
TACOMA • SEATTLE
2215 North 30th Street, Suite 300, Tacoma, WA 98403 253.383.2422 TEL
1200 Sixth Avenue, Suite 1620, Seattle, WA 98101 206.267.2425 TEL

Civil Engineers
Structural Engineers
Landscape Architects
Community Planners
Land Surveyors
Neighbors

KWB
design groups, inc. p.s.
architecture
education facilities group
justice facilities group
security design group
828-7th Avenue SE
Olympia, WA 98501
360.352.8883

TODD CHRISTOPHER SEVIN
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER
05/27/2015

AHBL Project #2140756.10

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FRANKLIN PIERCE EARLY LEARNING CENTER
FRANKLIN PIERCE SCHOOL DISTRICT
12223 A STREET S. , TACOMA, WA 98444
E1457

ORIGINAL SHEET SIZE = 24 x 36
HALF SIZE REDUCTIONS = 11 x 17

REVISIONS:

DATE: 4-17-2015
BID DOCUMENT

SHEET NO.
C4.3
WATER DETAILS

Appendix C

Peninsula School District Data

Pierce County
Planning & Public Works

2702 South 42nd Street, Suite 201
Tacoma, Washington 98409-7322
piercecountywa.gov/ppw

Dennis Hanberg—Director
dennis.hanberg@piercecountywa.gov

January 3, 2019

Dr. Art Jarvis, Superintendent
Peninsula School District
14015 62nd Avenue NW
Gig Harbor, WA 98335

Subject: **Safe Routes to School Program**
CRP 5800

Dear Dr. Jarvis:

The Safe Routes to School Prioritization Analysis Plan, initially published in 2015, was developed to identify priority walking routes near schools, analyze the feasibility of pedestrian route improvements, and explore financing options. This Plan includes a prioritized list of projects and provides the foundation for future partnerships to improve walking routes near schools for districts in the central unincorporated urban area of Pierce County. While it does not allocate funding towards engineering, right-of-way, or construction, it does provide for the initial project scoping. Since its inception, we have submitted applications for various projects included in the Plan for State and Federal funding opportunities and have been awarded funds.

The Plan is periodically updated to ensure information is current and we are primed for future opportunities. We are excited to include the Peninsula School District in the 2019 Plan update, as approved by County Council Resolution No. R2018-167. To begin this process, we will need the District to provide the following information:

- School enrollment numbers, by individual school
- Estimated (or actual) number of students within walk areas, by individual school
- Walking route maps, if available
- List of proposed projects (include school name, project location, project scope)
    - Must be within the urban unincorporated area
    - Must be within one mile of a school serving children kindergarten to 12th grade
    - Project scope proposals may include sidewalks/paths, flashing beacons, signs, crosswalks. Proposed elements will be evaluated by County staff to ensure compliance with federal, state, and local standards.
- Prioritize the final list of projects (1 = highest priority for the District)
- District staff contact information for coordination details

A Peninsula School District boundary map is attached for your use to help identify the schools within the unincorporated Urban Growth Area. Please send the requested information to us no later than **February 28, 2019**.

This information will be incorporated into the Plan, with a target completion date of June 2019. Information regarding the current Plan can be found online at: https://www.piercecountywa.gov/srts

We believe a continued team approach that involves both the County and our partner School Districts can result in more safe walking routes to encourage children to walk and bike to schools. We look forward to working with you toward achieving those goals.

For any questions, please do not hesitate to contact Kerry Obermire, Transportation Engineer, at (253) 798-2286, kerry.obermire@piercecountywa.gov, or Clint Ritter, P.E., Program Development Supervisor, at (253) 798-2762, clint.ritter@piercecountywa.gov. Thank you for your prompt response and cooperation.

Sincerely,

Letticia M. Neal, P.E.
Transportation Improvement Manager

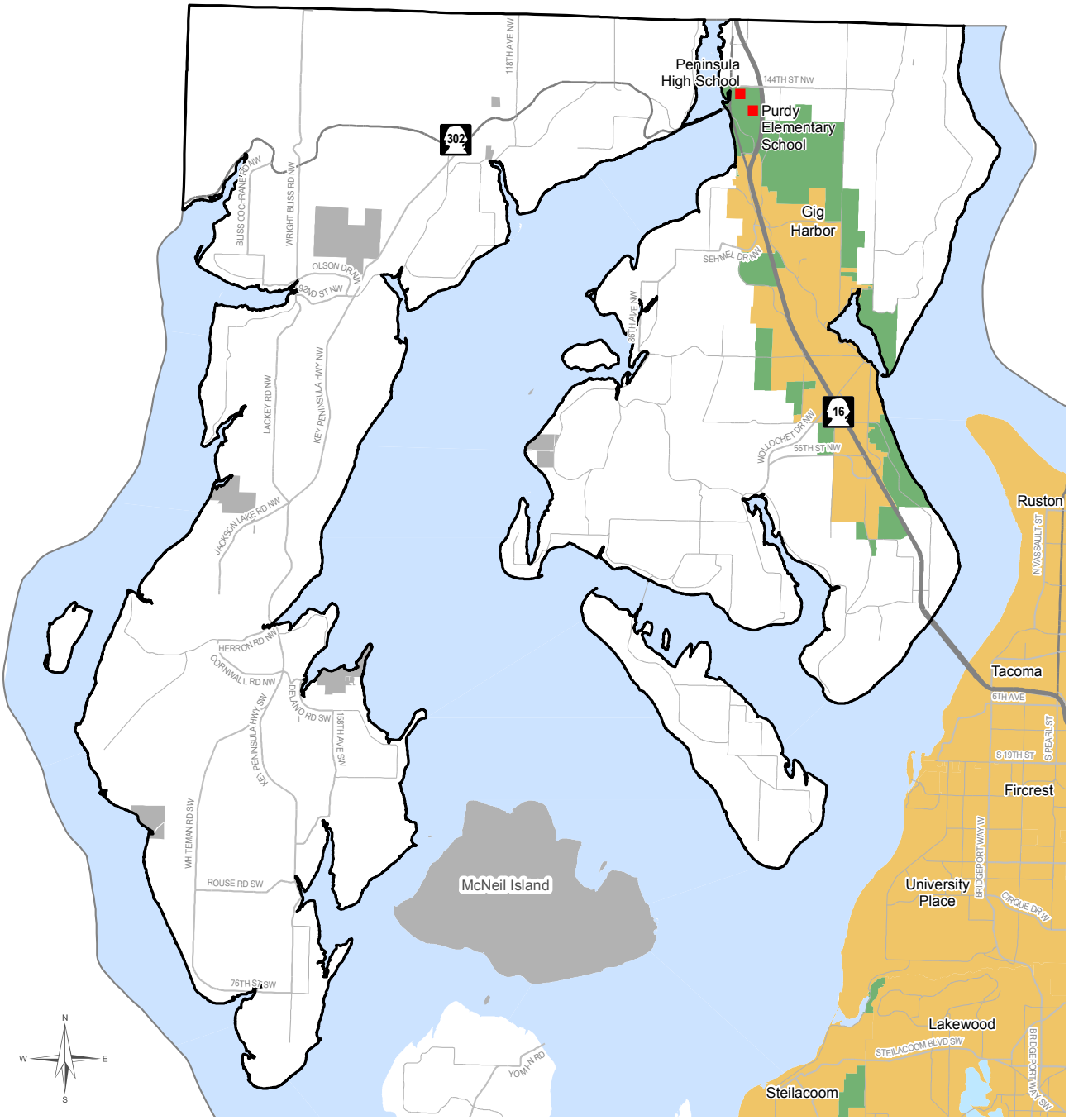
LMN:CTR:kdo
Attachment

cc: File

ec: Derek Young, District 7 Council Member
Dennis Hanberg, Director
Toby D. Rickman, P.E., Deputy Director
Brian D. Stacy, P.E., County Engineer
Clint T. Ritter, P.E., Program Development Supervisor
Kerry Obermire, Transportation Engineer

Peninsula School District

Safe Routes to School Program



Schools

- Targeted Schools
- Peninsula School District Boundary

Political

- Urban Unincorporated Area
- Cities
- Federal and State Lands

From: ANDERSEN, KAREN K <andersenk@psd401.net>
Sent: Saturday, March 9, 2019 3:33 PM
To: Kerry Obermire
Cc: Clint Ritter; GILLESPIE, PATRICK J
Subject: Re: Pierce County's Safe Routes to School Program

Categories: Follow-up

Hi Kerry,

Both Patrick and Art Jarvis asked me to respond to this. I apologize for the tardiness in our response.

Targeted Schools within Urban Unincorporated Area:
Peninsula High School 2018-2019 headcount = 1,436
Purdy Elementary School 2018-2019 headcount = 598

Number of children within walk areas:
PHS - 2
Purdy - 5

Neither of these two schools have sidewalks connecting between developments and the schools. There are sidewalks around potions the school perimeters but none that connect to anything that would provide a safe walking area for students. Currently we do not have any proposed projects that would incorporate additional sidewalks/paths that would benefit the closest students. The only project currently in the plans that will benefit our students and families is the light project at 144th/62nd. I do not know if this project will include sidewalks, but it may include a crosswalk??? I'm not sure if this helps. I don't seem to have much information for you. If you have any questions, please feel free to contact either via email or phone. For future coordination you can contact Patrick Gillespe or me.

Thanks,
Karen

PS.....We are thrilled about the light project! It will definitely make a difference for moving traffic more efficiently during our critical times when PHS and Purdy students are done for the day and heading home.

Karen K Andersen
Chief Financial Officer
Peninsula School District
(253) 530-1004
(253) 530-1010 Fax

From: GILLESPIE, PATRICK J
Sent: Thursday, January 31, 2019 9:31 AM
To: ANDERSEN, KAREN K; BELL, ANN P; SMITH, VICKI L
Cc: Kerry Obermire; Clint Ritter
Subject: Fw: Pierce County's Safe Routes to School Program

Karen, passing this along to you to see who might be able to help Pierce County with this information?

Patrick Gillespie
Director of Facilities
Peninsula School District
253-530-3811

From: Kerry Obermire <kerry.obermire@piercecountywa.gov>
Sent: Thursday, January 31, 2019 9:00 AM
To: GILLESPIE, PATRICK J
Cc: Clint Ritter
Subject: Pierce County's Safe Routes to School Program

Good morning, Patrick –

Lynn Ross, a project lead engineer in our Planning & Public Works Department, shared your contact information with me. It sounds like she's been coordinating with you for the County's road improvement project at the 62nd Ave NW/144th St NW Intersection.

Earlier this month the County sent a letter to Peninsula's Superintendent about our Safe Routes to School (SRTS) Program, which is attached for your reference. We wanted to check in and see if the District had any questions about the Program, or any of the information requested for proposed projects to be added into the 2019 SRTS Plan Update? I know Dr. Jarvis has many items needing his attention, so wanted to find another District contact to reach out to just in case, since this is a time-sensitive request.

I'm not sure if the Facilities Department would handle this type of information, as it seems each school district we work with is structured a little differently. But if it's not, we would greatly appreciate if you could point us in the right direction and provide the contact information for that person/department.

Thank you for your help – we look forward to hearing from you soon.

Kerry Obermire
Transportation Engineer
Pierce County Planning & Public Works
(253) 798-2286 | kerry.obermire@piercecountywa.gov

Appendix D

Puyallup School District Data

Pierce County
Planning & Public Works

2702 South 42nd Street, Suite 201
Tacoma, Washington 98409-7322
piercecountywa.gov/ppw

Dennis Hanberg—Director
dennis.hanberg@piercecountywa.gov

June 8, 2018

Dr. Tim Yeomans, Superintendent
Puyallup School District
302 2nd Street SE
Puyallup, WA 98372

Subject: **Safe Routes to School Program**
CRP 5800

Dear Dr. Yeomans:

The Safe Routes to School Prioritization Analysis Plan, initially published in 2015, was last updated two years ago. This Plan included a prioritized list of projects and provided the foundation for future partnerships to improve walking routes near schools. Since its inception, we have submitted applications for various projects included in the Plan for State (WSDOT Safe Routes to School Program, TIB Urban Sidewalk Program) and Federal (FHWA Congestion Mitigation and Air Quality Improvement Program) funding opportunities. We expect to hear the results of the 2018 WSDOT grant competition in June 2019 and are hopeful our efforts will be successful.

As part of our commitment to an ongoing partnership we agreed to periodically update the Plan in an effort to ensure information is current and we are primed for future opportunities. We realize priorities, funding, and plans change and as such we would like to provide the District with an opportunity to make those revisions. Please provide the following information:

- Updated numbers for school enrollments and students within walk areas
- Review existing District list of projects
- Provide information for any new projects (school name, project location, project scope)
    - Must be within the urban unincorporated area
    - Must be within one mile of a school serving children kindergarten to 12th grade
    - Project scope proposals may include sidewalks/paths, flashing beacons, signs, crosswalks. Proposed elements will be evaluated by County staff to ensure compliance with federal, state, and local standards.
- Prioritize the final list of projects (1 = highest priority for the District)

Copies of the information included in the current Plan are included for your convenience. Please send the requested information no later than **July 20, 2018** to Kerry Obermire, Transportation Engineer, at kerry.obermire@piercecountywa.gov.

We will use this information to incorporate any new priorities into the Plan with a target completion date of December 2018. As a reminder, information regarding the Plan and current priorities can be found at the following location: https://www.co.pierce.wa.us/4391/Safe-Routes-to-School-Plan

We believe a continued team approach that involves both the County and our partner School Districts can result in more safe walking routes to encourage children to walk and bike to schools. We look forward to working with you toward achieving those goals.

For any questions, please do not hesitate to contact Kerry at (253) 798-2286, or Clint Ritter, P.E., Program Development Supervisor, at (253) 798-2762. Thank you for your prompt response and cooperation.

Sincerely,

Letticia M. Neal, P.E.
Transportation Improvement Manager

LMN:CTR:kdo
Attachments

ec: Brian Devereux, Director of Facilities Planning, Puyallup School District
Cathy McDaniel, Director of Transportation Services, Puyallup School District
Dennis Hanberg, Director
Toby D. Rickman, P.E., Deputy Director
Brian D. Stacy, P.E., County Engineer
Clint T. Ritter, P.E., Program Development Supervisor
Kerry Obermire, Transportation Engineer

PUYALLUP SCHOOL DISTRICT

School Name	Enrollment (2015)	# of Students w/in walk area	Comments
Pope Elem	555	117	walk zone < 1 mile of school
Zeiger Elem	807	89	walk zone < 1 mile of school
Firgrove Elem	570	97	walk zone < 1 mile of school
Hunt Elem	644	79	walk zone < 1 mile of school
Ridgecrest Elem	517	61	walk zone < 1 mile of school
Woodland Elem	692	46	walk zone < 1 mile of school
New Elementary* (80XX 144th St E)	n/a	n/a	walk zone < 1 mile of school
Carson Elem	943	753	walk zone < 1 mile of school
Brouillet Elem	688	307	walk zone < 1 mile of school
Edgerton Elem	758	171	walk zone < 1 mile of school
Ballou Junior High	727	106	walk zone < 1.25 mile of school
Stahl Junior High	854	276	walk zone < 1.25 mile of school
Glacier View Junior High	857	167	walk zone < 1.25 mile of school
Rogers HS	1635	249	walk zone < 1.5 mile of school
Emerald Ridge HS	1525	227	walk zone < 1.5 mile of school
Walker HS	135	20	walk zone < 1.5 mile of school

* Planned Opening Fall 2019

Based on the data provided for the schools within this study, a range of 10 percent to 25 percent of the students either live within the walk area or do not have bus transportation and therefore would need to either walk, bike, or be driven to and from school.

The data provided indicates the walk area surrounding each school spans up to 1.5 mile distance from the school. This includes walk area/zone for schools at all levels: elementary, junior high or middle, and high schools. The walk area boundary used by the Washington State Legislature (Legislature) to allocate student transportation funding specifically pertain to only elementary schools and is less than one mile. The greater than one mile walk zone are for the junior and high schools levels. School districts are not required to develop school walk route plans and associated routes for students at the junior/middle or high school levels. School districts can also decide to transport elementary students within the

PUYALLUP SCHOOL DISTRICT

District Priority	School Name	Project Location	Project Scope	Cost Estimated by School District
1	Pope Elementary	122nd Ave E (152nd St E to 144th St E)	Sidewalk on both sides of road	not provided
2	Pope Elementary	152nd St E (110th Ave E to 122nd Ave E)	Sidewalk on north side of road & Sidewalk on south side of road from 110th Ave E to 111th Ave E	not provided
3	Pope Elementary	122nd Ave E (160th St Ct E to 152nd St E)	Sidewalk on east side of road	not provided
4	New Elementary* (80XX 144th St E)	144th St E (74th Ave Ct E to e/o 78th Ave E)	Sidewalk on north side of road	not provided
5	New Elementary * (80XX 144th St E)	144th St E (at 74th Ave Ct E and at Sandy Glen Ln E)	Crosswalk improvements	not provided
6	New Elementary* (80XX 144th St E)	144th St E (80th Ave E to 86th Ave E)	Sidewalk on north side of road	not provided
7	Carson Elementary	182nd St E (at Gem Heights Dr E)	Crosswalk improvements	not provided
8	Carson Elementary	184th St E (at school driveway entrance)	Crosswalk improvements	not provided
9	Rogers High / Zeiger Elementary	128th St E (82nd Ave Ct E to 86th Ave E)	Sidewalk	not provided
10	Rogers High / Zeiger Elementary	128th St E (94th Ave E to Meridian E)	Sidewalk on one side of road	not provided
11	Rogers High / Zeiger Elementary	86th Ave E (132nd St E to 128th St E)	Sidewalk on both sides of road, and crosswalk north of 132nd St E	not provided
12	Ballou Junior High / Firgrove Elementary	136th St E (94th Ave E to 96th Ave E)	Sidewalk	not provided
13	Ballou Junior High / Firgrove Elementary	128th St E (94th Ave E to Meridian E)	Sidewalk on both sides of road	not provided
14	Hunt Elementary	126th Ave E (145th St E to 144th St E)	Sidewalk	not provided

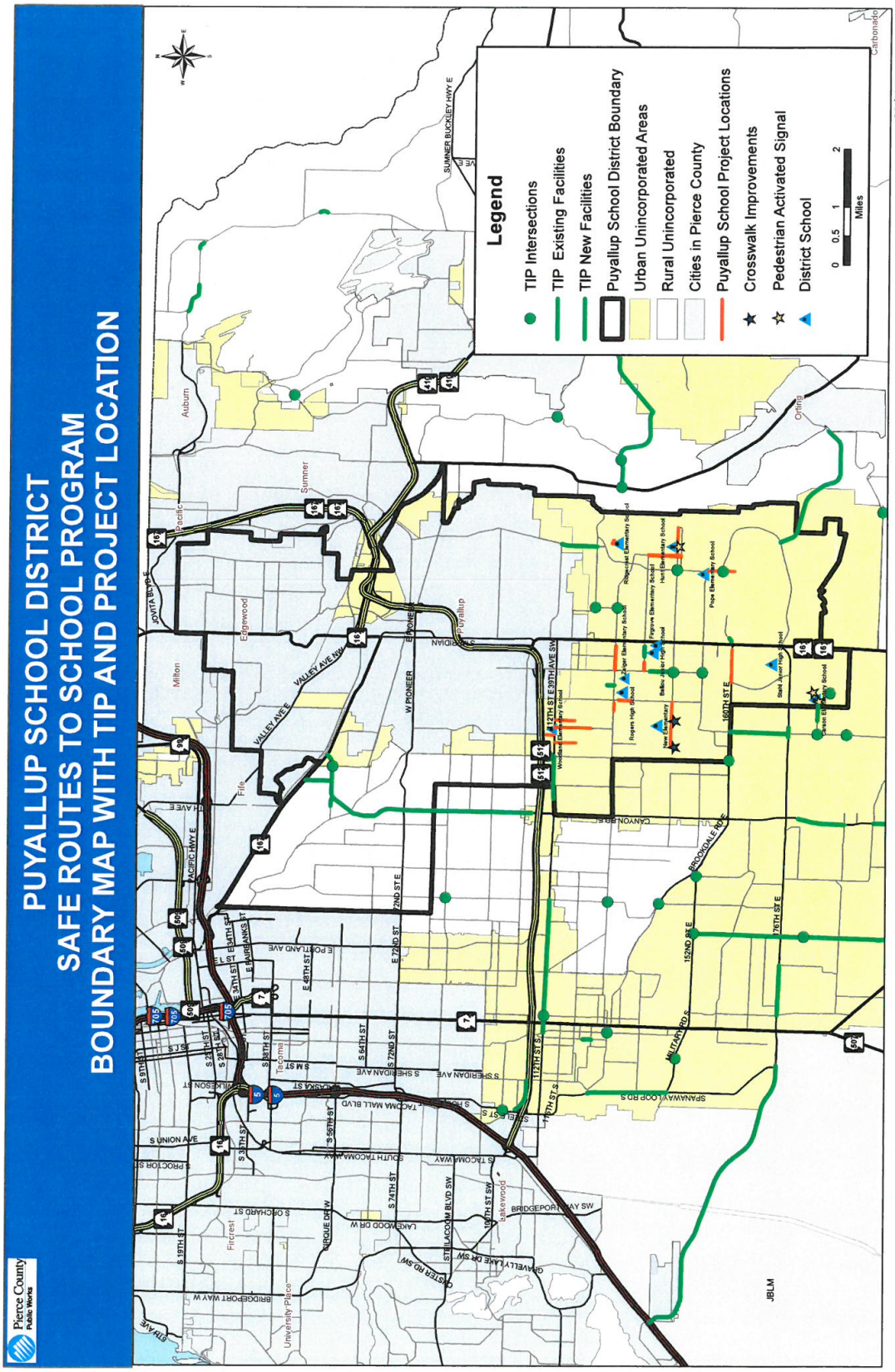
* Planned Opening Fall 2019

PUYALLUP SCHOOL DISTRICT (Cont.)

District Priority	School Name	Project Location	Project Scope	Cost Estimated by School District
15	Hunt Elementary	144th St E (126th Ave E to 134th Ave E)	Sidewalk on north side of road; pedestrian-activated crossing signals at two intersections	not provided
16	Hunt Elementary	126th Ave E (144th St E to 136th St E)	Sidewalk on both sides of road	not provided
17	Ridgecrest Elementary	Shaw Rd E (Tatoosh Rd E to school entrance)	Sidewalk on both sides of road	not provided
18	Ridgecrest Elementary	Shaw Rd E (School entrance to 130th Ave E)	Sidewalk on both sides of road	not provided
19	Stahl Junior High	160th St E (Gem Heights Dr E to Meridian E)	Sidewalk on north side of road	not provided
20	Woodland Elementary	80th Ave E (117th St Ct E to 112th St E)	Sidewalk	not provided
21	Woodland Elementary	78th Ave E (122nd St E to 112th St E)	Sidewalk	not provided
22	Woodland Elementary	74th Ave E (118th St E to 112th St E)	Sidewalk	not provided
23	Woodland Elementary	Fruitland Ave E (112th St E to 109th St E)	Sidewalk on west side of road	not provided

* Planned Opening Fall 2019

(Note: The County combined Puyallup School District's priority numbers 10 and 13 for the remainder of this Plan due to the fact that both school's projects are at the same location)


PUYALLUP SCHOOL DISTRICT
SAFE ROUTES TO SCHOOL PROGRAM
BOUNDARY MAP WITH TIP AND PROJECT LOCATION
Pierce County
Public Works
Legend
TIP Intersections
TIP Existing Facilities
TIP New Facilities
Puyallup School District Boundary
Urban Unincorporated Areas
Rural Unincorporated
Cities in Pierce County
Puyallup School Project Locations
Crosswalk Improvements
Pedestrian Activated Signal
District School
0 0.5 1 2
Miles
20 | Page

From: Devereux, Brian J. <DevereBJ@puyallup.k12.wa.us>
Sent: Friday, June 29, 2018 4:52 PM
To: Kerry Obermire
Cc: McDaniel, Cathy
Subject: Safe Routes to Schools Program
Attachments: 2018 PSD SRTS update.doc

Categories: Follow-up

Kerry –

Please find attached Puyallup SD's update to the SRTS Plan, as requested. Our list has been reprioritized and we've added a new project (two crosswalks with improvements next to Emerald Ridge High School / Glacier View Junior High.

I believe this information will meet your request for updated information. I'll be out of the office until July 31. You may contact Cathy McDaniel, if you have any follow up questions in the interim. I've cc'd Cathy to this email.

Thanks,

Brian Devereux
Director of Facilities Planning
Puyallup School District
253-841-8772
deverebj@puyallup.k12.wa.us

PSD Facilities Planning Home Page
PSD Facilities Planning Web Map Portal

PUYALLUP
SCHOOL DISTRICT
A Tradition of Excellence

PUYALLUP SCHOOL DISTRICT
Safe Routes to Schools Program
Pierce County CRP 5800
Updated June 2018

There are 15 existing Puyallup School District (PSD) schools within the urban unincorporated area of Pierce County. Of the 15 schools, improvements associated with 12 existing schools and one new elementary (Dessie Evans) were identified. This document identifies the 9 schools and any applicable areas of improvement within 1 radius mile. For simplification purposes, each school and its associated improvements were the basis of prioritization. Multiple street improvements may be listed under one school with varying degrees of importance. Additionally, certain streets serve multiple schools; those schools have been grouped together. Please note that priorities indicated below may change based on additional factors and after-the-fact-considerations. Our hope is there will be further discussions between the County and District before final decisions are made.

1. **Carson Elementary**
   October 2017 Enrollment: 937
   Carson students residing in walk area: 835

   Safe Route Improvements:
   Rectangular Rapid Flashing Beacons (RRFB), or alternative flashing beacon system approved by Pierce County/WSDOT for the existing supervised crosswalk located at 180th St E / Gem Heights Drive.

2. **Glacier View Junior High / Emerald Ridge High School**
   October 2017 Enrollment:
   Glacier View: 843
   Emerald Ridge: 1,416
   Glacier View students residing in walk area: 255

   Safe Route Improvements:
   Rectangular Rapid Flashing Beacons (RRFB), or alternative flashing beacon system approved by Pierce County/WSDOT for both intersections along 184th St E that align with the proposed access points for new Woodlands plat (formerly "Community 5").

3. **Hunt**
   October 2017 Enrollment: 656
   Hunt students residing in walk area: 93

   Safe Route Improvements:

Sidewalk addition connecting Hunt Elementary to the existing crosswalk at 144th St E / 126th Ave E. Includes crosswalk improvements. This project was included as part of the 2018 Safe Routes to Schools grant application to WSDOT, submitted by Pierce County in partnership with Puyallup School District

4. **New "Dessie Evans" Elementary @ 7900 block on 144th St E (planned to open fall 2019)**
   Enrollment: tbd, but school capacity is designed for 1,030 students K-6th.

   Safe Route Improvements. A & C are highest priorities:
   a. New sidewalk connecting the new Dessie Evans Elementary to the existing sidewalk on the west side of 144th St E / 74th Ave Ct E intersection.
   b. New pathway on north side of 144th St E, from the new elementary to 86th Ave E.
   c. Crosswalk improvements will be needed at several locations, including 144th St E/74th Ave Ct E and 144th St E/Sandy Glen Ln E.

5. **Pope Elementary**
   October 2017 Enrollment: 568
   Pope students residing in walk area: 114

   Safe Route Improvements:
   a. Sidewalk connecting Pope Elementary to the 144th St E / 122nd Ave E intersection.
   b. Sidewalk connecting Pope Elementary to 110th Ave E along 152nd St E.
   c. Sidewalk connecting Pope Elementary to Sunrise Blvd along 122nd Ave E

6. **Rogers High School/Zeiger Elementary**
   October 2017 Enrollment:
   Rogers: 1718
   Zeiger - 712
   Zeiger students residing in walk area: 66

   Safe Route Improvements:
   a. Sidewalk addition from end of sidewalk at 82nd Ave Ct E along 128th St E (eastward) to connect with the sidewalk at the intersection of 128th St E and 86th Ave E. From the end of the sidewalk, the road narrows which causes students to walk closer to traffic on a heavily traveled street. Posted speed limit is 35 mph.
   b. Sidewalk additions from the intersection of 128th St E and 94th Ave E along 128th St E (eastward) on both sides of the street to Meridian E.
   c. Sidewalk addition from the intersection of 86th Ave E and 128th St E southward along both sides of 86th Ave E to connect with existing sidewalks on both sides of 86th Ave E. In addition, a crosswalk improved should be located across 86th Ave E near Rogers High School's southernmost driveway access.

7. **Ballou Junior High/Firgrove Elementary**

October 2017 Enrollment:
Ballou: 866
Firgrove: 725
Students residing in walk area:
Ballou – 142
Firgrove: 188

Safe Route Improvements:

a. Sidewalk addition from the intersection of 94th Ave E and 136th St E along 136th St E (eastward) toward Meridian Ave up to 96th Ave E where sidewalks begin again.
b. Sidewalk additions from the intersection of 128th St E and 94th Ave E along 128th St E (eastward) on both sides of the street, but primarily on the south side of 128th St E.

8. <u>Ridgecrest Elementary</u>

October 2017 Enrollment: 515
Ridgecrest students residing in walk area: 60

Safe Route Improvements:

a. Sidewalk addition from the intersection of Tatoosh Rd E and Shaw Rd E along both sides of Shaw Rd E to entrance of Ridgecrest Elementary. There are considerable parent and bus traffic along this segment of street that mixes with walking students.
b. Sidewalk addition from the intersection of 130th Ave E and Shaw Rd E along both sides of Shaw Rd E to Ridgecrest Elementary.

9. <u>Stahl</u>

October 2017 Enrollment: 832
Stahl JH students residing in walk area: 246

Safe Route Improvements:
Sidewalk addition from Gem Heights Dr. E eastward on north side of 160th St E to Meridian Ave.

10. <u>Woodland</u>

October 2017 Enrollment: 698
Woodland students residing in walk area: 58

Safe Route Improvements:

a. Sidewalk addition from the corner of 80th Ave E and 117th St Ct E northward along 80th Ave E to 112th St E.
b. Sidewalk addition from the corner of 78th Ave E and 122nd St E northward along 78th Ave E to 112th St E.
c. Sidewalk addition from the corner of 74th Ave E and 118th St E northward along 74th Ave E to 112th St E.

d. Sidewalk addition from 10902 Fruitland Ave E to 112th St E along the west side of Fruitland Ave E.

The following schools were listed within unincorporated Pierce County, but no improvements were identified: Walker High School, Brouillet Elementary, and Edgerton Elementary.

The following pages contain project information submitted by District for the previous editions of the Plan.

PUYALLUP SCHOOL DISTRICT
Safe Routes to Schools Program
Pierce County CRP 5800
Updated September 2016

There are 15 existing Puyallup School District (PSD) schools within the urban unincorporated area of Pierce County. Of the 15 schools, improvements associated with 9 schools were identified. This document identifies the 9 schools and any applicable areas of improvement within 1 radius mile. For simplification purposes, each school and its associated improvements were the basis of prioritization. Multiple street improvements may be listed under one school with varying degrees of importance. Additionally, certain streets serve multiple schools; those schools have been grouped together. Please note that priorities indicated below may change based on additional factors and after-the-fact-considerations. Our hope is there will be further discussions between the County and District before final decisions are made.

1. **Pope Elementary**
   Enrollment – 555
   Students Assigned to Walk Zone – 117
   Safe Route Improvements:
   a. Many students are assigned to use 122nd Ave E as their primary walk path to Pope Elementary. Although 122nd Ave E has wide shoulders for walking, student safety would be dramatically improved with the addition of sidewalks from 144th St E (west side) to Pope Elementary. There are approximately 32 students that would use this segment of 122nd Ave E.
   b. Currently, there are no students assigned to walk along 152nd St E to Pope Elementary. However, if sidewalks were added from the intersection of 152nd St E and 110th Ave E (north side) to Pope, an additional 29 students could be reassigned from a bus to the walk area. An additional segment of sidewalk needs to be added from the intersection of 152nd St E and 110th Ave E (south side) along 152nd St E to 111th Ave Ct E to all students living on the south side of 152nd St E access to the crossing signal at 110th Ave E to walk to Pope.
   c. Sidewalk addition from 152nd St E to 160th St Ct E along the eastside of 122nd Ave E would allow students from neighboring communities who are currently bussed to Pope to walk to Pope. Approximately 64 students would use this segment of 122nd Ave E.

2. **New Elementary @ 80XX 144th St E (planned to open fall 2019)**
   The new elementary is planned as a 44 core classroom building, which would be the largest capacity elementary school in the District. Currently this section of 144th St E has no sidewalks and limited shoulder. The District is likely to make frontage improvements along 144th St E, including sidewalks, but pathways are needed to connect the school to surrounding communities. Doing so will provide students/families transportation alternatives and reduce the amount of vehicular traffic associated with the site.

Enrollment – tbd, but school capacity will be near 1,000 students K-6th.
Students Assigned to Walk Zone – tbd. It is estimated that up to 200 students may reside in the walking area for the new elementary, if safe routes are provided.

Several projects are proposed. A & C are highest priorities:

a. New pathway on north side of 144th St E, from the new elementary to 74th Ave Ct E. There are approximately 60 elementary students that would benefit from this project.
b. New pathway on north side of 144th St E, from the new elementary to 86th Ave E.
c. Crosswalk improvements will be needed at several locations, including 144th St E/74th Ave Ct E and 144th St E/Sandy Glen Ln E.

3. <u>Carson Elementary Crosswalk Improvements</u>

Crosswalk improvements including Rectangular Rapid Flashing Beacons are needed for all school-supervised crosswalks adjacent to Carson Elementary, particularly the crosswalks at the following locations: 182nd per Brian

a. ~~180th~~ St E / Gem Heights Dr.
b. 184th St E / school driveway entrance

4. <u>Rogers High School/Zeiger Elementary</u>

Enrollment:
Rogers – 1635
Zeiger - 807
Students Assigned to Walk Zone:
Rogers – 249
Zeiger - 89
Safe Route Improvements:

a. Sidewalk addition from end of sidewalk at 82nd Ave Ct E along 128th St E (eastward) to connect with the sidewalk at the intersection of 128th St E and 86th Ave E. From the end of the sidewalk, the road narrows which causes students to walk closer to traffic on a heavily traveled street. Posted speed limit is 35 mph. This section of street serves approximately 19 students.
b. Sidewalk additions from the intersection of 128th St E and 94th Ave E along 128th St E (eastward) on both sides of the street to Meridian E. There are approximately 30 Rogers' students and 25 Zeiger students that would use one or the other side of 128th St E.
c. Sidewalk addition from the intersection of 86th Ave E and 128th St E southward along both sides of 86th Ave E to connect with existing sidewalks on both sides of 86th Ave E. There are approximately 55 students that would use one or the other side of 86th Ave E along that segment of street. In addition, a crosswalk improved should be located across 86th Ave E near Rogers High School's southernmost driveway access.

5. **<u>Ballou Junior High/Firgrove Elementary</u>**

Enrollment:

Ballou – 727

Firgrove - 570

Students Assigned to Walk Zone:

Ballou – 106

Firgrove - 97

Safe Route Improvements:

a. Sidewalk addition from the intersection of 94th Ave E and 136th St E along 136th St E (eastward) toward Meridian Ave up to 96th Ave E where sidewalks begin again. There are approximately Ballou 20 students and 10 Firgrove students assigned to walk along that segment of 136th St E.
b. Sidewalk additions from the intersection of 128th St E and 94th Ave E along 128th St E (eastward) on both sides of the street, but primarily on the south side of 128th St E. There are approximately 8 students that would use the south side of 94th Ave E.

6. **<u>Hunt</u>**

Enrollment – 644

Students Assigned to Walk Zone – 79

Safe Route Improvements:

a. Many students use the 145th St E corridor to walk to Hunt Elementary. 145th St E has wide graveled shoulders and has less traffic since the traffic signal was installed at the intersection of 144th St E and 122nd Ave E. However, to get from 145th St E to 144th St E where there is a crossing guard, students have to use 126th Ave E which has no sidewalks and narrow shoulders for walking. Sidewalk addition from the intersection of 145th St E and 126th Ave E to the intersection of 144th St E and 126th Ave E. Approximately 32 students would use this segment of 126th Ave E.
b. Sidewalk addition from the intersection of 144th St E and 126th Ave E along 144th St E past Hunt Elementary to 134th Ave. Although there are street shoulder improvements along the north side of 144th St E, the addition of sidewalks would ensure greater safety for approximately 45 students who are assigned to use this segment of 144th St E. To ensure the safety of students crossing 144th St E, pedestrian activated crossing signals would be needed at the intersection of 144th St E and 126th Ave E and 144th St E and 134th Ave.
c. Sidewalk additions along both sides of 126th Ave E from 136th St E to 144th St E. Approximately 15 students would use this segment of 126th Ave E.

7. **<u>Ridgecrest Elementary</u>**

Enrollment – 517

Students Assigned to Walk Zone – 61

Safe Route Improvements:

a. Sidewalk addition from the intersection of Tatoosh Rd E and Shaw Rd E along both sides of Shaw Rd E to entrance of Ridgecrest Elementary. There are considerable parent and

bus traffic along this segment of street that mixes with walking students. Approximately 21 students are assigned would use this segment of Shaw Rd for entrance to Ridgecrest Elementary.

b. Sidewalk addition from the intersection of 130th Ave E and Shaw Rd E along both sides of Shaw Rd E to Ridgecrest Elementary. This segment of Shaw Rd E would serve approximately 12 students.

8. <u>Stahl</u>

Enrollment – 854
Students Assigned to Walk Zone – 276
Safe Route Improvements - Sidewalk addition from Gem Heights Dr. E eastward on north side of 160th St E to Meridian Ave. Approximately 27 students would use the north side of 160th St E to Gem Heights Dr. E.

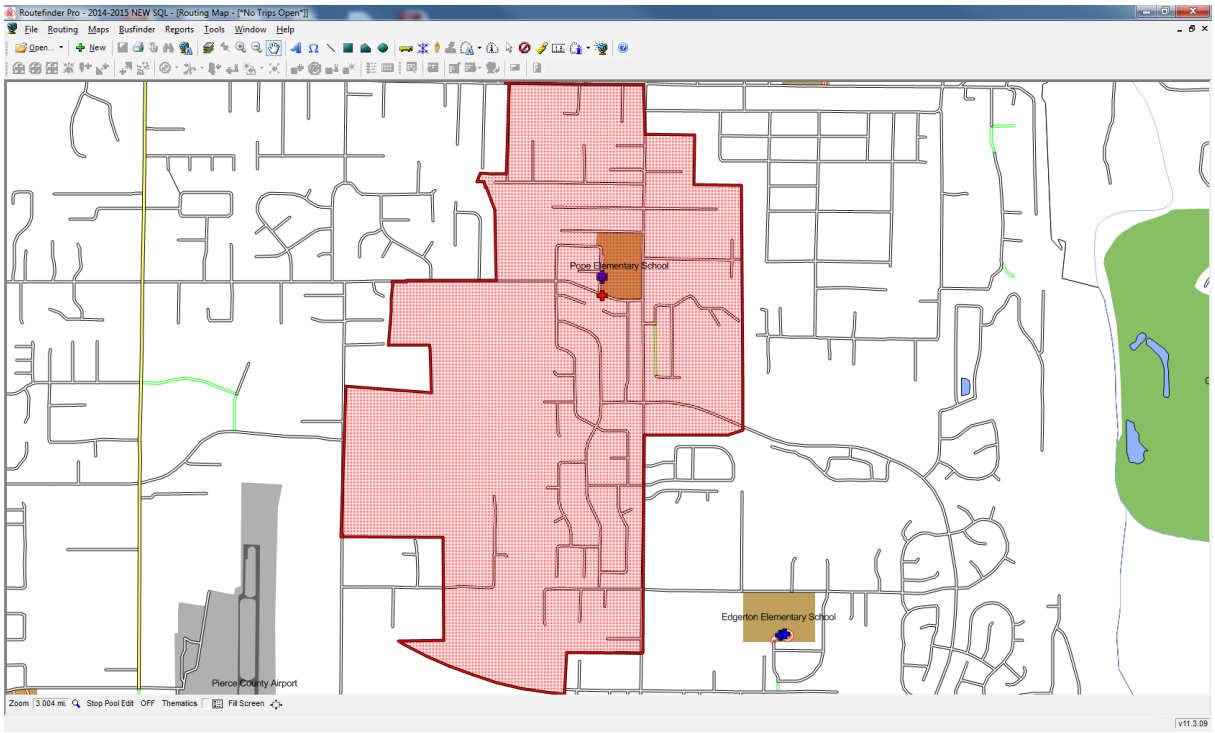
9. <u>Woodland</u>

Enrollment – 692
Students Assigned to Walk Zone – 46
Safe Route Improvements:

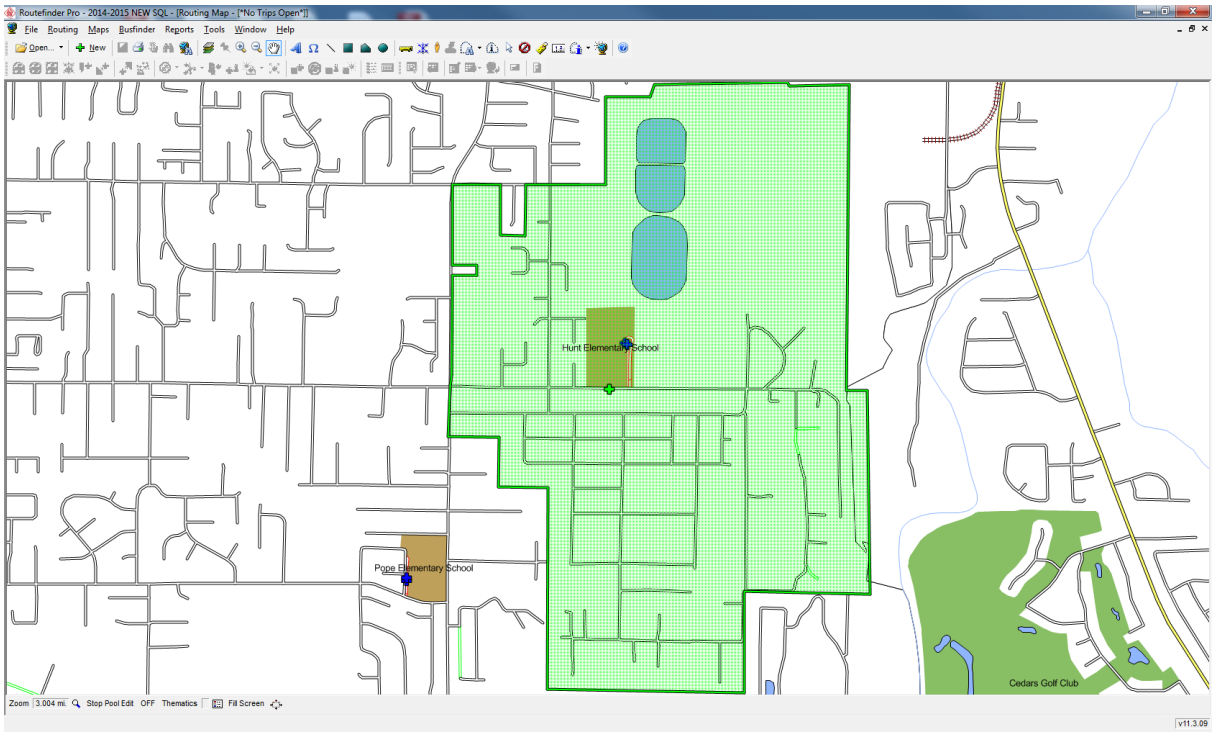
a. Sidewalk addition from the corner of 80th Ave E and 117th St Ct E northward along 80th Ave E to 112th St E. This segment of 80th Ave E would allow approximately 17 students to be reassigned from a bus to the walk zone.
b. Sidewalk addition from the corner of 78th Ave E and 122nd St E northward along 78th Ave E to 112th St E. This segment of 78th Ave E would allow approximately 21 students to be reassigned from a bus to the walk zone.
c. Sidewalk addition from the corner of 74th Ave E and 118th St E northward along 74th Ave E to 112th St E. This segment of 74th Ave E would allow approximately 31 students to be reassigned from a bus to the walk zone.
d. Sidewalk addition from 10902 Fruitland Ave E to 112th St E along the west side of Fruitland Ave E. This segment of Fruitland Ave E serves approximately 5 students.

The following schools were listed within unincorporated Pierce County but no improvements were identified: Emerald Ridge High School, Walker High School, Glacier View Junior High School, Brouillet Elementary, Carson Elementary and Edgerton Elementary.

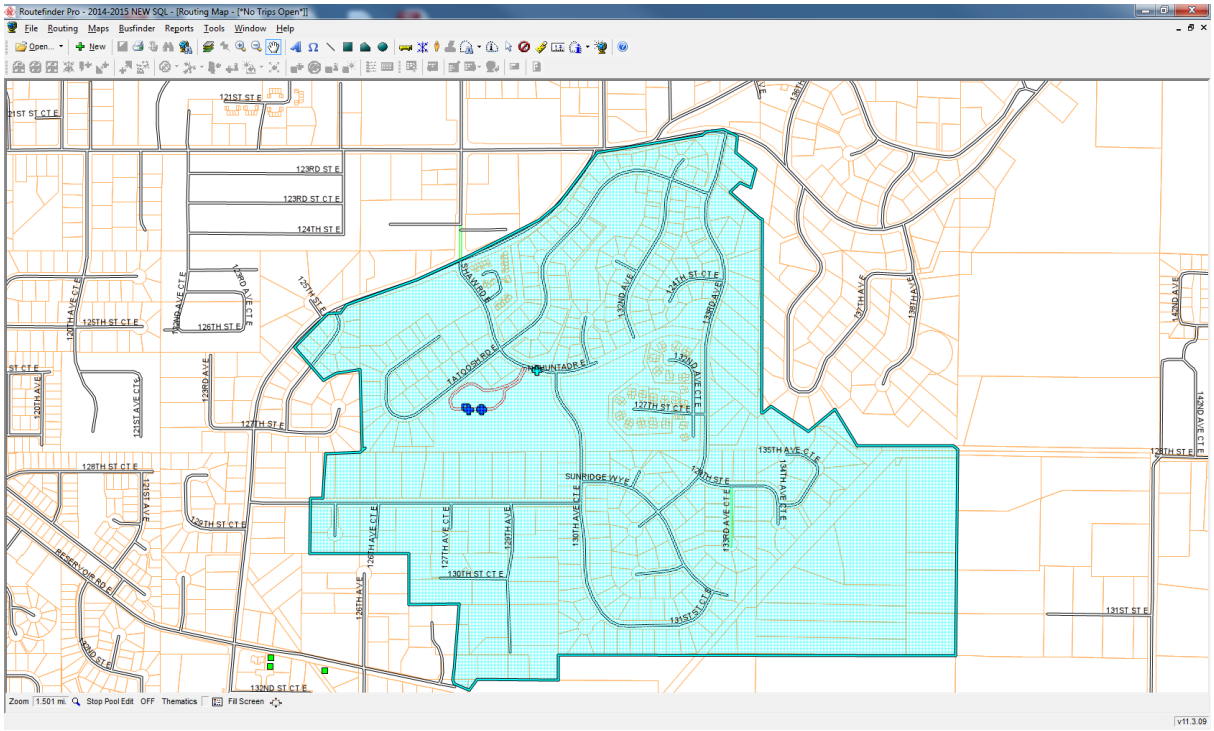
Pope Elementary



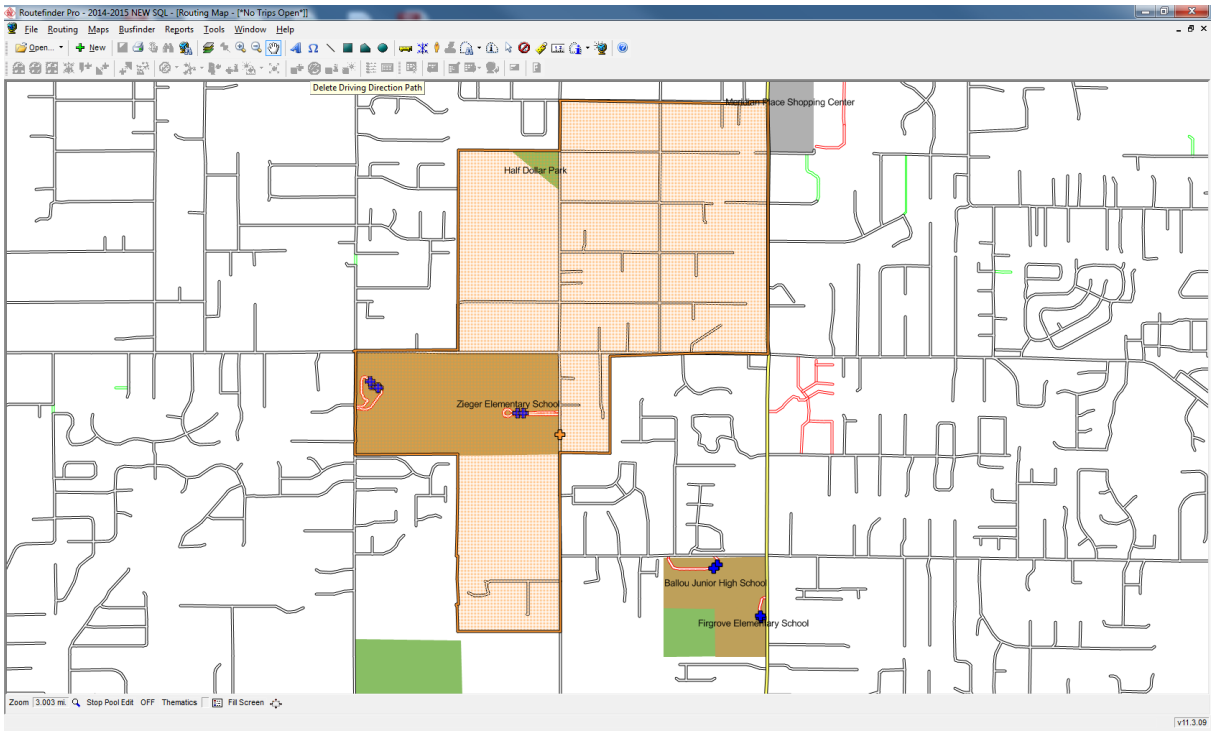
Hunt Elementary



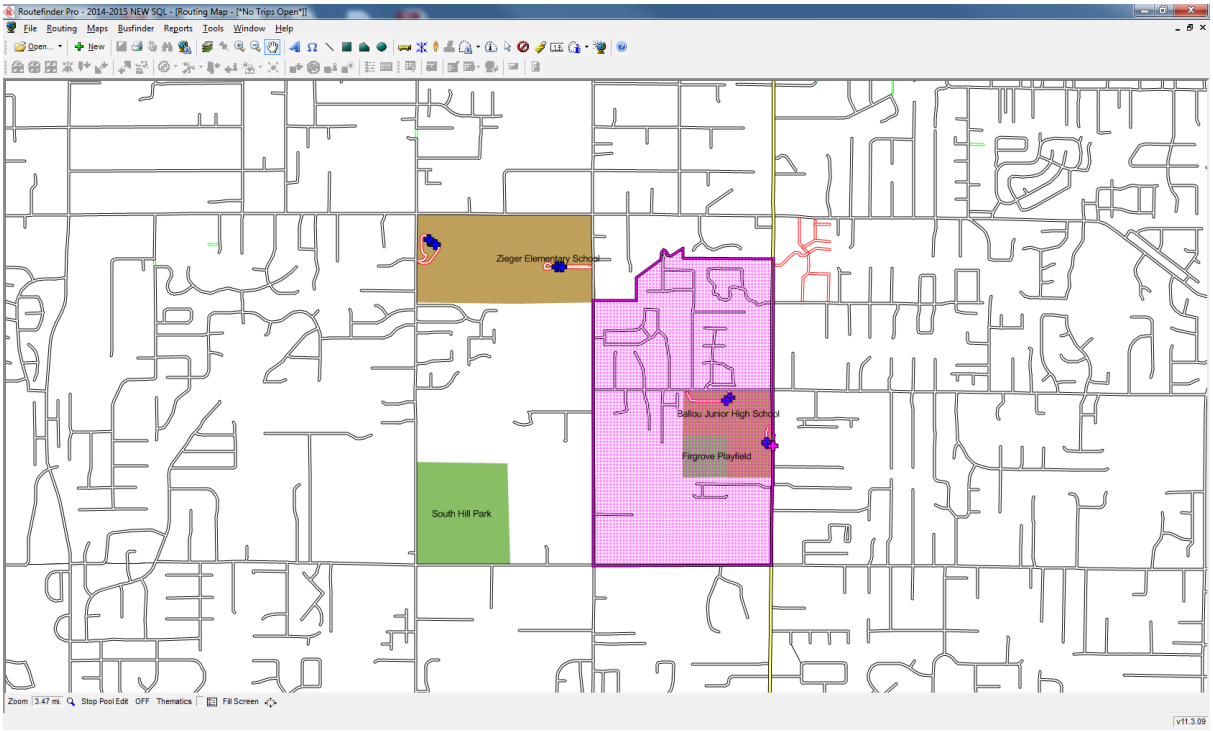
Ridgecrest Elementary



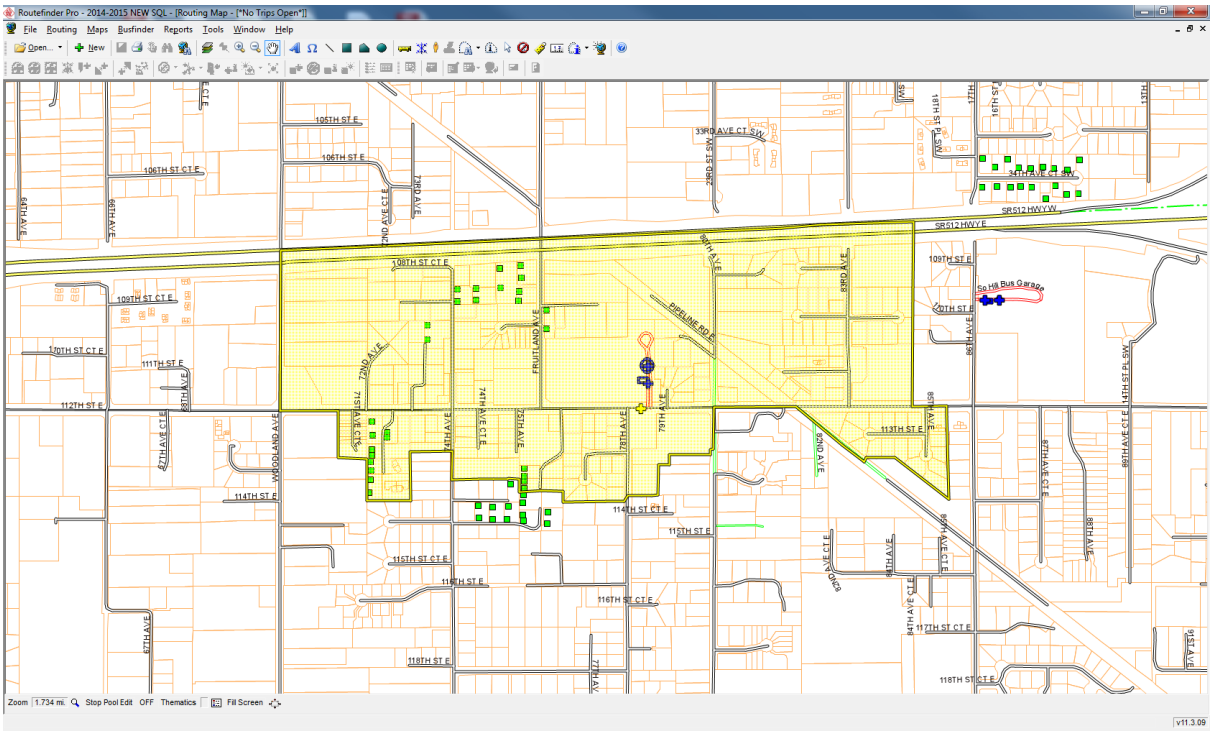
Zeiger Elementary



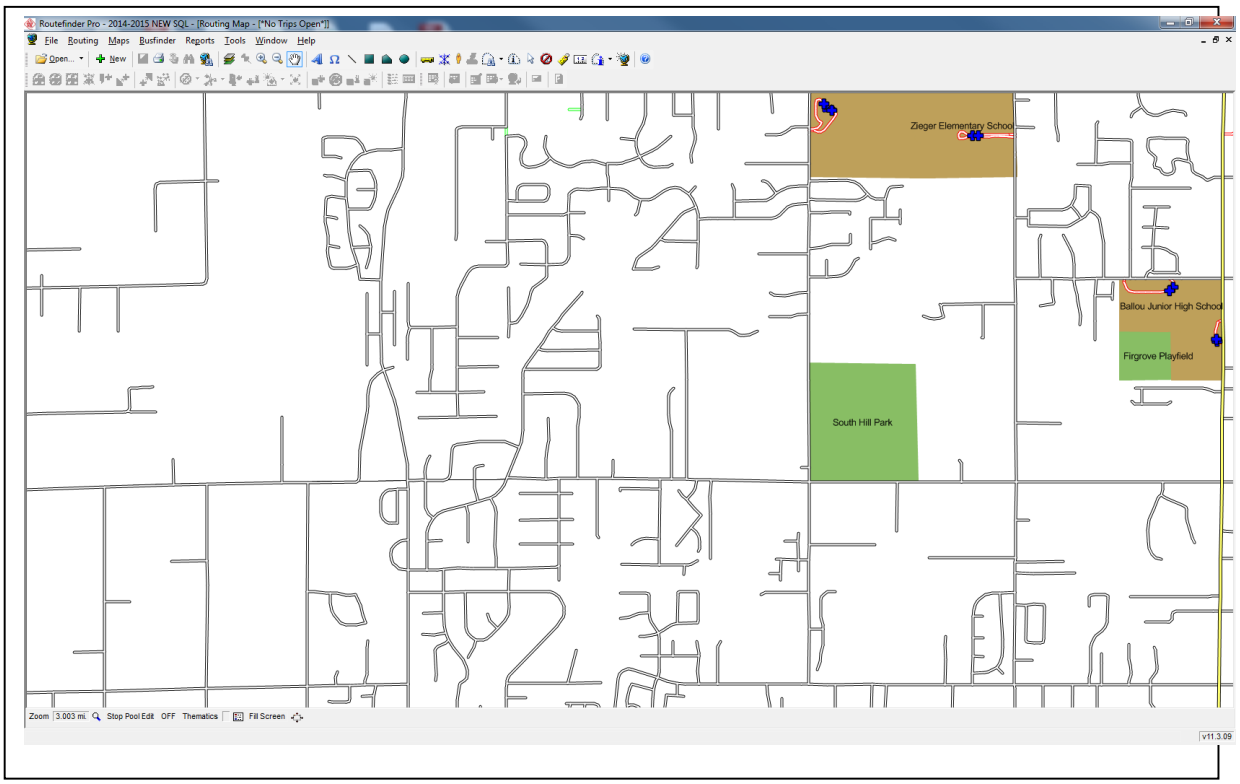
Firgrove Elementary



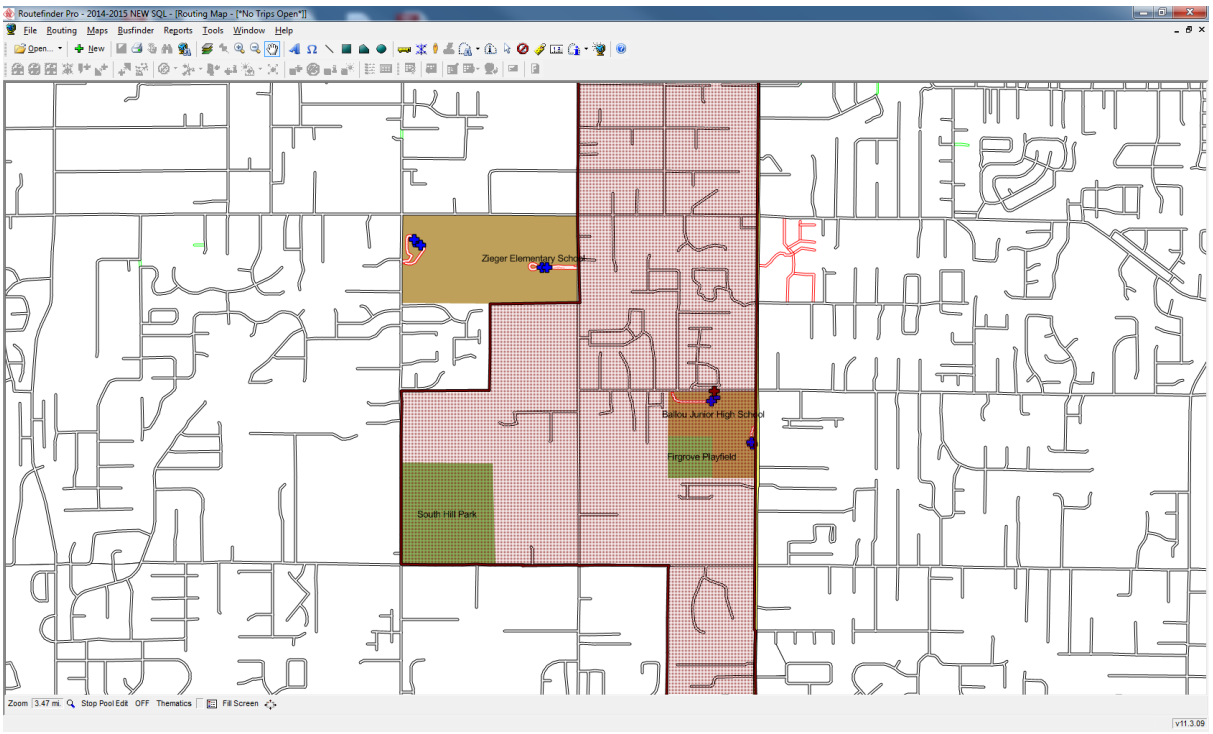
Woodland Elementary



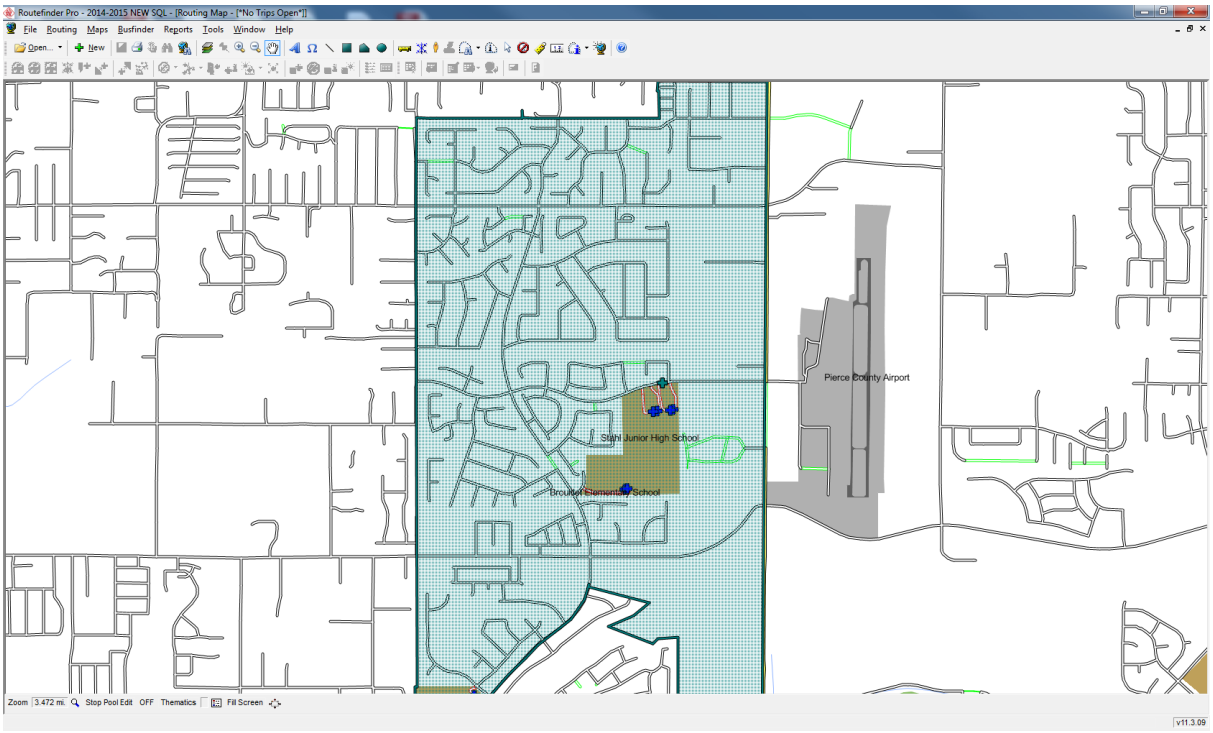
Elementary #25



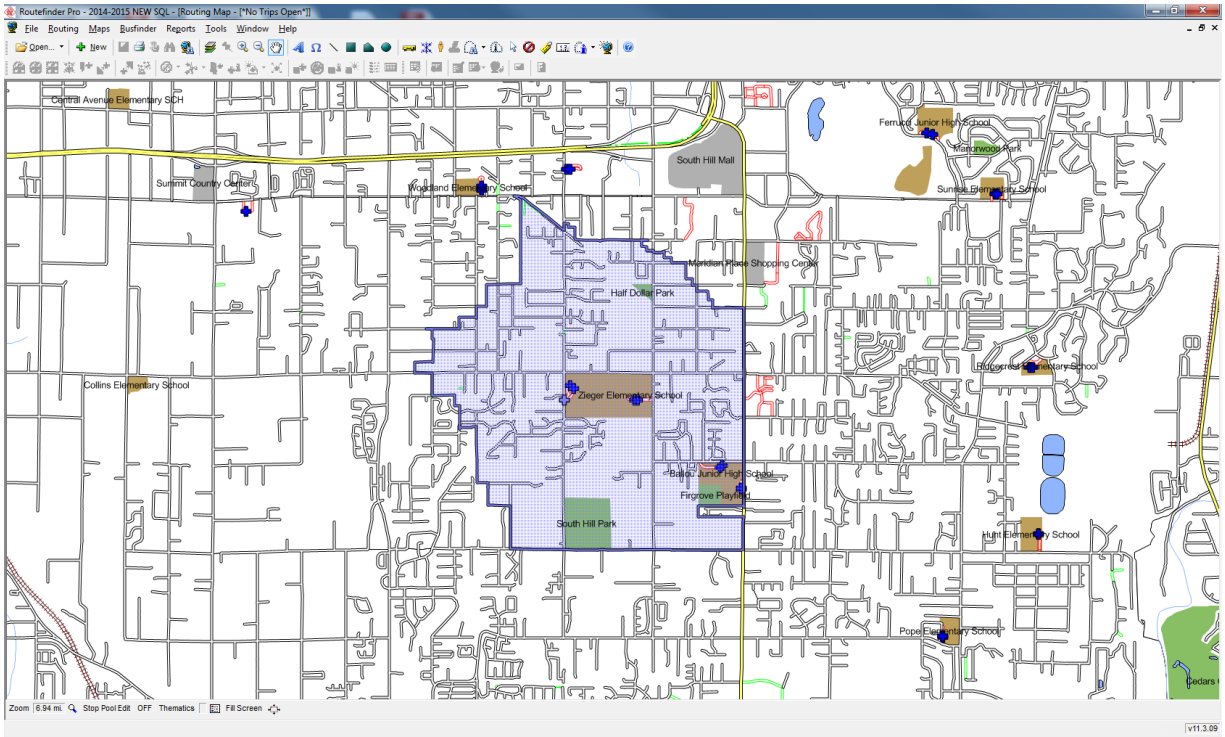
Ballou Junior High School

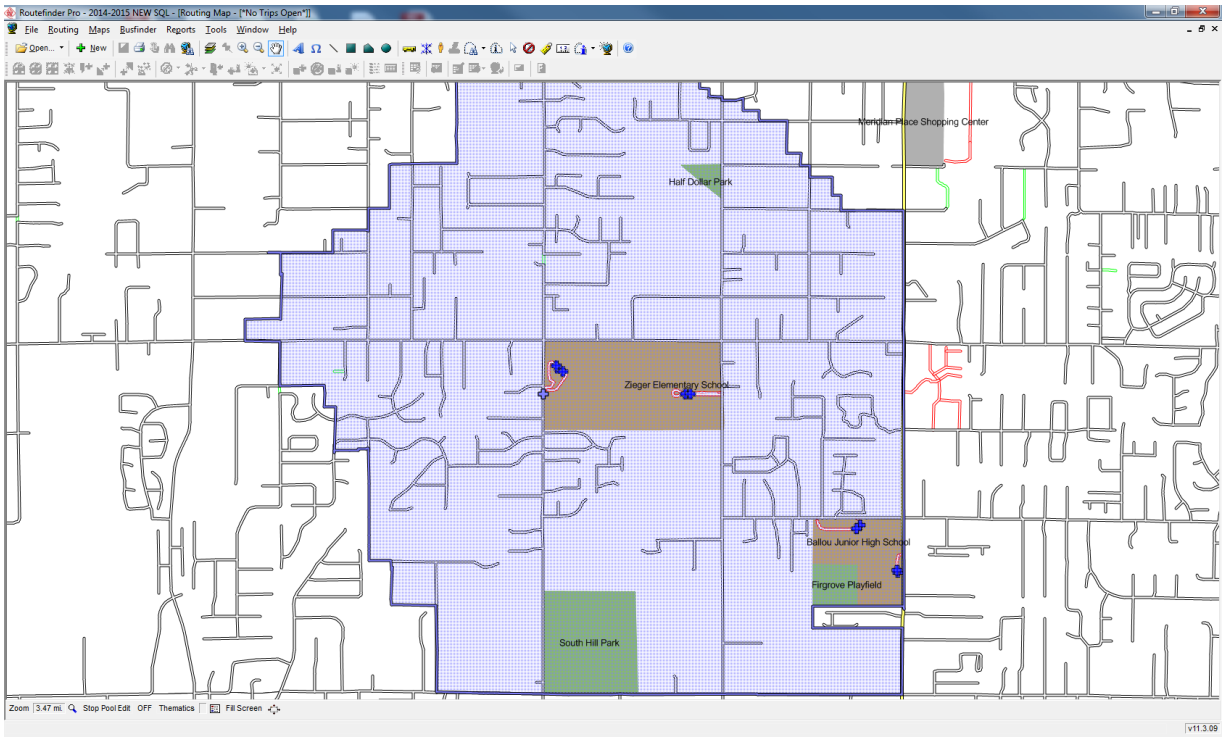


Stahl Junior High School



Rogers High School (2 images)


Routefinder Pro - 2014-2015 NEW SQL - [Routing Map - [*No Trips Open*]]
File Routing Maps Busfinder Reports Tools Window Help
Central Avenue Elementary SCH
Summit Country Centers
Woodland Elementary School
South Hill Mall
Ferrucci Junior High School
Maplewood Park
Sunset Elementary School
Meridian Place Shopping Center
Half Dollar Park
Collins Elementary School
Zieger Elementary School
Ballou Junior High School
Firgrove Playfield
South Hill Park
Hunt Elementary School
Pope Elementary School
Zoom 6.94 mi Stop Pool Edit OFF Thematics Fill Screen
v11.3.09


Routefinder Pro - 2014-2015 NEW SQL - [Routing Map - [*No Trips Open*]]
File Routing Maps Busfinder Reports Tools Window Help
Meridian Place Shopping Center
Half Dollar Park
Zieger Elementary School
Ballou Junior High School
Firgrove Playfield
South Hill Park
Zoom 3.47 mi Stop Pool Edit OFF Thematics Fill Screen
v11.3.09

147th St Ct E
148th St E
149th St E
149th St E
150th St E
150th St Ct E
151st St E
151st St Ct E
120th Ave Ct E
122nd Ave E
122nd Ave E
Pope Elem
152nd St E
152nd St Ct E

Appendix E

Engineer's Estimate and Roadway Section for Cost Model

PIERCE COUNTY PLANNING & PUBLIC WORKS (TRANSPORTATION IMPROVEMENT SECTION)

TYPICAL SIDEWALK PROJECT

Planning Level Estimate

Prepared By: ***LMR, KDO***
Date: ***6/10/2019***

This Planning Level estimate is a model project and includes typical items (but not necessarily all items) included in the construction of one mile of cement concrete curb and gutter and concrete sidewalks. The assumed quantities are not based on actual data collected. A project specific estimate will need to be completed for each individual project.

PLANNING LEVEL ENGINEER'S ESTIMATE					
ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
			PREPARATION		
1	LUMP SUM	L.S.	MOBILIZATION	10%	151,000.00
2	2.0	ACRE	CLEARING AND GRUBBING	18,000.00	36,000.00
3	LUMP SUM	L.S.	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	10,000.00	10,000.00
			GRADING		
4	400	C.Y.	ROADWAY EXCAVATION INCL. HAUL	40.00	16,000.00
5	400	C.Y.	EMBANKMENT COMPACTION	10.00	4,000.00
			DRAINAGE		
6	LUMP SUM	L.S.	STORMWATER TREATMENT SYSTEM	25,000.00	25,000.00
			STORM SEWER		
7	30	EACH	CATCH BASIN TYPE 1	1,000.00	30,000.00
8	LUMP SUM	L.S.	DETENTION VAULT SYSTEM	125,000.00	125,000.00
9	2,000	L.F.	SCHEDULE A STORM SEWER PIPE 12 IN. DIAM.	40.00	80,000.00
10	2,600	L.F.	SCHEDULE A STORM SEWER PIPE 18 IN. DIAM.	45.00	117,000.00
11	600	L.F.	SCHEDULE A STORM SEWER PIPE 24 IN. DIAM.	50.00	30,000.00
			SURFACING		
12	100	TON	CRUSHED SURFACING BASE COURSE	60.00	6,000.00
			HOT MIX ASPHALT		
13	300	TON	HMA FOR PRELEVELING CL. 1/2 IN. PG58H-22	125.00	37,500.00
14	400	TON	HMA CL. 1/2 IN. PG58H-22	120.00	48,000.00
15	100	TON	HMA FOR APPROACH CL. 1/2 IN. PG58H-22	200.00	20,000.00
			EROSION CONTROL AND ROADSIDE PLANTING		
16	20	DAY	ESC LEAD	100.00	2,000.00
17	30	EACH	INLET PROTECTION	100.00	3,000.00
18	2,640	L.F.	SILT FENCE	10.00	26,400.00
19	EST. 5,000	DOLLAR	EROSION/WATER POLLUTION CONTROL	1.00	5,000.00
20	2,500	S.Y.	STRAW MULCH	5.00	12,500.00
21	2,500	S.Y.	SEEDING AND FERTILIZING BY HAND	15.00	37,500.00
22	300	C.Y.	TOPSOIL TYPE C	125.00	37,500.00
			TRAFFIC		
23	4,530	L.F.	CEMENT CONC. TRAFFIC CURB AND GUTTER	20.00	90,600.00
24	LUMP SUM	L.S.	PERMANENT SIGNING	2,000.00	2,000.00
25	LUMP SUM	L.S.	ILLUMINATION AND INTERCONNECT SYSTEM	100,000.00	100,000.00
26	EST. 5,000	DOLLAR	ELECTRICAL SERVICE CONNECTION FEE	1.00	5,000.00
27	LUMP SUM	L.S.	OTHER TEMPORARY TRAFFIC CONTROL	20,000.00	20,000.00
28	2,000	HR	FLAGGERS	60.00	120,000.00
29	400	HR	OTHER TRAFFIC CONTROL LABOR	60.00	24,000.00
30	LUMP SUM	L.S.	TRAFFIC CONTROL SUPERVISOR	12,000.00	12,000.00
31	100	S.F.	CONSTRUCTION SIGNS CLASS A	30.00	3,000.00

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ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
			OTHER ITEMS		
32	LUMP SUM	L.S.	UTILITY COORDINATION	5,000.00	5,000.00
33	3,600	C.Y.	STRUCTURE EXCAVATION CLASS B INCL. HAUL	25.00	90,000.00
34	500	S.F.	SHORING OR EXTRA EXCAVATION CLASS B	10.00	5,000.00
35	750	C.Y.	PIPE ZONE BACKFILL	50.00	37,500.00
36	40	MGAL	WATER	30.00	1,200.00
37	LUMP SUM	L.S.	SURVEYING	50,000.00	50,000.00
38	3,100	S.Y.	CEMENT CONC. SIDEWALK	30.00	93,000.00
39	400	S.Y.	CEMENT CONC. APPROACH	65.00	26,000.00
40	47	EACH	CEMENT CONC. CURB RAMP	2,000.00	94,000.00
41	4	EACH	CONNECTION TO DRAINAGE STRUCTURE	1,000.00	4,000.00
42	EST. 2,000	DOLLAR	ROADSIDE CLEANUP	1.00	2,000.00
43	LUMP SUM	L.S.	TRIMMING AND CLEANUP	2,000.00	2,000.00
44	EST. 5,000	DOLLAR	MINOR CHANGE	1.00	5,000.00
45	LUMP SUM	L.S.	SPCC PLAN	2,000.00	2,000.00
46	LUMP SUM	L.S.	FDC PLAN	1,000.00	1,000.00
47	15	EACH	MAILBOX SUPPORT TYPE 1	500.00	7,500.00
				Bid Item Subtotal	**$1,661,200.00**
				Miscellaneous (20% Bid Item Subtotal)	**$332,240.00**
				TOTAL CONTRACT ESTIMATE (Year 2019)	**$1,994,000**

DESIGN ENGINEERING PHASE	
Design Engineering (25% Total Contract Estimate)	**$499,000**
Environmental Documentation/Permitting	**$75,000**
Geotechnical Studies	**$30,000**
DESIGN ENGINEERING PHASE TOTAL	**$604,000**
RIGHT-OF-WAY PHASE	
Administration Costs	**$30,000**
Acquisition - Stormwater Detention Facilities	**$30,000**
RIGHT-OF-WAY PHASE TOTAL	**$60,000**
CONSTRUCTION PHASE	
Construction Engineering (15% Total Contract Estimate)	**$300,000**
Contract Total	**$1,994,000**
CONSTRUCTION PHASE TOTAL	**$2,294,000**
TOTAL PROJECT COST	**$2,958,000**
ESTIMATED COST PER FOOT	**$560**

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Date Initials

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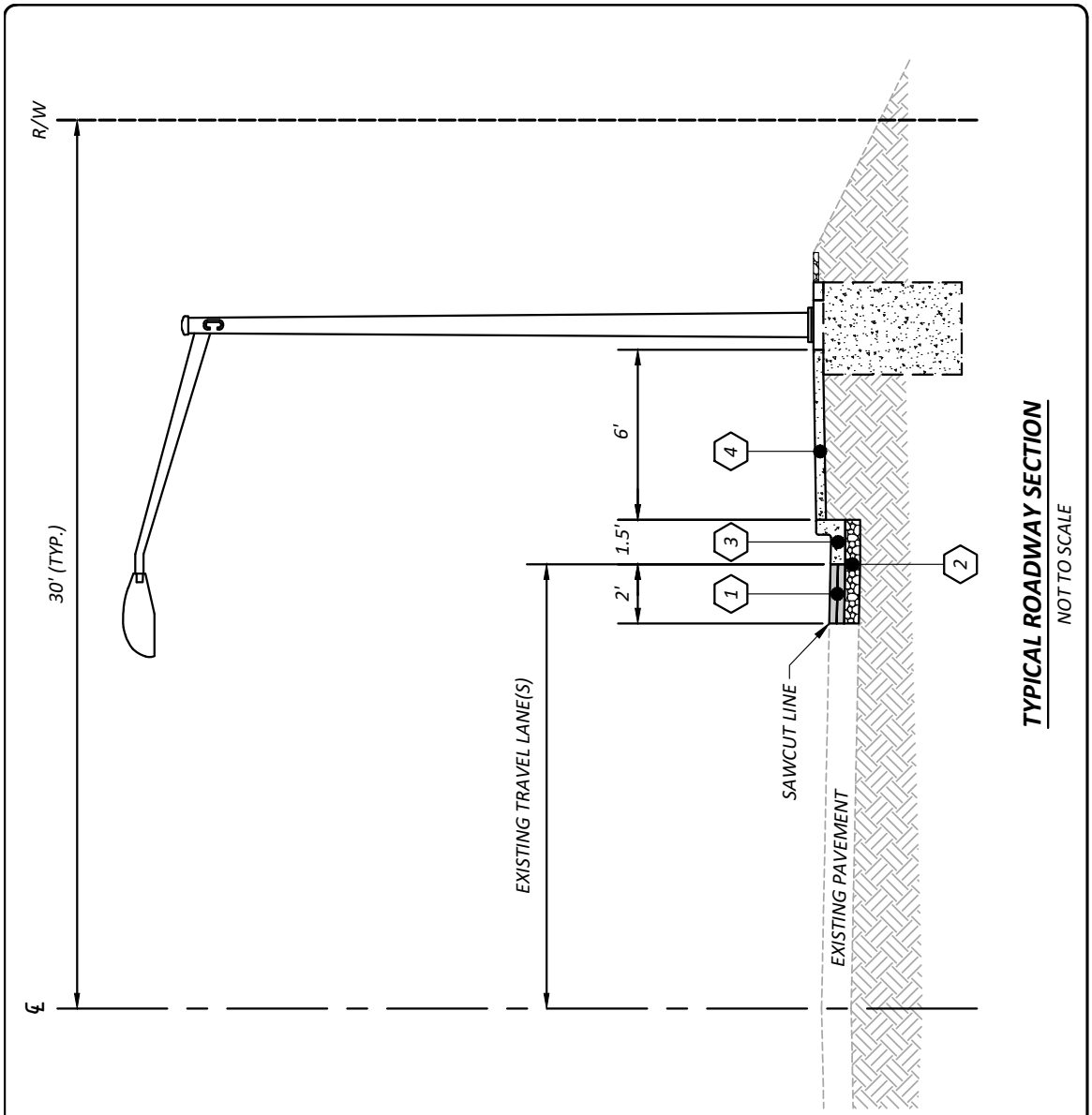

SURFACING LEGEND:

1. HOT MIX ASPHALT
2. CRUSHED SURFACING BASE COURSE
3. CEMENT CONC. TRAFFIC CURB AND GUTTER
4. CEMENT CONCRETE SIDEWALK

SAFE ROUTES TO SCHOOL
CRP 5800

ROADWAY SECTION FOR ENGINEER'S ESTIMATE

Pierce County
Planning & Public Works
Office of the County Engineer
Tacoma Mall Office Building
4301 South Pine Street, Suite 628
Tacoma, Washington 98409
An APWA Accredited Agency

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PIERCE COUNTY PLANNING & PUBLIC WORKS (TRANSPORTATION IMPROVEMENT SECTION)

TYPICAL RECTANGULAR RAPID FLASHING BEACON (RRFB) PROJECT

Planning Level Estimate

Prepared By: ***LMR, KDO***
Date: ***6/11/2019***

This Planning Level estimate is a model project and includes typical items (but not necessarily all items) included in the installation of an RRFB system. The assumed quantities are not based on actual data collected. A project specific estimate will need to be completed for each individual project.

PLANNING LEVEL ENGINEER'S ESTIMATE

ITEM NO.	QUANTITY	UNITS	ITEM DESCRIPTION	UNIT PRICE	TOTAL AMOUNT
			PREPARATION		
1	LUMP SUM	L.S.	MOBILIZATION	10%	9,300.00
2	8.0	S.Y.	REMOVING CEMENT CONC. SIDEWALK	60.00	480.00
			SURFACING		
3	15	C.Y.	CRUSHED SURFACING BASE COURSE	100.00	1,500.00
			HOT MIX ASPHALT		
4	15	TON	HMA FOR PAVEMENT REPAIRS CL. 1/2 IN. PG58H-22	400.00	6,000.00
			TRAFFIC		
5	126	S.F.	PLASTIC CROSSWALK LINE	9.00	1,134.00
6	LUMP SUM	L.S.	PERMANENT SIGNING	2,000.00	2,000.00
7	LUMP SUM	L.S.	ILLUMINATION AND RRFB SYSTEM **	57,400.00	57,400.00
8	EST. 5,000	DOLLAR	ELECTRICAL SERVICE CONNECTION FEE	1.00	5,000.00
9	LUMP SUM	L.S.	OTHER TEMPORARY TRAFFIC CONTROL	1,200.00	1,200.00
10	80	HR	FLAGGERS	60.00	4,800.00
11	120	HR	OTHER TRAFFIC CONTROL LABOR	60.00	7,200.00
12	LUMP SUM	L.S.	TRAFFIC CONTROL SUPERVISOR	5,000.00	5,000.00
			OTHER ITEMS		
13	8	S.Y.	CEMENT CONC. SIDEWALK	30.00	240.00
14	EST. 1,000	DOLLAR	MINOR CHANGE	1.00	1,000.00
				Bid Item Subtotal	***$102,254.00***
				Miscellaneous (25% Bid Item Subtotal)	***$25,563.50***
				TOTAL CONTRACT ESTIMATE (Year 2019)	***$128,000***

DESIGN ENGINEERING PHASE	
Design Engineering *(30% Total Contract Estimate)*	***$39,000***
DESIGN ENGINEERING PHASE TOTAL	***$39,000***
CONSTRUCTION PHASE	
Construction Engineering *(20% Total Contract Estimate)*	***$26,000***
Contract Total	***$128,000***
CONSTRUCTION PHASE TOTAL	***$154,000***

TOTAL PROJECT COST ***$193,000***

*** The lump sum item includes two light standards, RRFB equipment and poles, service cabinet, conduit, wire, junction boxes, foundations, anchor bolts, grounding material, etc.*

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Date Initials

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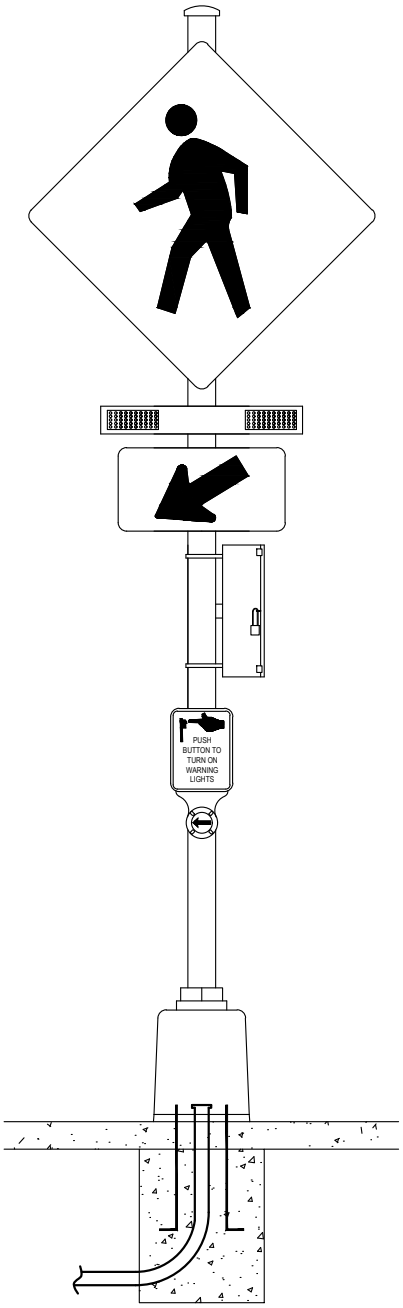

FRONT VIEW

TYPICAL RECTANGULAR RAPID FLASHING BEACON (AC POWERED) ASSEMBLY

(NOT TO SCALE)

Drawing: N:\PUWM\DEV1\PROJECT DEV\PROJECTS\SAFE ROUTE TO SCHOOL PROGRAM (CRP 5800)\ESTIMATE\2018\TYPICALRRFB.DWG Layout Tab: RRFB ASSEMBLY DETAILS
Xrefs:
Date: 06/11/2019 Time: 01:38:50 PM Plotted by: KOBERMI

Pierce County
Planning & Public Works
Office of the County Engineer
Tacoma Mall Office Building
4301 South Pine Street, Suite 628
Tacoma, Washington 98409
An APWA Accredited Agency

SAFE ROUTES TO SCHOOL
CRP 5800

RRFB FOR ENGINEER'S ESTIMATE

PIERCE COUNTY PLANNING & PUBLIC WORKS (TRANSPORTATION IMPROVEMENT SECTION)

TYPICAL SCHOOL ZONE FLASHING BEACON PROJECT

Planning Level Estimate

Prepared By: ***LMR, KDO***
Date: ***6/11/2019***

PLANNING LEVEL ENGINEER'S ESTIMATE	
School zone flashing beacon signals in the County have been constructed and paid for by the affected school district.	
Based on our conversation with the affected school district(s), the estimated cost for each school zone flashing beacon range from $20,000 to $30,000.	
TOTAL PROJECT COST	***$30,000***

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Date Initials

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Appendix F

Standard Procedure No. 909

"School Area Signing"

School Area Signing

Purpose
To describe the manner in which the County Engineer supports local school districts for providing and allowing appropriate traffic control devices for installation in school areas and school zones.

The installation of all school-related traffic control measures depends upon a school district's needs and the County's review of the associated safety factors. A cooperative effort between the County and each school district to provide for the safety of children is of the utmost importance.

Policy
It is the policy of the County Engineer to provide basic traffic signs and marked school crosswalks on County roads within school areas on a consistent, uniform county-wide basis, and to allow local school districts to provide and operate additional school signs, signals, or markings in County road right-of-way within established guidelines.

Each school district designates a contact person who works with and coordinates school traffic issues, fielding inquiries and suggestions from parents or other concerned citizens. This person in turn works with the County Traffic Engineer to communicate any recommendations of the district. The Traffic Section then evaluates the school's location and the particular roadway conditions in conjunction with the safe school walking route established by the district. Traffic control devices would be installed based on safety considerations of all of these factors. Parents and others who have suggestions or concerns are advised to get in touch with the contact person for their school district.

Placement and operation of school-related traffic control devices by local school districts within County road rights-of-way are allowed provided that such installations are consistent with the *Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD),* applicable State laws, and the guidelines described below that outline the acceptable types of devices.

School Traffic Control Devices Provided by the County
School (S1-1) signs are installed on roads in advance of established: School Speed Limit Assemblies, School Crossing Assemblies, and on roads entering an active school area that would benefit road users.

Marked School Crosswalks are installed for a school only if certain conditions are met. The County's primary requirement is that the school district agrees to supply student or adult crossing guards during the time when a crosswalk is in use. The school district reviews requests for crosswalks in conjunction with their adopted school walking route for the given school. If the school district finds that such a request is desirable, the contact person submits a completed "School Crosswalk Request" form including plans to upgrade the crossing to meet current ADA standards to the County Traffic Engineer for review and approval.

If the school crossing is abandoned, the ADA crossing (including ramps) shall be removed by the school district and restored to its previous state, unless otherwise accepted by the county engineer. The county would then remove associated markings and signing.

Before acceptance of any midblock crossing an engineering study shall be completed to evaluate safety and feasibility at the proposed location.

School Crossing (S1-1, W16-7P L or R) signs and School Advance Crossing (S1-1, W16-9P) signs are installed only at marked crosswalks that are not protected by Stop signs and that are intended for use by school children.

School-Speed Limit 20-When Children Are Present (S4-3P, R2-1(20), S4-2) signs are installed only at marked school crosswalks that are controlled by a crossing guard, and other specific locations adopted by County Council.

School-Speed Limit 20 for marked crossings on a multilane roadway require Flashing Beacons (S4-4P) or When Flagged (S4-501) plaques as well as a school provided crossing guard. Multi-lane approaches are excluded from this requirement.

End School Zone signs shall be installed and shall conform to exhibit 4.0.

Fines Double Ahead (PR-122) signs shall be installed and shall conform to exhibit 4.0.

School Bus Stop Ahead (S3-1) and School Bus Turn Around (S3-201) signs are installed upon request from the local school district when it is found that the visibility of the school bus stopped at the bus stop location or the school bus turn around location is less than the distances prescribed by the applicable MUTCD, State, and/or County guidelines.

Directional Guide Signs, which are intended to assist motorists in locating hard-to-find schools, are installed under the following conditions: the educational institution must be open for general public enrollment and accredited for a minimum of three grades between kindergarten and 12th grade, and the school site must be accessed by a local road and not visible from a road classified as an arterial. No more than two signs will be supplied and maintained by the County for each qualified school site.

2702 South 42 Street, Suite 109 (253) 798-7250 Phone
Tacoma, Washington 98409 (253) 798-4233 Fax

School District Options
If the local school district finds that measures in addition to the standard traffic signing provided by the County (as described above) are desired, the following options may be implemented by the school district upon approval from the County as noted below:

Traffic Cones. Placement of standard orange traffic cones can be placed at and/or in advance of the crosswalk location during the times when the crosswalks are being utilized, such as immediately before and after school hours. No specific approval is required from the County.

In-Street Schoolchildren Crossing (R1-6c) signs can be placed at unsignalized school crossings in compliance with the MUTCD. The school district shall remove the in-street schoolchildren crossing signs when crossing guards are not present and the crosswalk is not being utilized. If the local school district selects this option, it should notify the County Traffic Engineer for prior approval of the in-street schoolchildren crossing sign (legend, color, and size), its location, and mounting height.

Flags. Orange flags may be mounted on the same sign post on which the "School-Speed Limit 20-When Children Are Present", only during the times in which the crossing guards are present and the crosswalk is being utilized. The school district may fasten conventional flag holder hardware to the County's sign post but should realize that if the post needs to be replaced for maintenance reasons (e.g., vandalism), the school district will be responsible for supplying and installing replacement flag holders on the new post. If the local school district selects this option, it should notify the County Traffic Engineer. Upon request from the authorized school district representative, the County is available to change the "When Children Are Present" sign to a "When Flagged" sign.

Flashing Beacons. Flashing yellow beacons may be installed, owned, operated, and maintained by the local school district in County right-of-way at marked school crosswalks through execution of a formal written agreement with the County. If the local school district selects this option, the approved agreement would include a plan showing the specific location of the flashing yellow beacons, which may be mounted together with the "School-Speed Limit 20-When Children Are Present" which would then be changed to "School –Speed Limit 20-When Flashing" sign or above the crosswalk in conjunction with an overhead "School Crosswalk" sign. Interested school districts can opt to have the County maintain their flashing beacon assemblies once they are constructed by entering into a maintenance agreement with the County.

The installation and operation must be in accordance with the MUTCD. All structures, signs and appurtenances associated with the beacon are to be owned and maintained by the school district. The beacon is to operate only during the times in which the crossing guards are present and the crosswalk is being utilized.

Procedure for Applications and Requests
The authorized school district contact person should follow the procedures outlined below for the described items.

Marked School Crosswalks: Complete the "School Crosswalk Request" form (copy attached), with a sketch showing the specific location of the recommended crosswalk and including a commitment to providing crossing guards. Submit to:

County Traffic Engineer
Pierce County Planning and Public Works
2702 South 42 Street, Suite 109 Telephone: (253) 798-7250
Tacoma, WA 98409 Fax: (253) 798-4233

School Bus Stop Ahead and/or School Bus Turn Around Signs: School district representative must write a brief letter to the County Traffic Engineer requesting that the School Bus Stop Ahead or School Bus Turn Around signs be installed if sight distance considerations justify the use of the signs; include a description or address of the specific location of the school bus stop on the County road, a sketch if needed, and the name, phone number, and email of a person from the school district who would be available to meet County personnel at the site if necessary to confirm the location or provide additional information.

The School district representative shall notify the County within thirty days when a School Bus stop or School Bus Turn Around location is no longer being used or has been abandoned, following which the county will remove the School Bus Stop Ahead, and/or School Bus Turnaround signs for that specific location.

Flags: School district representative must contact the County Traffic Engineer to discuss the specific location. Submit a written request to the County Traffic Engineer if "When Flagged" signs are desired instead of "When Children Are Present" signs.

Flashing Beacons: School district representative must submit a written request to the County Engineer, same address as above for the County Traffic Engineer, with a description and sketch of the specific location that includes the name of the school and the affected County roads. In response to the request, the County Engineer will review the location and the school district will be contacted for guidance and facilitation through the approval and implementation process.

Appendix G

Active Transportation

Active Transportation/Nonmotorized Transportation

Background

Active transportation, also known as nonmotorized transportation, is increasingly recognized as an important consideration when planning and designing transportation systems. Active transportation modes include walking, bicycling, skating, skateboarding, and travel in wheelchairs and other mobility assistive devices. Active transportation occurs on trails, sidewalks, bike lanes, roadway shoulders, and within the travel lanes. Transit service is an important counterpart to many active transportation trips, since access to and from bus and rail is often made by a nonmotorized means.

Pierce County began formally planning for nonmotorized travel in the 1990s. The 1992 Pierce County Transportation Plan included policy language instructing the County to develop a *comprehensive plan for nonmotorized transportation*. After an extensive public involvement process, the Pierce County Nonmotorized Transportation Plan (NMTP) was adopted in 1997. The latter plan contains policies and an extensive list of prioritized project recommendations, both on road and off road. The NMTP later became a section of the Transportation Element of the Pierce County Comprehensive Plan.

Subsequent to the NMTP, Pierce County has adopted Community Plans for 11 different unincorporated areas of the county. Most of the Community Plans have included nonmotorized project recommendations which primarily have either reinforced or supplemented the nonmotorized project recommendations in the NMTP. The Community Planning efforts revised the NMTP project descriptions and relative priorities in many cases. A more detailed discussion on project recommendations occurs later in this section.

Active Transportation Planning Requirements

In 2005, the Growth Management Act (GMA) was amended with the passage of Engrossed Substitute Senate Bill 5186 (ESSB 5186). This amendment requires the transportation element of a comprehensive plan to include a *pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles*.

Under the GMA, the Puget Sound Regional Council (PSRC) is required to review and certify the transportation elements in comprehensive plans to ensure that they conform to GMA transportation planning requirements and are consistent with PSRC's regional growth strategy and transportation plans (Vision 2040 and Transportation 2040). The PSRC Local Comprehensive Plan Checklist requires a pedestrian and bicycle component that includes strategies, programs, and projects to improve walking and bicycling. The Vision 2040 Multicounty Planning Policies (MPP) provide specific direction on the ways that Comprehensive

Plans need to be consistent with regional policy. The following MPPs are particularly pertinent to contents of the active transportation section of Comprehensive Plans:

- MPP-T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.
- MPP-T-15 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.
- MPP-T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

The Pierce Countywide Planning Policies also include policies relating to active transportation. In particular, policy TR-12 states that the County *shall plan and implement programs, as appropriate, for designing, constructing and operating transportation facilities for all users, including motorists, pedestrians, bicyclists, and transit users*. Pierce County policies relevant to nonmotorized planning and implementation are found at the end of this section.

Existing Nonmotorized Projects

As mentioned earlier, there are nonmotorized project recommendations with the Nonmotorized Transportation Plan (NMTP) and the 11 Community Plans. When a project is coincident in the NMTP and a Community Plan, the Community Plan project description and priority rating takes precedence since the Community Plans are more recent documents and are intended to provide detail to the countywide Plan.

The projects in all of the plans were selected by citizen committees. To give projects a relative sense of priority, the committees were asked to place each project in one of four categories: Premier, High, Medium, and Low. The NMTP projects by category are listed in Table 12-R.

Table 12-R: Nonmotorized Transportation Plan Projects

Project Type	Number of Projects by Priority				
	Premier	High	Medium	Low	Total
Existing County Road	31	69	92	68	**260**
New County Road	8	10	9	22	**49**
County Trail or Path	5	15	19	54	**93**
City or Town					**156**
State or Federal					**22**

As Table 12-R shows, the roads in the unincorporated area (County) are classified in the NMTP as three different project types. The proposals on an *Existing County Road* consist of paved shoulders, sidewalks, wide curb lanes, and/or a trail or pathway adjacent to the roadway. The proposals on a *New County Road* refer to new roads that are proposed for construction that will have pedestrian and bicycle facilities when built. The *County Trail or Path* category encompasses proposals for exclusive nonmotorized facilities that are not within a County road right-of-way. In total, there are 402 projects in the unincorporated area proposed within the NMTP. It should be noted that some of these projects have now been constructed or have been annexed by Cities.

Table 12-R also lists projects in the NMTP that are planned by municipalities and the State or Federal government. These were not given a priority rating, since they are out of the control of Pierce County.

The Community Plan projects are listed in Table 12-S, identified by the area and priority rating. Only those Community Plan projects that included nonmotorized elements are listed.

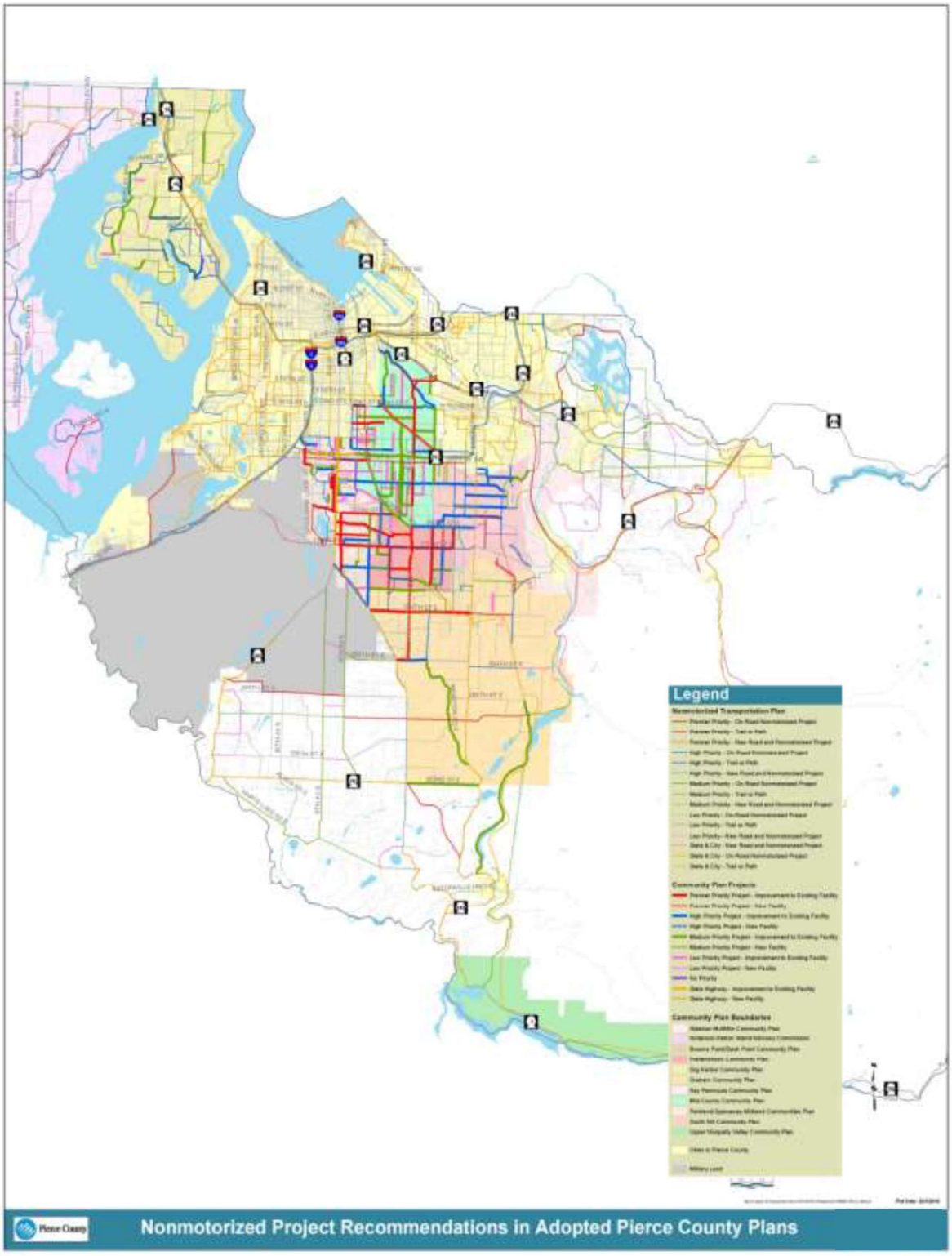
Table 12-S: Community Plan Projects that Contain Nonmotorized Elements

Community Plan	Number of Projects by Priority				
	Premier	High	Medium	Low	Total
Alderton-McMillin	1	2	4	1	**8**
Anderson & Ketron Islands*					**4**
Browns Point & Dash Point*					**5**
Frederickson	10	7	12	3	**32**
Gig Harbor	8	9	8	4	**29**
Graham	43	18	10	16	**87**
Key Peninsula	5	6	12	8	**31**
Mid-County	9	8	18	18	**53**
Parkland-Spanaway-Midland	45	30	23	21	**119**
South Hill	9	9	1	3	**22**

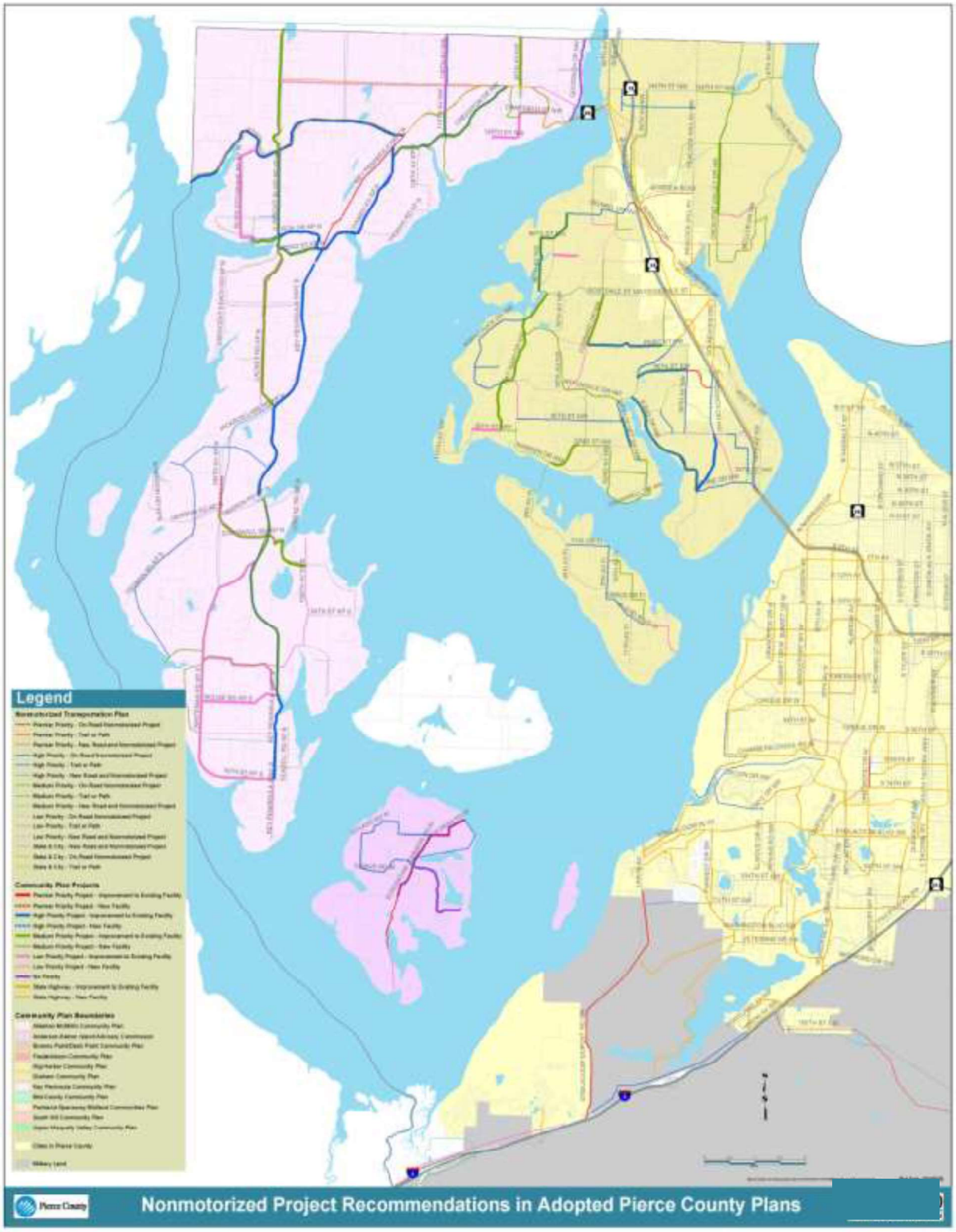
*Anderson & Ketron Islands and Browns Point & Dash Point did not assign priorities.

Map 12-19 and Map 12-20 show the location of NMTP and Community Plan projects. As noted, there is overlap between projects in the different plans, as well as overlap with the NMTP.

Map 12-19: Nonmotorized Project Recommendations in Adopted County Plans



Map 12-20: Nonmotorized Project Recommendations in Adopted County Plans



Programs and Strategies

Pierce County has numerous existing programs and strategies that address the provision and promotion of active transportation facilities and travel. The effort to address and promote nonmotorized travel will increase and diversify over time. The following is a summary of existing and proposed programs related to active transportation.

Complete Streets

Policy 12.2 in this document instructs the County to *endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users*. In 2014, the Pierce County Council adopted Ordinance 2014-44s, pertaining to the provision of *complete streets. Complete streets* is a term used to describe project implementation that provides for safe and convenient roadways for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities. The ordinance was listed in *The Best Complete Streets Policies of 2014*, a report published by the National Complete Streets Coalition, a program of Smart Growth America.

The ordinance specifically pertains to newly constructed or reconstructed roads and directs Pierce County to provide features for all users when building new roadway connections or completing major reconstruction of a road. In the urban area, these roadway elements typically would include paved shoulders for bicyclist and sidewalks for pedestrians and other users. In the rural area, where sidewalks are not typically constructed, the improvement would typically consist of a paved shoulder. In some cases, a gravel shoulder or roadside trail or pathway might be constructed.

The Complete Streets ordinance includes provisions for precluding the construction of elements for all modes where there are extreme technical, fiscal, or environmental challenges or other reasons where such improvements are not in the best interests of the County or residents. In these cases, the ordinance recommends that the County consider nearby facilities where nonmotorized users can travel in absence of complete streets implementation on the facility that is under construction.

The ordinance also directs the County to consider projects on roadways that are not undergoing major construction, such as standalone shoulder paving and sidewalk construction. Pierce County has several standalone active transportation projects listed in the 2015 Transportation Programs document, which is a six-year program of projects that is published annually. One of these projects, Park Avenue South between 125th Street South and Garfield Street South, was awarded a $429,000 grant from the 2014 Washington State Transportation Improvement Board Urban Sidewalk Program.

Safe Routes to Schools

Pierce County coordinates with school districts to plan and implement safe routes to school for students who travel by nonmotorized means. The three elements of a successful program are engineering and infrastructure improvements, education and encouragement activities, and

enforcement. The County regularly applies for grant funding through the State's Safe Routes to School grant program, but has had limited success in the funding competition. The County strives to expand upon this program and achieve more success in obtaining funding. In 2015, Pierce County has allocated $200,000 for staff support for developing a plan with public school districts for identifying priorities, feasibility, and financing options for walking routes near schools.

Transportation Demand Management

Pierce County has been involved in Transportation Demand Management (TDM) activities since the 1990s. The primary focus has been on working with large employers to reduce the number of drive-alone commute trips, as required by the Washington State Commute Trip Reduction (CTR) Act.

Pierce County is now investing in more all-inclusive strategies to encourage travel behavior changes for all types of trip purposes. Bicycling and walking to destinations are important components of any TDM program. Goal T-27 in this document instructs the County to *encourage alternate travel modes within an efficient multimodal transportation system that reduces and shifts travel demand to improve the flow of people and goods.* In order to develop a successful TDM program, there must be connectivity to other modes such as walking bicycling, cars, and transit. A combination of modes often come into play when taking transit (i.e., walking or bicycling to a transit stop or station). Or sometimes the TDM strategy is simply planning for one mode, such as bicycling or walking. The *Transportation Demand Management (TDM)* section describes the Pierce County TDM Plan and strategies in greater detail.

Trail Development

The Pierce County Parks and Recreation Department is the lead agency developing trails in the unincorporated areas of the County. Pierce County Public Works provides support in this effort, including project design and right-of-way acquisition activities. Pierce County coordinates with municipalities and organizations such as ForeverGreen Trails and the Foothills Rails-to-Trails Coalition in planning and implementing trail projects.

Natural and built environmental constraints preclude trail construction in some areas, making sidewalks and roadway shoulders essential *extensions* of the trail system. Policy 12.1.1 in this document instructs Public Works to *work collaboratively with other organizations, including Pierce County Parks and Recreation to develop the Pierce County Regional Trail System, community nonmotorized connections, and local access.*

Trail development in the County has largely focused on the Regional Trail System, through the guidance of the Pierce County Parks, Recreation, and Open Space Plan. The 25-mile long Foothills Trail in eastern Pierce County, seventeen of which is currently paved, is the most notable example of trail development in the unincorporated area. More recently, the Public Works and Parks and Recreation Departments are collaborating to identify a system of *community connectors* that would link schools, parks, and neighborhoods in Pierce County and tie into the Regional Trail System. The desire is to develop a system of trails where possible;

however, it is clear that constraints will require some of the connectors to be sidewalks and/or roadway shoulders.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) became Federal law in 1990 and has been updated numerous times over the years. ADA requires public entities to inventory facilities for deficiencies and create a transition plan to bring facilities into compliance with accepted standards. In 2014, Pierce County inventoried all sidewalks, curb ramps, pedestrian crossings, and traffic signal systems located on public roadways in unincorporated Pierce County to determine whether they were in compliance.

In 2015 the County initiated an ADA Transition Plan to document the strategy and timeline for bringing pedestrian facilities into ADA compliance. Ultimately, all facilities will need to be compliant. It should be noted that the ADA Transition Plan will only address existing facilities, not the construction of new facilities.

Implementation

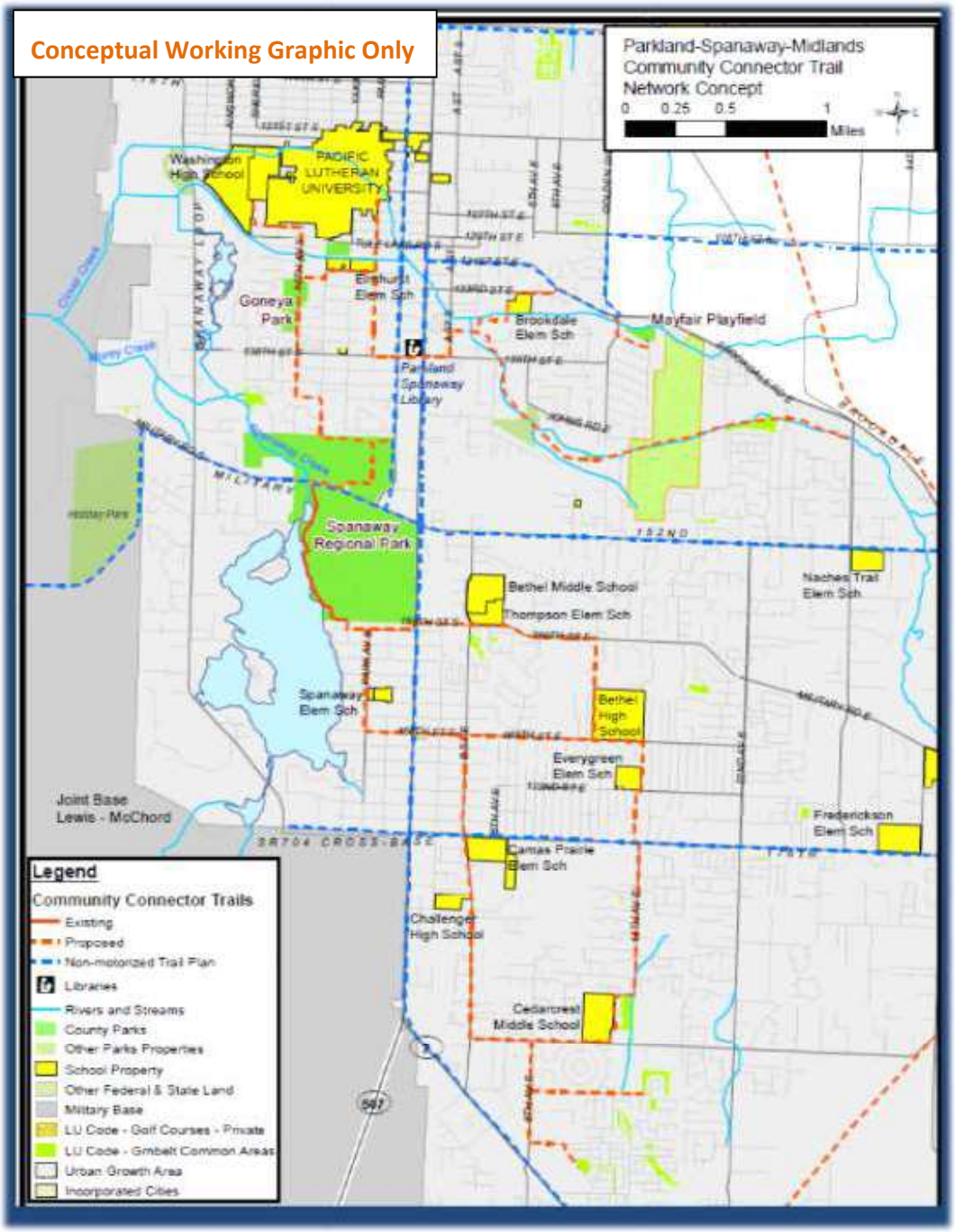
As noted earlier, there are a number of roadway improvement projects that have constructed nonmotorized improvements as part of the larger project. Key examples of such projects are the Canyon Road East corridor south of SR 512 and the 176th Street East corridor. Both of these projects increased the number of through lanes and added significant sections of sidewalk for the community.

While these projects are significant in scope, it is evident that there is strong community support for more nonmotorized facilities. This desire for additional walkways and paths has been (and continues to be) expressed in numerous meetings held in community forums. As noted earlier, there are many plan recommendations within the Community Plans and the Nonmotorized Transportation Plan, but very few specifically nonmotorized projects are funded and implemented. The strategy for this Transportation Element calls for the targeting of approximately $20 million through 2030 for the purpose of constructing nonmotorized facilities. These funds may also be used to address projects that may be required as part of the Transition Plan efforts.

One target for expending the above noted $20 million may focus on the needs arising from the ongoing work with the schools, communities, and other stakeholders to build more facilities under the Safe Routes to School Program. The County Council has already tasked staff with reporting on the issue of Safe Routes to School. This Transportation Element suggests that both the short and long term funding capacity of the County be examined to support a program that would work with the local schools and other interested parties to develop partnerships and apply for grant opportunities that would strengthen the chances of winning awards for such a program. For example, in developing this nonmotorized section, Public Works staff worked with the Parks Department in developing a very conceptual network of possible candidate active transportation facilities that could link not only schools to communities but other places.

Figure 12-O below shows a very preliminary product that requires more stakeholders to discuss not just the need for specific types and location of active transportation facilities but also the funding and scoping of tasks involved in achieving success in realizing these valued facilities. It is anticipated that the conversations with nonmotorized stateholders and an understanding of the needs and resources will result in an updated nonmotorized/Active Living strategy.

Figure 12-O: Conceptual Graphic – Active Living Facilities



Ultimate Capacity

This Transportation Element recommends that the County endorse and adopt measures that would enable the designation of Ultimate Capacity Roadways. As noted earlier, the end result of this designation would allow certain roadways to carry traffic above their designated service standard without being subject to the transportation concurrency requirements. It is important to note that such roadways in being Ultimate Capacity would be reviewed for their operational and safety needs for all users, both motorists and pedestrians. Identification of these needs may also bring certain nonmotorized projects forward for possible implementation.

Pierce County