Executive Summary

In 2009 the City of Bonney Lake was granted a Safe Routes to School grant from the Washington State Department of Transportation. As part of its administration of the grant, the City contracted with Seattle-based non-profit organization Feet First to conduct walking audits, in order to identify challenges and community assets regarding walkability in the neighborhoods of six schools – Bonney Lake High School, Mountain View Middle School, Emerald Hills Elementary School, Bonney Lake Elementary School, Liberty Falls Elementary School, and Victor Falls Elementary School. Members of the community participated in the audits at Bonney Lake High School, Mountain View Middle School and Emerald Hills Elementary School, and their observations and proposed solutions were integrated into the audit reports.

The neighborhoods of these six Bonney Lake schools were observed to be suburban in nature, with associated disconnected street networks and general lack of pedestrian amenities. Some significant recent improvements, in particular new sidewalk stretches, were observed in most of the schools’ neighborhoods, and these have made walking much safer. The street networks remains disconnected, though, and the circuitous routes required to walk to school likely dissuade many students from walking. Many of the recommendations herein therefore involve the creation and enhancement of cut-throughs to connect features like cul-de-sacs and dead-ends with other streets and directly with school grounds.

Many of the recommendations require some funding, but in many cases significantly less than most road construction. A gravel or paved cut-through connecting 192nd Street with 107th Street E, for example, would cost far less than the $14 million street segment currently planned for this corridor, and could be put in place in the near future while funding for the street segment is identified. Some of the recommendations would require little funding and more commitment from school administration and teachers to bring to fruition. Creating more ownership, and increasing the safety of the trail segments at the southeast corner of Mountain View Middle School’s grounds, for example, and at the southwest corner of Bonney Lake High School’s grounds, could involve school art projects, biology lessons, and other means to engage the student body. Other actions recommended would involve the City’s Police Department, for example in enforcing new parking regulations at Bonney Lake High School, keeping dogs on leash and noting whether drivers are adequately slowing down at intersections that have wide turning radii but would slow traffic down more with reduced turning radii.

The City undertook a highly successful speed limit enforcement campaign several years ago, and the benefits have been long-lasting. Highly courteous driving was observed, along with speeds within the speed limit. This campaign addressed the need many communities have of slowing down traffic and improving driver behavior. While walking audit reports often include many recommendations on improving driver behavior and slowing speeds, this was generally not a concern at the six schools observed.

The production of this report was a collaborative effort involving Feet First walking audit experts, city officials, law enforcement, school faculty and staff, parents, students, and other city residents. The intended audience for this report is these groups and other local stakeholders, as it will take a continued collaborative effort to adopt this report’s recommendations into the City’s Non-Motorized Transportation Plan, and to make the report’s recommendations a reality.
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Safe Routes to School in Bonney Lake

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

These six walking audits identify and prioritize the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.

Methodology

Three of the six schools were chosen for community walking audits, and all neighborhoods around the six audited schools were observed and “ground-truthed” (comparing what is known from maps with what is observed on the ground) by bicycle on two all-day trips, one in December 2010 and the other in early January 2011. Notes and photographs were taken on pedestrian infrastructure-related assets and issues. Based on these observations, walking audit points of interest were chosen and maps were prepared for the community walking audits.

Dates were set for the community walking audits based on availability of the City’s Community Services Director, Gary Leaf, and of our primary school contacts. Dates chosen were January 19 for Emerald Hills Elementary, January 20 for Mountain View Middle School, and January 24 for Bonney Lake High School. The community walking audits started at the end of the school day, and lasted 1.5 hours. Audit participants were given maps on clipboards, and digital cameras. They recorded their observations directly onto the maps, and took photographs to go along with their written observations. Their comments and the cameras were collected after the audit, and these records were integrated into the final reports.

Community Participation

In order to gather participants for the community walking audits, contacts were made with the three community audit schools. The principals at Emerald Hills Elementary and at Mountain View Middle School- Chuck Eychaner and Curtis Hurst, respectively- volunteered to gather a group of participants, and the Learning Specialist at Bonney Lake High School – Grant Sulham, who also chairs the City’s Planning Commission – gathered participants at his school. Feet First created fliers (see Appendix 1) and emailed these to the school’s main contacts, to Gary Leaf at the City of Bonney Lake, and to members of the City Council.
Community Walking Audit participants included:

Emerald Hills Elementary:
- Emerald Hills Elementary Principal - Chuck Eychaner
- Emerald Hills Elementary Safety Patrol Coordinator – Karen Harris
- City of Bonney Lake Community Services Department Director – Gary Leaf
- Feet First Executive Director – Lisa Quinn
- Feet First Walking Audit Consultant – Sander Lazar

Mountain View Middle School:
- Mountain View Middle School Principal – Curtis Hurst
- Mountain View Middle School teachers – Mandy Grams, Carrie Rice, and Alex Walker
- Mountain View Middle School parents – Cary Baker and Carina Trimm
- Mountain View Middle School students – Tyler Barger, Alex McNeely, and Cassie Selle
- City of Bonney Lake Community Services Department Events Coordinator – David Wells
- Feet First Safe Routes to School Community Organizer – Will Beard
- Feet First Walking Audit Consultant – Sander Lazar

Bonney Lake High School:
- Bonney Lake High School Learning Specialist/City of Bonney Lake Planning Commission Chair – Grant Sulham
- City of Bonney Lake City Councilman – Dan Swatman
- City of Bonney Lake Police Officer – Daron Wolschleger
- City of Bonney Lake Community Services Director – Gary Leaf
- Bonney Lake resident – Sean Corwin
- Bonney Lake High School parent – Maureen Evans
- Bonney Lake High School students – Carly Mingo, Taylor Foster, Sierra Espinal and Madisen Liddle
- Feet First Executive Director – Lisa Quinn
- Feet First Walking Audit Consultant – Sander Lazar

All walking audit participants were emailed a draft copy of this report and given the opportunity to review it and provide further input, which was then integrated into the report.
Integration of Feet First Walking Audits with the City’s Non-Motorized Transportation Plan (NMTP)
Lack of street connectivity was observed throughout the City of Bonney Lake, and was determined during these walking audits to likely be the greatest barrier to walking. Most students are dropped off from automobiles, or drive themselves in the case of Bonney Lake High School, and this is understandable considering that most students considering walking would be required to walk more than .5 miles and most often much longer. Many recommendations, therefore, involve the enhancement of existing neighborhood shortcuts and the creation of more official shortcuts (or “cut-throughs”) through the neighborhoods near the school and directly accessing school grounds. Part 4 of the City’s downloadable Non-Motorized Transportation Plan includes the Washington State Department of Transportation’s “School Administrator’s Guide to School Walk Routes and Student Pedestrian Safety,” and in this document can be found one mention of providing shortcuts, one page 38:

Consider Easements and Shortcuts: Use easements with walkways through parks or other available areas only after evaluating safety. Check the information from the local law enforcement agency to ensure that the area is not known for drug trafficking or other illegal activity. Physically walk the route to ensure no other concerns are present on the route. Do not endorse a “student short cut” through private property.

Safety concerns are paramount, and are an current concern on existing shortcuts. This is why enhancing the existing short-cuts by making them official paths and creating ownership of these areas by involving school administrators, teachers, parents and students will be important, as this efforts will help address these safety concerns.

These walking audits should act is a complement to the NMTP since they include recommendations of key corridors and locations likely to get high levels of use if official multi-use community connectors can be put in place of the existing unofficial footpaths. Adoption of these recommendations when the NMTP is updated in 2013 would be a significant first step toward establishing more official multi-use community connectors.

Further Resources
Resources on the subjects of community connectivity, Americans with Disabilities Act requireiments, and benefits of pedestrian-friendly communities can be found in Appendix 2.
Introduction to the School and Neighborhood: Emerald Hills Elementary is an older suburban neighborhood close to Lake Tapps. In recent years there has not been much turnover in the neighborhood, resulting in an aging population. The population of the school, at 650 a decade ago, is now at 400 students. Most streets are fairly narrow and almost none have sidewalks. Similar to the rest of Bonney Lake, drivers are generally courteous and move at reasonable speeds. Despite the fairly safe walking conditions, only an estimated fifty students walk to school, according to principal Chuck Eychaner. A significant factor contributing to this low rate is the lack of connectivity between the school and nearby streets, and between streets. With this walking audit, the school is continuing to build on its annual walk-a-thon and a successful education campaign implemented in the spring of 2010 that vastly improved the school’s parent pick-up and drop-off situation.

Walk Audit Route: The walk route started at the school during pick-up, continued down S Tapps Drive E to its intersection with W Tapps Hwy E where it turned east, then north for several minutes up 195th Ave E. The route then retraced its steps back to the school, where participants observed an old path through the woods, to the north school entrance, and finally back to the school’s entrance.

Top Observations:
1. Crosswalks through the parking lot do not line up.
2. The north entrance looks uncared for and uninviting.
3. The crosswalk at intersection of is faded where tires travel over it.
4. Quite a few dogs off leash were observed, and may be dissuading some children from walking to school.
5. Wide corner radii exist at several intersections throughout the neighborhood.
6. The school is not well connected to the neighborhood; the walk to school takes much longer than necessary.

Top Recommendations for Walkability:
- Re-paint the parking lot's crosswalks to more clearly and safely lead through the parking lot.
- Provide landscaping, gardening in planter boxes to increase the visual appeal of the north entrance. Paint a mural on the blank wall near the north entrance, and integrate the painting and gardening and public space/safe routes into school lessons.
- Work with the City of Bonney Lake to have the crosswalk at S Tapps Drive E and W Tapps Hwy E repainted, with hatches placed such that tires are less likely to run over it. This will increase the crosswalk's longevity.
- Ask neighbors to place their dogs on chains, especially those with particularly threatening dogs.
- Work with enforcement officers to monitor intersections where drivers tend to take fast turns without adequately slowing down, and where it is a problem, work with traffic engineers to have the corner radii tightened up.
- Investigate land ownership at key corridors, across S Tapps Dr E from the school and in the forest to the school's northeast, that could enable better connection to the neighborhood, and work on creating official trail connections.
Safe Routes to School
Emerald Hills Elementary School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This community walking audit, conducted at Emerald Hills Elementary School on January 19, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Emerald Hills Elementary School Neighborhood Map, with photo numbers and perspectives

See Audit Route Detail Map on next page
Walk Audit Detail Map, with photo numbers and perspectives

[Map with numbered points and perspectives]

- Photo Number and Perspective
- Audit stop points
- Audit route
### Walking Audit Field Notes

**Item Key**
Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- 🌟 - Emerald Hills Elementary can address this problem
- 🧵 - Existing partners, programs or services can be tapped to make improvements
- 🌱 - Policy change or new funding may be required to implement changes
- ⚖️ - Informational item

### Issues and Action Items

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| 1    | School parking lot | Crosswalks in school parking lot do not line up.  
**Recommendation:** Repaint the crosswalks so that they line up. | ![Crosswalks Image](image1.jpg) |
| 2    | On S Tapps Dr E, looking north | Sidewalk continues north along the school, then disappears at the point that the speed limit goes up to 35 mph. This makes walking along this stretch of S Tapps Dr E very dangerous, since it has no shoulder.  
**Recommendation:** Place a crosswalk either at the school’s south or north driveways, along with a sidewalk or sufficiently wide gravel walkway on the west side of S Tapps Dr E. Ideally, a sidewalk would be placed on both sides of S Tapps Dr E north of this point, at least as far as Mayann Dr E. | ![Sidewalk Image](image2.jpg) |
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<td>3</td>
<td>North pedestrian and bicyclist entrance, as seen from 192nd Ave E.</td>
<td>The school’s north entrance from 192nd Ave E appears unfinished and uncared for. While this may not deter students from using this entrance, there is much that could be done to make this entrance more visually appealing, which could interest some students in walking who are currently driven. <strong>Recommendation:</strong> Involve students, teachers, and the community in envisioning a new look for this entrance, which could involve gardening, planting native species, an educational vegetable garden, a mural on the wall (which could depict students walking and biking to school) or whatever else is exciting to those involved in the envisioning process.</td>
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<td>4</td>
<td>A closer view of the north entrance</td>
<td>This closer view of the large blank wall greeting those using the north school entrance shows how much space there is to put a painting on the wall. <strong>Recommendation:</strong> Look to Mountain View Middle School as an example of an outdoor painting done several years ago by the students as part of an art project, in their case painted on surface pavement. At Emerald Hills the students could be involved with painting the lower portion, and with envisioning what could be painted higher up.</td>
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<td>5</td>
<td>Intersection of S Tapps Dr E and W Tapps Hwy E</td>
<td>This crosswalk is faded where vehicle tires pass over it. <strong>Recommendation:</strong> A repainting of the crosswalk should be mindful of automobile trajectory over it. A slight adjustment of the placement of individual hatch marks should prevent premature fading.</td>
<td><img src="image" alt="Photo" /></td>
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<td>6</td>
<td>Intersection of W Tapps Hwy E and 61st St E</td>
<td>Children likely travel across this intersection, but there is no visual indication to drivers to look for students or other pedestrians. <strong>Recommendation:</strong> Paint a crosswalk at this intersection, and place a school zone sign on W Tapps Hwy E to the east of this intersection.</td>
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| 7 | Intersection of W Tapps Hwy E and 61st St E | There is a short, fairly sharp turn in W Tapps Hwy E right by the southwest pedestrian entrance to the school grounds. While not way out into the street, the tree shown here still hides students exiting the school grounds who may forget to look both ways.  
**Recommendation:** In addition to installing a crosswalk, it would be advisable to explain the situation to the resident on whose property this tree lives, and to ask them to cut back the branches. Alternately, if the branches are in the public right of way, it may be city’s responsibility to trim back the branches. | ![Photo](image1.png) |
| 8 | At several locations around the neighborhood | Dogs off leash were observed in several locations in the neighborhood, often barking menacingly at us as we went by. This could frighten some children and deter them from walking, regardless of the actual degree of threat.  
**Recommendation:** Observe off-leash dogs in the neighborhood, and if threatening barking close to the street appears to be a common occurrence, consider explaining the situation to the dogs’ owners and asking the owners to place their dogs on a leash, to erect a fence, or to keep the dogs in the back yard. | ![Photo](image2.png) |
| 9 | Corner of 192nd Ave E and Maryann Drive E | Wide turning radii at intersections are fairly common. This enables drivers to make fast turns, endangering pedestrians who may be present, including but not limited to Emerald Hills students.  
**Recommendation:** Speeding drivers were not observed during the audit. If speeding were to become an issue at some point, tightening up intersection corners like this could be considered as a means to slow drivers down, at least at intersections, which is precisely where the most accidents occur. | ![Photo](image3.png) |
| 10 | Corner of 195th Ave E and 64th St E | This is another example of a large turning radius, a design feature that makes right-turning drivers less likely to come to a complete stop since it is so easy to roll through. Large turning radii also make right-turning drivers more likely not to see automobiles, bicyclists and pedestrians approaching from the left, as it requires a larger look over the shoulder rather than a mere glance to the left.  
**Recommendation:** Observe drivers at these intersections, and if insufficient slowing is occurring, consider tightening up the corners. | ![Photo](image4.png) |
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<td>11</td>
<td>Northeast quadrant of the school grounds</td>
<td>This forest to the north of the school’s back field would provide fantastic access to 195th Ave E and beyond, a trip of at least .5 mi + currently. This trip could be cut back to about 500 to 195th Ave E, making walking to school far more attractive to students living to the east. <em>Recommendation:</em> If this land is owned by the school, then it should be considered an ideal location for a new trail with access straight to the school. This could be a dirt trail, or gravel or paved, and could connect either to 192nd Ave E or directly to the northeast corner of the school grounds.</td>
<td><img src="image1.jpg" alt="Photo" /></td>
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<td>12</td>
<td>Trail in forest just north of the school grounds</td>
<td>There is currently a trail into the forest in the picture above, but it appeared to only access a couple properties and an informal dirt bike play area. <em>Recommendation:</em> Place a formal trail through this forest connecting to 195th Ave E. It is possible and encouraged to leave the dirt bike play area intact so those kids using that area could continue to enjoy it.</td>
<td><img src="image2.jpg" alt="Photo" /></td>
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<td>13</td>
<td>On the west side of S Tapps Dr E, right across from the school</td>
<td>There is a sign reading “Private Property/ No Trespassing” directly across S Tapps Dr E from the school. Karen Harris, the school’s safety patrol coordinator, remarked that kids used to cut through the forest to access 190th Ave Ct E, a move that cut a walk of .5 mi + down to 500 feet +. The sign was put in place nearly a decade ago and has been a significant deterrent to walking. <em>Recommendation:</em> Investigate the potential for an official trail through this area. The land is apparently slated for development at some point, but no specific development plans were known to the audit participants. The land owner may be receptive to coordination on a multi-use trail accessing 190th Ave Ct E. Painting of a crosswalk would go along with a new trail.</td>
<td><img src="image3.jpg" alt="Photo" /></td>
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<td>14</td>
<td>On the west side of S Tapps Dr E, right across from the school</td>
<td>This is a close-up of the same sign shown above.</td>
<td><img src="image4.jpg" alt="Photo" /></td>
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Contacts & Project Information

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Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
Mountain View Middle School Walking Audit

Introduction to the School and Neighborhood: Mountain View Middle School, with a student population of approximately 600, is in a residential neighborhood, about one mile south of WA State Highway 410. Hwy 410 is also called Elihi Hill Road, which is a commercial strip, and the northern boundary of the area from which Mountain View draws its students. The residential area is a mix of older and newer suburban developments, and housing types range from larger new houses to mobile homes. The area north and west of the school is predominantly newer development, and many of the streets have sidewalks. The areas to the east and south are a little older, and lack sidewalks. Just to the south of the school grounds is a narrow strip of forest with unofficial footpaths, where drug dealing and using is reported to happen. Just south of there is an older suburban development called Rhododendron Park, which is one of the poorer areas of the city. The street network around the school, like in most of Bonney Lake, is discontinuous, with many cul-de-sacs and dead ends. Mountain View Middle School is not well connected to its neighborhood.

Walk Audit Route: The walking audit route started at the school’s main entrance, continued across the school grounds to the southeast entrance to the grounds, then west along the perimeter, south to investigate a footpath leading to 201st Ave Ct E in Rhododendron Park, then back to the school grounds and north along the eastern perimeter of the grounds, and finally back to the main entrance.

Top Observations:
1. A faded crosswalk in the parking lot that leads from a diagonal path is largely faded; students are already encouraged to use a nearby crosswalk instead, so it may be best to let it fade completely.
2. The school is poorly connected to neighborhoods to the east, south, and west.
3. An informal network of footpaths to the south of the school reportedly has illicit activities going on, and appears uncared-for, with a fair amount of garbage.
4. One of these footpaths, heading south from the entryway south of the running track, leads past a largely burnt house to a street in the Rhododendron Park neighborhood, making it by far the most direct path to this area from school.
5. Many students use the southeast entryway to the school grounds, however no pedestrian signs are in place on the streets leading to this entryway.

Top Recommendations for Walkability:
- Investigate creating an official pedestrian and bicycle pathway leading to 201st Ave Ct E in Rhododendron Park south of the school grounds.
- Investigate creating a trail from campus to the east to 202nd Ave Ct E or 203rd Ave E. This would involve working with local residents interested and willing to consider creating a trail easement or sell a strip to create a right of way.
- Work with Pierce County, student clubs, members of the community and other stakeholders to clean the garbage out of the trail network to the south of campus, and utilize the area for experiential learning in the fields of biology and art installation.

Participants: This walking audit was joined by nine adults and three students representing the following groups and stakeholders:
- Mountain View Middle School students, parents, staff and principal
- City of Bonney Lake Community Services Department
- Feet First

Special Thanks Go To: Curtis Hurst, Mountain View Middle School Principal

Organizers: Feet First
Audit Leaders: Will Beard, Sander Lazar
Write-up: Sander Lazar
Reviewed by: Lisa Quinn, Executive Director
Audit Date: January 20, 2011
Safe Routes to School
Mountain View Middle School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This community walking audit, conducted at Mountain View Middle School on January 20, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Mountain View Middle School Neighborhood Map, with photo numbers and perspectives

See Audit Route Detail Map on next page
Walk Audit Detail Map, with photo numbers and perspectives

Not shown are photos 2, 3, 6, 7, 8, 10, 11, and 13, as they were taken from nearly identical spots as other photos.
## Walking Audit Field Notes

### Item Key
Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- **🌟** - Mountain View Middle School can address this problem
- **👥** - Existing partners, programs or services can be tapped to make improvements
- **❄️** - Policy change or new funding may be required to implement changes
- **📖** - Informational item

### Issues and Action Items

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| 1    | Near 199<sup>th</sup> Ave Ct E, along driveway leading to school’s main entrance | Diagonal pathway from 199<sup>th</sup> Ave Ct E onto the school grounds is the most direct path from the street to the school grounds. The crosswalk is faded and students are encouraged to use another crosswalk about 40 ft to the west. Most students, due to encouragement from school staff and crossing patrol, are reportedly using the other crosswalk.  
**Recommendation:** If a time comes when more students resist using the other crosswalk, consider repainting this one and stationing crossing patrol at both crosswalks. | ![Photo](image1.jpg) |
| 2    | Near 199<sup>th</sup> Ave Ct E, along driveway leading to school’s main entrance | This is the same faded crosswalk discussed above, looking toward the school. | ![Photo](image2.jpg) |
| 3    | Intersection of 199<sup>th</sup> Ave Ct E and the main driveway into the school parking lot | Audit participants mentioned that the intersection at the entrance to the school gets a lot of automobile traffic during drop-off and pick-up, and is insufficiently lit at the crosswalks to make more safe crossing conditions during winter mornings. Audit participants also recorded in their written observations that the crosswalk at 199<sup>th</sup> Ave Ct E and 104<sup>th</sup> St E is insufficiently lit. A student was hit by a car at that location.  
**Recommendation:** Install more lighting at these key intersections. | ![Photo](image3.jpg) |
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<td>4</td>
<td>Intersection of 198&lt;sup&gt;th&lt;/sup&gt; Ave E and 199&lt;sup&gt;th&lt;/sup&gt; St E</td>
<td>The area to the side of 198&lt;sup&gt;th&lt;/sup&gt; Ave E appears to be used by pedestrians, ATVers and bicyclists. This path leads north along a dirt road straight to Mountain View Middle School. Much of the trail is in relatively poor condition, and is by no means an officially sanctioned route to school. <strong>Recommendation:</strong> Make this a gravel or paved community trail for pedestrians and bicyclists travelling between this area and the Mountain View Middle School neighborhood.</td>
<td><img src="https://example.com/intersection.jpg" alt="Photo" /></td>
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<td>Southeast entrance to school grounds, at the western end of 112&lt;sup&gt;th&lt;/sup&gt; St E.</td>
<td>The southeast entrance to the school grounds is not labeled as such, and provides no other visual indication that this is a place where middle school students are welcome. In addition, audit participants mentioned that this entrance is very poorly lit during the winter early morning walks to school. <strong>Recommendation:</strong> Provide signage designating this as an official entrance to school grounds. Establish “ownership” of the area among middle school students by involving them in art projects to be installed at this entrance. In addition, add lighting here and along the trail leading to the school.</td>
<td><img src="https://example.com/southeast.jpg" alt="Photo" /></td>
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<td>6</td>
<td>Southeast entrance to school grounds, at the western end of 112&lt;sup&gt;th&lt;/sup&gt; St E.</td>
<td>This entrance is narrow and confined, creating a sense that one could be trapped there if cornered by bullies. The rock next to it has spray-painted graffiti on it, is known among the students as “make-out rock,” and is also a place where a student on the audit reported observing people taking drugs. <strong>Recommendation:</strong> Reposition the chain link fence to create a less confining gateway experience. Work with middle school students to get ideas and create projects that would establish a sense of ownership for this school entryway among middle school students, which could include art, landscaping, carpentry or similar types of projects. Consider involving the students in painting the rock in an appealing, creative way.</td>
<td><img src="https://example.com/southeast2.jpg" alt="Photo" /></td>
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<td>7</td>
<td>Southeast entrance to school grounds, at the western end of 112&lt;sup&gt;th&lt;/sup&gt; St E.</td>
<td>Looking east down 112&lt;sup&gt;th&lt;/sup&gt; St E, an area reportedly travelled frequently by both middle school students and high school students, one sees no signage alerting drivers to the presence of pedestrians. <strong>Recommendation:</strong> Place one or more pedestrian signs along this approach.</td>
<td><img src="https://example.com/southeast3.jpg" alt="Photo" /></td>
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| 8 | Southeast entrance to school grounds, at the western end of 112<sup>th</sup> St E. | This trail, starting from the western end of 112<sup>th</sup> St E, heads west into the forest along the southern boundary of school grounds. This is on Pierce County land, but has no signs marking what the intended use of the trail is or who may use the trail. According to the school’s principal, uses of this trail that keep it an unsafe or uncomfortable place for students to travel include bullying, drug dealing, drug taking, and intercourse. Students on the audit said they were afraid to use this trail, and even a student living nearby the school had never been on it.  
**Recommendation:** The network of trails here is an ideal place to build several official trails that can act as neighborhood connectors. Making them nice, appealing trails will make them likely to be used not only by students but other members of the community, and this would likely result in a reduction of threatening behaviors. | ![Image](image1.jpg) |
| 9 | South entrance to school grounds, south of the running track | This entrance on the south end of the school grounds appears to give a fair amount of foot traffic. The user can see that Mountain View Middle School is in the distance, yet this area feels very much beyond the school grounds, and very few students dare walk through this area because of the stories they’ve heard about its activities.  
**Recommendation:** Create a more official feeling to this entrance with signage and art. An audit participant, herself a parent, recorded in her audit notes that engaging parents to help watch this entrance and the southeast entrance during school start and end times could make it safer for more kids to walk through here. | ![Image](image2.jpg) |
| 10 | South entrance to school grounds, south of the running track | This is a close-up view of the southern entrance, where the trail from the forest meets up with the trail through school grounds from the southeast entrance at 112<sup>th</sup> St E. There is little indication that this area is cared for.  
**Recommendation:** Work with school clubs, groups, and community groups to clean trash out of the area, and provide recognition of these efforts with a sign and art, similar to the Adopt-a-Highway program. | ![Image](image3.jpg) |
| 11 | Trail along south perimeter of school. | The trail then heads northwest toward both Mountain View Middle School and Bonney Lake High School. Students of both schools were observed during the audit to be using this trail. The narrowness of the trail indicates some use but not much by more than one person at a time.  
**Recommendation:** Bringing in gravel and creating a wider, hard gravel surface would indicate, and could invite, more use in general and more use by groups. It would also enable a drier walk during rainy days. Audit participants also suggested creating a gravel or paved path along the eastern side of the track that would lead directly to the school's south entrance. | ![Image](image4.jpg) |
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| 12   | On trail to the south of school grounds, near the south entrance. | Lots of garbage was observed on the trail and in the forest south of school grounds, further giving a sense of the area as being uncared for and discarded.  
**Recommendation:** Work with school clubs and members of the community to clean up the garbage on a regular basis. | ![Photo](image1.png) |
| 13   | On trail to the south of school grounds | Larger trash piles exist in places, and this one has profanities painted on it. The volume of trash would necessitate a concerted clean-up effort.  
**Recommendation:** Encourage members of the community to be a part of a clean up day to help haul out the larger trash. School students could be involved in the clean up too, bagging smaller trash. This could be part of a fall and spring cleaning event. | ![Photo](image2.png) |
| 14   | Just south of the school grounds, in unofficial trail network | This trail leads south from the school grounds, and then can be followed east, beside a burnt-down house (next photo), to 201st Ave Ct E. | ![Photo](image3.png) |
| 15   | Northwest corner of the 201st Ave Ct E loop | This house appears to have burnt because of an explosion, and the fact that the grass is growing right up to the house indicates it was not a recent fire. The property is not likely in high demand, and no "for sale" sign was erected. There is an unofficial footpath just to the left of the house which connects the unofficial trail network to 201st Ave Ct E.  
**Recommendation:** With the edge of this property being an ideal location to place a new official community trail to provide access between this neighborhood and Mountain View Middle School, now may be the ideal time for the City to purchase a right of way along the property edge, if such an arrangement can be made. | ![Photo](image4.png) |
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| 16   | South of the southwest corner of the school grounds | This dirt road connects 199th Ave Ct E to the north and 198th Ave E to the south. New development is planned for this area, along with paving this road and connecting the roads at the two ends. The timeline for the project has been delayed due to economic hardship faced on the part of the developer, Cascadia Project.  

**Recommendation:** This is a beautiful forested area, which could be treated as an asset until it is developed, through treatment of the road as a community connection. The City of Bonney Lake could work with Pierce County to develop this as a community trail. | ![Photo](image1.png) |
| 17   | Along the eastern school perimeter fence | The fence on the eastern side of the school prevents students from direct access to the neighborhood to the east. The alternative is to walk to the southeast school grounds entrance, and then back north up 203rd Ave E.  

**Recommendation:** Engage the school community and residents on the west side of 203rd Ave E to creating a trail easement or public right of way in order to make it possible for more students to walk to school. | ![Photo](image2.png) |
Contacts & Project Information

For more information about this report or Feet First, please contact:
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314 1st Avenue South
Seattle, WA  98104
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Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
Introduction to the School and Neighborhood: Bonney Lake High School is in a residential neighborhood, about one mile south of Highway 410. It is also just to the west of Mountain View Middle School, with which it has a shared boundary. It is one of two high schools in Sumner School District and the only high school in the City of Bonney Lake, and serves approximately 1,500 students. The neighborhood is suburban in style, with housing being single-family, and a relatively disconnected street network: cul-de-sacs and dead ends. New developments to the north, northeast and west have sidewalks, while older suburban developments to the south and east do not.

Walk Audit Route: The walking audit route started in the main school parking lot on the eastside, continued to the east of the parking lot to view crosswalk and sidewalk conditions, then returned back west to near the southwest corner of the school grounds where an unofficial footpath appears to be used frequently. We followed this path down to 193rd Ave E, where we walked to 192nd Ave to observe another unofficial footpath heading toward 107th St E before returning to the school.

Table of Contents:

- Top Recommendations
- About the Bonney Lake High School Walking Audit for Safe Routes to School
- Neighborhood Maps
- Item Key
- Issues & Action Items
- Contacts & Project Information

Top Observations:

1. It appears pedestrian and American Disability Act (ADA) access to the school from the east was given insufficient attention when the parking lot was built, as there are no cuts in the curb where the sidewalk meets a parking lot intersection.
2. Access to the school grounds is limited, particularly for students traveling from the west. Students have created access by pulling back chain link fences in several places.
3. The neighborhood streets are also disconnected from each other, and several opportunities exist for creating better connections for pedestrians.
4. Traffic gets very backed up in the parking lot during after-school pick-up, with drivers lining up and parking along the sidewalk leading up to the front entrance.

Top Recommendations for Walkability:

- Work with city traffic engineers to place curb cuts in the sidewalks where they meet intersections, and repaint faded crosswalks.
- Create official paths for pedestrians and bicyclists from 193rd Ave E and from the east side of the school where the chain link fence has been pulled back. ADA standards should be followed where possible and where not cost-prohibitive (see Appendix 2).
- Create an official pathway, gravel or paved, between 192nd Ave E and 117th St E, and connect the east and west ends of 103rd St E by the same means.
- Engage the student body and teachers in creating ownership of pedestrian pathways to the school, through an art installation, integration of the school grounds into curricula, and other means.
- Install one or two more crosswalks on 192nd Ave E, and a pedestrian median to facilitate safe crossings.
- Initiate an educational campaign to get drivers to park in the lot for pick-up, instead of along the sidewalk.

Participants: This walking audit was joined by 8 adults and 4 students representing the following groups and stakeholders:

- Bonney Lake High School students, parents, and staff
- City of Bonney Lake Community Services staff, City Council, and Planning Commission
- Bonney Lake Police Department
- Local residents
- Feet First

Special Thanks Go To: Grant Sulham, Learning Specialist at Bonney Lake High School and primary school contact for this walking audit

Organizers: Feet First
Audit Leaders: Sander Lazar, Lisa Quinn
Write-up: Sander Lazar, Walking Audit Consultant
Reviewed by: Lisa Quinn, Executive Director
Audit Date: January 24, 2011
Safe Routes to School
Bonney Lake High School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This community walking audit, conducted at Bonney Lake High School on January 24, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Bonney Lake High School Neighborhood Map, with photo numbers and perspectives

See Audit Route Detail Map on next page

- School Grounds
- Crossing Guard Location
- Photo Number and Perspective.
Photo Number and Perspective. Photo 3, not shown, was taken from the same spot as photo 2; photos 7 and 8 taken from the same spot as photo 6; photos 13 and 14 taken from the same spot as photo 12.
**Walking Audit Field Notes**

**Item Key**
Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- **🌟** - Bonney Lake High School can address this problem
- **🎰** - Existing partners, programs or services can be tapped to make improvements
- ** pieniądze** - Policy change or new funding may be required to implement changes
- **힌** - Informational item

### Issues and Action Items

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<tr>
<td>1</td>
<td>East fence of school grounds, visible from Mountain View Middle School</td>
<td>A chain link fence has been removed on eastern perimeter of school grounds, presumably by students approaching school from the dirt road that runs south to 198th Ave E.&lt;br&gt;&lt;br&gt;<strong>Recommendation:</strong> Make this an official footpath with access toward Rhododendron Park.</td>
<td><img src="image1.jpg" alt="East fence of school grounds, visible from Mountain View Middle School" /></td>
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<td>2</td>
<td>Drop-off area in front of main school entrance</td>
<td>Despite signs that say “Drop-off” at the school’s front entrance, the roundabout is also used for pick-up. During these times, audit participants reported, traffic gets very backed up. Much of this is due to parents waiting in their cars before the end of school and then the pick up process when they wait for students to arrive.&lt;br&gt;&lt;br&gt;<strong>Recommendation:</strong> Add signs to discourage pick-up at the roundabout. Educate drivers, as they have at both Mountain View Middle School and at Emerald Hills Elementary, to park in the parking lot during pick-up. Require teachers to park in the furthest spots, and incentivize carpooling by providing priority parking nearest to the school for carpoolers. This would reduce traffic and increase safety around school grounds, and could be monitored by the school administration through quarterly placards. Parking further away would be designated for people who were SOV. If such an educational campaign were insufficient, consider staggering school start times by 15 minutes between Mountain View and Bonney Lake High, so that traffic can move more freely.</td>
<td><img src="image2.jpg" alt="Drop-off area in front of main school entrance" /></td>
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| 3    | Drop-off area in front of main school entrance | This crosswalk leads the pedestrian to a median planted with bushes, and there is no crosswalk beyond this point. This crosswalk may have been intended only for access for the handicapped parking spot. It is also the only pedestrian route toward the parking lot other than the sidewalks flanking the lot on either side.  

**Recommendation:** Remove the bushes on the other end of this crosswalk, and continue the crosswalk on the other side of the median toward parking lot destinations. This will give the visual indication that walking between cars in the parking lot and the school is expected, and could help with the pick-up traffic problem. | ![Photo](image1.jpg) |
| 4    | On east approach to school | Curb in foreground of photo should have a break in it where it meets the crosswalk, and crosswalk needs to be repainted. “No Parking” signs along here have been vandalized with spray paint, or removed, lending a sense of the area being uncared for.  

**Recommendation:** Create curb cuts here and in sidewalk on other side of the driveway, and repaint the faded crosswalk. Replace the “No Parking” signs. | ![Photo](image2.jpg) |
| 5    | Along driveway approaching the school’s main entrance from the east | There is a lot of open grassy area on school grounds, including along pedestrian approaches. These areas serve as a general green backdrop, and some audit participants viewed the area as being underutilized.  

**Recommendation:** Add more visual interest to these areas. Several audit participants suggested using this space for edible landscapes. Other ideas recorded during the audit to add visual interest include a sundial and benches. This would make the experience of walking more engaging, and provide students lessons related to food and natural cycles. | ![Photo](image3.jpg) |
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<td>6</td>
<td>North end of 193&lt;sup&gt;rd&lt;/sup&gt; Ave E, just south of school grounds</td>
<td>An informal footpath was noted leading to southwest portion of school grounds, from where 193&lt;sup&gt;rd&lt;/sup&gt; Ave E dead ends. The chain link fence has once again been peeled back. <strong>Recommendation:</strong> Make this an official entry point for pedestrians and bicyclists, with a gravel or paved path and Bonney Lake High School welcome sign. Check whether this access point would be required to be ADA compliant or if other existing ADA-compliant access points suffice.</td>
<td><img src="image1.jpg" alt="Image" /></td>
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<td>7</td>
<td>North end of 193&lt;sup&gt;rd&lt;/sup&gt; Ave E, just south of school grounds</td>
<td>This is a closer look at the spot where the fence has been peeled back at this unofficial southwest school grounds entrance.</td>
<td><img src="image2.jpg" alt="Image" /></td>
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<td>8</td>
<td>Just east of the unofficial southwest entrance to the school grounds shown in the photo above</td>
<td>This footpath is an unofficial route for pedestrians to access the high school from 193&lt;sup&gt;rd&lt;/sup&gt; Ave E. The police officer assigned to the high school checks on this area frequently. “420” is etched into a tree, and the officer finds students smoking marijuana here. The peeled-back chain link fence makes it clear that this is an unofficial path whose users are not supposed to be there, and this environment supports illicit activities. <strong>Recommendation:</strong> In addition to making this an official pedestrian and bicyclist entrance to the school grounds, audit participants suggested several other ways to create ownership of and belonging to the area, including an after-school program for science or nature observation, placing garbage and recycling bins along the trail or at the trail ends, a bench, more colorful plants and flowers, and enhancement of the retention ponds for wildlife. An alternate pathway from this entryway to school would be along the left (west) side of the retention pond. Boulders to demarcate a path could be used instead of a chain link fence to discourage access to (and potential danger from) the pond, in order to enhance the visual appeal of this route.</td>
<td><img src="image3.jpg" alt="Image" /></td>
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<td>9</td>
<td>Intersection of 192&lt;sup&gt;nd&lt;/sup&gt; Ave E and 109&lt;sup&gt;th&lt;/sup&gt; St E.</td>
<td>The crosswalk across 192&lt;sup&gt;nd&lt;/sup&gt; Ave has been removed. It was apparent during the walking audit a crosswalk here would be convenient for some users, and it was unclear why it was removed. ** Recommendation:** Investigate why the crosswalk was removed, and consider repainting it. In addition, paint a crosswalk and construct a median to facilitate safe crossing of 192&lt;sup&gt;nd&lt;/sup&gt; Ave E toward the school’s southern-most driveway.</td>
<td><img src="image1.jpg" alt="Intersection of 192&lt;sup&gt;nd&lt;/sup&gt; Ave E and 109&lt;sup&gt;th&lt;/sup&gt; St E." /></td>
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<td>10</td>
<td>Trail leading west from 192&lt;sup&gt;nd&lt;/sup&gt; Ave E where 107&lt;sup&gt;th&lt;/sup&gt; St E would be if it continued east to intersect with 192&lt;sup&gt;nd&lt;/sup&gt;</td>
<td>Several &quot;Private Property&quot; signs have been posted next to this footpath that provides access from 192&lt;sup&gt;nd&lt;/sup&gt; Ave E to 107&lt;sup&gt;th&lt;/sup&gt; St E. Gary Leaf, the City’s Community Services Director, mentioned that a road is planned to bridge this gap, when $14 million in funding is available. In the meantime, access is at one's own risk, and requires walking through private property. ** Recommendation:** Enable sanctioned access for pedestrians and bicyclists between 192&lt;sup&gt;nd&lt;/sup&gt; Ave E and 107&lt;sup&gt;th&lt;/sup&gt; St E by creating a gravel or paved corridor through the city-owned property adjacent to these private property signs. This would be an inexpensive access solution until the road is built.</td>
<td><img src="image2.jpg" alt="Trail leading west from 192&lt;sup&gt;nd&lt;/sup&gt; Ave E to 107&lt;sup&gt;th&lt;/sup&gt; St E" /></td>
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<td>11</td>
<td>Brookside Drive E, looking south back toward the school</td>
<td>Newer development to the north of the school grounds has sidewalks in excellent condition, though the neighborhood is still largely lacking in connections to surrounding neighborhoods.</td>
<td><img src="image3.jpg" alt="Brookside Drive E, looking south" /></td>
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<td>12</td>
<td>Where 103&lt;sup&gt;rd&lt;/sup&gt; St E dead-ends, near its intersection with 194&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>This unofficial footpath in the same neighborhood depicted in the photo above is one place where a more official trail would benefit pedestrians. It is unclear to the casual pedestrian whether travel on this trail is allowed. ** Recommendation:** Check to see if this path is private property or within public right of way. Create an official pedestrian and bicyclist path bridging the street gap.</td>
<td><img src="image4.jpg" alt="Where 103&lt;sup&gt;rd&lt;/sup&gt; St E dead-ends" /></td>
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| 13   | Same as above, slightly further west | The property owner adjacent to (or owning) this footpath has erected a swing set in the middle of the path. These are easy to get around, but indicate that the path travels through private property, whether or not this is true. Use of the swing set by residents would obviously create an awkward moment if others were to use this path.  

**Recommendation:** If this path is on public right of way, inform the neighbors of this and make a request that they place the swing set on their property. | ![Photo](image1) |
| 14   | Same as above, slightly further west, looking west toward another segment of 103rd St E | This footpath meets up with 103rd St E on the west side of the path. This cut-through, if used, can greatly decrease the distance students would have to walk to school.  

**Recommendation:** When putting in place an official trail, place a sign at either end making it clear this is a public path providing connections between the ends of 103rd St E. | ![Photo](image2) |
Contacts & Project Information

For more information about this report or Feet First, please contact:
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Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
Walking Audits Based on Feet First Observation
Bonney Lake Elementary Walking Audit

Introduction to the School and Neighborhood:
The neighborhood surrounding Bonney Lake Elementary has streets that are relatively narrow, lacking both shoulders and continuous sidewalks. In addition, there are some fairly sharp curves with somewhat limited sightlines.

All of the above factors decrease the safety around walking. In contrast to other Bonney Lake schools, the school is well-connected to the surrounding neighborhood, the school is well-connected to the east via Locust Ave E including 185th Ave E, 184th Ave E, 183rd Ave E and 182nd Ave E. Drivers were observed to be courteous and driving under the speed limit.

The site was under construction during the time of this audit, so an evaluation of the walkability of school grounds was not possible.

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Neighborhood Map .................................. BLE-3
Item Key .................................. BLE-4
Issues & Action Items .................................. BLE-4
Contacts & Project Information ......................... BLE-7

Top Observations:
1. Narrow streets with few sidewalks and very limited shoulders give pedestrians little room to walk and drivers little room for passing.

2. Sidewalks have been built alongside newer developments, however these segments are disconnected from each other.

3. Several long streets to the west of Locust Ave E demand of the pedestrian either long walks to the north or the south before being able to head east toward school.

Top Recommendations for Walkability:

- Until funding is available to widen shoulders to provide gravel pathways or sidewalks, make certain streets one-way for vehicles by painting delineation between the vehicular travel lane and the pedestrian/bicycle lane. This would be particularly effective on streets with relatively limited sightlines, such as on 79th Ave E east of the school. This has already been done on the street loop surrounding Bonney Lake.

- Shorten the walk for residents of 182nd Ave E to Locust Ave E by means of creating a multi-use path, if possible.

- When public funding is available, connect the currently disconnected sidewalk segments with either more sidewalk or with gravel pathways.

Write-up: Sander Lazar, Walking Audit Consultant
Reviewed by: Lisa Quinn, Executive Director

School vicinity evaluated in January, 2011

Organizer: Feet First

Page 1
Safe Routes to School  
Bonney Lake Elementary School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This walking audit, conducted at Bonney Lake Elementary in January, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Bonney Lake Elementary School Neighborhood Map, with photo numbers and perspectives
### Walking Audit Field Notes

**Item Key**

Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- 🌟 - Bonney Lake Elementary can address this problem
- 🏚 - Existing partners, programs or services can be tapped to make improvements
- ⚡ - Policy change or new funding may be required to implement changes
- 📝 - Informational item

### Issues and Action Items

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<tr>
<td>1</td>
<td>Locust Ave E, near 84th St E, looking north.</td>
<td>Locust Ave E has continuous sidewalks in excellent condition, and pedestrian signage near the school. This is essential on this street considering the relatively fast-moving traffic.</td>
<td><img src="image1.png" alt="Photo" /></td>
</tr>
<tr>
<td>2</td>
<td>Looking north on Locust Ave E, just south of 80th St E</td>
<td>This school zone speed limit sign and signal are well-placed, to the side of the sidewalk instead of obstructing it. The bright neon sign further down the street (barely visible in the background of this photo) is a newer, brighter sign color that is very noticeable.</td>
<td><img src="image2.png" alt="Photo" /></td>
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| 3    | 75th St E and 194th Ave E | A standard street in the vicinity of Bonney Lake Elementary has little to no shoulder, or shoulder in some areas but not others.  

**Recommendation:** Look for opportunities to create continuous gravel paths where shoulders allow but currently are only pedestrian-friendly in segments. | ![Photo](image3.png) |
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<tr>
<td>4</td>
<td>79th St E</td>
<td>Even where decent shoulders exist and give room for pedestrians, this space is sometimes taken up by parked vehicles.</td>
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<td><strong>Recommendation:</strong> Any new or extended gravel, asphalt or other pathway must be clearly for pedestrians through construction of a curb or other means; merely providing a shoulder can invite motorists to park there.</td>
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<tr>
<td>5</td>
<td>79th St E</td>
<td>Some narrow streets, like 79th St E shown here, are often in the shade, and this coupled with curves can make for poor visibility for pedestrians.</td>
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<td></td>
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<td><strong>Recommendation:</strong> Make this a one-way street in order to create adequate street room for pedestrians and bicyclists.</td>
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<tr>
<td>6</td>
<td>189th Avenue East and 82nd Street East</td>
<td>The wide radius of this and many other corners do not make it necessary for drivers to slow down much or at all when turning, thus creating danger for pedestrians in the area.</td>
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<td><strong>Recommendation:</strong> These intersections can be noted for reconstruction in a manner that makes for a smaller radius, thus forcing drivers to slow down more before turning.</td>
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<td>7</td>
<td>77th St E and 182nd Ave E</td>
<td>Looking down 77th St E toward the one-way street encircling Lake Bonney. This one-way street is an example of a narrow street where approximately 1/3 of the street is devoted to pedestrians and bicyclists, who otherwise would have no space on the street.</td>
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<td><strong>Recommendation:</strong> Consider other very narrow streets with highly limited room for pedestrians and bicyclists as good candidates for one-way treatment.</td>
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<td>8</td>
<td>84th Ave E west of Locust Ave E</td>
<td>This is an example of discontinuous sidewalk on 84th St E. <strong>Recommendation:</strong> As funding permits the sidewalk should be made continuous, especially closer to the school.</td>
<td><img src="image" alt="Photo" /></td>
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<tr>
<td>9</td>
<td>Southeast school grounds entrance, near 188th Avenue East and 82nd Street East</td>
<td>This is a good access point on the southeast of the school grounds. It allows both pedestrians and bicyclists through comfortably while forcing bicyclists to dismount or slow down significantly.</td>
<td><img src="image" alt="Photo" /></td>
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</table>
Contacts & Project Information

For more information about this report or Feet First, please contact:
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314 1st Avenue South
Seattle, WA 98104
www.feetfirst.info

Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
**Introduction to the School and Neighborhood:** The City of Bonney Lake, WA, has a relatively disconnected street network typical of post-World War II suburban development, with frequent dead ends and cul-de-sacs, and the neighborhood surrounding Liberty Ridge Elementary is no exception. The student body of approximately five hundred students can access the school from the north or south, but access to school grounds from the east and west is blocked by a chain-link fence and the narrow strip of forest land and then single family houses beyond the fence. Surrounding residential streets are of moderate to wide width, and are mostly devoid of pedestrian amenities. Despite this, the neighborhood streets were observed to be fairly safe for pedestrians, as traffic volume was generally quite low, with drivers behaving courteously and within the speed limit due to a recent highly effective speed limit enforcement campaign.

**Top Observations:**

1. Streets around the school are relatively wide, and though they have no sidewalks, most appear wide enough to allow gravel pathway or sidewalk construction.
2. Drivers on residential streets were observed to be generally courteous and driving under the speed limit.
3. There are only two approaches to school grounds, from the north from 209th Ave Ct E, and from the south from 208th Ave E. Students living to the east or west, living as little as 300-500 feet away, must travel upwards of .5 miles.
4. There is a walkway that cuts from 120th Street E to 209th Ave Ct E, which could serve neighborhood kids living north of 120th, but due to its signage (“Private Property/No Trespassing/No Soliciting/Violators Will Be Prosecuted”) is uninviting.
5. The greatest barrier to walkability is lack of neighborhood connectivity, necessitating much longer walks than necessary.

**Top Recommendations for Walkability:**

- Put time, effort and funding into improving connectivity, as it will likely go a long way toward promoting walking and biking between home and school. Encourage residents of 209th Ave Ct E, north of 120th St E, to remove the private property sign, and follow this with looking for opportunities to create paths connecting school grounds with streets to the east and west.
- Encourage walking along 209th Ave E between school and neighborhoods to the north by constructing a continuous gravel walkway or sidewalk, and a sidewalk along 120th St E.
- Investigate the possibility of a right-of-way purchase or a trail easement that would enable the provision of a direct pathway to neighborhoods to the east and west of school grounds.

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**Organizers:** Feet First

**Write-up:** Sander Lazar, Walking Audit Consultant

**Reviewed by:** Lisa Quinn, Executive Director

**School vicinity evaluated in December, 2010**
Safe Routes to School
Liberty Ridge Elementary School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This walking audit, conducted at Liberty Ridge Elementary School in January, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Photo Number and Perspective. Not shown are photos 7, 8, 9, 10, 12, and 13, as they were also taken from nearly identical spots as other photos.
### Walking Audit Field Notes

**Item Key**
Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- 🌟 - Liberty Ridge Elementary can address this problem
- 🏛️ - Existing partners, programs or services can be tapped to make improvements
- 📃 - Policy change or new funding may be required to implement changes
- 🖥️ - Informational item

#### Issues and Action Items

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<tr>
<td>1</td>
<td>South side of 120th St E, east of 209th Ave Ct E</td>
<td>Wide gravel shoulder on the south side of 120th St E provides plenty of space for students and teachers to walk to school.</td>
<td><img src="image1.jpg" alt="Image" /></td>
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<td>2</td>
<td>Looking south down 211st Ave E, near 120th St E</td>
<td>Many of the residential streets in this area have wide streets and adequate shoulders to allow students and other pedestrians to travel safely.</td>
<td><img src="image2.jpg" alt="Image" /></td>
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| 3    | Looking east down 120th St E, just west of 209th Ave Ct E | This speed limit sign is in the middle of the gravel pathway used by students and other pedestrians. This sign placement communicates that this pathway is more of a shoulder than an pathway intended for pedestrians.  

**Recommendation:** While it is a minor obstacle, a gesture as little as moving the speed limit sign toward the street, leaving the path unobstructed, gives an improved signal that this is a walkway and not just a shoulder. | ![Photo](image1.jpg) |
| 4    | 120th St Ct E, and 211th Ave E | Other street obstructions like mailboxes are more substantial physical barriers to walking than speed limit signs.  

**Recommendation:** Move the mailboxes closer to the street or further away in order to create a more obvious and clearer walking path for pedestrians. | ![Photo](image2.jpg) |
| 5    | Looking south down 209th Ave Ct E from a spot just south of 120th St E | Nice wide gravel shoulder on the east side of 209th Ave Ct E just north of school provides a good space for walkers approaching and leaving school, for most of the length of the street. | ![Photo](image3.jpg) |
| 6    | 209th Ave Ct E, about halfway between 120th St E and Liberty Ridge Elementary | This gravel shoulder/walkway is largely replaced by driveways and cars parked in those driveways close to school, making it necessary to walk in the street.  

**Recommendation:** Build a sidewalk or continuous path of gravel all the way down this street. In the meantime, paint a white strip demarcating the public right of way, and carry out a campaign to educate residents about where they are allowed to park. | ![Photo](image4.jpg) |
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| 7    | Looking north up 209th Ave Ct E from a spot just north of the school | Larger vehicles parked on the shoulder and in driveways force pedestrians to walk squarely in the middle of the travel lane.  
**Recommendation:** Build a sidewalk or continuous path of gravel all the way down this street. Before this is accomplished, paint a white strip demarcating the public right of way, and carry out a campaign to educate residents about where they are allowed to park. Education of police officers and their enforcement efforts will likely be needed at first. These actions would likely keep this area more open for pedestrians, Organized walks from the school, as part of walk-a-thons or other events, will demonstrate to students where walking is allowed. | ![Photo](image1.jpg) |
| 8    | North portion of school’s eastern parking lot | The placement of the crosswalk does not match the likely walking trajectory of pedestrians taking the shoulder of 209th Ave Ct E to school. It may be that the location of the crosswalk was chosen before the fence was put in.  
**Recommendation:** Remove this portion of the fence, or re-stripe the crosswalk to meet up with the gravel path. | ![Photo](image2.jpg) |
| 9    | North portion of school’s eastern parking lot | While other amenities for those with physical disabilities exist and the school appears to be largely accessible to this population, more comprehensive compliance with the Americans with Disabilities Act (ADA) would include curb ramps at locations like this.  
**Recommendation:** Provide more comprehensive compliance with ADA regulations. | ![Photo](image3.jpg) |
| 10   | In front of the school | This crosswalk connects the handicapped parking spot with the sidewalk fronting the school, but there is no curb ramp for someone who would use this crosswalk.  
**Recommendation:** ADA compliance would likely include a curb ramp, at the far end of the crosswalk shown here. | ![Photo](image4.jpg) |
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<td>11</td>
<td>Looking north from intersection of 120&lt;sup&gt;th&lt;/sup&gt; St and 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E</td>
<td>This gate, with the white sign, opens to a paved pathway that provides access from 120&lt;sup&gt;th&lt;/sup&gt; Street E to the portion of 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E that is just north of 120&lt;sup&gt;th&lt;/sup&gt; St E. This pathway enables a short trip of under 200 feet between 120&lt;sup&gt;th&lt;/sup&gt; St E and the segment of 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E to the north— a trip that otherwise comes to .5 miles. Such stellar accommodation for pedestrians and bicyclists was observed in a couple instances throughout Bonney Lake, and is precisely the kind of accommodation that is needed in the city, for students and members of the broader community.</td>
<td><img src="image1.jpg" alt="Photo" /></td>
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<td>12</td>
<td>On north side of 120&lt;sup&gt;th&lt;/sup&gt; St, at 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E</td>
<td>Unfortunately for pedestrians and bicyclists, this path appears to be on private property, and the portion of 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E that it directly accesses is a private road. This sign would likely discourage most use by students living in the neighborhoods north of 120&lt;sup&gt;th&lt;/sup&gt; St E. <em>Recommendation:</em> Investigate whether the public is in fact not allowed on this path or on the short segment of private roadway on the other side. If not allowed currently, work with the Home Owners Association to create a trail easement or other means of allowing public access.</td>
<td><img src="image2.jpg" alt="Photo" /></td>
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<td>13</td>
<td>On pathway connecting 120&lt;sup&gt;th&lt;/sup&gt; St E and northern segment of 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E</td>
<td>This is the same paved pathway referred to above, here seen from the north from 209&lt;sup&gt;th&lt;/sup&gt; Ave Ct E. The path is paved and is in an ideal cut-through location for pedestrians. <em>Recommendation:</em> Provide more paved community cut-throughs like this in the neighborhood and throughout Bonney Lake. Include signage to provide wayfinding and that use of the path by the public is sanctioned.</td>
<td><img src="image3.jpg" alt="Photo" /></td>
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<td>14</td>
<td>Looking north up 208&lt;sup&gt;th&lt;/sup&gt; Ave E from 127&lt;sup&gt;th&lt;/sup&gt; St E</td>
<td>A pedestrian crossing sign alerts drivers to the presence of students on streets outside the school zone, near the back entrance to the school grounds. These types of signs are very important, particularly to alert non-residents that they are likely to encounter pedestrians in areas where they may not otherwise be expected.</td>
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| 15   | Southwest entrance to school grounds       | Good entrance on southwest corner of school grounds, allows through pedestrians, but forces cyclists to slow down, and does not allow through vehicles.  
**Recommendation:** Provide more gravel delineating a clear path through the grass could make this entrance more inviting while reducing the need to slosh through wet grass or mud. |       |
Contacts & Project Information

For more information about this report or Feet First, please contact:
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Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
**Victor Falls Elementary Walking Audit**

**Introduction to the School and Neighborhood:** Victor Falls Elementary has approximately six hundred students, and is in a suburban area surrounded by a mix of older and newer developments and street types. Newer developments have sidewalks, and older developments do not. The school is well connected to neighborhoods to the south and north. An official multi-use pathway connects the school to the neighborhood to the north. This pathway between two private property plots is an excellent model of how to connect neighborhoods that could be applied through Bonney Lake. A trail is planned to connect the school to neighborhoods down the hill to the west, but until it is built there remain generally poor connections to neighborhoods to west, as well as to the east.

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**Top Observations:**
1. Poor trail and street connections to neighborhoods to the east and west constitute a great barrier to walking.
2. Some excellent and wide sidewalks exist, particularly within and along the new Falling Water development.
3. Other streets are lacking sidewalks or side gravel paths, most notably 188th Ave Ct E leading right to the school.
4. Soft curbs in the new Falling Water development make it possible for vehicles to easily park up on the sidewalk.
5. A network of trails within the development to the west should be connected to when a new trail from the school to the west is built.
6. Several pathways exist in the nearby neighborhoods, which, if further developed, will allow enhanced access to the school.

**Top Recommendations for Walkability:**
- Build a sidewalk along 188th Ave Ct E to the school.
- Place a crosswalk from 188th Ave Ct E across Rhodes Lk Rd E, have a crossing guard help students travelling from Falling Water.
- Encourage use of the existing pathway running from the end of 112 St Ct E, and investigate the possibility of constructing trail access between 191st Ave Ct E and 191st Ave E to promote access from school to the east.
- Create an official pedestrian/bicycle cut-through between 189th Ave E and 190th Ave E where a gravel path currently exists.

**Organizers:** Feet First
**Write-up:** Sander Lazar, Walking Audit Consultant
**Reviewed by:** Lisa Quinn, Executive Director

School vicinity evaluated in January 2011
Safe Routes to School
Victor Falls Elementary School

Safe Routes to School (SRTS) is a growing movement to encourage and support “active commuting” on the part of school children and families. At the intersection of public health, public safety, education and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. In 2009 Seattle-based nonprofit Feet First contracted with the City of Bonney Lake, which had applied for and been granted Safe Routes to School federal funds through the Washington Department of Transportation. The grant, in the amount of $384,000, was awarded to fund programs at six schools in the Sumner School District. The project spans the “5 E’s” of SRTS: Education, Encouragement, Enforcement, Engineering and Evaluation.

This community walking audit, conducted at Victor Falls Elementary School on January 24, 2011, identifies and prioritizes the next steps to leveraging funds for future projects. Additionally, the recommendations can be incorporated into the City of Bonney Lake’s update to its Non-Motorized Transportation Plan, anticipated to occur in 2013.
Victor Falls Elementary School Neighborhood Map, with photo numbers and perspectives
Walking Audit Field Notes

Item Key
Issues and action items are labeled with four color-coded icons that identify what action is recommended to make improvements. Additionally, as most of the action recommended is in the public domain, each item includes a specification for the category area that can facilitate coordination with or by the appropriate local or state agency.

- ✨ - Victor Falls Elementary can address this problem
- 🏛 - Existing partners, programs or services can be tapped to make improvements
- ❓ - Policy change or new funding may be required to implement changes
- 📜 - Informational item

Issues and Action Items

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<td>1</td>
<td>Just west of intersection of 188&lt;sup&gt;th&lt;/sup&gt; Ave Ct E and Rhodes Lake Rd E</td>
<td>The sidewalk ends at the intersection of Rhodes Lake Road E and 188&lt;sup&gt;th&lt;/sup&gt; Ave Ct E. This is the final approach to the school and a corridor likely to get a fair amount of use from students approaching from the south and east. There is some room on the side of the road to walk, but the disappearance of the sidewalk sends the message that walking is less expected or anticipated beyond this point. <strong>Recommendation:</strong> Continue the sidewalk up 188&lt;sup&gt;th&lt;/sup&gt; Ave Ct E to Victor Falls Elementary.</td>
<td><img src="image1.jpg" alt="Photo" /></td>
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<td>2</td>
<td>Intersection of 188&lt;sup&gt;th&lt;/sup&gt; Ave Ct E and Rhodes Lake Rd E</td>
<td>There is no crosswalk across Rhodes Lake Rd E to enable access from students coming from the Falling Water development. <strong>Recommendation:</strong> Place a crosswalk and crossing guard at the intersection of Rhodes Lk Rd E and 188&lt;sup&gt;th&lt;/sup&gt; Ave Ct E. Place other standard school zone markings in the vicinity to alert drivers to the change.</td>
<td><img src="image2.jpg" alt="Photo" /></td>
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<td>3</td>
<td>192&lt;sup&gt;nd&lt;/sup&gt; Ave E ends where it intersects with Rhodes Lk Rd E.</td>
<td>The sidewalk on 192&lt;sup&gt;nd&lt;/sup&gt; Ave E ends where it intersects with Rhodes Lake Rd E, which leaves it unclear to pedestrians what path they should follow. <strong>Recommendation:</strong> Create a clearer delineation of the gravel path beyond this point toward Victor Falls, or continuation of this sidewalk toward the school.</td>
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| 4    | Throughout the new Falling Water development, off of Falling Water Blvd E | Curbs in the Falling Water development are “soft,” enabling the parking of cars well into the sidewalk. Though blockage of the sidewalk in this manner was not observed (and is not depicted in this photo), it is a common result of soft curb construction. 

**Recommendation:** Engage parking enforcement in observing driver behavior on these curbs to see if their parking is obstructing the sidewalk for pedestrians. Only after such a review should the City consider allowing further developments to be built with soft curbs. | ![Photo](image1.jpg) |
| 5    | Along Falling Water Blvd E | There are very wide sidewalks along the west side of Falling Water Blvd E that make walking very inviting, and adequately allow groups of walkers heading in opposite directions to pass each other comfortably. This is an excellent community asset. 

**Recommendation:** Replicate this robust sidewalk width throughout the neighborhood where possible, particularly on busier roads. | ![Photo](image2.jpg) |
| 6    | Near 109th St E and 185th Ave E | The network of pathways within the newer development down the hill to the west of Victor Falls lays the groundwork for promoting walkability to destinations in the future, though there are currently no community destinations in the area beyond other residences. 

**Recommendation:** Connect the trail planned to the west of school with this trail network. | ![Photo](image3.jpg) |
<p>| 7    | Western end of 112th St Ct E | There is a gravel pathway leading between two houses toward Victor Falls that then leads one toward a spot where the chainlink fence surrounding the school grounds has been pulled back. This is not an official pathway to the school grounds, but appears to be used by some people. | <img src="image4.jpg" alt="Photo" /> |</p>
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| **8** | Western end of 112<sup>th</sup> St Ct E | There is a gap in the school grounds boundary chainlink fence, where the fence has been pulled back, enabling access from the pathway (shown above) to the school grounds.  
**Recommendation:** Investigate whether this access is officially allowed, and if not, take steps to provide a trail easement or public right of way. Develop the trail all the way to the school grounds and mark with appropriate wayfinding signage. | ![Photo](image1) |
| **9** | Just north of the school, connecting to 111<sup>st</sup> St E | This pathway leading from the north directly to the school grounds is an excellent example of an officially allowed community cut-through.  
**Recommendation:** Promote this kind of official cut-through throughout this neighborhood and beyond. Put in place wayfinding signage to mark this as an access path to Victor Falls Elementary, in order to further promote walking to school from this neighborhood. | ![Photo](image2) |
| **10** | Between 107<sup>th</sup> St E and 189<sup>th</sup> Ave E | This access point between 189<sup>th</sup> Ave E and 190<sup>th</sup> Ave E reduces a walk to school of up to 3.5 miles down to .5 miles.  
**Recommendation:** Improve this shortcut by making it a paved, more clearly-marked cut-through in order to make its use more inviting. | ![Photo](image3) |
Contacts & Project Information

For more information about this report or Feet First, please contact:
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Appendix 1 - Walking Audit Fliers

Neighbors, Parents, Teachers, School Administrators, and Students:

You’re invited to the
Bonneville High School Walking Audit
Monday, January 24, 2:00 – 3:45

Meet in the front office at Bonney Lake H.S. (10920 199th Ave. Ct. E.)

You may have heard it said that walking to school is fun and healthy, but is that true for Bonney Lake High School? What areas are safe for walking? Which places should be avoided? What can we do to make this area a great place for everyone to walk and hang our?

Join Feet First for a look at the Bonney Lake H.S. neighborhood from the pedestrian point of view. We will have tools on hand to gather input from your experience and observations. We will share information about positive plans to make this area more walkable for students. Plus participants will receive gift cards for Emerald City Smoothies, iTunes, or Starbucks!

The Walking Audit is part of the Bonney Lake Safe Routes to School Program, and is made possible by a grant from the Washington State Department of Transportation.

For more information, go to http://feetfirst.info/events/feet-first-community-walking-audit-bonney-lake-high-school

Please RSVP to Sander Lazar at 206-455-5810/ Sander@feetfirst.info

Sumner School District
Safe Routes to School - WA
feet first
Promoting Walkable Communities
Neighbors, Parents, Teachers, School Administrators, and Students:

**You’re invited** to the

**Mountain View Middle School Walking Audit**

Thursday, January 20, 2:10-3:40

Meet in the front office at Mountain View (10921 199th Ave. Ct. E.)

You may have heard it said that walking to school is fun and healthy, but is that true for Mountain View Middle School? What areas are safe for walking? Which places should be avoided? What can we do to make this area a great place for everyone to walk and hang out?

Join Feet First for a look at the Mountain View Middle School neighborhood from the pedestrian point of view. We will have tools on hand to gather input from your experience and observations. We will share information about positive plans to make this area more walkable for students. **Plus participants will receive gift cards for Jamba Juice, iTunes, or Starbucks!**

*The Walking Audit is part of the Bonney Lake Safe Routes to School Program, and is made possible by a grant from the Washington State Department of Transportation.*

For more information, go to http://feetfirst.info/events/feet-first-community-walking-audit-mountain-view-middle-school-bonney-lake.

Please RSVP to Sander Lazar at 206-455-5810/ Sander@feetfirst.info

---

*Sumner School District*...
*a great place to learn*

*Safe Routes to School—wa*
*DISCOVER YOUR WORLD*
Neighbors, Parents, Teachers, School Administrators, *and* Students:

**You’re invited** to the

Emerald Hills Elementary Walking Audit
Wednesday, January 19, 2:45 – 4:15 pm

Meet in the front office staff lounge at Emerald Hills (15515 S. Tapps Drive E.)

You may have heard it said that walking to school is fun and healthy for kids, *but is that true for Emerald Hills Elementary?* What areas are safe for our children? Which places should be avoided? What can we do to make this area a great place for children to walk and play?

Join Feet First for a look at the Emerald Hills Elementary neighborhood from the pedestrian point of view. We will have tools on hand to gather input from your experience and observations. We will share information about positive plans to make this area more walkable for children. **Plus participants will receive gift cards for Jamba Juice or Starbucks!**

This is a child-friendly event, though all children must be accompanied by an adult. The Walking Audit is part of the Bonney Lake Safe Routes to School Program, and is made possible by a grant *from the Washington State Department of Transportation.*

For more information, go to [http://feetfirst.info/events/walking-audit](http://feetfirst.info/events/walking-audit)

Please RSVP to Sander Lazar at 206-455-5810/ Sander@feetfirst.info

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**Sumner School District**
...a great place to learn!

**Safe Routes to School - WA**
DISCOVER YOUR WORLD
Appendix 2- Trails, ADA Requirements, and General Pedestrian Resources

Trails, Trail Easement and Right of Way Web Resources:
http://www.americantrails.org/resources/devel/Economic-value-walking-homes.html
http://www.americantrails.org/resources/advocacy/10steps08.html
http://www.americantrails.org/resources/health/trailsforlife.html
http://www.americantrails.org/resources/land/MAprivateland.html
http://www.bicyclinginfo.org/faqs/answer.cfm?id=3466

Americans with Disabilities Act Requirements:
The United States Access Board's ADA Accessibility Guidelines can be viewed at http://www.access-board.gov/adaag/html/adaag.htm#4.1.
In particular, sections 4.1.2 (1), and 4.1.3 (1)(a) are relevant to creating new paths:

4.1.2 Accessible Sites and Exterior Facilities: New Construction. An accessible site shall meet the following minimum requirements:

(1) At least one accessible route complying with 4.3 shall be provided within the boundary of the site from public transportation stops, accessible parking spaces, passenger loading zones if provided, and public streets or sidewalks, to an accessible building entrance.

4.1.3 Accessible Buildings: New Construction. Accessible buildings and facilities shall meet the following minimum requirements:

(1)(a) At least one accessible route complying with 4.3 shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility.

General Pedestrian Resources:
http://www.walkinginfo.org/
http://www.rsa.unc.edu/ped_safety/
http://www.vtpi.org/tdm/tdm92.htm
http://www.vtpi.org/tdm/tdm116.htm