

HOW CAN WE FIX THIS?

1) Safe Routes to School for all students

Currently, no schools in Tacoma have a comprehensive Safe Routes to School (SRTS) program. The Puyallup Watershed Initiative is working with the City of Tacoma, Tacoma Public Schools, and community partners on a SRTS Action Plan which provides a blueprint for how to bring SRTS programs to our community. Visit www.cityoftacoma.org/srts to learn more.

The 6 Key Elements of Safe Routes to School Programs

EDUCATION	In-class, after school, or special event educational programs teach students, parents, school staff, and the community how to walk, bicycle, skateboard, and drive with more awareness and comfort.
ENCOURAGEMENT	Encouragement programs, like walk & roll to school events, help families establish healthy travel habits.
ENGINEERING	Streets, sidewalks, and intersections near schools often need improvements to increase safety and remove barriers for children walking, bicycling or skateboarding to school.
ENFORCEMENT	A partnership between schools, local police and community members is essential to deter unsafe behaviors around schools and encourage all road users to obey traffic laws and safely share the road.
EQUITY	Safe Routes to School programs should prioritize schools with the highest need. All programming should be culturally competent and accessible to students of all income levels.
EVALUATION	From baseline parent and student surveys to tracking safety statistics over time, evaluation helps spur ongoing improvement.

2) School Zone Speed Enforcement Cameras

School zone speed enforcement cameras are a win-win solution. For most people who drive, they serve as an effective incentive to slow down, making the roadway safer for everyone. People who continue to choose to speed and put the most vulnerable road users at risk are automatically fined. All revenue after administrative costs should be specifically tied to pedestrian and bicycle safety improvements around schools and Safe Routes to School programming. Camera locations should be prioritized based on crash history and speeding, while ensuring that the benefits and burdens of this program are spread throughout the city.

3) Slower Speeds

In 2013, the Washington Legislature passed the Neighborhood Safe Streets Bill, making it easier for local jurisdictions to lower the speed limit on neighborhood streets (non-arterials). Lowering the speed limit can have a dramatic effect on safety, and the City of Tacoma should explore opportunities to lower speed limits and introduce traffic calming measures.

The Puyallup Watershed Initiative's Active Transportation COI is a community coalition working to increase access to safe, healthy, and affordable active transportation.

We hope you'll join us! Learn more at www.pwi.org/activetransportation.



Puyallup Watershed Initiative
Active Transportation

Safe Routes to School

A comprehensive approach to a complicated problem

Every 8 days, a child in Tacoma is hit by a car while walking or biking.

Between 2010-2014, there were 222 youth ages 18 and under struck by cars in Tacoma while walking or bicycling.



153

youth were hit while walking in Tacoma



69

youth were hit while riding bikes in Tacoma

Tacoma deserves better.

When kids can safely walk, ride bikes, and skateboard, they benefit and our whole community benefits.



Active & Healthy Lives



Better Educational Outcomes



Cleaner Air & Water



Less Traffic Congestion



Affordable Options

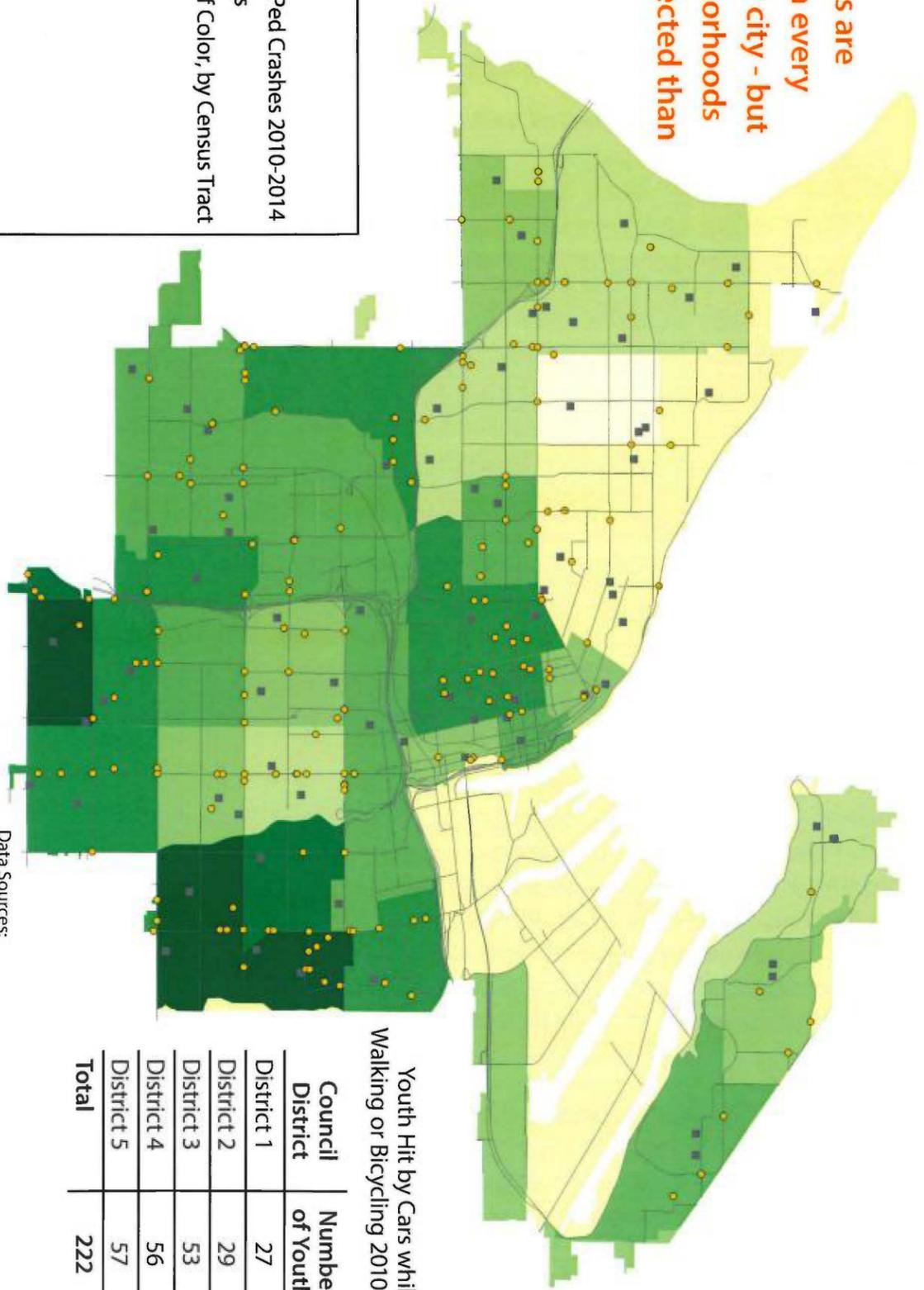
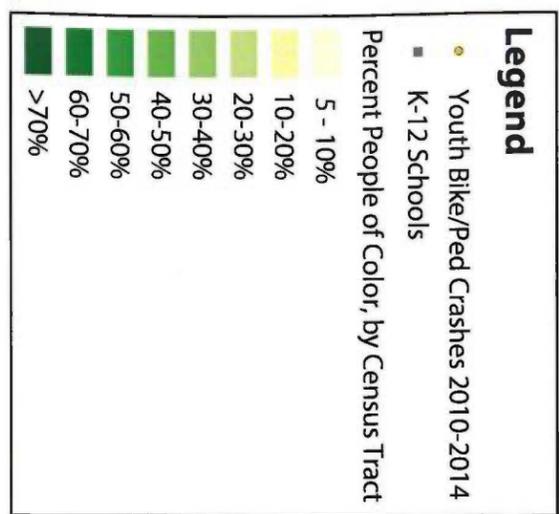
We need to act to ensure that all students can access these benefits without facing unnecessary risk due to insufficient infrastructure, a lack of safety education, and drivers choosing to prioritize speed and convenience over their safety. Addressing this crisis will require collaboration and grit, but our community is worth it.



Downtown to Defiance 2013

WHERE?

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



YOUTH HIT BY CARS WHILE WALKING OR BICYCLING 2010-2014

Council District	Number of Youth
District 1	27
District 2	29
District 3	53
District 4	56
District 5	57
Total	222

Data Sources:
 Crash Data via WSDOT Crash Data & Reporting Branch
 School Locations via Pierce County Open Geospatial Data Portal.
 Per Federal Law, this data may not be used in discovery or as evidence at trial in any action for damages against the WSDOT, the State of Washington, or any other jurisdiction involved in the locations mentioned in the data.

WHO?

Every young person should be able to safely walk, ride a bike, and skateboard in their neighborhood.

Students at low-income schools are 4x more likely to walk to school.
 A 2013 study looking at school walking data found that higher income schools had walking rates of about 13%, whereas at lower income schools, over half of the students walked to school.¹ When there isn't safe infrastructure or Safe Routes to School programs, these are the students who are most affected.

Not all neighborhoods have equal access to safe infrastructure.
 National studies show that there are often significant differences between neighborhoods that have access to safe places to walk, bicycle, and skateboard, and those that don't.

In the St. Louis Metro area, African American neighborhoods are **38x** more likely to have poor quality sidewalks than predominately white neighborhoods²

Twice as many drivers fail to yield to black pedestrians than white pedestrians³

Nationally...
57% of neighborhoods with a 1% poverty level have bike paths or bike lanes
9% of neighborhoods with a 10% poverty level have bike paths or bike lanes⁴
In Tacoma, poverty rates by census tract range from 0% to 58%.



Sources
¹Su, Jason G., Michael Jerrett, Rob McConnell, Kiros Berhane, Genevieve Dunton, Ketan Shankardass, Kim Reynolds, Roger Chang, and Jennifer Wolch. "Factors influencing whether children walk to school." Health & place 22 (2013): 153-161.
²Kelly, Cheryl M., Mario Schoutman, Elizabeth A. Baker, Ellen K. Barnidge, and Amanda Lemes. "The association of sidewalk walkability and physical disorder with area-level race and poverty." Journal of epidemiology and community health 61, no. 11 (2007): 978-983.
³Goddard, Tara, Kimberly Barsamian Kahn, and Arlie Adkins. "Racial Bias in Driver Yielding Behavior at Crosswalks." (2014). trec.pdx.edu/research/project/733.
⁴Powell, Lisa M., Sandy Slater, and Frank J. Chaloupka. "The relationship between community physical activity settings and race, ethnicity and socioeconomic status." Evidence-Based Preventive Medicine 1, no. 2 (2004): 135-44.