



Copy 1

**City of Tacoma – Neighborhood Council Program**  
**NEIGHBORHOOD SMALL INNOVATIVE GRANTS**  
**2015/2016 Application**

**Print application, fill out all sections and submit two copies with appropriate attachment(s).**

Please complete the following and attach the requested information.  
(Note: This application is subject to public review and disclosure.)

**Name of Submitting Neighborhood:**

North End – Old Town/Proctor

**Name of Submitting Organization:**

This grant proposal has been organized and prepared by a group of neighbors. We are not affiliated with a formal group or organization.

**Neighborhood Council Area:**

North End

**Project Name**

North 30<sup>th</sup> Street and North Alder Street Pedestrian Activated Crosswalk Warning Beacons

**Project Location with map and/or photo**

Intersection of North 30<sup>th</sup> Street and North Alder (See attached Maps)

**Primary Project Manager:** Jennifer Wynkoop

**Mailing Address:** 3107 North 31<sup>st</sup> Street, Tacoma, WA 98407

**Telephone No.:** (206) 617-3117 **E-mail address:** jwynkoop@landauinc.com

**Project Manager (2):** Susan Nichols

**Telephone No.** (253) 973-5916 **E-mail address** susanrnichols@gmail.com

Is this the first time you have applied for an Innovative Grant? ☒ Yes ☐ No

Total Innovative Grant allocation requested \$ 15,250

**Please complete the following information. If additional space is needed, use a separate sheet and reference the response by number.**

## **PROJECT IMPACT**

**Please describe the neighborhood benefit or problem being addressed by this project.**

This project would address pedestrian safety at the intersection of North 30th Street and North Alder Streets. North 30th is a busy arterial; no stop lights or pedestrian activated crosswalk warning beacons are present on North 30th Street between Old Town (North Carr Street) and Proctor Street making it difficult and often unsafe to cross the street, particularly at peak traffic hours. Although there is existing crosswalk striping at this intersection, traffic speeds on the road often exceed the speed limit (see attached traffic study excerpt) and visibility can be poor at this intersection, leaving cars little time to stop for pedestrians or even slow down. The proposed project, pedestrian activated crosswalk warning beacons, would give drivers sufficient warning to stop for pedestrians.

Residents in the neighborhood walk frequently both for recreation and to access the neighborhood business districts. There are approximately 500 residents on the north side of North 30th between Warner Street and White Street (primary affected neighborhood; U.S. census Bureau, 2015<sup>1</sup>). This project would significantly increase access to walking routes for this neighborhood by providing a safer route for crossing North 30th. We also spoke with a number of people who live on the south side of North 30th and use the intersection at Alder because they prefer to use North 31st to walk to the waterfront since it's less busy and less noisy. Walkability is an important aspect of our neighborhood and community both for sustainability and for a healthy community.

The project location is also within the catchment area for Washington Elementary, which does not provide busing to and from the school. Children living on the North side of North 30th are expected to cross the busy arterial twice a day to get to and from school; presently there is no signaled crosswalk on 30th on the route to school. Children walking to Mason Middle School will also use the crosswalk to cross North 30th in order to take a safer route to school rather than walking along a busy arterial. Bus stops are also present near this intersection and people riding the bus often need to cross at the intersection to get to the bus.

An online survey was created for this project and at the time of this application we had 34 respondents. A summary of the survey results and comments is attached to the application (please note that attachments are double sided to conserve paper). In the survey residents were asked how this project will impact them and their family. The bullet points below are some of the comments that we received from the survey:

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<sup>1</sup> U.S. Census Bureau. 2015. American Fact Finder Website.  
<http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed April 14

- "My adult daughter crosses on foot to go to work routinely. In the two years she has had numerous close calls where drivers just aren't aware of her effort to cross"
- "Drivers rarely stop for me or my wife when we are crossing 30th street. It makes taking a walk or commuting to work by bus or bicycle a potentially life threatening pursuit. A crosswalk would make my daily trips much safer"
- "It would make me feel safer crossing the street. I don't walk my dogs that way because it feels dangerous"
- "My son goes to SOTA and uses the bus stop there. Also, I, my wife, and my son have almost been hit at that intersection, simply crossing the street "
- "Piece of mind for my children to cross 30th as cars rarely stop"

We also used social media and doorbelling to solicit feedback from neighborhood residents. The response was overwhelmingly positive and every person we talked to said they not only thought the project was a good idea, but also felt that it was really needed.

Much thought was put into the site selection and design of the project with an emphasis not only on safety but also on sustainability, innovation, and project life cycle. We met with one of the City traffic Engineers on site and assessed what would be needed. We selected the intersection of North 30<sup>th</sup> and Alder for several reasons: 1) the intersection has existing crosswalk striping and ADA ramps that comply with current standards, so no additional infrastructure is needed, which reduces project costs; 2) this intersection is particularly dangerous because cars frequently stop on North 30<sup>th</sup> to turn left on Alder and traffic behind them often goes around the stopped car on the right where they have the potential to hit a pedestrian in the crosswalk. When we met with the City traffic engineer we evaluated several design aspects of the project including: 1) the site distance from the top of the hill (we determined that there was sufficient site distance between the top of the hill and the crosswalk); 2) we determined that putting the crosswalk on the west side of the intersection would give drivers maximum visibility; 3) we evaluated the placement of the existing speed limit sign and where it could be moved; 4) we discussed design of the signals and how we could incorporate innovation and sustainability into the project. The design we chose uses solar energy to power the crosswalk lights and uses high intensity LED lights to cut down on the energy requirements. LED light also have a long lifecycle. We also chose a rectangular rapid fire beacon (RRFB), because studies have shown those types of beacons to be more effective in getting driver's attention.

**Please describe recent methods or attempts taken by your neighborhood to address the problem stated above.**

The neighborhood installed flag holders at the intersection of North 30th Street and North Alder Street and has provided flags that can be used to potentially warn drivers. However, the flags do not appear to influence driver yielding behavior at the crosswalk. A fourth grader in our neighborhood did a study for his 4<sup>th</sup> grade science fair where he tested the driver yielding behavior with and without a flag at the intersection of North 30<sup>th</sup> and Alder in the marked crosswalk. His study concluded that using the flag did

not influence driver yielding behavior at the marked crosswalk. Also, all but one of the flags have been lost or stolen over time.

The neighborhood has made numerous requests and put forth several proposals for traffic calming measures along this stretch of North 30th, especially since there was a pedestrian death on this stretch of road 10 years ago. However, the city has not acted on any of the proposals. Bike lanes on the road make the street more dangerous for pedestrians, because there the sidewalk is farther from the traffic lane making it more difficult for drivers to see pedestrians who are trying to cross. Also, several requests have been made in the past for pedestrian safety measures at this intersection but the City has restricted funding for pedestrian projects.

Several years ago a speed sign was installed on North 30th Street just west of Alder, as a traffic calming measure. However, the sign did not impact traffic speeds or make it easier for pedestrians to cross the street and has since been removed.

**How will the impacted neighborhood be involved in the planning and implementation of this project? Please summarize your community outreach plans.**

A group of neighbors has gotten together and gone door to door polling neighbors surrounding the intersection and in the neighborhood north of North 30th to gauge interest and support. We also developed an online survey for residents to answer questions and submit comments. So far, there has been overwhelming support for the project (see attached signature list and survey results). The neighborhood group also developed an online survey to gauge how this project would impact the neighborhood. We also posted the project on our neighborhood social media site (NextDoor Proctor) and got feedback through social media.

The neighborhood group also met with the City Engineer to discuss project feasibility, design, and cost. This allowed us to put forth a thoughtful design that address safety, sustainability, and innovation while also minimizing project costs.

Lastly, as part of the match for this grant, if we are successful, we will organize a free neighborhood event to celebrate the installation of the crosswalk. We envision getting the word out through our neighborhood social media site and through the email list we've developed as a result of the outreach. We also envision the event will include some type of celebratory food and beverage (for example ice cream and lemonade if it's in the summer or hot chocolate and cookies in the winter).

**Are there project components that others in the neighborhood may disagree with and if so, what have you done to address these concerns?**

The neighborhood group has contacted the homes surrounding the intersection to gauge if there are concerns (see attached signature petition). There has been strong support since the project only involves signage and does not involve right-of-way take. Generally residents feel that there's a need for pedestrian

safety improvements along this stretch of road. There is also still a desire for traffic calming measures along this stretch of roadway, so there was some concern that the project would not be compatible with any future improvements. However, the proposed flashing signals will be stand alone signals (solar powered) and should not interfere with any future roadway improvements.

One person who's door we knocked on did not support the proposal. She felt that pedestrians should learn to be more aware of cars and that a beacon to warn drivers was not needed. Additionally, one person who completed the online survey responded that they thought the beacon would impede traffic. They were also concerned that beacons do not actually provide the safety that pedestrians think it they do and that it would lead to more pedestrian accidents when the sun is setting. One feature of the chosen beacon design is the high intensity rapid fire LED lights; this particular design has been shown in studies to increase driver yielding behavior<sup>2</sup>.

1. Is this project in a Neighborhood Business District? (see map)

☒ No ☐ Yes; if yes, a letter of support must be attached.

2. Is this project sited on property that is NOT a City-owned street or sidewalk?

☒ No ☐ Yes; if yes, a letter of support must be attached

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<sup>2</sup> FHWA. 2010. Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks. Publication Number: FHWA-HRT-10-046. August.

## **PROJECT IMPLEMENTATION**

### **Briefly describe your plans for implementation/installation of this project, including resources needed, and how the community might be involved.**

The project will include installation of pedestrian activated LED Rectangular Rapid Flashing Beacons (RRFB) and pedestrian crosswalk signage on the west side of the intersection (one on each side of the intersection facing in each direction). The beacons will be solar powered and use LED lighting to reduce energy consumption and extend the life of the beacons. The City of Tacoma has agreed to install this project through the Public Works Department. By having the City install the project, there will be no permit fees required. Additionally, the City has agreed that since maintenance costs are low that the project will be maintained by the City as a City asset.

Although the community cannot be directly involved in installing the project, the neighborhood has come together around the planning effort and the grant application. We have extensively research the design of the signal and have been proactive in soliciting feedback from the neighborhood. The neighborhood group has conducted a survey and has engaged neighbors one on one through doorbelling. The planning effort has had great support and we've made a lot of connections with people in the neighborhood.

Also, if we are successful, we plan to organize a neighborhood event to celebrate the installation of the project (see description under Question 3 above).

### **Target date for project construction/implementation to begin:**

The City has indicated that the project can be installed within 12 months. The target installation date is spring of 2016.

### **Target date for project to be completed (must be within 18 months of award):**

The project will take approximately a week to install.

### **Projected life of the improvement before it would need to be repaired, removed, or replaced:**

The City has estimated that the lifespan of the flashing beacons is at least 10 years. However, as mentioned above the City has agreed to take on this asset and be responsible for maintenance costs.

## **PROJECT OPERATIONS & MAINTENANCE**

**Please describe any ongoing activities and/or costs associated with this project after completion and the plan for how they will be accomplished and/or paid for. Possible examples: on-going watering, pruning and maintenance of new trees or structural maintenance and possible graffiti removal of a community garden element such as a fence or a shed. Please note, by granting funds for your project, the City of Tacoma does not guarantee the maintenance of your project. Any application for a physical improvement project submitted without an adequate operations and maintenance plan will not be considered eligible for funding.**

As mentioned above the City has agreed to take on this asset once it is installed and be responsible for maintenance costs. However, maintenance costs are generally low for this type of beacon because of the solar power source and low energy use and long battery life from LED lighting. Regular maintenance of the beacons is generally not required. The City has estimated that the replacement cost of the beacons is approximately \$6,000 each once they have reached the end of their life cycle.

If, for some reason, the City cannot maintain the signal we plan to try funding the maintenance costs through crowd sourcing.

## **PROJECT FEASIBILITY (CAN IT BE DONE!)**

**This section is meant to show the applicant has received permission from those impacted by the project and that considerations have been made on how to successfully implement your project through a thoughtful and realistic budget and maintenance plan. If you have questions on who the right City staff person or agency or impacted group might be for obtaining permission (signature or letter of support), please contact one of our Program Development Specialists Kala Dralle at 573-2523 or Allyson Griffith at 591-5119.**

**Demonstrate Public Property Permission:** The site of this project as listed in this application has been reviewed and approved by the appropriate City of Tacoma staff prior to application being submitted and/or by the abutting property owner and/or neighborhood group.

Dept/Agency \_\_\_\_\_ Representative \_\_\_\_\_

Comments \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Phone / email \_\_\_\_\_

Impacted Neighborhood Group/Business District Letter of Support Attached:

☐ Yes ☒ No(N/A)

Impacted Property Owner Letter of Support Attached: ☐ Yes ☒ No (N/A)

**Demonstrate an Adequate Budget:** The grant funding and project budget is adequate to cover all costs of labor, equipment, material, and overhead associated with the construction/installation.

Dept/Agency \_\_\_\_\_ Representative \_\_\_\_\_

Comments \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Phone /email \_\_\_\_\_

**Operations and Maintenance (O&M):** Applicant has identified an adequate plan and budget for ongoing O&M: ☐ Yes ☐ No

Costs associated with the ongoing O&M for this project are available in the operating budgets of this department/agency. ☐ Yes ☐ No

Dept/Agency \_\_\_\_\_ Representative \_\_\_\_\_

Comments \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_ Phone # \_\_\_\_\_

Please be sure to include required attachments:

☐ Map and/or photo of project location



**PROJECT FEASIBILITY (CAN IT BE DONE!)**

This section is meant to show the applicant has received permission from those impacted by the project and that considerations have been made on how to successfully implement your project through a thoughtful and realistic budget and maintenance plan. If you have questions on who the right City staff person or agency or impacted group might be for obtaining permission (signature or letter of support), please contact one of our Program Development Specialists Kala Dralle at 573-2523 or Allyson Griffith at 591-5119.

**Demonstrate Public Property Permission:** The site of this project as listed in this application has been reviewed and approved by the appropriate City of Tacoma staff prior to application being submitted and/or by the abutting property owner and/or neighborhood group.

Dept/Agency Public Works/Engineering Representative Justin Belk, P.E.  
Comments \_\_\_\_\_

Signature Justin Belk Date 5/29/15  
Phone / email 253-591-5404 / jbelk@cityoftacoma.org

Impacted Neighborhood Group/Business District Letter of Support Attached:

☐ Yes ☒ No(N/A)

Impacted Property Owner Letter of Support Attached: ☐ Yes ☒ No (N/A)

**Demonstrate an Adequate Budget:** The grant funding and project budget is adequate to cover all costs of labor, equipment, material, and overhead associated with the construction/installation.

Dept/Agency Public Works/Engineering Representative Justin Belk, P.E.  
Comments \_\_\_\_\_

Signature Justin Belk Date 5/29/15  
Phone /email 253-591-5404 / jbelk@cityoftacoma.org

**Operations and Maintenance (O&M):** Applicant has identified an adequate plan and budget for ongoing O&M: ☒ Yes ☐ No

Costs associated with the ongoing O&M for this project are available in the operating budgets of this department/agency. ☒ Yes ☐ No

Dept/Agency Public Works/Engineering Representative Justin Belk, P.E.  
Comments I conferred with Leigh Starr about this location. He confirmed budget estimates and overhead costs.

Signature Justin Belk Date 5/29/15 Phone # 253-591-5404

Please be sure to include required attachments:

☐ Map and/or photo of project location



**☒ Required letters of support (Impacted Neighborhood Group, Neighborhood Business District, Abutting Property Owner, Additional Funding Partners – including in-kind)**

We attempted to contact all four property owners at the corner of North 30<sup>th</sup> and Alder. We were able to make contact with the two property owners on the north side of the intersection; both signed the petition in support of the project (see attached petition, star indicates adjoining property owner). We made five attempts on separate days (May 6, May 25, May 29, May 30, and May 31) to contact the other two property owners but were not able to reach them. We left flyers on their doors explaining the project and included a link to the online survey and our contact information. As of the date of this application, we had not received survey responses or other correspondence from these addresses. The two addresses we were not able to make contact with are: 2018 North Alder and 2019 North Alder.

## PROJECT BUDGET

List all **costs** associated with completing this project from start to finish. Costs you may want to consider, depending on your project, are permits/insurance/fees, design/engineering, preparation of site, production, materials, labor, installation, disposal, professional services, equipment rental, sales tax, etc.

Then list all sources of **funds** that will finance this project; including the amount of grant funds being requested and the type of and amount of your matching contribution (minimum 10%), which may include in-kind contributions or funds from your organization or any other grants, sponsors, donations, volunteers. Volunteer hourly rates are currently estimated at \$26.72 per hour (based on the Independent Sector Value of Volunteer Time)

cost component	amount	sources of funds/ matching contributions	amount
Signs and Beacons (materials and installation)	\$ 15,000	Volunteer hours for grant preparation (see attached log), research, meetings with the City, and neighborhood outreach	\$ 1,042.08
Move existing speed limit sign	\$ 250	Neighborhood event to celebrate project completion	\$ 525
Permits and Fees	\$ 0		
		Innovative Grant request	\$ 15,250
TOTAL	\$ 15,250	Match % 10	\$ 1,567.08
		TOTAL	\$16,817.08

☐ Check here if you have attached your project budget on a separate sheet of paper.

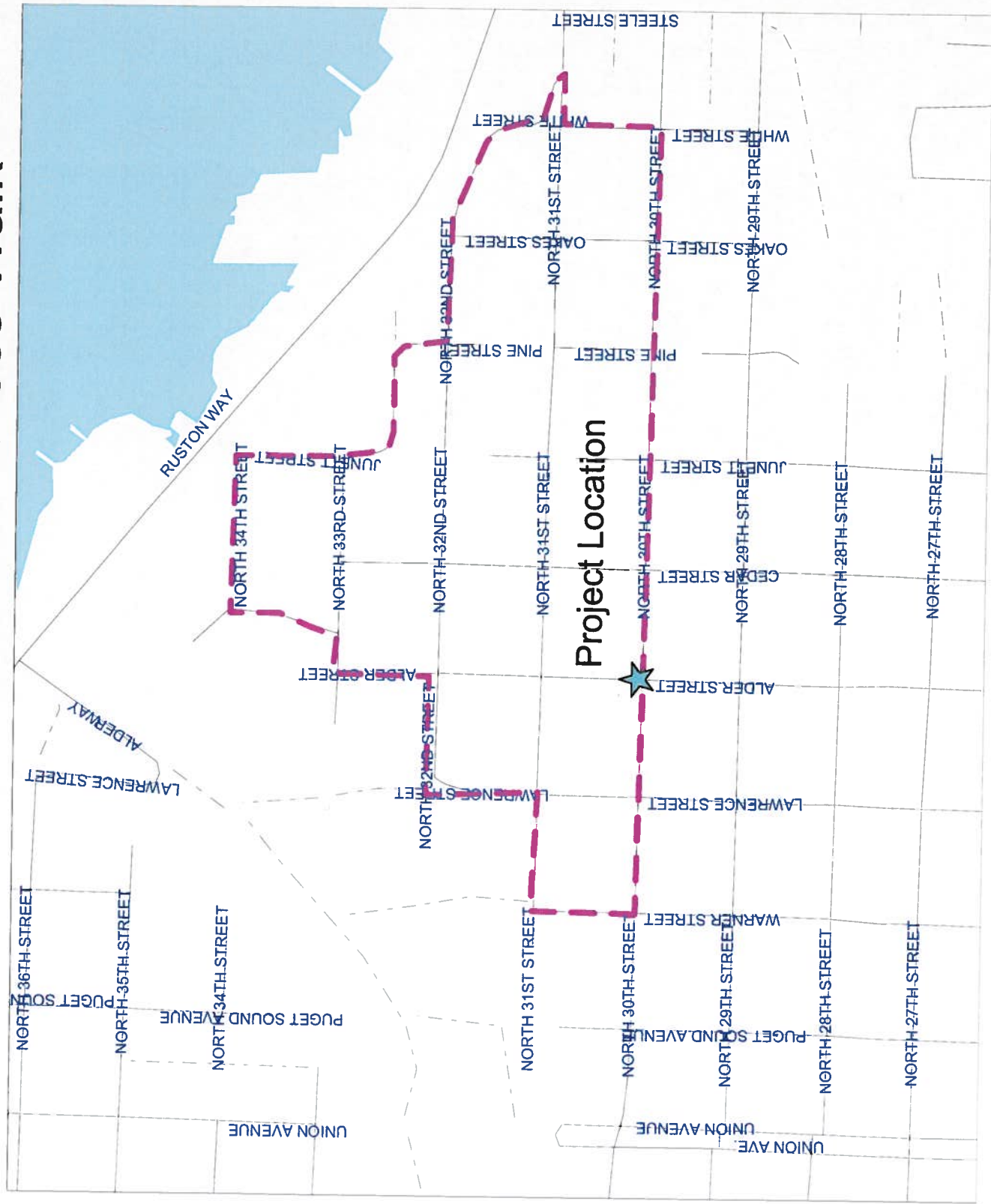
**The original application, plus one copy, must be received or postmarked no later than 5:00pm on June 1st, 2015.**

**City of Tacoma  
Customer Support Center  
Small Neighborhood Innovative Grant  
747 Market St., 2<sup>nd</sup> Floor  
Tacoma, WA 98402**

# **Maps and Photos**



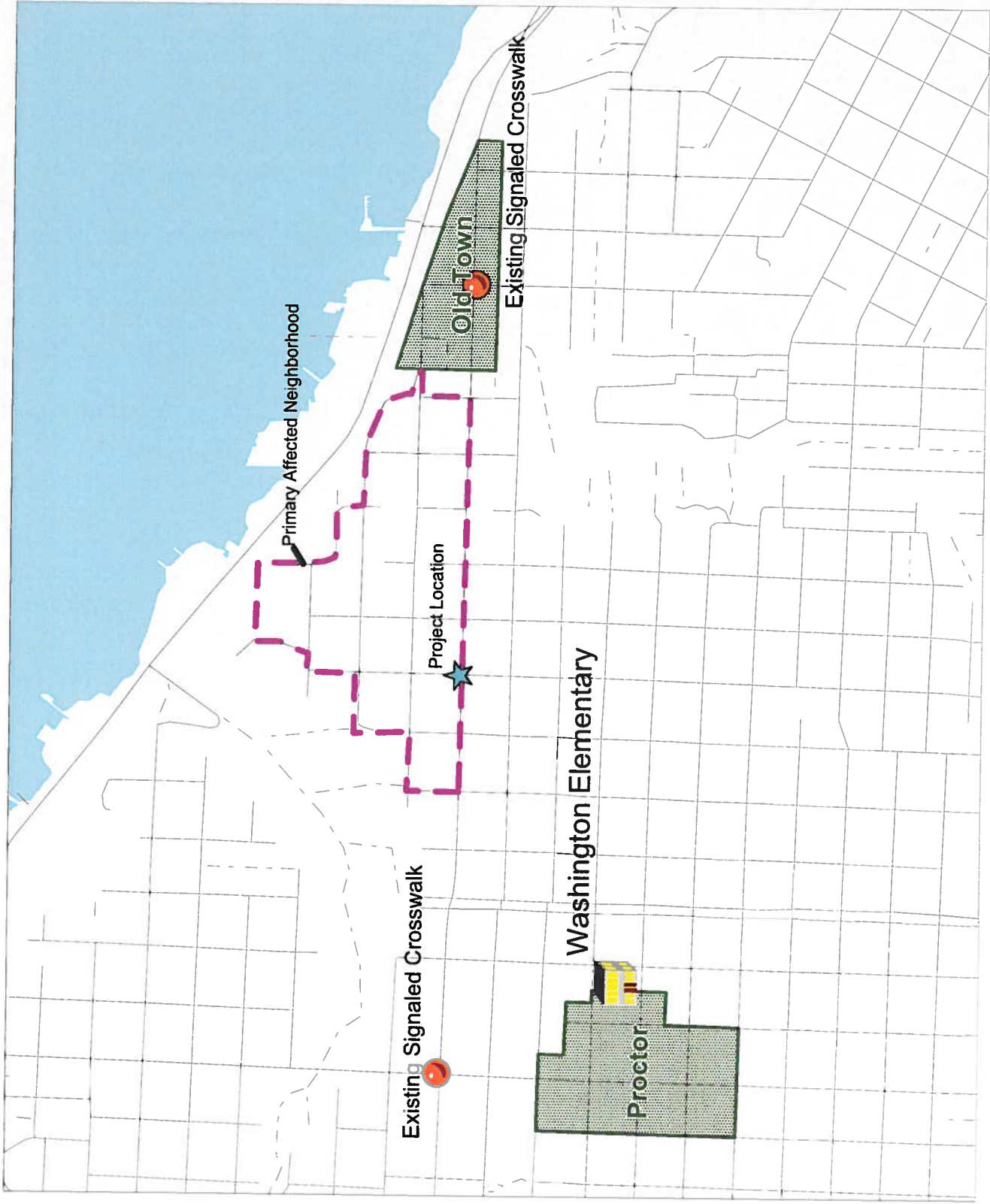
# North 30th and Alder Cross Walk







# North 30th and Alder Cross Walk



SCALE 1 : 11,927







Photo of the project location intersection, North 30<sup>th</sup> and Alder, looking west along North 30<sup>th</sup>.



# Survey Results







Upgrade to get meaningful results: [View all your responses and get powerful analysis.](#) [View Pricing](#)

## North 30th and Alder Crosswalk

[Summary](#) [Design Survey](#) [Collect Responses](#) [Analyze Results](#)

## CURRENT VIEW

B

[+ FILTER](#)[+ COMPARE](#)[+ SHOW](#)

## No rules applied

B

Rules allow you to **FILTER**, **COMPARE** and **SHOW** results to see trends and patterns. [Learn more](#)

## SAVED VIEWS (1)

B

Original View (No rules applied)

[+ Save as...](#)

## EXPORTS

B

## SHARED DATA

B

## No shared data

Sharing allows you to share your survey results with others. You can share all data, a saved view, or a single question summary. [Learn more](#)

[Share All](#)

RESPONDENTS: 34 of 34

[Export All](#)[Share All](#)[Question  
Summaries](#)[Data  
Trends](#)[Individual  
Responses](#)[All Pages](#)

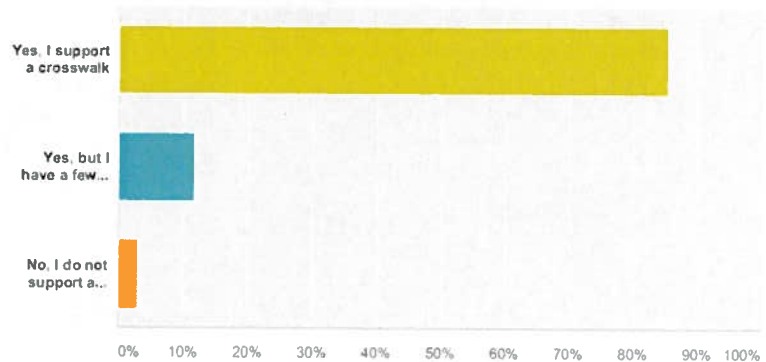
## PAGE 1: Pedestrian Activated Crosswalk Signal

Q1

[Customize](#)[Export](#)

## Do you support a pedestrian activated crosswalk at North 30th and Alder?

Answered: 34 Skipped: 0



Answer Choices

A

Responses

A

A Yes, I support a crosswalk

85.29%

29

A Yes, but I have a few questions or concerns

11.76%

4

A No, I do not support a crosswalk

2.94%

1

Total

34

[Comments \(3\)](#)

Q2

[Customize](#)[Export](#)

## How often would you use a pedestrian activated crosswalk signal at North 30th and Alder?

Answered: 34 Skipped: 0

Most days of the week

A few times a week



Answer Choices	Responses	
Most days of the week	8.82%	3
A few times a week	26.47%	9
A few times a month	26.47%	9
A few times a year	26.47%	9
I would not use the crosswalk	11.76%	4
Total		34

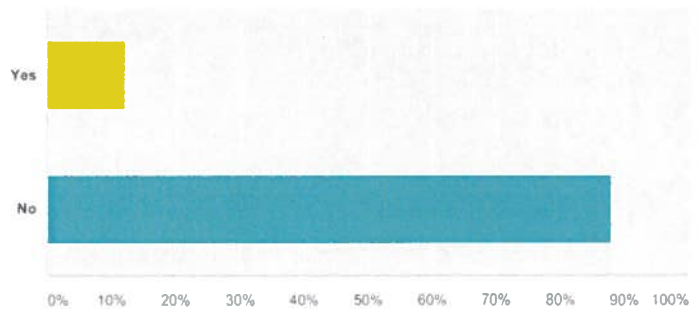
Q3

Customize

Export

**Do you have children that are currently or will attend Washington Elementary or Mason Middle School that might use the crosswalk on their way to or from school?**

Answered: 33 Skipped: 1



Answer Choices	Responses	
Yes	12.12%	4
No	87.88%	29
Total		33

[Comments \(3\)](#)

Q4

Customize

Export

**Would you use the crosswalk to access the neighborhood business districts?**

Answered: 34 Skipped: 0





Answer Choices	Responses	
Yes	55.88%	19
Probably not	44.12%	15
Total		34

## PAGE 2

Q5

Export

Please tell us what impact a pedestrian activated crosswalk signal at North 30th and Alder would have for you and your family.

Answered: 27 Skipped: 7

z. Responses (27)

Text Analysis

My Categories

## PRO FEATURE

Use text analysis to search and categorize responses; see frequently-used words and phrases. To use Text Analysis, upgrade to a GOLD or PLATINUM plan.

Upgrade

Learn more »

Categorize as...

Filter by Category

Search responses

B

Showing 27 responses

I understand that school children attending Washington will need to cross 30th and I can only imagine the peace of mind a crosswalk would bring. My family won't be personally impacted by the addition, but we leave in old town and support a safe and pedestrian friendly north Tacoma!

5/31/2015 7:52 PM [View respondent's answers](#)

I want a cross walk there AND at 30th and UNION. The traffic on 30th is DANGEROUS for us pedestrians and we constantly are dodging cars, or causing cars to stop without warning to the car behind.

5/31/2015 7:17 PM [View respondent's answers](#)

First & foremost safety!

5/30/2015 5:49 PM [View respondent's answers](#)

Would like kids to be able to cross safely

5/30/2015 3:32 PM [View respondent's answers](#)

It would make a more pedestrian friendly neighborhood. One life saved or injury prevented is well worth it. Thanks for doing this

5/30/2015 12:12 PM [View respondent's answers](#)

As a frequent driver through that intersection it would create a greater awareness of pedestrians. VERY important!

Q6

Export

If you'd like updates or more information, please provide contact information below. Feel free to provide as much or as little information as you are comfortable sharing. Contact information will not be shared without your permission.

Answered: 20 Skipped: 14

Answer Choices	Å	Responses	Å
Name	Responses	95.00%	19
Company	Responses	0.00%	0
Address	Responses	80.00%	16
Address 2	Responses	0.00%	0
City	Responses	85.00%	17
State	Responses	85.00%	17
ZIP	Responses	90.00%	18
Country	Responses	0.00%	0
Email Address	Responses	80.00%	16
Phone Number	Responses	60.00%	12

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## Survey Comment Responses

It would help us to feel a bit safer trying to get out and enjoy our neighborhood while getting some exercise. We walk to Proctor several times a week to buy groceries, have a meal or grab a coffee.  
5/29/2015 5:51 AM

Cars do whiz up/down the hill from/to Old Towne and it is difficult to cross, especially during the heavy commute hours Drivers on not keyed into walking traffic!  
5/27/2015 7:14 PM

Walking is my exercise. Having a crosswalk signal at N 30th and Alder would give me another SAFE option to cross 30th.  
5/27/2015 4:40 PM

As senior citizens we would not use a crosswalk as we do not walk these steep hills. We support a cross walk for the safety it would provide those that will use it, primarily children and younger adults  
5/27/2015 4:13 PM

Probably very little impact.  
5/27/2015 3:11 PM

Safety  
5/27/2015 12:17 PM

Adds to the whole neighborhood with improved walk ability and connection between north and south of 30th. 21st does not divide like 30th. We'd love to see another one further on too  
5/27/2015 9:56 AM

No impact at all.  
5/27/2015 9:36 AM

I used to take the bus to and from work and had to cross N 30th on this corner. Rarely would cars stop, or one direction would stop, but not the other. I believe this will make it safer for those needing to cross N 30th at this corner.  
5/27/2015 8:06 AM

My adult daughter crosses on foot to go to work routinely. In the two years she has had numerous close calls where drivers just aren't aware of her effort to cross.  
5/27/2015 7:11 AM

Drivers rarely stop for me or my wife when we are crossing 30th street. It makes taking a walk or commuting to work by bus or bicycle a potentially life threatening pursuit. A crosswalk would make my daily trips much safer.  
5/27/2015 6:48 AM

It would make me feel safer crossing the street. I don't walk my dogs that way because it feels dangerous. We stay north of 30th now.  
5/26/2015 10:04 PM

My son goes to SOTA and uses the bus stop there. Also, I, my wife, and my son have almost been hit at that intersection, simply crossing the street.  
5/26/2015 9:34 PM

Feel safer crossing this busy street, especially during morning and evening commute times.  
5/26/2015 9:16 PM

Piece of mind for my children to cross 30th as cars rarely stop  
5/24/2015 11:49 PM

## Survey Comment Responses

**In Question 5 of the survey, respondents were asked: Please tell us what impact a pedestrian activated crosswalk signal at North 30th and Alder would have for you and your family. The following are the responses that were received; responses have not been altered.**

I understand that school children attending Wasnington will need to cross 30th and I can only imagine the peace of mind a crosswalk would bring. My family won't be personally impacted by the addition, but we leave in old town and support a safe and pedestrian friendly north Tacoma!  
5/31/2015 7:52 PM

I want a cross walk there AND at 30th and UNION. The traffic on 30th is DANGEROUS for us pedestrians and we constantly are dodging cars, or causing cars to stop without warning to the car behind.  
5/31/2015 7:17 PM

First & foremost safety!  
5/30/2015 5:49 PM

Would like kids to be able to cross safely  
5/30/2015 3:32 PM

It would make a more pedestrian friendly neighborhood. One life saved or injury prevented is well worth it. Thanks for doing this.  
5/30/2015 12:12 PM

As a frequent driver through that intersection it would create a greater awareness of pedestrians. VERY important!  
5/29/2015 10:27 PM

I walk to Proctor area frequently. I live at 32nd and Cedar so must cross 30th and it is often difficult to do so. A signal would help a lot!  
5/29/2015 7:56 PM

I would use the cross walk fairly frequently, but as I drive 30th Street daily, I also have some traffic concerns. When traffic backs up at the top of the hill, cars coming up the hill can't see them. I've almost been rear ended multiple times. Some type of flashing light for drivers headed up the hill to caution them of de pedestrians?  
5/29/2015 4:47 PM

We wouldn't have to worry "as much" about our son crossing the street when walking to work in Proctor.  
5/29/2015 4:01 PM

I drive this area regularly as I live on Carr Street and have seen the crossing needs at this location and the benefit of crossing guards in other areas and feel that it would be a very good benefit at this location.  
5/29/2015 1:39 PM

It is dangerous to cross there right now. It would be a little bit safer with a pedestrian activated crosswalk.  
5/29/2015 8:15 AM

We would feel safer crossing. As it is, many drivers do not stop even when they see us standing off the curb on the crosswalk. The flashing lights would provide more incentive for drivers to stop.  
5/29/2015 6:08 AM

# **Signature Pages**



Do You Support a Pedestrian Activated Crosswalk Signal at the Intersection of North 30th Street and North Alder Street?

North 30th and Alder Crosswalk  
Small Innovative Grant Proposal

	Date	Name (printed)	Signature	Address	email	Comments
1)	May 15	Deborah Green	[Signature]	3011 N 30th St	dmgreenwood@earthlink.net	
2)	May 15	Anna Atkey	[Signature]	311 N 31st St	Anna.Berry@gmail.com	Walking to Washington
3)	MAY 25	PAUL BLANCHARD	[Signature]	3210 N. 30th ST. 98407	tacoma@harknet.com	SON CROSS STREET TO BUS STOP
4)	MAY 25	KYONG MONTGOMERY	[Signature]	2916 N 31st ST TACOMA 98407		
5)	May 29	Kim McDonald	[Signature]	3013 N. Lawrence Tacoma 98407	Kglump@comcast.net	
6)	5/29	Jeanne Cybanski	[Signature]	3020 N Lawrence Tacoma 98407	culnaski@yahoo.com	
7)	5/29	Tom Ferree	[Signature]	3207 N 31st ST TACOMA 98407	ferreet@AZINE.ORG	
8)	5/30	Bernadette Pratt	[Signature]	3020 N Cedar St Tacoma WA 98407	Bernette.Pratt@comcast.net	
9)	5/30	Erika Gilbert	[Signature]	3020 N 31st Street Tacoma WA 98407	erika.gilbert@gmail.com	
10)	5/30	KATE LEONARD	[Signature]	308 N 31st ST. TACOMA, WA 98407	KATELOX@GMAIL.COM	DAUGHTER - LIAISON
11)	5/30	Kathleen Reed-Stowe	[Signature]	3119 N 30th St Tacoma, WA 98407	Kathleen.reed@stowe.com	living by lots of accidents
12)	5/30	HANDED STOWE	[Signature]	3119 N 30th St Tacoma, WA 98407		
13)	5/30	Jennifer Wynkiewicz	[Signature]	3107 N 31st Tacoma, WA 98407		
14)	5/30	Sarah Kravick	[Signature]	1409 N 31st St Tacoma WA 98406	ckravick@mac.com	
15)	5/30	Isaac Nichols	[Signature]	3015 N 31st Tacoma WA		
16)	5/30	Jordan Swenson	[Signature]	3011 N 31st St Tacoma WA	jordan.swenson@gmail.com	
17)	5/30	Dennis Montgomery	[Signature]	2916 N 31st St Tacoma WA 98407	dennis.1964@MSN.com	
18)	5/30	BEHZAD ZOLFAGHARI	[Signature]	2920 N. 31st TACOMA WA 98407	BZDOTADOB@YAHOO.COM	
19)	5/30	WILLITS SMALL	[Signature]	3020 N. JUNETH	bill.small@gmail	
20)	5/30	SUSANNAH DAULTON	[Signature]	3024 N 31st Street Tacoma WA 98407	slaulton@cityoftacoma.org	

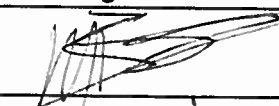
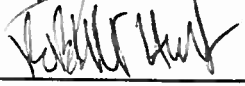



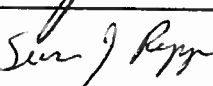

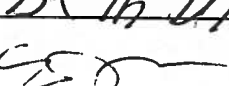
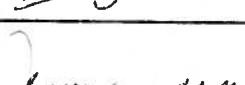
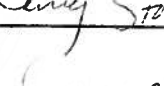
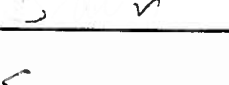
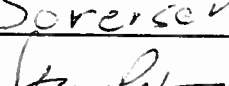
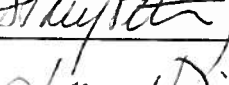

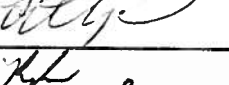
\* = Adjoining Property Owner





Do You Support a Pedestrian Activated Crosswalk Signal at the  
Intersection of North 30th Street and North Alder Street?

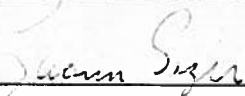



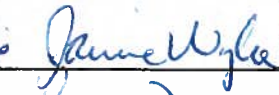





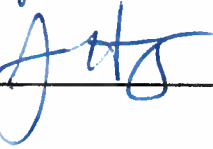
North 30th and Alder Crosswalk  
Small Innovative Grant Proposal

	Date	Name (printed)	Signature	Address	email	Comments
1)	5/30	Jane Lavoie		3020 N Alder		Kids @ WA
2)	5/30	Robert Hunk		3208 N 31st St		
3)	5/30	Sean Lavoie		3208 N 31st	—	
4)	5/30	Jane Lavoie		3208 N 31st		
5)	5/30	John J. Fern		3208 N 31st		
6)	5/30	Susan Rapp		3216 N 31st		
7)	5/30	Beth Brown		3216 N. 31st		
8)	5/30	Eric Bloom		3305 N. 31st St		
9)	5/30	John J. Starns		3020 N 31st St		
10)	5/30	Lee		3205 N. 31st		
11)	5/30	William Sorensen		3102 N Alder		
12)	5/31	STACY PETERSEN		3113 N 31st	bobp3113@notmail.com *	
13)	5/31	Howard		3101 N. 31st		
14)	5/31	Jennifer Wynkoop		3107 N. 31st Tacoma, WA 98407		Kids will go to WA Elem.
15)	5/31	Kyle Wynkoop		3107 N 31st St Tacoma, WA 98407		
16)						
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20)						



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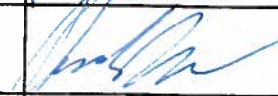
North 30th and Alder Crosswalk  
Small Innovative Grant Proposal

	Date	Name (printed)	Signature	Address	email	Comments
1)	5/31/15	Leann Sizer		3314 N. 31st		
2)	5/31/15	Britney Frazier		3015 N. Warner		
3)	5/31/15	Travis Frazier		3015 N. Warner		
4)	5/31/15	Christopher Wylie		3316 N 31st	kwylie@harbornet.com	
5)	5/31/15	Jamaine Wylie		3316 N. 31st		
6)	5/31/15	Renee Dauriba		3212 N. 32nd St		
7)	5/31/15	Suzanne McCall		3217 No. 31st		31st + Lawrence instead ??
8)	5/31/15	Christina Mychalski		417 20th St NW		31st + Lawrence instead ??
9)	5/31/15	Susan Poole		3213 N. 31st	susanpoole93@gmail.com	Somewhere between Alder & Pector?
10)	5/31/15	Jason Millman		3213 North 31st		
11)	5/31/15	Jason Hribec		3216 N. 32nd St	jfhribec@gmail.com	
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Do You Support a Pedestrian Activated Crosswalk Signal at the Intersection of North 30th Street and North Alder Street?

North 30th and Alder Crosswalk  
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	Date	Name (printed)	Signature	Address	email	Comments
1)	5/30/15	Chris Nichols		3015 N. 30th St	cmnlttd@gmail.com	Need crosswalk & Safe!
2)	5/31/15	Nikki Crawford		2105 N Union Ave	nikkimemulhaus@hotmail.com	Long time coming!!
3)	5/31/15	Clayton Crawford		↓ ↓	Clayton's Crawford@hotmail.com	↓ ↓
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# **Volunteer Hours Log**





# Log of Volunteer Hours - North 30th and Alder Crosswalk Project

date	Activity	Hours	Person
4/13/2015	Research crosswalk grant proposal	1	Jennifer Wynkoop
4/14/2015	Research crosswalk grant proposal	2	Jennifer Wynkoop
4/15/2015	Research crosswalk grant proposal	3	Jennifer Wynkoop
4/16/2015	Attend Grant meeting	1	Jennifer Wynkoop
4/16/2015	Attend Grant meeting	1	Susan Nichols
4/24/2015	Research crosswalk grant proposal	4	Jennifer Wynkoop
4/25/2015	prepare grant proposal	3	Jennifer Wynkoop
5/6/2015	Grant proposal preparation, meet with city engineer, and doorbelling	3	Jennifer Wynkoop
5/6/2015	meet with city engineer and doorbelling	1	Susan Nichols
5/15/2016	Work on grant application, create survey	4	Jennifer Wynkoop
5/25/2015	Doorbelling	1	Jennifer Wynkoop
5/25/2015	Doorbelling	1	Susan Nichols
5/26/2015	Assist with outreach	1	Danny Terpstra
5/29/2015	Doorbelling	1	Jennifer Wynkoop
5/30/2015	Doorbelling, work on grant application	4	Jennifer Wynkoop
5/30/2015	Doorbelling, work on grant application	3	Susan Nichols
5/31/2015	Doorbelling, work on grant application	3	Jennifer Wynkoop
5/31/2015	Doorbelling, outreach	2	Erete Bloom

**Total Hours**

**39**

**Cost equivalent @ \$26.72**

**\$ 1,042.08**

