



TO: T.C. Broadnax, City Manager
FROM: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer */KDK*
COPY: Infrastructure, Planning, and Sustainability Committee
Mark Lauzier, Assistant City Manager
SUBJECT: Safe Routes to School
DATE: September 28, 2016

SUMMARY:

On September 28, 2016, Public Works staff will present a progress update on the Safe Routes to School Implementation Plan to the Infrastructure, Planning and Sustainability Committee. The presentation will include an overview on the project scope of work and timeline.

BACKGROUND:

Safe Routes to School (SRTS) is a federal program established by Congress in 2005, with a focus on creating a healthier, safer student population that walks and bikes through the Six Es: Engineering, Education, Encouragement, Enforcement, Evaluation, and Equity. The goals are to reduce the number of traffic collisions involving youths and empower independence through walking and bicycling. The City of Tacoma has worked over many years to improve roadway design and infrastructure around schools, but has lacked adequate funding to address the needs of all school sites including education and encouragement. The SRTS Implementation Plan would help to bring community partners together, identify and understand the gaps for students walking and bicycling to school, strategically develop a sustainable and ongoing SRTS Program for walkers and bicyclers, identify dedicated and sustainable funding, and leverage grant opportunities.

ISSUE:

Between 2010 and 2014, there were 202 youths ages 18 and under involved in a collision in Tacoma while walking or bicycling. Of those collisions, 118 were between the hours of 7:00 a.m. and 7:00 p.m. during weekdays when students may be traveling to and from school. While the City has been successful in installing and maintaining 238 designated school crosswalks and 53 school zones with flashing beacons, receiving one Safe Routes to School Grant, and conducting emphasis patrol at least twice a school year for each school, funding for infrastructure improvements is lacking and the remaining components of a successful SRTS program are nonexistent. As more students walk and bicycle to school, ensuring their safety and access is a priority.

ALTERNATIVES:

This is an informational only presentation.

FISCAL IMPACT:

This is an informational only presentation.

RECOMMENDATION:

This is an informational only presentation.