

**COMMUNITY
DEVELOPMENT
COMMITTEE**

**November 18, 2025
5:00 P.M.**



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Council Committees are primarily concerned with legislative/policy matters. They formulate and convey recommendations to the full council for action

AGENDA

The public is invited to attend Community Development Committee Meetings. Options for attending are provided below.

In-Person: Justice & Municipal Center, 9002 Main Street East, Suite 200 in Bonney Lake

By internet: Chrome- [Join the meeting now](#)

All public online cameras and microphones will be disabled except during citizen comments. Only staff and presenters will be visible and unmuted during the entire meeting.

I. CALL TO ORDER: Councilmember Gwendolyn Fullerton, Chair

II. ROLL CALL: Councilmember Gwendolyn Fullerton, Councilmember Kelly McClimans, and Councilmember Brittany Rock.

p.3 **III. APPROVAL OF MINUTES:** October 21, 2025.

IV. DEPARTMENT REPORTS/PRESENTATIONS: None.

V. DISCUSSION/ACTION ITEMS:

p.7 **A. AB25-89 – Resolution R25-89 – Safety Action Plan – Ken Gill, City Engineer**

p.145 **B. AB25-XX – Ordinance D25-XX – Alternative Method For Calculating Sewer Residential Equivalent (RE) Units – Jason Sullivan, Public Services Director**

p.151 **C. AB25-XX – Ordinance D25-XX – ADU Code Amendment - Legalize Unpermitted ADUs – Jason Sullivan, Public Services Director**

VI. OPEN COMMITTEE DISCUSSION:

VII. PUBLIC COMMENTS:

Public comments can be made in-person or virtually during this portion of the meeting.

Comments are limited to 5 minutes. Public mics and video will be enabled-you will need to personally turn them on during this section only. All who comment will be asked to state their name and, if you would like, your address for the meeting record.

VIII. ADJOURNMENT

Anything submitted at the Community Development Committee Meetings will be added to the end of the packet the next day.

The City of Bonney Lake does not discriminate on the basis of disability, race, color, or national origin in its programs, services, or activities. If you need language assistance, translation, or an auxiliary aid, service, or policy modification to fully participate, please contact the City Clerk's Office at 253-862-8062 (TTY 711) or info@bonneylake.gov at least five (5) business days before the event; later requests will be honored when feasible.

**COMMUNITY
DEVELOPMENT
COMMITTEE**

**October 21, 2025
5:00 P.M.**

MINUTES



www.ci.bonney-lake.wa.us

Council Committees are primarily concerned with legislative/policy matters. They formulate and convey recommendations to the full council for action

Location: Bonney Lake Justice & Municipal Center, 9002 Main Street East, Bonney Lake, Washington.

- I. CALL TO ORDER:** Councilmember Gwendolyn Fullerton, Chair, called the meeting to order at 5:00 p.m.
- II. ROLL CALL:** Councilmember Gwendolyn Fullerton, Councilmember Kelly McClimans, and Councilmember Brittany Rock.

Staff members in attendance at the physical location were Interim Public Services Director Jason Sullivan, City Engineer Ken Gill, Development Services Manager, Lauren Balisky, Financial Operations Manager Patti McCann, Operations Engineer Andrew Fonda, Assistant to the City Administrator Leslie Harris, and Administrative Assistant III Debra Sires.

III. APPROVAL OF CORRECTED MINUTES:

Minutes from the September 16, 2025 Community Development Committee Meeting were approved.

IV. DEPARTMENT REPORTS/PRESENTATIONS: *None*

V. DISCUSSION/ACTION ITEMS:

- A. AB25-81 – Resolution R25-81 – Tacoma Pierce County Health Department Interlocal Agreement – Andrew Fonda, Operations Engineer**

Operations Engineer Fonda presented the Tacoma Pierce County Health Department (TPCHD) Interlocal Agreement. Representatives from TPCHD were in attendance to answer additional questions the Committee may have. The Council was briefed on the mutual interest the City and TPCHD have in reducing pollutant discharges to the environment, minimizing potential impacts to surface water resources and wants to protect and improve the health of Pierce County communities. The NPDES budgeted balance will be expensed for the inspections and will be reimbursed when the grant is received.

Committee members discussed and shared their concerns, including:

- Name, purpose, and amount of the grant.
- How many businesses will be inspected?

- Have City staff conducted these inspections before, and are there experienced personnel available, or can a level I staff member be trained with a checklist to perform them?
- Can the grant be used for anything other than the NPDES?
- Inventory of businesses and does it include home businesses?
- Any major violators that would cause concern.
- When are fines issued?
- How often has a business blocked an inspection?
- Has there ever been an illicit discharge?
- Where are the TPCHD rules coming from?
- Who handles the complaint calls and follow-up?
- How are 20% of the inspections selected?
- What was the labor cost of inspections last year?

The Committee agreed to forward to the November 4, 2025, Council Meeting Workshop.

Audio starts at:
5:36 pm

B. AB25-82 – Motion M25-82 – Angeline Road and Veterans Memorial Drive East Design Contract - Ken Gill, City Engineer

City Engineer Gill presented the Angeline Road and Veteran’s Memorial Drive East Design Contract. Patrick Holm from SCJ Alliance was in attendance to answer any questions the Committee may have.

Committee members discussed and shared their concerns, including:

- Conversations with property owner who would have to give right of way for roundabout without having to do a condemnation of property.

The Committee agreed to forward to the October 28, 2025, Council Meeting under the Consent Agenda.

Audio starts at:
5:46 pm

C. AB25-XX – Ordinance D25-XX – Alternative Method for Calculating Sewer Residential Equivalent (RE) Units – Jason Sullivan, Public Services Director

Public Services Director Sullivan presented the Alternative Method for Calculating Sewer Residential Equivalent (RE) Units. The proposal is to use an alternative method for calculating sewer residential equivalent units based on estimated water usage to determine system development charges.

Committee members discussed and shared their concerns, including:

- How does this affect people in the past who paid more?
- Does this plan lower sewer rates?
- How do you estimate a large multi-family complex?
- Why go to Tarragon and not the water supplier for estimated water usage?

The Committee agreed to forward to a future CDC meeting for further discussion.

D. OPEN COMMITTEE DISCUSSION: None

E. PUBLIC COMMENTS: None

For efficient use of city resources, comments will be a short summary and not verbatim. An audio recording to the state digital archives if needing a complete review of comments.

F. ADJOURNMENT

At 5:57 p.m. the Meeting was adjourned by Councilmember Gwendolyn Fullerton with the common consent of the Committee.

Debra Sires, Community Development
Committee Clerk

Councilmember Gwendolyn Fullerton, Chair

Items presented to Committee at the October 21, 2025, Meeting for the record: None

Note: Unless otherwise indicated, all documents submitted at Community Development Committee meetings are added to the back of the packet the next day. For detailed information on agenda items, please view the corresponding Agenda Packets, which are posted on the city website and on file with the City Clerk.

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RESOLUTION NO. 25-89

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, ADOPTING A SAFETY ACTION PLAN

WHEREAS, The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries; and

WHEREAS, Bonney Lake was awarded \$120K to prepare a Safety Action Plan (SAP) through a joint city/county (Fife, Eatonville, Federal Way and 7 others) grant application by the Puget Sound Regional Council (PSRC) to the SS4A program; and

WHEREAS, Resolution 3234 accepted the grant from PSRC; and

WHEREAS, Resolution 3235 awarded a contract with SCJ Alliance (SCJ) for the preparation of an SAP; and

WHEREAS, SCJ has formed an advisory group, prepared a public outreach survey, listened to the concerns of residents, reviewed crash data provided by WSDOT and prepared an SAP that includes the SS4A eight required plan components; and

WHEREAS, In August 2025 staff represented a draft SAP to the Planning Commission and Community Development Committee; and

WHEREAS, In November 2025 staff presented a final SAP to the Planning Commission and the Community Development Committee; and

NOW, THEREFORE the City Council of the City of Bonney Lake hereby resolves as follows:

Section 1. The Safety Action Plan, prepared by SCJ Alliance, dated October 2025, is hereby adopted.

PASSED by the City Council on this 25th day of November 2025.

Terry Carter, Mayor

AUTHENTICATED:

Sadie A. Schaneman, CMC, City Clerk

Safety Action Plan

City of Bonney Lake
Bonney Lake, WA

Prepared For:

City of Bonney Lake

Prepared By:

SCJ Alliance

8730 Tallon Lane NE, Suite 200

Lacey, WA 98516

360.352.1465

October 2025



Safety Action Plan

Project Information

Project: Safety Action Plan
Prepared for: City of Bonney Lake
9002 Main Street E
Bonney Lake, WA 98391

Reviewing Agency

Jurisdiction: City of Bonney Lake

Project Representative

Prepared by: SCJ Alliance
8730 Tallon Lane NE, Suite 200
Lacey, WA 98516
360.352.1465
scjalliance.com

Contact: Anne Sylvester PTE, Senior Consultant
Eric Johnston, PE, Principal
Ryan Shea, PTP, Senior Project Manager

Project Reference: SCJ #23-000330

Path: C:\01-DOCUMENTS\Bonney Lake-610\Safety Action Plan\04 - Dels\Report\2025-1030 Bonney Lake Safety Action Plan.docx

Signature

The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, whose seal, as a professional engineer licensed to practice as such, is affixed below.

Prepared by Ryan Shea, PTP and Anne Sylvester, PTE

Approved by Eric Johnston, PE



Table of Contents

1	EXECUTIVE SUMMARY	1
	Purpose of the Study.....	1
	Overview of Crash Issues and Problems	1
	Action Strategy.....	2
	Vision and Goals	2
	Summary of Recommendations	2
	Commitment to Safety and Implementation	4
	On-Going Monitoring of Crashes.....	4
2	INTRODUCTION	5
	Purpose of the Study.....	5
	Analysis Methodology.....	5
	Study Area	6
	Report Content and Organization	7
3	LEADERSHIP, GOALS AND PLANNING STRUCTURE	9
	Goals and Vision Statement.....	9
	Safe Access for All Users.....	9
	A Safe Systems Approach	9
	Communication	9
	Planning Structure.....	9
4	SAFETY ANALYSIS	11
	Analysis of Historic Crash Data.....	11
	Summary of All Crashes in Bonney Lake.....	11
	Corridor Crashes.....	24
	City Streets.....	24
	State Route 410	26
	Systemic Themes in Corridor Crashes	29
	Severe Crashes	29
	Systemic Themes with Severe Crashes.....	29
	Pedestrian and Bicycle Crashes (Vulnerable Users).....	33
	Systemic Themes for Vulnerable User Crashes	33
	Comparison with Western Washington	38
	Selection of Most Common Risk Factors.....	40

Table of Contents

5	ENGAGEMENT AND COLLABORATION	46
	In-Person Public Engagement	46
	Online Survey	46
	Streets and Highways	48
	Bicycle and Pedestrian Issues	48
	Summary of Community Concerns	48
	Pedestrian/Bicycle Concerns	48
	Vehicular Traffic Safety Concerns	49
	Additional Public Concerns	49
6	EQUITY CONSIDERATIONS	52
	Comparison with Community Demographics	53
	People of Color	54
	Low-Income Populations	55
	Limited English-Speaking Households	56
	Effects on EJ Populations	57
7	PLANNING CONTEXT	63
	City Plans and Policies Related to Transportation Safety	63
	Suggested Modifications to Safety Policy	64
8	STRATEGY AND PROJECT SELECTION	67
	Identification of High Priority Locations.....	67
	City Streets.....	67
	SR 410	68
	Corridor Prioritization	69
	Prioritization of Corridor Improvement Locations.....	70
	Priority Level 1	70
	Priority Level 2	72
	Priority Level 3	73
	Prioritization of Spot Improvement Locations.....	73
	Priority Level 1	73
	Priority Level 2	73
	Priority Level 3	73
	Assessment of Priority One Crash Corridors.....	76

Table of Contents

City Streets.....	76
State Route Segments.....	77
Summary.....	78
Assessment of Priority One Crash Locations.....	78
City Streets.....	78
State Route Intersections.....	78
Identification of Countermeasures.....	79
Application of Countermeasures.....	81
Corridor Improvements.....	82
Spot Improvements.....	92
Priority Level 2.....	96
Priority Level 3.....	96
Summary of Recommended Studies.....	97
9 RECOMMENDATIONS.....	100
Tier 1 - Short-Term Improvement Recommendations.....	100
10 IMPLEMENTATION AND MONITORING.....	104
Commitment to Implementation.....	104
On-Going Monitoring of Crashes.....	104

List of Tables

Table 1. Summary of All Crashes by Severity, 2019-2023.....	11
Table 2. Summary of All Crashes by Type and Severity on City Streets, 2019-2023.....	15
Table 3. Summary of All Crashes by Type and Severity on State Highway 410, 2019-2023.....	19
Table 4. Summary of All Crashes by Roadway Junction Type and Severity, 2019-2023.....	20
Table 5. Summary of All Crashes by Vehicle 1 Action and Severity on City Streets, 2019/2023.....	20
Table 6. Summary of All Crashes by Vehicle 1 Action and Severity on State Highway 410, 2019/2023.....	21
Table 7. Summary of All Crashes by Contributing Causes and Severity on City Streets, 2019/2023.....	22
Table 8. Summary of All Crashes by Contributing Causes and Severity on State Highway 410, 2019/2023.....	23
Table 9. Summary of Data for Highest Crash Corridors on City Streets.....	25
Table 10. Summary of Crash Data for Segments of SR 410 (Milepost 12.76 to 16.86).....	27
Table 11. Characteristics of Severe Crash Locations.....	31

List of Tables

Table 12. Characteristics of Vulnerable User Crash Locations.....	35
Table 13. Comparison of Crash Factors Present for All Crashes.....	39
Table 14. Comparison of Crash Factors Present for Severe Crashes.....	40
Table 15. Summary of Priority Risk Factors	41
Table 16. People of Color, City of Bonney Lake	55
Table 17. Low-Income Population, City of Bonney Lake.....	56
Table 18. Limited English-Speaking Population, City of Bonney Lake	57
Table 19. Bonney Lake Prioritization Criteria.....	70
Table 20. Prioritization of Corridors.....	71
Table 21. Prioritization of Spot Locations	74
Table 22. Potential Countermeasures to Address Priority Deficiencies in Urban Areas	80
Table 23. Application of Countermeasures for Priority Level 1 Locations.....	82
Table 24. Application of Countermeasures for Priority Level 2 Locations.....	96
Table 25. Application of Countermeasures for Priority Level 3 Locations.....	97
Table 26. Priority Project Recommendations and Cost Estimates.....	102

List of Figures

Figure 1. Study Area and Vicinity	6
Figure 2. Location of Crashes by Severity on City Streets.....	12
Figure 3. Location of Crashes by Severity on West Portion of SR 410.....	13
Figure 4. Location of Crashes by Severity on East Portion of SR 410.....	14
Figure 5. Location of Crashes by Type on City Streets	16
Figure 6. 2019-2023 Crashes by Type on West Portion of SR 410.....	17
Figure 7. 2019-2023 Crashes by Type on East Portion of SR 410	18
Figure 8. 2019-2023 Severe Crashes in Bonney Lake	30
Figure 9. 2019-2023 Bicycle and Pedestrian Crashes in Bonney Lake	34
Figure 10. Location of Public Transportation Safety Concerns from Online Survey.....	47
Figure 11. Block Groups in the City of Bonney Lake	54
Figure 12. Percentage of People of Color by Block Group as Compared to Crash Location.....	58
Figure 13. Percentage of Low-Income Population by Block Group as Compared to Crash Locations ...	59
Figure 14. Percentage of Limited English Speaking by Block Group as Compared to Crash Locations ..	60
Figure 15. High Priority Corridors	72
Figure 16. High Priority Spot Locations.....	75
Figure 17. 214th Avenue between Sumner Buckley Highway and 103rd Street E	83

List of Tables

Figure 18. W Tapps Highway between 64th Street E and Church Lake Road.....	86
Figure 19. Angeline Road between Veterans Memorial Drive and Rhodes Lake Road	87
Figure 20. South Prairie Road between SR 410 and 214th Avenue E	89
Figure 21. SR 410 between Angeline Road and South Prairie Road	90
Figure 22. 198th Avenue at 96th Street.....	92
Figure 23. Locust Avenue at Locust Extension.....	93
Figure 24. SR 410 at 195th Avenue	93
Figure 25. SR 410 at 198th Avenue/S Prairie Road.....	94
Figure 26. SR 410 at 214th Avenue.....	95

EXECUTIVE SUMMARY

Purpose of the Study

The City of Bonney Lake is actively pursuing improvements to reduce crashes and enhance safety for its multimodal transportation system. As part of that effort, the city has prepared this *Safety Action Plan* (SAP) following the risk-based, data-driven analytical procedures outlined in guidance provided by the national Safe Streets and Roads for All (SS4A) program and the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support state and national efforts to implement the U.S. Department of Transportation's National Roadway Safety Strategy with its goal of zero roadway deaths using a Safe System Approach. Guidance also supports achieving *Target Zero* as outlined in the *Washington State Strategic Highway Safety Plan*.

The purpose of this *Safety Action Plan* is to improve safety for different modes of transportation along city streets through the analysis of crash data, identifying and prioritizing risk factors that impact safety, and establishing and prioritizing engineering countermeasures and strategies that reduce the number and severity of crashes in the city.

Overview of Crash Issues and Problems

Historical crash data was obtained for the City of Bonney Lake for the five-year time period from January 1, 2019 through December 31, 2023. WSDOT crash data included all streets within the city limits of Bonney Lake plus portions of SR 410 within the city limits.

During the five-year analysis period, there were a total of 1,206 crashes with 571 crashes occurring on City-operated streets and 635 crashes occurring on SR 410 which are operated by WSDOT. There was one fatal crash in Bonney Lake during the analysis period, and there 19 serious injury crashes. There were a total of 14 pedestrian crashes and 15 crashes that involved bicyclists. Pedestrian crashes were evenly split between SR 410 and city streets, but the majority of bicycle crashes occurred on SR 410.

There were an additional 265 crashes involving either minor or possible injuries. Nearly 21 percent of the crashes occurring on Bonney Lake city streets involved some form of injury while 74 percent involved property damage only. Approximately five percent of city crashes had no level of severity reported.

Rear end crashes comprised about 37 percent of all crashes occurring in the city, but 54 percent of the crashes on SR 410. The predominant crash type on city streets involved angle and/or turning movements which represented 35 percent of all crashes on city streets. Over 58 percent of all crashes in the city occurred at or were related to an intersection or driveway. Significant contributing causes involved failure to grant right of way to another vehicle, driver distraction or following too closely.

Of the 20 severe crashes occurred in the study area 35 percent involved roadway departures, 20 percent involved turns and 10 percent each involved sideswipes, rear end, head on or pedestrian-related crashes. The most significant contributing cause included distraction and/or inattention, with others related to aggressive driving, speeding and fatigue,

Action Strategy

Vision and Goals

Vision Statement

The City of Bonney Lake is committed to improving and maintaining a safe transportation system for all users with the eventual goal of zero roadway fatalities and serious injuries, consistent with WSDOT's Target Zero goal. As part of its 2025 Comprehensive Plan update that city will establish goals to achieve zero roadway fatalities and serious injuries by 2030.

Goals

Safe Access for All Users

Bonney Lake is committed to high-quality transportation facilities that provide safe travel options for all users. The city has developed an ADA compliance plan and has an existing Community Mobility Plan that provides both policy guidance and an action strategy to further improve the safety and quality of the multimodal transportation network for all users.

A Safe Systems Approach

Bonney Lake believes a safe systems approach will best achieve the goal of zero roadway fatalities and serious injuries. The city will prioritize the integration of planning and design and is focused on developing safer roads and safer speeds. This plan identifies several planning studies related to existing speed and traffic operational concerns that will direct specific and targeted countermeasure implementation.

Communication

Bonney Lake believes that clear and effective communication will be important to encouraging safe travel on the transportation system and to ensure that the community's priorities continue to be addressed by the plan. The city conducted in-person and virtual outreach as part of the safety action planning process. This input was used to both identify locations of concern and to prioritize countermeasure implementation.

Summary of Recommendations

Each of the priority locations was evaluated to identify the most appropriate improvement countermeasures that could be implemented to address both spot and systemic corridor improvements. Improvement recommendations were grouped into implementation Tiers reflecting the priorities that were identified above, as well as input received through the community engagement process. Recommended improvements and preliminary cost estimates are summarized in Table ES-1.

Table ES-1. Priority Project Recommendations and Cost Estimates

#	Location	Improvement	Total Cost
Tier 1 – Priority Improvements – Short-Term			
1	SR 410 at 214 th Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
2	214 th Avenue at 101 st and 103 rd Streets	<ul style="list-style-type: none"> Implement recommendations of speed zone study and modifications necessary to accommodate future land development on west side of 214th Avenue 	See Project 16
3	214 th at 91 st Street	<ul style="list-style-type: none"> Consider installation of advance speed reduction signage and indication of multiple curves. Add sign indicating presence of intersection for southbound traffic. Consider installation of flashing warning beacon for intersection 	\$49,000
4	W Tapps Highway at Church Lake Road	<ul style="list-style-type: none"> Signalize and reduce vertical curve on westbound approach per Intersection Control Evaluation report 	\$837,300 ¹
5	W Tapps Highway at Bonney Lake Boulevard	<ul style="list-style-type: none"> Modify intersection and relocate W Tapps Highway west of Allan Yorke Park per park master plan transportation study 	\$4,286,600 ^{1,2}
6	Angeline Road at Veterans Memorial Drive	<ul style="list-style-type: none"> Construct roundabout and shared use trail per Intersection Control Evaluation report 	\$6,169,300 ^{1,3}
7	Angeline Road between 95 th and 101 st Streets	<ul style="list-style-type: none"> Add shoulder width for vehicle recovery to reduce roadway departure crashes and provide safety environment for pedestrian and bicycle circulation 	\$725,000
8	200 th Avenue Ct E at S Prairie Road	<ul style="list-style-type: none"> Add additional lane channelization to address 200th Avenue Ct E roadway widening recommendations in CMP 	See Project 17
9	SR 410 at S Prairie Road	<ul style="list-style-type: none"> Improve intersection to accommodate recommended roadway improvements resulting from 200th Avenue Ct E study Implement intersection improvements based on results of SR 410 corridor study 	See Project 17 See Project 15
10	SR 410 at 192 nd Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
11	198 th Avenue at 96 th Street	<ul style="list-style-type: none"> Identify and implement appropriate improvement to reduce incidence of roadway departures in this area 	\$149,000
12	Locust Street at Locust Extension	<ul style="list-style-type: none"> Install illumination 	\$113,000
13	SR 410 at 195 th Avenue	<ul style="list-style-type: none"> Add crosswalk on east leg of intersection Install curb extensions to reduce pedestrian crossing distance of state highway Provide advance green phase for north/south pedestrian movement Implement other intersection improvements based on results of SR 410 corridor study 	\$205,000 See Project 15
14	SR 410 at 198 th Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
Tier 1 – Studies and Further Evaluation			
15	SR 410 Corridor Study through city	<ul style="list-style-type: none"> Study to evaluate signal timing and progression, advance signal ahead warning signage and variable speed signage. 	\$250,000

#	Location	Improvement	Total Cost
		<ul style="list-style-type: none"> Consider any necessary intersection improvements not specifically identified in this Safety Action Plan 	
16	214th Avenue at 101st and 103rd Streets	<ul style="list-style-type: none"> Conduct speed zone study 	\$5,000
17	200 th Avenue Ct E Corridor Study	<ul style="list-style-type: none"> S Prairie Road and approximately 104th Street (Brookside Drive at a minimum) to address and refine 5-lane improvement recommendation in the city's CMP 	\$150,000

Note 1: These costs are calculated in 2024 dollars. All other cost estimates are in 2025 dollars.

Note 2: Costs include modifications to existing intersection, construction of the future extension of W Tapps Highway west of Allan Yorke Park and development of a new roundabout intersection on Bonney Lake Boulevard west of the current intersection.

Note 3: Includes new roundabout at the intersection and multiuse pathway.

It should be noted that the foregoing list of projects only includes the Priority 1 improvements which provides program of safety improvements for implementation over the next five or six years. Priority 2 and 3 projects should be considered as adjacent property develops, or other roadway improvements that affect these locations are implemented.

Commitment to Safety and Implementation

Through its *Comprehensive Plan* and *Community Mobility Plan*, the City of Bonney Lake has adopted plans and policies that identify a commitment to transportation safety and implementation of safety improvements. Through the adoption of this Safety Plan, the city makes a further commitment to the goal of zero roadway fatalities and serious injuries (Target Zero) and significant progress towards that goal by 2030. This commitment will be further addressed in the pending update of the City's *Comprehensive Plan* and *Community Mobility Plan* through:

- The addition of specific policies that address Target Zero
- The incorporation of safety improvements identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Transportation System Plan and Six Year Transportation Improvement Program for implementation.

On-Going Monitoring of Crashes

The city will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. As needed, further evaluation of improvements to problem locations will be determined. On-going monitoring will be the responsibility of the city's engineering staff with assistance from the Chief of Police or designee.

Also, the city will add the safety projects in this Plan to other City documents to help accelerate their funding and construction. The Safety Pan will be posted on the city's website.

2 INTRODUCTION

The City of Bonney Lake is actively pursuing improvements to reduce crashes and enhance safety for its multimodal transportation system. As part of that effort, the city has prepared this *Safety Action Plan* (SAP) following the risk-based, data-driven analytical procedures outlined in guidance provided by the Washington State Department of Transportation (WSDOT) Local Programs Division. This guidance is designed to support WSDOT's efforts to implement the *Target Zero – Washington State Strategic Highway Safety Plan* which relies on a data-based approach that analyzes crash trends and contributing factors in the development of successful crash reduction strategies. This plan also relies on public and agency staff input to identify deficiencies and development an understanding of risk factors and potential solutions to a variety of systemic transportation safety problems in the community.

Purpose of the Study

The purpose of this plan is to improve safety for different modes of transportation along city streets through the analysis of crash data, identifying and prioritizing risk factors that impact safety, and establishing and prioritizing engineering countermeasures and strategies that reduce the number and severity of crashes in the city.

Analysis Methodology

The analysis approach used in preparation of this *Safety Action Plan* is consistent with the WSDOT Local Road Safety Plan methods and the federal guidance on preparation of Comprehensive Safety Action Plans. In addition, Bonney Lake recently completed a citywide assessment of ADA compliance which is focused on identification of the systemic need for safety improvements serving vulnerable users. Output from both efforts has been used to develop the City's *Safety Action Plan* focusing on spot improvements, where appropriate, and systemic improvements where they would enhance the broader community and state goals of improved transportation safety within the community.

The development of the *Safety Action Plan* followed a multi-step process that relied on five years of crash data (January 1, 2019 through December 31, 2023). The multi-step process includes:

1. Evaluate crash data to identify crashes with a fatality and/or a serious injury. Identify contributing circumstances and characterize crash types and locations.
2. Based on this data, identify key risk factors which contribute to the crashes identified in the city of Bonney Lake and compare these to an average of risk factors for Western Washington in the aggregate.
3. Select the most common risk factors based on their significance in relation to the reported severe crashes.
4. Identify locations experiencing a significant problem based on the risk factors identified.
5. Identify countermeasures to address the types of crashes experienced.
6. Develop a prioritized list of projects including both systemic and spot improvements and cost estimates.

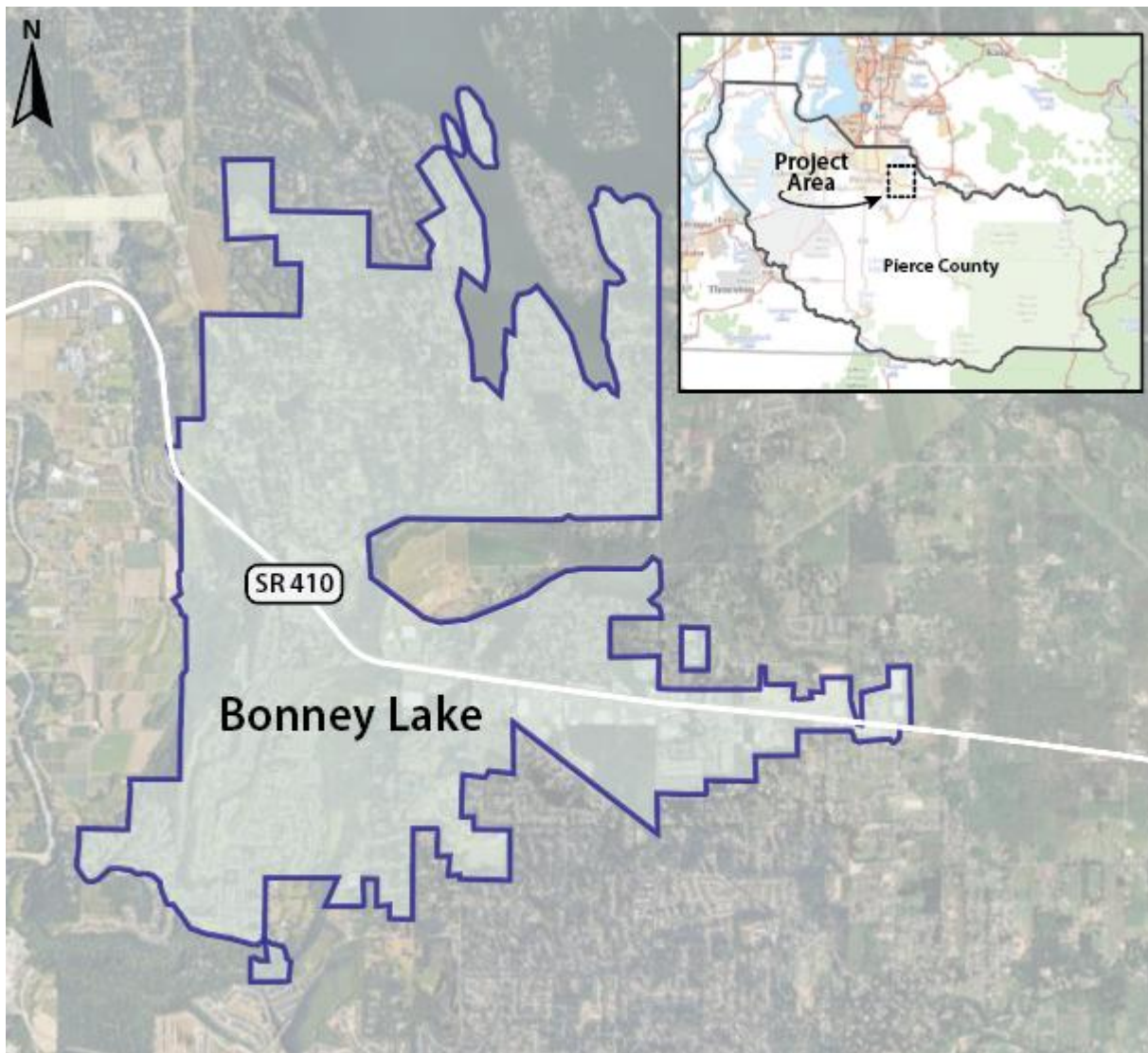


Study Area

Bonney Lake is located in the eastern portion of Pierce County and is bisected by SR 410, the primary route between the Tacoma area and destinations in Central Washington via Chinook Pass. The study area for the Bonney Lake *Safety Action Plan* includes the entire area within the city's corporate limits.

Figure 1 illustrates the boundaries of the City of Bonney Lake, its Urban Growth Area, and its general location in Pierce County. The figure also identifies key roadway corridors which include the SR 410 state highway.

Figure 1. Study Area and Vicinity



The population of Bonney Lake was 17,374 in 2010, growing to 21,780 by 2020¹. This data indicates that the population of Bonney Lake grew by about 25 percent during the ten years between 2010 and 2020. The population of Pierce County in 2010 was 795,225, of which Bonney Lake represented 2.2 percent. By 2020, Pierce County's population increased to 920,393² of which Bonney Lake was 2.4 percent indicating that Bonney Lake is growing more rapidly than Pierce County as a whole.

The 2023 median income in Bonney Lake was \$133,623 which compares to the statewide median income of \$94,605³. The median age in Bonney Lake is 35 years. About 13 percent of Bonney Lake's population is 65 years of age or older, while 29 percent is under 18.⁴

Population growth in Pierce County is expected to rapidly increase to 1,145,753 (middle forecast) by 2045⁵, a total increase of just over 24 percent between 2020 and 2045.

Report Content and Organization

This report is organized into ten chapters and is generally consistent with the structure provided by federal guidance for developing safety action plans. The first chapter of this report is an Executive Summary.

Chapter 2 introduces the study area and highlights the purpose and general approach to developing a safety action plan for the city.

Chapter 3 outlines the vision and goals for the plan and the planning structure used to develop the plan.

Chapter 4 identifies and discusses existing transportation safety conditions in the City of Bonney Lake with a focus on both historic crash data (2018 through July 2023) and an evaluation of safety risk factors including a correlation of crash severity relative to a variety of potential risks. Crash data analysis highlights what are characterized as "severe" crashes. These include crashes that result in fatalities and/or serious injury. Chapter 3 also presents historic data for bicycle and pedestrian crashes in the city.

Chapter 5 highlights the public engagement effort undertaken as a part of plan development including a description of outreach efforts, community concerns identified through this process and a discussion of how public input was incorporated into the plan.

Chapter 6 documents how equity was incorporated and considered in the development of the plan. This effort focused on people of color, low income populations and elderly populations and relates the identification of priority corridors and improvements on these Environmental Justice (EJ) populations.

Chapter 7 outlines the community planning context for this *Safety Action Plan* including a discussion of planning goals and principles that address safety, as well as suggested modifications to existing policy to enhance efforts towards achieving Target Zero.

¹https://ofm.wa.gov/sites/default/files/public/legacy/pop/census2010/dp1/data/city/wa_2010_dp1_city_16000US5307170.pdf; https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

²https://ofm.wa.gov/sites/default/files/public/legacy/pop/census2010/dp1/data/county/wa_2010_dp1_county_05000US53053.pdf; https://ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

³ <https://www.city-data.com/income/income-Bonney-Lake-Washington.html>

⁴ <https://data.census.gov/table/ACSST5Y2023.S0101?q=bonney+lake+wa+median+age>

⁵ <https://ofm.wa.gov/washington-data-research/population-demographics/population-forecasts-and-projections/growth-management-act-county-projections/growth-management-act-population-projections-counties-2020-2050>

Chapter 8 focuses on identifying high priority locations and corridors within the city where spot and/or systemic improvements can be developed based on the risk factor analysis discussed in Chapter 4. This chapter includes a summary of analysis and conclusions from a citywide evaluation of sidewalk compliance with the Americans with Disabilities Act (ADA) which identifies locations where a systemic pedestrian safety problem may exist. This chapter also discusses the identification of countermeasures for each of the priority corridors. This discussion is based on the likely effectiveness of the countermeasure in addressing the relevant types of crashes and risk factors at each location.

Chapter 9 presents a short, medium, and longer-term action strategy for the Bonney Lake *Safety Action Plan*.

Chapter 10 includes a discussion of plan implementation and the effort proposed for on-going monitoring of crashes to measure the overall effectiveness of the plan over time.

Under 23 U.S.Code 148 and 23 U.S.Code 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway - highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

3 LEADERSHIP, GOALS AND PLANNING STRUCTURE

This chapter documents the city's goals for the *Safety Action Plan* and the leadership team at the city that will be tasked with implementing the plan.

Goals and Vision Statement

The City of Bonney Lake is committed to improving and maintaining a safe transportation system for all users with the eventual goal of zero roadway fatalities and serious injuries, consistent with WSDOT's Target Zero goal. As part of its 2025 Comprehensive Plan update that city will establish goals to achieve zero roadway fatalities and serious injuries by 2030.

Safe Access for All Users

Bonney Lake is committed to high-quality transportation facilities that provide safe travel options for all users. The city has developed an ADA compliance plan and has an existing Community Mobility Plan that provides both policy guidance and an action strategy to further improve the safety and quality of the multimodal transportation network for all users.

A Safe Systems Approach

Bonney Lake believes a safe systems approach will best achieve the goal of zero roadway fatalities and serious injuries. The city will prioritize the integration of planning and design and is focused on developing safer roads and safer speeds. This plan identifies several planning studies related to existing speed and traffic operational concerns that will direct specific and targeted countermeasure implementation.

Communication

Bonney Lake believes that clear and effective communication will be important to encouraging safe travel on the transportation system and to ensure that the community's priorities continue to be addressed by the plan. The city conducted in-person and virtual outreach as part of the safety action planning process. This input was used to both identify locations of concern and to prioritize countermeasure implementation.

Planning Structure

A task force was established to develop this *Safety Action Plan*. This task force was involved in the creation of the plan and has been charged with monitoring and implementing the plan. The safety action plan task force includes:

- Planning Commission member
- Public Works staff
- Community Development staff

Through the development of this plan several public works committee meetings devoted time to:

- Development of goals
- Review of existing crash data
- Identification of project locations

-
- Review of potential countermeasures
 - Prioritization of countermeasures

Upon completion and adoption of the plan, the task force will continue to monitor the safety of the transportation system by periodically reviewing roadway crash data. This periodic review will seek to monitor city-wide data for new serious injury or fatality crashes and to evaluate locations with implemented countermeasures to determine if/how the location has improved.

The task force will also work to implement the plan by seeking funds to construct the identified improvements and providing status updates to City Council and the community through open public meetings and on-line communication.

4 SAFETY ANALYSIS

This chapter documents historical crash data in the City of Bonney Lake and highlights severe crashes, as well as crashes affecting vulnerable users.

Analysis of Historic Crash Data

Historical crash data was obtained for the City of Bonney Lake for the five-year time period from January 1, 2019 through December 31, 2023. Crash data is collected by WSDOT from all crash reports completed by responding law enforcement officials. Crash data includes information related to crash circumstances, locations, driver behaviors, contributing factors, and severity including degree of injury. This data can be used to identify the factors that most clearly indicate the reasons why a crash occurred and provide the basis for developing engineering, education, or enforcement countermeasures. WSDOT crash data included all streets within the city limits of Bonney Lake plus portions of SR 410 within the city limits.

During the five-year analysis period, there were a total of 1,206 crashes with 572 crashes occurring on City-operated streets and 634 crashes occurring on SR 410 which are operated by WSDOT. **Figure 2** presents a graphic image of these crashes by location and severity on city streets. **Figure 3** shows crashes by severity along the western portion of SR 410, while **Figure 4** shows the severity of crashes along the east portion of SR 410.

Summary of All Crashes in Bonney Lake

As indicated by the data in **Table 1**, there were zero fatal crashes on city streets in Bonney Lake during the five-year analysis period, and there were six serious injury crashes. There were an additional 114 crashes involving either minor or possible injuries. Just over 21 percent of the crashes occurring on Bonney Lake city streets involved some form of injury while nearly 74 percent involved property damage only. Approximately five percent of city crashes had no level of severity reported.

Table 1. Summary of All Crashes by Severity, 2019-2023

Crash Type	City Streets		SR 410		Totals	
	Number	Percentage	Number	Percentage	Number	Percentage
Fatal	0	0.0%	1	0.2%	1	0.1%
Serious Injury	6	1.0%	13	2.0%	19	1.6%
Minor Injury	34	5.9%	53	8.4%	87	7.2%
Possible Injury	80	14.1%	98	15.4%	178	14.8%
Property Damage Only	422	73.9%	463	72.9%	885	73.4%
Unknown	29	5.1%	7	1.1%	36	3.0%
Total	571	100.0%	635	100.0%	1,206	100.0%

Table 1 also identifies crash severity along SR 410 in Bonney Lake which included one fatal crash and 13 serious injuries. An additional 151 crashes (or 24 percent) on SR 410 involved some form of lesser injury, 463 crashes (or 73 percent) involved property damage only and about 1 percent had no level of severity reported.

Figure 2. Location of Crashes by Severity on City Streets

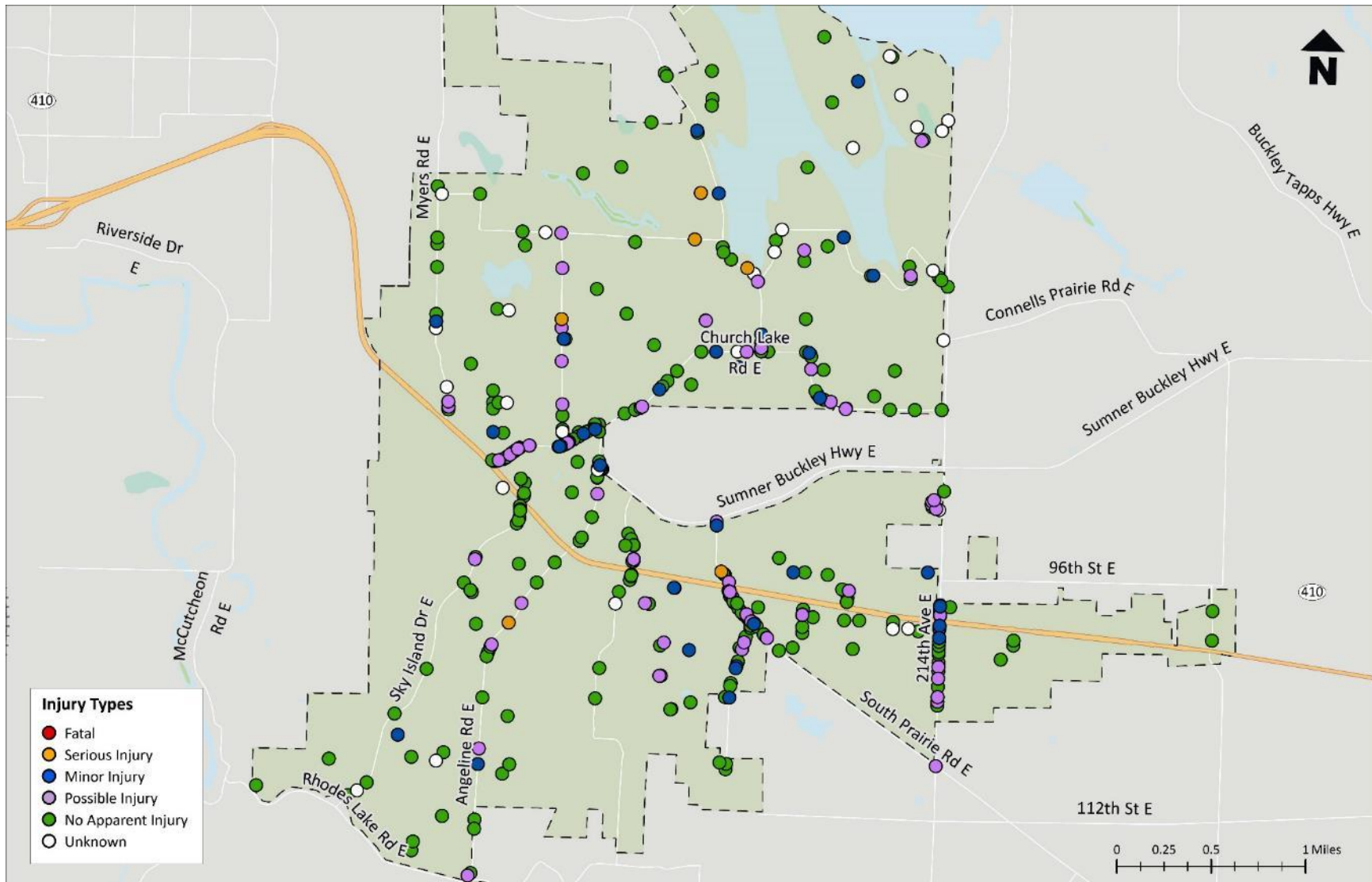


Figure 3. Location of Crashes by Severity on West Portion of SR 410

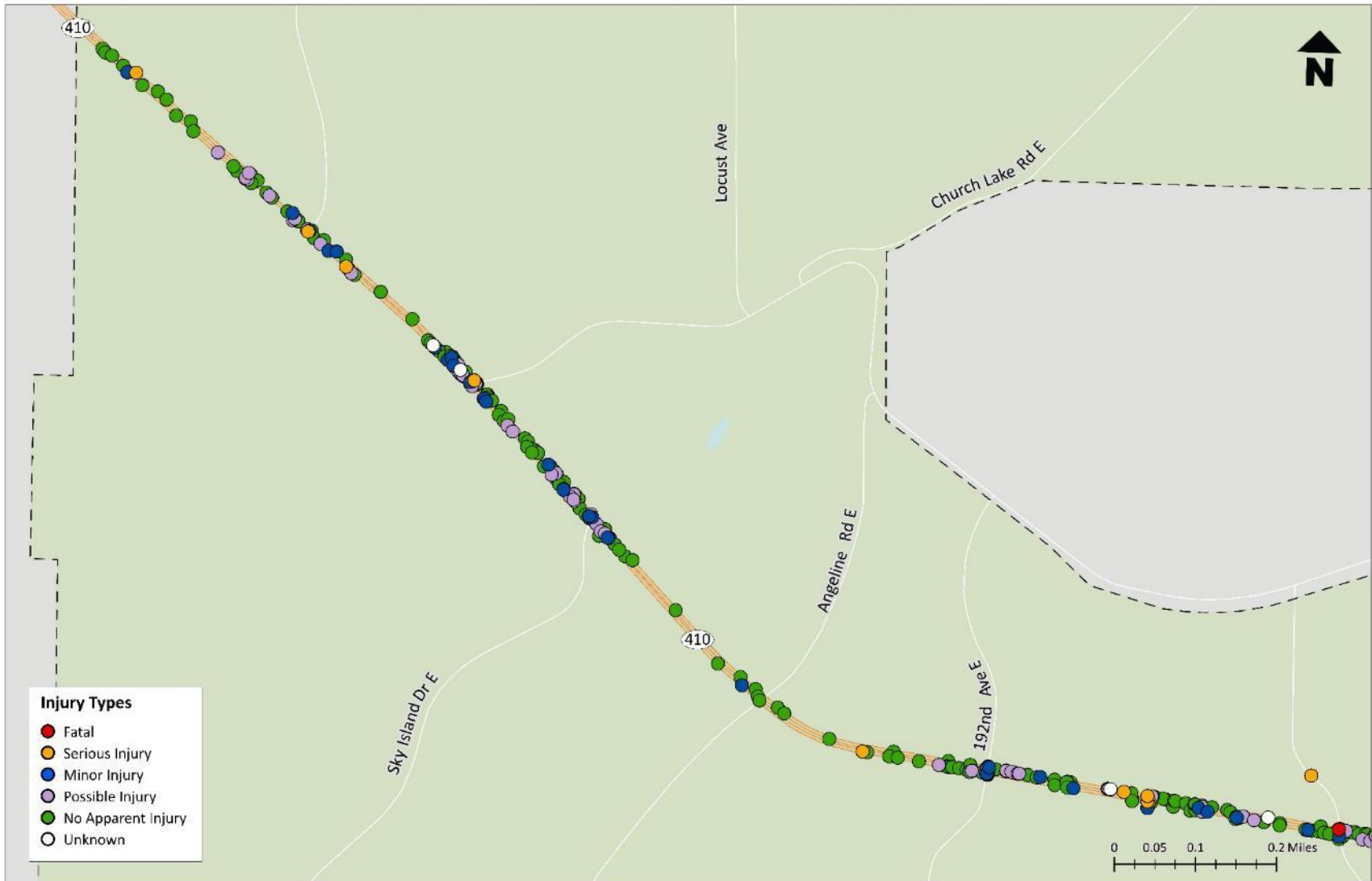


Figure 4. Location of Crashes by Severity on East Portion of SR 410

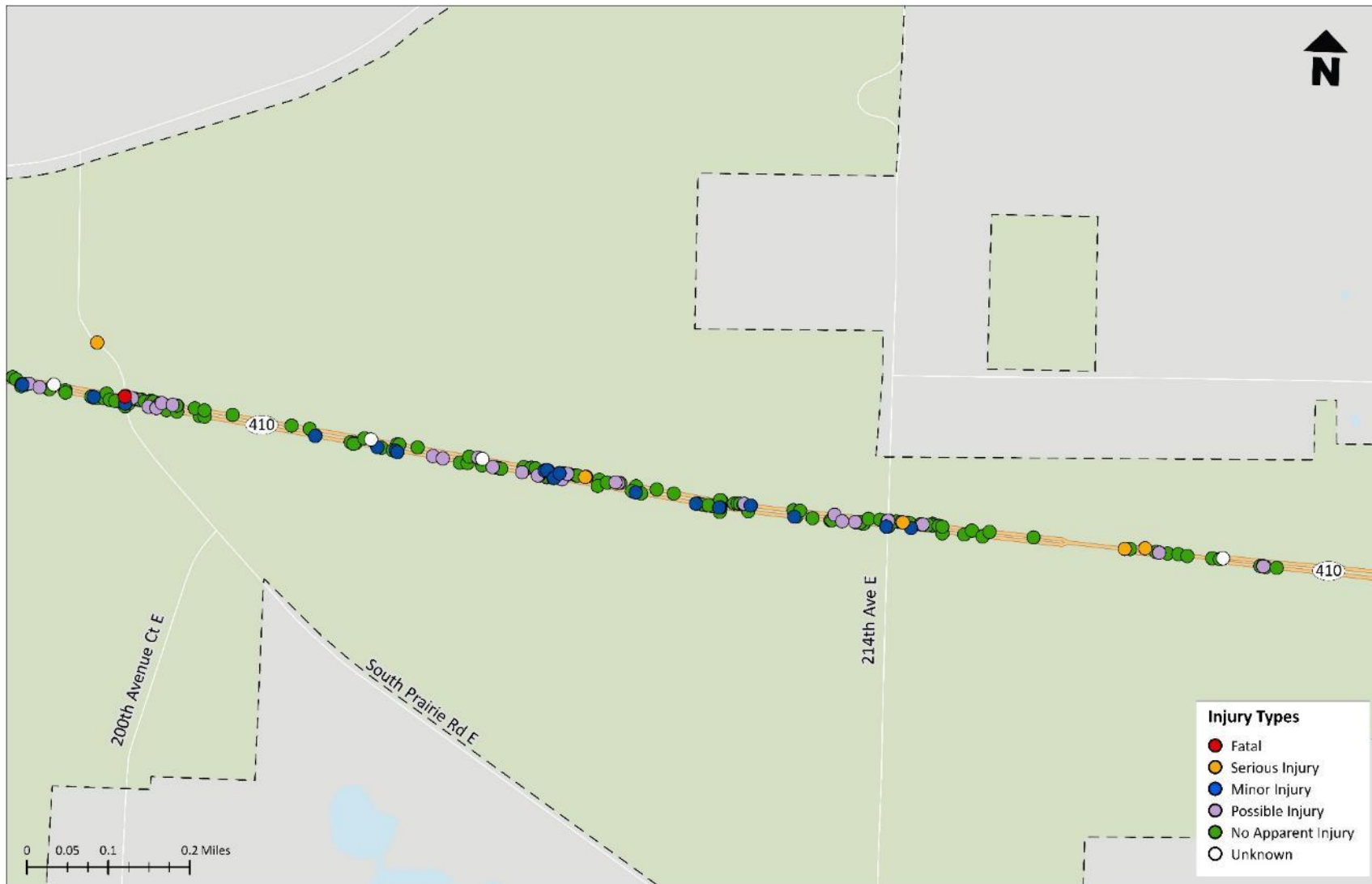


Figure 5 presents a summary of all Bonney Lake crashes on city streets by type including crashes involving angle collisions, hitting fixed objects, rear end collisions, sideswipes, turns, and a variety of other crash types. Angle crashes typically involve collisions between vehicles that are traveling on paths that cross at right angles from each other. **Figure 6** and **Figure 7** present the same information for the western and eastern portions of SR 410 through the city, respectively.

Table 2 through **Table 8** present a correlation between crash severity and a variety of factors that could potentially affect or contribute to each crash. As indicated in **Table 2**, angle crashes comprised about 23 percent of all crashes occurring in the city, while rear end crashes represented about 19 percent of crashes on city streets, and turns involved about 12 percent of city crashes. Hitting fixed objects off the roadway pavement and other crashes involving leaving the roadway included about 21 percent of city crashes including four severe crashes that were reported during the study period. Severe crashes involved two other crash types including a pedestrian crash (that involved a serious injury) and a turn (which also involved a serious injury).

Table 2. Summary of All Crashes by Type and Severity on City Streets, 2019-2023

Crash Type	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Animal	0	0.0%	0	0.0%	1	0.2%	0	0.0%	1	0.2%
Angle	0	0.0%	26	22.7%	102	24.2%	2	6.9%	130	22.7%
Fixed Object	3	50.0%	19	16.7%	58	13.8%	20	69.0%	100	17.5%
Head-on	0	0.0%	5	4.4%	3	0.7%	0	0.0%	8	1.6%
Left Roadway	1	16.7%	3	2.6%	15	3.6%	3	10.4%	22	3.9%
Other	0	0.0%	1	0.9%	8	1.9%	2	6.9%	11	1.9%
Overtaken	0	0.0%	5	4.4%	3	0.7%	0	0.0%	8	1.4%
Involving Parked Car	0	0.0%	1	0.9%	30	7.1%	0	0.0%	31	5.4%
Pedestrian/Bicyclist	1	16.7%	9	7.9%	0	0.0%	0	0.0%	10	1.7%
Rear End	0	0.0%	23	20.2%	85	20.1%	0	0.0%	108	18.9%
Sideswipe	0	0.0%	7	6.1%	55	13.0%	1	3.4%	63	11.0%
Stopped or Backing	0	0.0%	1	0.9%	8	1.9%	0	0.0%	9	1.6%
Turn	1	16.6%	14	12.3%	54	12.8%	1	3.4%	70	12.2%
Total of All Crashes	6	1.0%	114	20.0%	422	73.9%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

“Other” includes undefined crash types.

“Left Roadway” includes crashes coded as Ditch or Over Embankment.

Figure 5. Location of Crashes by Type on City Streets

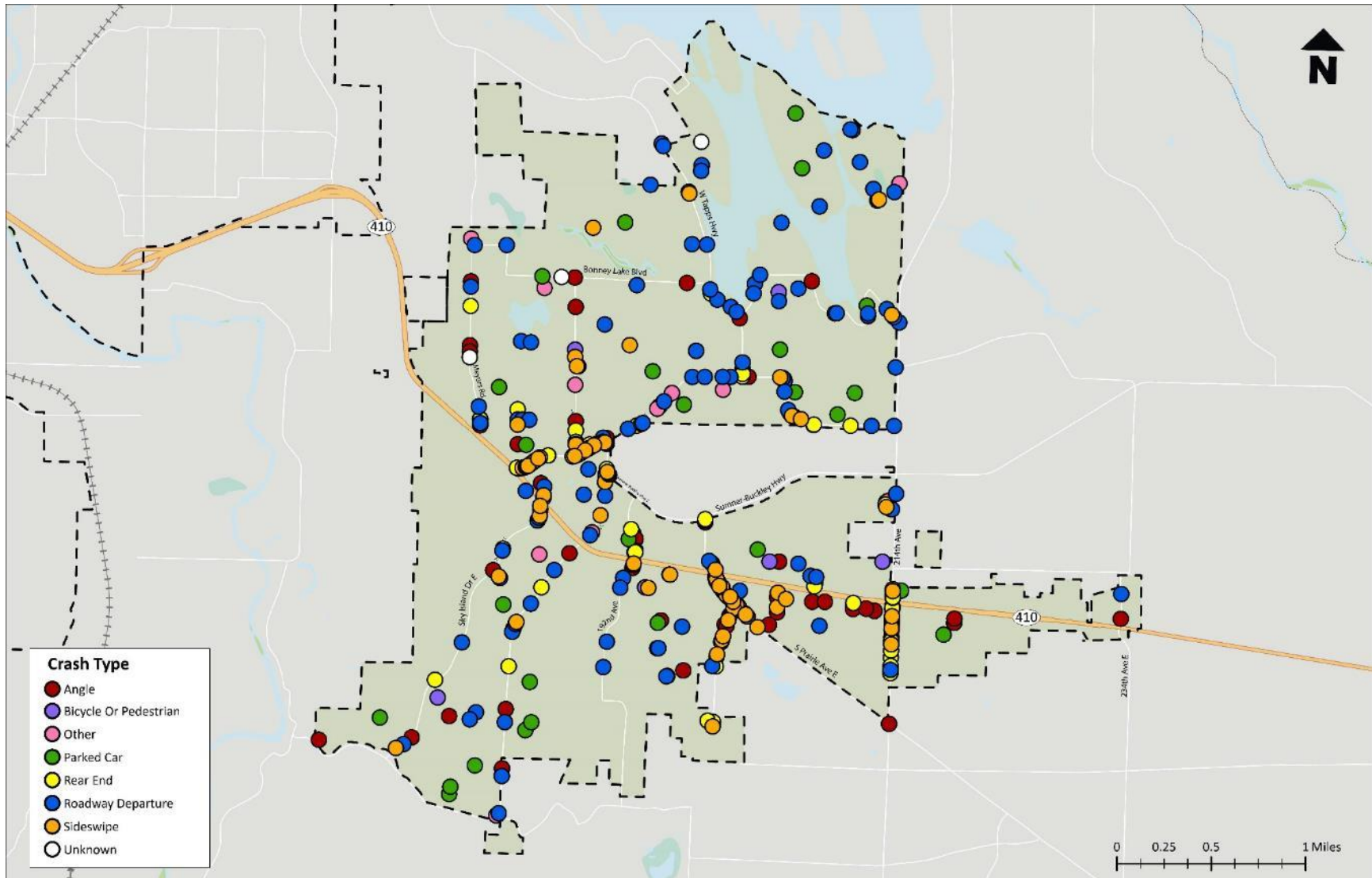


Figure 6. 2019-2023 Crashes by Type on West Portion of SR 410

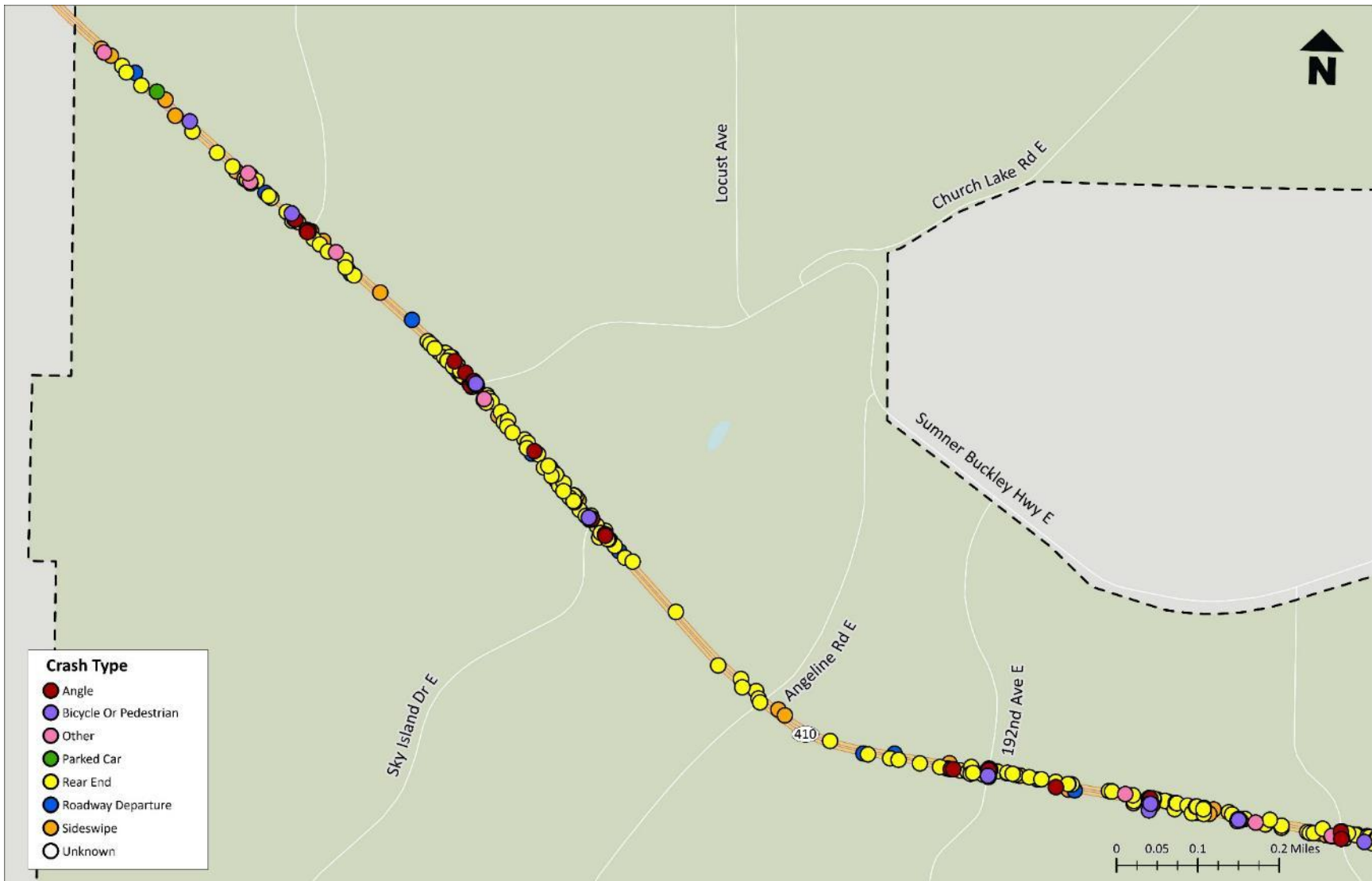


Figure 7. 2019-2023 Crashes by Type on East Portion of SR 410



Table 3 shows a disaggregation of crashes by type and severity on SR 410. As noted, more than one half of all crashes on SR 410 in Bonney Lake involved rear end collisions which is strongly indicative of congestion along this corridor. The second most frequent crash type involved sideswipes which are also often related to congestion. Other significant crash types include angle and turning movement crashes and hitting fixed objects. One crash resulted in a fatality and involved a head-on collision.

Table 3. Summary of All Crashes by Type and Severity on State Highway 410, 2019-2023

Crash Type	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Animal	0	0.0%	0	0.0%	3	0.6%	0	0.0%	3	0.5%
Angle	0	0.0%	12	7.9%	46	9.9%	0	0.0%	58	9.1%
Fixed Object	3	21.4%	10	6.6%	32	6.9%	4	57.1%	49	7.7%
Head On	2	14.3%	1	0.7%	2	0.4%	0	0.0%	5	0.8%
Left Roadway	0	0.0%	0	0.0%	3	0.7%	0	0.0%	3	0.5%
Other	0	0.0%	4	2.7%	3	0.7%	0	0.0%	7	1.1%
Overtuned	1	7.2%	5	3.3%	0	0.0%	0	0.0%	6	1.0%
Involving Parked Car	0	0.0%	0	0.0%	2	0.4%	0	0.0%	2	0.3%
Pedestrian/Bicyclist	1	7.1%	13	8.6%	2	0.4%	0	0.0%	16	2.5%
Rear End	2	14.3%	85	56.3%	253	54.7%	2	28.6%	342	53.8%
Sideswipe	2	14.3%	9	6.0%	78	16.9%	1	14.3%	90	14.2%
Stopped or Backing	0	0.0%	2	1.3%	5	1.1%	0	0.0%	7	1.1%
Turn	3	21.4%	10	6.6%	34	7.3%	0	0.0%	47	7.4%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

“Other” includes undefined crash types.

“Left Roadway” includes crashes coded as Ditch or Over Embankment.

Table 4 shows that intersection and/or driveway crashes represented nearly 42 percent of all crashes on both city streets and state routes in Bonney Lake, while crashes that did not occur at an intersection and were not related to an intersection represented about 38 percent of all Bonney Lake crashes. These two crash factors dominated the pattern of crashes within the community.

Table 4. Summary of All Crashes by Roadway Junction Type and Severity, 2019-2023

Roadway Junction	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
At Intersection/Driveway & Related	7	1.4%	109	21.6%	386	76.4%	3	0.6%	505	41.9%
At Intersection & Not Related	0	0.0%	12	28.5%	27	64.3%	3	7.1%	42	3.5%
Not at Intersection/Driveway but Related	2	1.0%	48	24.1%	149	74.9%	0	0.0%	199	16.5%
Not at Intersection & Not Related	11	2.4%	96	20.8%	323	70.2%	30	6.5%	460	38.1%
Total of All Crashes	20	1.6%	265	22.0%	885	73.4%	36	3.0%	1,206	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 5 presents data that illustrates actions taken by the largely responsible party in the crash on city streets.

Table 5. Summary of All Crashes by Vehicle 1 Action and Severity on City Streets, 2019/2023

Vehicle 1 Action	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Backing	0	0.0%	3	2.6%	18	4.3%	0	0.0%	21	3.7%
Changing Lanes	0	0.0%	1	0.9%	23	5.4%	0	0.0%	24	4.2%
Going Straight	4	66.7%	60	52.6%	184	43.6%	19	65.6%	267	46.8%
Making Left Turn	0	0.0%	29	25.5%	107	25.3%	0	0.0%	136	23.8%
Making Right Turn	0	0.0%	7	6.1%	24	5.7%	2	6.9%	33	5.8%
Making U-Turn	0	0.0%	1	0.9%	2	0.5%	0	0.0%	3	0.5%
Merging	0	0.0%	0	0.0%	2	0.5%	0	0.0%	2	0.4%
Negotiating a Curve	0	0.0%	7	6.1%	18	4.2%	1	3.4%	26	4.6%
Other	2	33.3%	0	0.0%	7	1.7%	6	20.7%	15	2.6%
Overtaking and Passing	0	0.0%	1	0.9%	7	1.7%	1	3.4%	9	1.6%
Slowing	0	0.0%	1	0.9%	6	1.4%	0	0.0%	7	1.2%
Starting from Parked Position	0	0.0%	1	0.9%	5	1.2%	0	0.0%	6	1.0%
Starting from Traffic Lane	0	0.0%	0	0.0%	12	2.8%	0	0.0%	12	2.1%
Stopped in Roadway	0	0.0%	3	2.6%	7	1.7%	0	0.0%	10	1.7%
Total of All Crashes	6	1.0%	114	20.0%	422	73.9%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

As shown, about 47 percent of drivers were going straight at the time the crash occurred, while just under 24 percent were making a left turn. 74 percent involved property damage only, 20 percent involved minor or possible injuries and one percent were severe crashes.

Table 6 presents data that illustrates actions taken by the largely responsible party in the crash on the state highway in Bonney Lake. As indicated, at 63 percent, the majority of actions leading to a crash involved vehicles that were traveling straight ahead. This was followed by vehicles that were changing lanes at 10.4 percent and right turns at 8.9 percent.

Table 6. Summary of All Crashes by Vehicle 1 Action and Severity on State Highway 410, 2019/2023

Vehicle 1 Action	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Backing	0	0.0%	2	1.3%	4	0.9%	0	0.0%	6	0.9%
Changing Lanes	1	7.2%	11	7.3%	54	11.7%	0	0.0%	66	10.4%
Going Straight Ahead	7	50.0%	99	65.5%	288	62.1%	7	100.0%	401	63.2%
Making Left Turn	4	28.4%	11	7.3%	25	5.4%	0	0.0%	40	6.3%
Making Right Turn	1	7.2%	14	9.3%	42	9.1%	0	0.0%	57	8.9%
Making U-Turn	0	0.0%	0	0.0%	5	1.1%	0	0.0%	5	0.8%
Other	1	7.2%	1	0.7%	3	0.6%	0	0.0%	5	0.8%
Overtaking and Passing	0	0.0%	0	0.0%	5	1.1%	0	0.0%	5	0.8%
Starting from Parked Position	0	0.0%	1	0.7%	0	0.0%	0	0.0%	1	0.2%
Slowing	0	0.0%	4	2.6%	11	2.4%	0	0.0%	15	2.3%
Starting from Traffic Lane	0	0.0%	4	2.6%	13	2.8%	0	0.0%	17	2.7%
Stopped in Roadway	0	0.0%	3	2.0%	13	2.8%	0	0.0%	16	2.5%
Wrong Way	0	0.0%	1	0.7%	0	0.0%	0	0.0%	1	0.2%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 7 summarized contributing causes that were reported for crashes on city streets in Bonney Lake. As indicated, about 18 percent were related to distraction of the driver and 11 percent were related to inattention. Nearly 17 percent involved driver failure to grant right of way to another motorist. Ten percent made an improper maneuver such as a right or left turn or merging action.

Table 7. Summary of All Crashes by Contributing Causes and Severity on City Streets, 2019/2023

Roadway Surface Conditions	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Defective Equipment	0	0.0%	2	0.3%	8	1.4%	0	0.0%	10	1.7%
Did Not Grant Right of Way to Non-Motorist	0	0.0%	1	0.2%	0	0.0%	0	0.0%	1	0.2%
Did Not Grant Right of Way to Motorist	0	0.0%	19	3.3%	76	13.3%	0	0.0%	95	16.6%
Disregarded Stop Sign Signal	0	0.0%	1	0.2%	3	0.5%	0	0.0%	4	0.7%
Distracted	1	0.2%	24	4.2%	74	12.9%	4	0.7%	103	18.0%
Driving Under Influence	0	0.0%	8	1.4%	29	5.0%	1	0.2%	38	6.7%
Fatigued/Ill	0	0.0%	3	0.5%	5	0.9%	0	0.0%	8	1.4%
Following too Closely	0	0.0%	2	0.3%	30	5.3%	0	0.0%	32	5.6%
Improper Maneuver	0	0.0%	8	1.4%	48	8.4%	1	0.2%	57	10.0%
Inattention	1	0.2%	7	1.3%	25	4.4%	0	0.0%	33	5.8%
None Listed	3	0.5%	26	4.6%	89	15.6%	19	3.3%	137	24.0%
Other	0	0.0%	0	0.0%	3	0.5%	1	0.2%	4	0.7%
Overcorrecting	0	0.0%	0	0.0%	3	0.5%	0	0.0%	3	0.5%
Reckless Aggressive	0	0.0%	1	0.2%	4	0.7%	0	0.0%	5	0.9%
Speed	1	0.2%	12	2.1%	25	4.4%	3	0.5%	41	7.2%
Total of All Crashes	6	1.1%	114	20.0%	422	73.8%	29	5.1%	571	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Table 8 presents data that illustrates contributing causes that resulted in crashes on the state highway in Bonney Lake. As indicated, 18 percent of all state highway crashes involved distracted drivers. This was followed by drivers who failed to yield right of way to another motorist (representing just under 17 percent of crashes on the state highway) and improper maneuvers (such as left/right turns and merges) that resulted in about 10 percent of all state highway crashes.

Table 8. Summary of All Crashes by Contributing Causes and Severity on State Highway 410, 2019/2023

Roadway Surface Conditions	Severe Crashes		Other Injury Crashes		Property Damage Only Crashes		Unknown		Totals	
	Number	%/Type	Number	%/Type	Number	%/Type	Number	%/Type	Number	% of All
Defective Equipment	0	0.0%	3	0.5%	11	1.7%	0	0.0%	14	2.2%
Did Not Grant Right of Way to Non-Motorist	1	0.1%	4	0.6%	0	0.0%	0	0.0%	5	0.8%
Did Not Grant Right of Way to Motorist	0	0.0%	9	1.4%	38	6.0%	0	0.0%	47	7.4%
Disregarded Stop Sign Signal	0	0.0%	3	0.5%	11	1.7%	0	0.0%	14	2.2%
Distracted	4	0.6%	49	7.7%	105	16.5%	0	0.0%	158	24.9
Driving Under Influence	1	0.2%	7	1.1%	22	3.5%	0	0.0%	30	4.7%
Fatigued/Ill	2	0.3%	3	0.5%	10	1.6%	1	0.2%	16	2.5%
Following too Closely	0	0.0%	24	3.7%	74	11.7%	0	0.0%	98	15.4%
Improper Maneuver	1	0.2%	3	0.5%	34	5.3%	0	0.0%	38	6.0%
Inattention	1	0.2%	12	1.9%	31	4.9%	1	0.1%	45	7.1%
None Listed	1	0.2%	26	4.1%	90	14.2%	4	0.6%	121	19.1%
Other	0	0.0%	1	0.2%	3	0.5%	0	0.0%	4	0.6%
Overcorrecting	0	0.0%	0	0.0%	5	0.8%	0	0.0%	5	0.8%
Reckless/Aggressive	2	0.3%	1	0.2%	4	0.6%	0	0.0%	7	1.1%
Speed	1	0.1%	6	0.9%	25	3.9%	1	0.2%	33	5.2%
Total of All Crashes	14	2.2%	151	23.8%	463	72.9%	7	1.1%	635	100.0%

Note: Percentage in rows represents share of total crashes by type for each level of severity.

Corridor Crashes

The analysis of crash data included identification of the street corridors within the city where the most crashes occurred. Analysis included both city streets and SR 410 which were evaluated separately.

City Streets

Table 9 summarizes this data for city streets including both crashes by type with an indication of severity and density (crashes/mile), and a description of key corridor characteristics such as segment length, functional classification, and posted speed limit. As shown in the table, the most common crash types in the highest crash corridors include angles, rear end, left turns, sideswipe, and hitting a fixed object. Other crashes in these corridors included head-on collisions, right turns, pedestrians, hitting parked cars, bicyclists (pedal cyclists) and “other”. Two of the six severe crashes that occurred on city streets in the City of Bonney Lake happened at locations along these corridors.

214th Avenue E led the list of corridors with the highest number of crashes – 98 in five years or an average of nearly 20 per year over its 1.09-mile length between Sumner-Buckley Highway and 103rd Street E. Density of crashes along the 1.09-mile corridor is estimated at 89.9 crashes per mile for the five year period. This street is designated as a Minor Arterial with posted speeds varying from 25 mph to 35 mph depending on location. There were no severe crashes in the corridor but 29 crashes involving minor or possible injuries. There were two pedestrian crashes that occurred in this corridor – one at the signalized intersection with SR 410 that involved an eastbound right left turning vehicle hitting a pedestrian in the crosswalk whose driver was inattentive, and the other at the intersection with the Home Depot Thruway where a southbound through driver did not yield to a pedestrian in the street. The driver was cited for distraction and aggressive behavior, and the pedestrian was noted as inattentive.

Veterans Memorial Drive between SR 410 and Angeline Road experienced 72 crashes over five years with about 14 crashes per year. This corridor is designated as Minor Arterial and has a total of 0.71 miles in length and an average of 101.4 crashes per mile. The roadway is signed for 25mph speeds. There were no severe crashes in the corridor but 15 crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

S. Prairie Road between SR 410 and 214th Avenue E experienced 45 crashes over the five-year study period, which translates to nine crashes per year. The road is designated as a Minor Arterial for a total of 1.21 miles and an average of over 37 crashes per mile. The posted speed along this corridor varies from 25 to 35 mph depending on location. There were no severe crashes in the corridor but eight crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

Church Lake Road between Veterans Memorial Drive and Kelly Lake Road experienced 31 crashes over five years with about six crashes per year. The road is designated as a Minor Arterial for a total of 1.50 miles and an average of nearly 21 crashes per mile. The posted speed along this corridor is 25 mph. There were no severe crashes in the corridor but eight crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

192nd Avenue E between the Target store driveway and SR 410 experienced 30 crashes over five years with about six crashes per year. The road is designated as a Collector for a total of 0.14 miles and an

Table 9. Summary of Data for Highest Crash Corridors on City Streets

Corridor	Segment	Segment Length (Miles)	Functional Classification	Speed Limit	Crashes/ Mile	Existing Crashes by Type											
						Rear-end	Sideswipe	Right Turn	Left pr U- Turn	Parked Vehicle	Head On	Angle	Fixed Object	Pedestrian	Pedal cyclist	Other	Total (Severe)
214th Avenue E	Sumner Buckley Hwy – 103 rd Street Ct E	1.09	Minor Arterial	35 mph	89.9	19	8	1	31	0	2	28	3	2	0	4	98
Veterans Memorial Drive	SR 410 – Angeline Rd	0.71	Minor Arterial	25 mph	101.4	25	16	0	7	0	1	14	5	0	0	4	72
S Prairie Road E	SR 410 – 214 th Avenue E	1.21	Minor Arterial	25/35 mph	37.2	15	15	1	4	0	0	5	3	0	0	2	45
Church Lake Rd E	Veterans Memorial – Kelly Lake Rd	1.50	Minor Arterial	25 mph	20.7	4	1	1	2	0	1	3	13	0	0	6	31
192 nd Avenue E	Target – SR 410	0.14	Collector	25 mph	214.8	3	0	0	7	1	0	16	2	0	0	1	30
Angeline Road E	Veterans Memorial – Rhodes Lake Rd	2.04	Collector	25 mph	13.2	2	3	1	2	0	1	3	11(1)	0	0	4	27(1)
200 th Avenue Ct E	SR 410 – 104 th Avenue E	1.20	Minor Arterial	25 mph	19.2	6	4	0	2	0	1	7	1	0	1	1	23
Sky Island Drive E	SR 410 – 111 th St E	1.56	Minor Arterial	25 mph	9.0	2	2	0	0	0	0	4	5	0	0	1	14
W Tapps Hwy	64 th Street E - Church Lake Rd	1.11	Minor Arterial	25 mph	12.6	4	1	0	0	0	0	2	5(1)	1	0	1	14(1)
Total Crashes	-	-	-	-	-	80	50	4	55	1	6	82	48	3	1	24	354 (2)

Note: Numbers in brackets are severe crashes

“Other” includes roadway departures, stopped or backing, overturned vehicle or general undefined crash.

average of nearly 214 crashes per mile. The posted speed along this corridor is 25 mph. There were no severe crashes in the corridor but two crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

Angeline Road between Veterans Memorial Drive and Rhodes Lake Road experienced 27 crashes over five years with about 5.4 crashes per year. The road is designated as a Collector for a total of 2.04 miles and an average of over 13 crashes per mile. The posted speed along this corridor is 25 mph. There was one severe crash in the corridor which resulted in a serious injury. This crash involved a northbound vehicle leaving the road and hitting a tree near the intersection with 101st Street E. There was no contributing cause identified but it was after dark and was snowing with an icy roadway. There were an additional seven crashes involving minor or possible injuries. There were no crashes in this corridor that involved vulnerable users.

The remaining high crash corridors included:

- **200th Avenue Ct E** – This minor arterial had 23 total crashes, none of which were severe. There was an average of about 4.5 crashes per year, and 19.2 crashes per mile throughout the 1.2-mile corridor. The highest location for crashes in this corridor occurred at the intersection with Brookside Drive E, followed by 102nd Street E and S. Prairie Road.
- **Sky Island Drive E** – This minor arterial had a total of 14 crashes, none of which was severe. There was an average of just under three crashes per year, and 9.0 crashes per mile over the 1.56-mile-long corridor. Reported crashes on this highway within the city were distributed among eight different locations led by three crashes at or near SR 410, two each at or near intersections with 111th Street E and 95th Street E. All other crashes represented the only crash at or near a specific intersection.
- **W Tapps Highway** – This minor arterial had 14 crashes, one of which was severe and involved a serious injury. This crash occurred near the intersection with Church Lake Drive and involved hitting a tree along the roadway edge. There was an average of just under three crashes per year, and 12.6 crashes per mile along this 1.11-mile corridor. Five of the crashes in this corridor occurred at or near the intersection with Church Lake Drive, followed by three each at or near the intersections with Bonney Lake Boulevard and Church Lake Road.

State Route 410

Table 10 summarizes corridor crash data for various segments of SR 410 including both crashes by type with an indication of severity and density (crashes/mile), and a description of key corridor characteristics such as segment length, functional classification, and posted speed limit. As shown in the table, the most common crash types in the highest crash corridors include angles, rear end, left turns, sideswipe, and hitting a fixed object. Other crashes in these corridors included head-on collisions, right turns, pedestrians, hitting parked cars, bicyclists (pedal cyclists) and “other”. All of the severe crashes that occurred on a state highway in the City of Bonney Lake happened at locations along this corridor.

Table 10. Summary of Crash Data for Segments of SR 410 (Milepost 12.76 to 16.86)

Corridor	Segment	Segment Length (Miles)	Functional Classification	Speed Limit	Crashes/Mile	Existing Crashes by Type											
						Rear-end	Sideswipe	Right Turn	Left pr U- Turn	Parked Vehicle	Head On	Angle	Fixed Object	Pedestrian	Pedal cyclist	Other	Total (Severe)
SR 410 (MP 12.76-13.76)	West city limit – east of Sky Island Drive	1.00	Principal Arterial	40 mph	227.0	132(1)	30	1	14(2)	1	1	17	18(1)	3	1	9	227(4)
SR 410 (MP 13.83-14.78)	West of Angeline Rd OC – East of S Prairie Rd	0.95	Principal Arterial	40 mph	202.1	112	27(1)	4	10	0	3(2)	11	8(1)	1(1)	5	11(1)	192(6)
SR 410 (MP 14.85-15.78)	West of 202 nd Avenue E – east of 216 th Avenue E	0.93	Principal Arterial	40 mph	186.0	89(1)	25(1)	4	12	0	0	24	6	3	2	8	173(2)
SR 410 (MP 15.88-16.86)	West of 219 th Avenue E – 234 th Avenue Ct E	0.98	Principal Arterial	45 mph	43.9	10	7	0	2(1)	1	1	6	15(1)	0	1	0	43(2)
Total Crashes	-	4.10	-	-	154.9	343(2)	89(2)	9	38(3)	2	5(2)	58	47(3)	7(1)	9	28(1)	635 (14)

Note: Numbers in brackets are severe crashes
 "Other" includes roadway departures, stopped or backing, overturned vehicle or general undefined crash.

SR 410 between the western city limits and Sky Island Drive (milepost 12.76-13.76) experienced 227 crashes over five years with over 45 crashes per year. The highway segment is 1.0 miles long and an average of 227 crashes per mile. The posted speed along this corridor is 40 mph. There were four severe crashes in the corridor, each of which resulted in a serious injury. These crashes occurred at the city limits (westbound vehicle hitting a utility pole), at the intersection with Myers Road (eastbound vehicle making a left turn in front of on-coming traffic), east of Myers Road (eastbound rear end crash) and at the intersection of 181st (eastbound vehicle making a left turn). There were an additional 66 crashes involving minor or possible injuries. There were also three pedestrian crashes in this highway segment and one crash involving a bicyclist. All resulted in either no or possible/minor injuries.

SR 410 between west of the Angeline Road overcrossing and east of S Prairie Road (milepost 13.83-14.78) experienced 192 crashes over five years with over 38 crashes per year. The highway segment is 0.95 miles long and an average of 202 crashes per mile. The posted speed along this corridor is 40 mph. There were six severe crashes in the corridor including one fatality and five serious injuries. The fatality occurred at the intersection with S Prairie Road and involved a head-on crash where the eastbound driver went over the centerline into an on-coming car. The crash happened on 5/5/2019 at about 5:30 pm on a clear and sunny day. The serious injury crashes occurred east of the Angeline Road overcrossing (eastbound vehicle hit the guardrail), west of 195th Avenue E (eastbound vehicle involved in head-on crash with on-coming westbound vehicle), and three crashes at the intersection with 195th Avenue (northbound left turn hit a pedestrian, westbound vehicle sideswiped another westbound vehicle, and a northbound left-turning vehicle overturned). There were an additional 37 crashes involving minor or possible injuries. There was one pedestrian crash in this highway segment (resulting in the serious injury discussed above) and five crashes involving bicyclists (resulting in minor or possible injuries).

SR 410 between west of the 202nd Avenue E and east of 216th Avenue E (milepost 14.85-15.78) experienced 173 crashes over five years with over 34 crashes per year. The highway segment is 0.93 miles long and an average of 186 crashes per mile. The posted speed along this corridor is 40 mph. There were two severe crashes in the corridor, both of which involved serious injuries. One of these crashes occurred near a shopping center entrance (eastbound vehicle that sideswiped another vehicle) and the other occurred approaching the intersection with 214th Avenue E (westbound rear end crash). There were an additional 38 crashes involving minor or possible injuries. There were also three pedestrian crashes in this highway segment and two crashes involving bicyclists, none of which resulted in a serious injury.

SR 410 between west of 219th Avenue E and 234th Avenue Ct E (milepost 15.88-16.86) experienced 43 crashes over five years with nearly nine crashes per year. The highway segment is 0.98 miles long and an average of nearly 44 crashes per mile. The posted speed along this corridor is 45 mph. There were two severe crashes in the corridor, both of which involved serious injuries. One of these crashes occurred near a shopping center entrance (eastbound vehicle making a left turn) and the other occurred west of the intersection with 219th Avenue E (westbound hit guardrail). There were an additional ten crashes involving minor or possible injuries. One of these crashes involved a bicycle which resulted in a minor injury.

Systemic Themes in Corridor Crashes

Key safety-related themes that emerge from the analysis of existing crashes in Bonney Lake include:

- On the basis of crash experience, the nine top-ranking city street corridors comprise about 62 percent of the total crashes occurring on city streets.
- About 40 percent of the crashes occurring in these corridors involved angle or turning collisions, with 23 percent involving rear end collisions.
- Most of the high crash corridors included higher volume minor arterial streets. Speeds on these streets vary from 25 mph to 35 mph.
- None of the crashes on city streets involved fatalities.
- Two of the six severe crashes that occurred in the city were experienced in these corridors.
- Four of the ten crashes on city streets that involved pedestrians or bicyclists occurred along these corridors.

Severe Crashes

Of the 1,206 total crashes on Bonney Lake streets (including state highways), there was one fatality and 19 serious injury crashes, representing a total of 1.7 percent of all crashes. Fatalities represent a total of 0.06 percent of all crashes in the city, while serious injuries represent a total of 0.8 percent of citywide crashes. Fatal and serious injury crashes, referred to in this report as severe crashes, are the focus of the *Safety Action Plan*. Of the 20 total severe crashes occurring within the city limits, 14 occurred on state highways including the one fatality. Six serious injury crashes occurred on city streets within the city limits. **Figure 8** shows the location of the 20 severe collisions during the five-year study period.

Only one severe crash on city streets occurred at an intersection (a driveway on Bonney Lake Boulevard) and it involved a turning vehicle. The remaining five severe crashes occurred between intersections and were not related to an intersection. Four involved roadway departures including three hitting fixed objects and one over an embankment where there was no guardrail. None of the six intersections experienced more than one severe crash during the 2019-2023 study period.

Severe crashes on SR 410 were split evening between those that occurred at or were related to an intersection and those that occurred away from an intersection. Three each involved hitting fixed objects or turning vehicles, two each involved rear end, sideswipe or head-on crashes, and one each involved a pedestrian or an overturned vehicle. One location experienced three of the 14 crashes that occurred on SR 410 – the intersection with 195th Street. There was one additional crash that occurred just west of this intersection.

Descriptive information related to the severe crashes is presented in **Table 11**.

Systemic Themes with Severe Crashes

Predominate risk factors affiliated with the 20 severe crashes include:

- 35 percent involved roadway departures including hitting fixed objects (3) and one going over an embankment where there was no guardrail (1)
- 20 percent involved turning crashes (4)
- 10 percent each involved pedestrians, rear end collisions, sideswipes or head-on crashes

Figure 8. 2019-2023 Severe Crashes in Bonney Lake

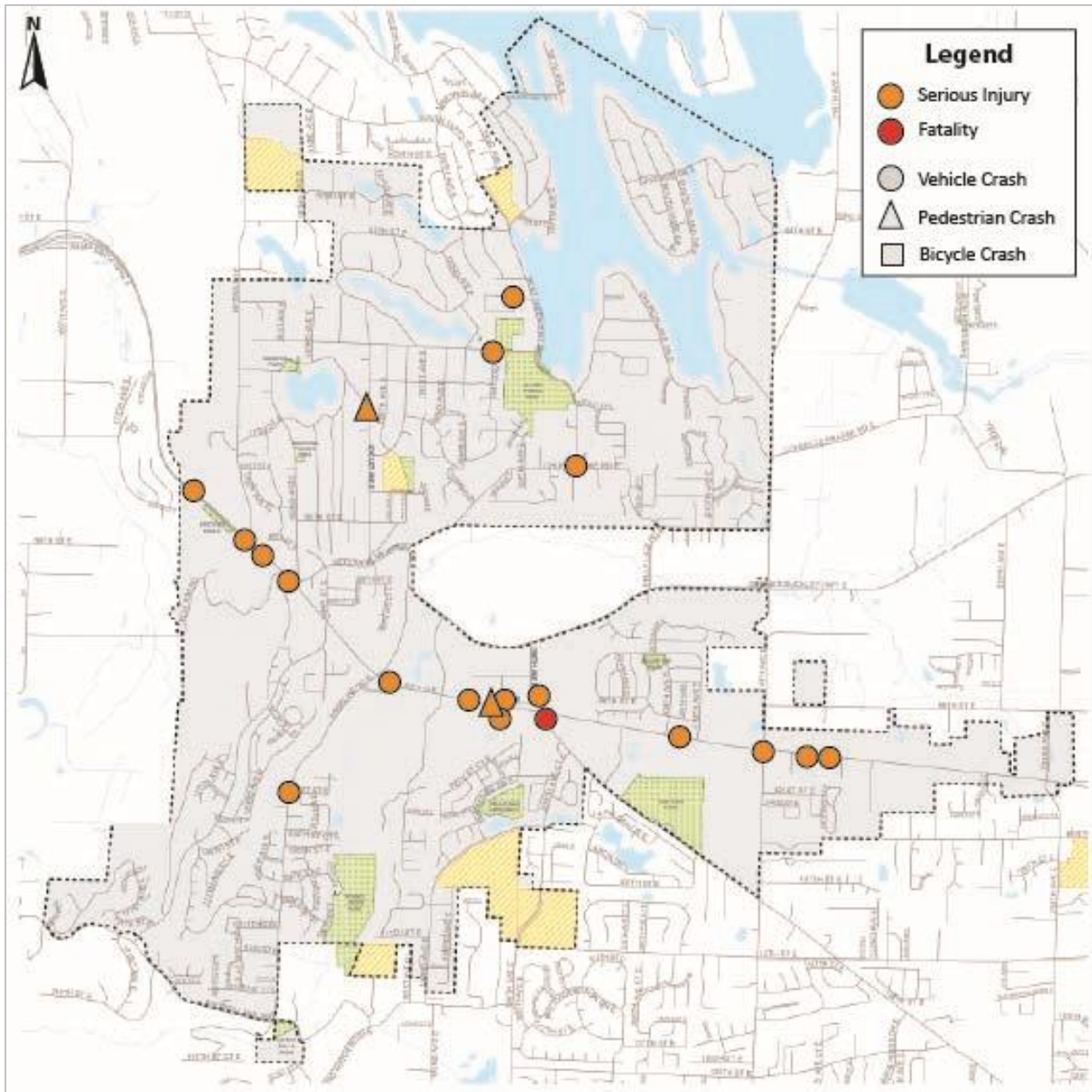


Table 11. Characteristics of Severe Crash Locations

Corridor	Location	Milepost	Functional Classification	Number of Travel Lanes	Speed Limit	Fatal	Serious Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
City Streets												
195 th Avenue E	At intersection with 67 th Street Ct E-stop	--	Local	2	25	0	1	Fixed Object	Inattention	Raining	Wet	Dark with Street Lights
198 th Avenue E	At intersection with 96 th Street E-stop	--	Minor Arterial	2	25	0	1	Over Embankment-No Guardrail	Distraction	Clear	Dry	Daylight
Angeline Rd	At intersection with 101 st Street E-stop	--	Collector	2	25	0	1	Fixed Object	Not Listed	Snowing	Ice	Dark with Street Lights
Bonney Lake Blvd	At intersection with 194 th Avenue E-stop	--	Collector	2	25	0	1	Turn	Speeding	Clear	Ice	Daylight
Locust Avenue E	At intersection with Locust Ext E-stop	--	Collector	2	25	0	1	Pedestrian	Not Listed	Raining	Wet	Dark no Street Lights
West Tapps Hwy E	At intersection with Church Lake Drive E-stop	--	Minor Arterial	2	25	0	1	Fixed Object	Not Listed	Clear	Wet	Dark with Street Lights
City Street Totals						0	6					
State Routes												
SR 410	City Limits	12.81	State Highway	4 thru, divided	40	0	1	Fixed Object	Driving Aggressively	Overcast	Dry	Daylight
SR 410	At intersection with Myers Road-stop RIROLI	13.11	State Highway	4 thru & Lefts	40	0	1	Turn	Distraction	Clear	Dry	Daylight
SR 410	East of Myers Road	13.17	State Highway	4 thru & Lefts	40	0	1	Rear End	Speeding	Raining	Wet	Dark with Street Lights
SR 410	At intersection with 181 st Avenue E-signal	13.37	State Highway	4 thru & Lefts	40	0	1	Turn	Distraction	Clear	Dry	Dark with Street Lights

Bonney Lake Safety Action Plan

Corridor	Location	Milepost	Functional Classification	Number of Travel Lanes	Speed Limit	Fatal	Serious Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
SR 410	East of Angeline Road Overcrossing	14.04	State Highway	4 thru & Lefts	40	0	1	Fixed Object	Driving Under Influence	Clear	Dry	Dark with Street Lights
SR 410	West of 195 th Avenue E	14.37	State Highway	4 thru & Lefts	40	0	1	Head-on	Asleep/DUI	Overcast	Dry	Dark with Street Lights
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40	0	1	Pedestrian	Turning vehicle did not Yield to Non-motorist	Clear	Wet	Dark, No Street Lights
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40	0	1	Overtaken Vehicle	Not Listed	Clear	Dry	Daylight
SR 410	At intersection with 195 th Avenue E-signal	14.40	State Highway	6 thru & Lefts	40	0	1	Sideswipe	Improper Lane Change	Clear	Dry	Dark with Street Lights
SR 410	At intersection with 198 th Avenue E-signal	14.64	State Highway	5 thru & Lefts	40	1	0	Head-on	Distraction/Over Centerline	Partly Cloudy	Dry	Daylight
SR 410	Near Shopping Center Entrance	15.22	State Highway	5 thru & Lefts	40	0	1	Sideswipe	Fatigue	Clear	Wet	Dark with Street Lights
SR 410	At intersection with 214 th Avenue E-signal	15.62	State Highway	4 thru & Lefts	40	0	1	Rear End	Driving Aggressively	Clear	Dry	Daylight
SR 410	At Shopping Center Entrance-stop	15.88	State Highway	4 thru, divided	45	0	1	Turn	Inattention	Partly Cloudy	Dry	Daylight
SR 410	Near intersection with 219 th Avenue Ct E	15.91	State Highway	4 thru, divided	45	0	1	Fixed Object	Not Listed	Clear	Dry	Daylight
State Route Totals						1	13					
AREA TOTALS						1	19					

Note: RIROLI means intersection allows right turns in, right turns out and left turns in only

- While there was no predominate contributing cause to the severe crashes 20 percent involved distraction (4), and 10 percent each involved inattention (2), speeding (2), driving aggressively (2), and driving under the influence (2).
- Seven (35 percent) occurred at intersections and 13 (65 percent) occurred at non-intersection locations.
- Both of the severe ped crashes occurred after dark in an area without streetlights.
- Fourteen (70 percent) of the severe crashes occurred on SR 410 (with one fatality and 13 serious injury crashes).
- Six of the severe crashes occurred on a city street (all of which involved serious injuries). Two occurred on minor arterials, three on collectors and one on a local street.

Pedestrian and Bicycle Crashes (Vulnerable Users)

The term vulnerable user is defined in the Revised Code of Washington (RCW 46.61.526) as a user of the public right of way including “(i) A pedestrian; (ii) A person riding an animal; or (iii) A person operating or riding any of the following on a public way: (A) A farm tractor or implement of husbandry, without an enclosed shell; (B) A bicycle; (C) An electric-assisted bicycle; (D) An electric personal assistive mobility device; (E) A moped; (F) A motor-driven cycle; (G) A motorized foot scooter; or (H) A motorcycle”. When a crash occurs, people walking, bicycling, and riding motorcycles are much more likely to be killed or seriously injured than people driving vehicles, hence the identification as a “vulnerable” user.

There were 26 total crashes in Bonney Lake during the study period which involved a pedestrian or bicyclist. Nearly eight percent (2), of these crashes resulted in a serious injury, both affecting pedestrians. This high percentage out of severe pedestrian crashes compares to the lower percentage that severe crashes represent out of total citywide crashes – about 1.2 percent. This high pedestrian percentage is indicative of the much higher level of risk assumed by vulnerable people as they use the multimodal transportation system.

Figure 9 shows the location of all pedestrian and bicycle crashes. The locations where serious vulnerable user crashes occurred on city streets or along SR 410 are:

- **Locust Avenue E at Locust Extension E** – crash resulted in serious injuries to a pedestrian on the east side of Locust Avenue who was hit by a northbound vehicle. There is a sidewalk in this location, but it is unclear from the data whether the pedestrian was attempting to cross the street at the crosswalk provided. Pedestrian distraction was indicated as the primary contributing cause for the crash. The driver was not cited.
- **SR 410 at the intersection with 195th Avenue E** – crash resulted in serious injuries to a pedestrian who was using the crosswalk to cross SR 410 in a northbound direction on the east side of 195th Avenue E. The pedestrian was hit by a northbound right-turning driver who was cited for failure to yield to a non-motorist.

Table 12 presents a summary of vulnerable user crashes including those that involved serious injuries.

Systemic Themes for Vulnerable User Crashes

Predominate risk factors affiliated with the 26 vulnerable user crashes include:

Table 12. Characteristics of Vulnerable User Crash Locations

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
<i>City Streets</i>															
Wal-Mart Entrance-signal	At SR 410	Local	2 thru & Lefts	Y	Y	25	0	0	1	0	Ped	Inattention by Turning Vehicle	Partly Cloudy	Dry	Daylight
214 th Avenue E-signal	At SR 410	Principal Arterial	2 thru & Lefts	Y	N	35	0	0	1	0	Ped	Inattention by Turning Vehicle	Partly Cloudy	Dry	Daylight
214 th Avenue E-signal	Near Home Depot Entrance	Principal Arterial	2 thru & Lefts	N	P	35	0	0	1	0	Ped	Driver Distraction	Clear	Dry	Daylight
96 th Street E-stop	Near 203 rd Avenue E	Local	2 thru	N	N	25	0	0	1	0	Ped	Driver Distraction	Clear	Dry	Daylight
W Tapps Hwy-stop	Near 64 th Street E	Minor Arterial	2 thru	N	P	25	0	0	1	0	Ped	Ped did Not Grant ROW	Partly Cloudy	Dry	Daylight
Locust Avenue E-stop	Near Locust Extension E	Collector	2 thru	Y	P	25	0	1	0	0	Ped	Ped Distraction	Raining	Wet	Dark, No Street Lights
107 th Street Ct E-stop	Near 176 th Avenue E	Local	2 thru	N	Y	25	0	0	1	0	Ped	Vehicle Backed into Ped	Partly Cloudy	Dry	Dark with Street Lights
200 th Avenue Ct E-signal	At S. Prairie Road	Local	2 thru & Lefts	Y	Y	25	0	0	1	0	Bike	Vehicle did Not Grant ROW to Bike	Partly Cloudy	Dry	Dark, No Street Lights
203 rd Avenue E-no traffic control	At 72 nd Street E	Local	2 thru	N	Y	25	0	0	1	0	Bike	Bike did Not Grant ROW to Vehicle	Partly Cloudy	Dry	Daylight
102 nd Street E	At 200 th Avenue Ct E	Local	2 thru	Y	P	25	0	0	1	0	Bike	Driver Distraction	Clear	Dry	Dark, No Street Lights
City Totals-PED							0	1	6	0					
City Totals-BIKE							0	0	3	0					
<i>State Routes</i>															
SR 410 (MP 12.90)	Bonney Lake City Limits	State Highway	4 thru, divided	N	N	40	0	0	0	1	Ped	Ped Under the Influence	Cler	Dry	Dark with Street Lights

Bonney Lake Safety Action Plan

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
SR 410 (MP 13.08)	Near Myers Road E-stop	State Highway	4 thru & Lefts	N	N	40	0	0	1	0	Ped	Driver Distraction	Clear	Dry	Daylight
SR 410 (MP 13.37)-signal	At 181 st Street E	State Highway	4 thru & Lefts	Y	N	40	0	0	1	0	Ped	Ped did Not Grant ROW	Raining	Wet	Dark with Street Lights
SR 410 (MP 13.60)-signal	At Main Street E	State Highway	4 thru & Lefts	Y	N	40	0	0	1	0	Bike	Driver Distraction	Overcast	Dry	Daylight
SR 410 (MP 14.20)-signal	At 192 nd Avenue E	State Highway	4 thru & Lefts	Y	P	40	0	0	1	0	Bike	Bike did Not Grant ROW	Overcast	Wet	Dusk
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40	0	1	0	0	Ped	Vehicle did Not Grant ROW to Ped	Clear	Wet	Dark, No Street Lights
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40	0	0	1	0	Bike	Bike on Wrong Side of Road	Partly Cloudy	Dry	Daylight
SR 410 (MP 14.40)-signal	At 195 th Avenue E	State Highway	6 thru & Lefts	Y	P	40	0	0	1	0	Bike	Bike Disregarded Signal	Partly Cloudy	Dry	Daylight
SR 410 (MP 14.51)-stop RIRO	At Lake Tapps Shopping Mall	State Highway	5 thru & Lefts	N	N	40	0	0	1	0	Bike	Driver Distraction	Overcast	Dry	Daylight
SR 410 (MP 14.67)-signal	At S. Prairie Road	State Highway	4 thru & Lefts	Y	Y	40	0	0	1	0	Bike	Bike Distraction	Raining	Wet	Daylight
SR 410 (MP 15.17)-signal	At 208 th Avenue E	State Highway	5 thru & Lefts	Y	P	40	0	0	1	0	Ped	Vehicle did Not Grant ROW to Ped	Raining	Wet	Dart with Street Lights
SR 410 (MP 15.18)-signal	At 208 th Avenue E	State Highway	5 thru & Lefts	Y	P	40	0	0	1	0	Ped	Vehicle did Not Grant ROW to Ped	Partly Cloudy	Dry	Dark with Steet Lights
SR 410 (MP 15.39)-signal	At 211 th Avenue E	State Highway	5 thru & Lefts	Y	P	40	0	0	1	0	Ped	Improper Turn	Clear	Dry	Daylight
SR 410 (MP 15.39)-signal	At 211 th Avenue E	State Highway	5 thru & Lefts	Y	P	40	0	0	1	0	Bike	Vehicle did Not Grant ROW to Bike	Raining	Wet	Daylight
SR 410 (MP 15.72)-stop RIRO	At Shopping Center Entrance	State Highway	4 thru & Lefts	Y	N	45	0	0	0	1	Bike	Right Turning Vehicle-None Listed	Clear	Dry	Daylight

Corridor	Location	Functional Classification	Number of Travel Lanes	Crosswalks	Sidewalks	Speed Limit	Fatal	Serious Injury	Other Injury	No Injury	Crash Type	Contributing Cause	Weather	Roadway Surface	Lighting
Shopping Center Thruway-stop	At SR 410	Local	2 lanes	N	N	25	0	0	1	0	Bike	Vehicle did Not Grant ROW to Bike	Clear	Dry	Daylight
State Totals-PED							0	1	5	1					
State Totals-BIKE							0	0	8	1					
Area Totals-PED							0	2	11	1					
Area Totals-BIKE							0	0	11	1					

Note 1: P means partial sidewalk or crosswalk.

Note 2: "Presence of a crosswalk "references availability for the movement impacted by the crash.

-
- Two of the vulnerable user crashes involved a serious injury and affected pedestrians. One of these crashes occurred on a city street and the other on SR 410. There were no serious injuries involving bicyclists. There were no fatalities among vulnerable users.
 - Ten vulnerable user crashes occurred on city streets, of which seven involved pedestrians and three involved bicyclists.
 - Sixteen vulnerable user crashes occurred on SR 410, of which seven involved pedestrians and nine involved bicyclists.
 - Half of the vulnerable crashes on city streets occurred at intersections or involved crossing the street. There were crosswalks in most of these locations.
 - Fourteen of the 16 vulnerable user crashes on SR 410 (87.5 percent) occurred at intersections. There were crosswalks in most of these locations.
 - Both of the severe pedestrian crashes occurred after dark in an area with no streetlights.

While there was no predominate contributing cause to the severe crashes 23 percent each involved a distracted driver (six) or failure of a vehicle to grant right of way to a non-motorist (six). Eight percent each (or two crashes) involved inattention, pedestrian or bicyclist failure to grant right of way, and improper turn.

Comparison with Western Washington

The aggregate of all crashes and the shortlist of severe crashes in Bonney Lake were reviewed to identify and characterize the risk factors associated with them. Based on available data from the records of the 1,206 total and 20 severe crashes reported in Bonney Lake, key crash factors were identified. In developing the list of crash factors that were most significant for city streets, consideration was given to both contributing causes and other features included in the crash record and on characteristics of the crash location. These risk factors for all streets are included in **Table 13** along with comparable information on the presence of these same risk factors averaged for the locations of all urban crashes in Western Washington.

As shown in the table, in comparison with Western Washington Cities, crashes in Bonney Lake involve:

- Significantly higher rear end crashes than other westside cities
- Higher roadway departure and sideswipe crashes
- Much more problem with distraction

Table 13. Comparison of Crash Factors Present for All Crashes

Crash Risk Factors	City of Bonney Lake	Western Washington Cities
<i>By Crash Type</i>		
Entering at Angle	188 (15.6%)	40,780 (27.4%)
Roadway Departure	174 (14.4%)	20,921 (14.0%)
Rear End	450 (37.3%)	25,870 (17.4%)
Turn	117 (9.7%)	16,742 (11.2%)
Sideswipe	153 (12.7%)	12,069 (8.1%)
<i>By Junction Relationship</i>		
Not at Intersection & Not Related	460 (38.1%)	49,461 (33.2%)
At Driveway	141 (11.7%)	17,375 (11.7%)
At Intersection & Related	344 (28.5%)	61,616 (41.3%)
Not at Intersection but Related	185 (15.3%)	9,906 (6.6%)
<i>By Contributing Circumstances</i>		
Distraction	261 (21.6%)	31,038 (10.4%)
Did Not Grant ROW to Vehicle	95 (7.9%)	30,204 (10.1%)
Improper Maneuver (turn, pass, etc.)	57 (4.7%)	19,307 (6.4%)
<i>By Vehicle Action</i>		
Going Straight	668 (55.4%)	178,622 (50.0%)
Making Left Turn	136 (11.3%)	47,074 (13.2%)

Bold = Higher than the rest of Western Washington cities.

Table 14 summarizes the crash factors present in severe crashes in comparison to the same risk factors averaged for the locations of all urban crashes in Western Washington. As indicated in bold, many of the key crash factors in Bonney Lake occurred at higher levels than other Western Washington cities.

Table 14. Comparison of Crash Factors Present for Severe Crashes

Crash Risk Factors	City of Bonney Lake	Western Washington Cities
<i>By Crash Type</i>		
Roadway Departures	7 (35.0%)	806 (18.2%)
Turn	4 (20.0%)	415 (9.4%)
Rear End	22 (10.0%)	189 (4.3%)
Sideswipe	22 (10.0%)	130 (2.9%)
<i>By Junction Relationship</i>		
Not at Intersection & Not Related	11 (55.0%)	1,775 (40.1%)
At Intersection & Related	5 (25.0%)	1,912 (43.2%)
<i>By Contributing Circumstance</i>		
Distraction	5 (25.0%)	813 (10.0%)
Reckless or Aggressive	2 (10.0%)	315 (3.9%)
Asleep/Fatigued	2 (10.0%)	50 (0.6%)
<i>By Vehicle Action</i>		
Going Straight Ahead	11 (55.0%)	5,649 (61.1%)
Making Left Turn	4 (20.0%)	1,377 (14.9%)
<i>By Light Condition</i>		
Daylight	9 (45.0%)	227 (51.0%)
Dark - Street Lights On	8 (40.0%)	168 (37.8%)

Bold = Higher than the rest of Western Washington cities.

Selection of Most Common Risk Factors

Based on the data in Tables 13 and 14, a series of major risk factors can be identified for the street and highway system in the city as a whole. **Table 15** illustrates these risk factors in relation to the various categories of crash severity on streets and highways in Bonney Lake.

Review of crash data in Tables 2 through 8 also allows for a summary of the major risk factors affecting all types of crashes within the city regardless of crash severity. This summary is presented in the bullets below and includes crashes by type, roadway junction characteristics, contributing causes, actions of the vehicle 1 driver (primary responsible party), and lighting, roadway surface, and weather condition. Review of this data and the identification of primary risk factors make it possible to narrow the study focus onto the highest priorities for potential improvements.

- Crashes by Type:
 - Roadway departure crashes = 35 percent of all severe injury crashes
 - Turn Crashes = 30 percent of all severe injury crashes
 - Rear End Crashes = 10 percent of all severe injury crashes, 41 percent of non-severe injury crashes, and 37 percent of total crashes
 - Angle Crashes = 14 percent of all non-severe injury crashes and 16 percent of total crashes
- Crashes by Roadway Junction:
 - Not related to intersection = 55 percent of severe injury crashes, 36 percent of non-severe injury crashes, and 38 percent of total crashes
 - At or related to intersection = 62 percent of all crashes

Table 15. Summary of Priority Risk Factors

Risk Factor	Number of Crashes	Risk Factor % of All Crashes in Category
<u>Severe Crashes</u>	<u>20</u>	
Type		
Roadway Departures	7	35.0%
Turn	4	20.0%
Rear-end	2	10.0%
Location (Junction)		
Not at Intersection or Related	11	55.0%
At Intersection & Related	5	25.0%
Contributing Cause	5	25.0%
Distraction		
Vehicle 1 Action		
Going Straight	11	55.0%
Making Left Turn	4	20.0%
Lighting Condition		
Daylight	9	45.0%
Dark with Street Lights	8	40.0%
Roadway Condition		
Dry Pavement	12	60.0%
Wet Pavement	6	30.0%
Weather Condition		
Clear	12	60.0%
<u>Other Injury Crashes</u>	<u>265</u>	
Type		
Rear End	108	40.8%
Angle	37	14.0%
Location (Junction)		
Not at Intersection or Related	96	36.2%
At Intersection & Related	77	29.1%
Contributing Cause		
Distraction	65	24.5%
Did Not Grant ROW to Vehicle	29	10.9%
Vehicle 1 Action		
Going Straight	159	60.0%
Making Left Turn	40	15.1%
Lighting Condition		
Daylight	173	65.3%
Dark with Street Lights	61	23.0%
Roadway Condition		
Dry Pavement	200	75.5%
Wet Pavement	63	23.8%
Weather Condition		
Clear	106	40.0%
Clear or Partly Cloudy	76	28.7%
Raining	48	18.1%

Risk Factor	Number of Crashes	Risk Factor % of All Crashes in Category
<i>All Crashes</i>	<u>1,206</u>	
Type		
Rear End	450	37.3%
Angle	188	15.6%
Location (Junction)		
Not at Intersection or Related	460	38.1%
At Intersection & Related	344	28.5%
Contributing Cause		
Distraction	261	21.6%
Did Not Grant ROW to Vehicle	142	11.8%
Vehicle 1 Action		
Going Straight Ahead	668	55.4%
Left Turn	176	14.6%
Lighting Condition		
Daylight	812	67.3%
Dark with Street Lights	268	22.2%
Roadway Condition		
Dry Pavement	841	69.7%
Wet Pavement	329	27.3%
Weather Condition		
Clear or Partly Cloudy	449	37.2%
Clear	334	27.7%
Raining	209	17.3%

-
- Crashes by Contributing Causes:
 - Distracted driver = 25 percent of severe and non-severe injury crashes, and 22 percent of total crashes
 - Failure to yield right of way to Vehicle = 11 percent of non-severe injury crashes, and 12 percent of total crashes
 - Crashes by Vehicle 1 Action:
 - Vehicle moving straight = 55 percent of severe injury crashes, 60 percent of non-severe injury crashes, and 55 percent of total crashes
 - Making a left turn = 20 percent of severe injury crashes, 15 percent of non-severe injury crashes, and 14 percent of total crashes
 - Crashes by Lighting Condition:
 - Daylight = 45 percent of severe crashes, 65 percent of non-injury crashes, and 67 percent of total crashes
 - Dark with Street Lights = 40 percent of severe crashes, 23 percent of non-severe injury crashes, and 22 percent of total crashes
 - Crashes by Roadway Surface Condition:
 - Dry roadway = 60 percent of severe injury crashes, 76 percent of non-severe injury crashes, and 70 percent of total crashes
 - Wet roadway = 30 percent of severe injury crashes, 24 percent of non-severe injury crashes, and 27 percent of total crashes
 - Crashes by Weather Condition:
 - Clear = 60 percent of severe injury crashes, 40 percent of non-severe injury crashes, and 32 percent of total crashes
 - Clear or Partly Cloudy = 29 percent of non-severe injury crashes, and 33 percent of total crashes
 - Raining = 33 percent of severe injury crashes, 18 percent of non-severe injury crashes, and 17 percent of total crashes

Based on guidance found in WSDOT's Target Zero – Washington Strategic Highway Safety Plan, the primary risk factors found in severe crashes were grouped into priority levels one and two. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

- **Priority Level 1:** Contributing risk factors that are involved in 25 percent or more of fatal or serious injury crashes
- **Priority Level 2:** Risk factors that are involved in less than 25 percent of fatal or serious injury crashes

From the data analysis, patterns arose showing several factors that were present in the fatal and serious injury collisions. The risk factors for Priority Levels 1 and 2 are listed below.

Priority Level 1: As indicated from the data in Table 15 supplemented by Tables 2 through 8, risk factors that represent 25 percent or more of the severe crashes within the city include:

- Roadway departure
- At intersections and related

-
- Not at intersection and not-related
 - Driver distraction

Priority Level 2: All other crash types and potential risk factors identified in Table 17 including:

- Turning crashes (both left and right)
- Failing to yield to non-motorist
- Rear-end crashes

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5 ENGAGEMENT AND COLLABORATION

As part of the safety action planning process, both in-person public engagement meetings and virtual outreach through an online survey were performed to provide insight into how the community views transportation safety issues. In addition, the planning process was guided by an Advisory Committee whose membership included both city staff and representatives of the public. This section documents the efforts undertaken and the feedback received. This information provides helpful guidance to augment the data-driven assessment of problem locations and general systemic safety improvement needs.

In-Person Public Engagement

To provide multiple opportunities for the public to participate in the safety action planning process several public meetings were held including:

- April 18, 2025 SAP Advisory Committee meeting
- July 18, 2025 SAP Advisory Committee meeting
- August 13, 2025 Planning Commission meeting
- August 19, 2025 Community Development Committee meeting

Meetings were posted on the City's website. In total, several members of the community attended and provided input on roadway safety concerns. In addition to receiving public comments, the Planning Commission and City Council members themselves were able to both share their own concerns and provide feedback from community members. Overall, the main concerns involved:

- Speeding on specific roadways including Angeline Road, W Tapps Highway E, Rhodes Lake Road and Sky Island Drive
- Potential actions to address speeding including auto-cameras and increased enforcement
- Potential to address signal timing, particularly on SR 410 with a high number of rear end crashes
- Illegal left turns across SR 410
- Need to prioritize improvements on W Tapps Highway, Myers Road and Church Lake Road. A particular concern was acceleration from Myers Road onto westbound SR 410.

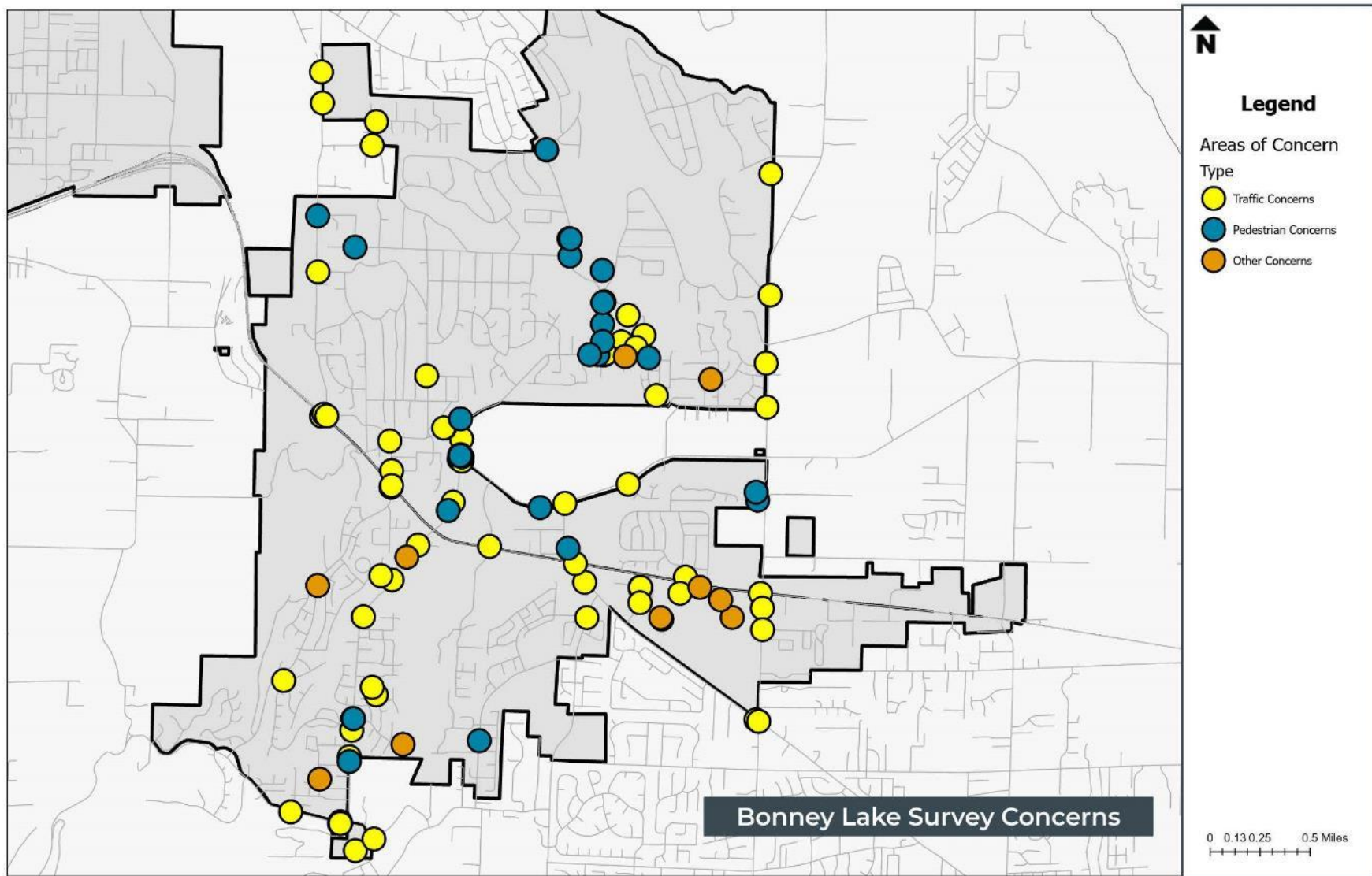
Online Survey

In addition to providing multiple in-person opportunities for the public to share their concerns, an online survey was also created to solicit feedback. The survey was prepared using the Social Pin Point platform and was posted from June 23rd through July 14th of 2025. Overall, the survey had 47 respondents and identified several areas of concern. The survey allowed respondents to express concerns for specific locations in three categories:

- Automobile/Traffic Safety Concerns
- Pedestrian/Bicycle Safety Concerns
- Other Concerns

The location of these concerns is illustrated in **Figure 10**.

Figure 10. Location of Public Transportation Safety Concerns from Online Survey



As indicated in the figure, transportation safety concerns a spread throughout the city and include both SR 410 and a wide variety of city streets. A brief summary of these concerns includes the following.

Streets and Highways

A total of 89 comments were received with some respondents indicating concerns at multiple locations. Top concerns included:

- Difficult/congested turns (28) and limited sight distance (20).
- Speeding was also a concern (11), as were issues specifically related to the type of traffic control at an intersection (9).
- Key locations of concern included:
 - Angeline Road (23)
 - Rhodes Lake Road (11)
 - Church Lake Road (8)
 - SR 410 (6)



Angeline Road

Bicycle and Pedestrian Issues

A total of 27 comments were received the top concerns including:

- Lack of sidewalks (15) and
- Perceived unsafe street crossings (total of 7 with the Allan Yorke Park area mentioned several times)
- Speeding was also a concern (4)
- Key locations of concern included:
 - W Tapps Highway (7)
 - Angeline Road (3)
 - Church Lake Road (3)
 - Sumner-Buckley Highway (3)



W Tapps Highway

Summary of Community Concerns

Overall, between the in-person meeting and the online survey, safety concerns were raised by the community in several specific areas. These included:

Pedestrian/Bicycle Concerns

- Requests were made for sidewalks along Angeline Road
- Requests that visibility and protection for pedestrians to be improved on Bonney Lake Boulevard, with particular emphasis on school children
- Requests for sidewalks along Church Lake Road. Pedestrian use is becoming more frequent, and cars are required to swerve out of their lanes to provide a safe distance for pedestrians.
- Requests for sidewalks along Sumner-Buckley Highway

-
- Requests for sidewalks, crosswalks, and increased protection and visibility for pedestrians along W Tapps Highway. Cars speeding in the area are a concern and a desire was expressed for an improved connection from the neighborhoods to Allan Yorke Park. There is also a need for crossing protection, particularly for schoolchildren to accommodate a complete trip.

Vehicular Traffic Safety Concerns

- Request for improvement of traffic control at the intersection of Angeline Road with Veterans Memorial/Sumner-Buckley Highway due to limited visibility and perceived unsafe intersection issues. Respondent requested signalization or the addition of turning lanes for leaving Angeline Road due to the high volume of traffic and excessive speeding on the highway. Improvement to this intersection to install a roundabout are underway.
- There are visibility and speeding concerns at the intersection of Angeline Road/Rhodes Lake Road. Left turns onto Rhodes Lake Road are perceived as becoming unsafe due to drivers going too fast, limited visibility (“blind curve on left, shrubs on right”), and a higher volume of traffic.
- The intersection of Church Lake Road/W Tapps Highway has visibility issues. Trees and hedges block visibility of eastbound traffic making left turns from W Tapps Highway.
- Fred Meyer/Costco shopping center access is perceived as unsafe. Request for the connection of Fred Meyer and Costco parking lots to improve traffic on SR 410, as well as signalization at 204th Avenue and 98th Avenue intersections due to difficulty making safe traffic movements, specifically left turns.
- Perception of excessive speeding and unsafe intersection at 204th Avenue/98th Avenue. Request that a 4-way stop, or other forms of increased traffic control be installed.
- Perceived unsafe intersections along S Prairie Road and 214th Avenue with a request made for signalization to protect left turns.
- SR 410 has issues with excessive speeding and running red lights, as well as a permitted left turn at Myers Road. Elimination of the eastbound left turn from SR 410 to Myers Road was requested due to the perception that the location has a high number of crashes.

This public input was used to establish specific project locations and inform the countermeasure selection. This input was also used to help develop project prioritization.

Additional Public Concerns

In addition to comments received through the online survey and in-person engagement, the city has also received multiple comments from individual citizens about existing safety concerns. Below is a summary of the comments received during the safety action planning process.

Emerald Elementary School Pedestrian Access

A local resident reached out to share concerns regarding the safety of children walking to and from Emerald Elementary School. This was specifically related to the safety of the crosswalk at W Tapps Drive. Concerns about vehicle speeds, sight distance, and compliance for vehicles travelling on W Tapps Highway were shared.



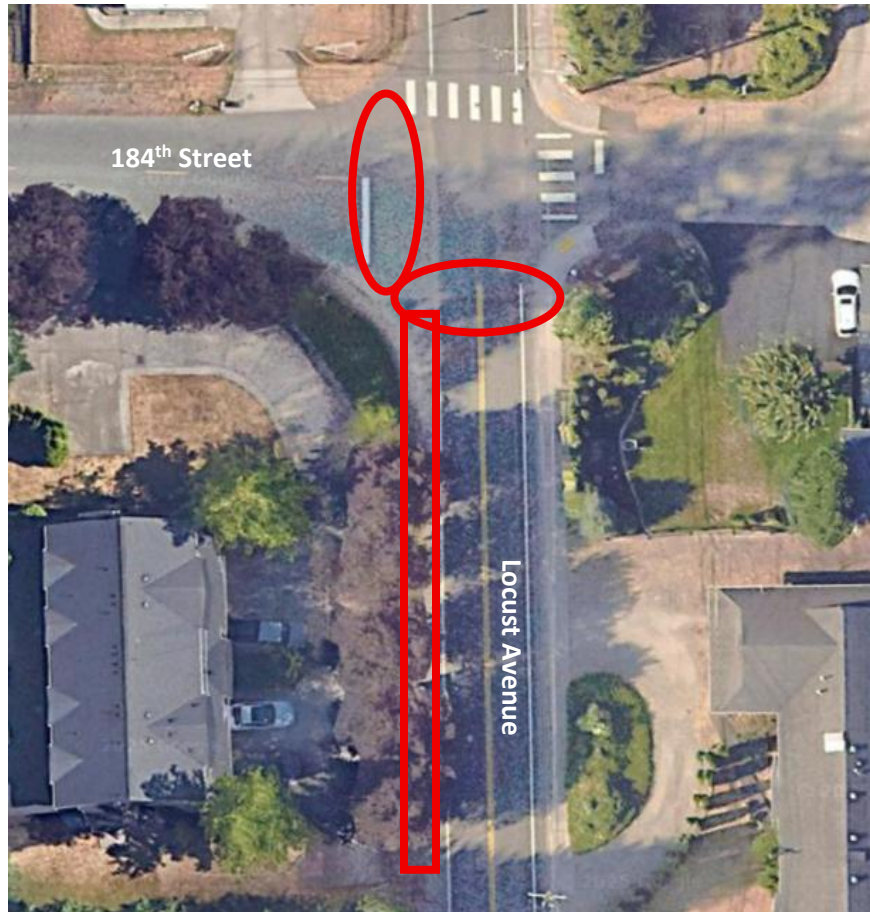
62nd Avenue E

A local resident contacts city staff to express concerns about the existing 62nd Avenue E corridor and specifically the western end, where it makes a 90 degree turn to the south and merges with 182nd Avenue. The sight distance through the curve, speeding, and usage of the road were all raised as concerns. The roadway surface currently does not provide stripe delineation for lanes. This corridor is also adjacent to Lakeridge Middle School and vehicles have been observed parking on this curve to pick up students. The city has committed to installing a speed limit sign in the vicinity to help with vehicle speeds.



Locust Avenue Pedestrian Safety

A local resident reached out to City staff to express concerns about pedestrian safety along Locust Avenue near 84th Street. There is currently sidewalk along the east side of Locust Avenue, but on the west side the sidewalk ends approximately 175 feet south of 184th Street. West Lake Tapps Condominiums is located on the west side of Locust Avenue and walking north along Locust Avenue to 184th Street or to Bonney Lake Elementary School, is challenging with the missing sidewalk link. Additionally, there is no striped crosswalk for pedestrians at the Locust Avenue/184th Street intersection on the west or south legs.



S Tapps Highway E Safety

A local resident attended a Planning Commission meeting to express concerns about vehicle and pedestrian safety on W Tapps Highway, specifically between Bonney Lake Boulevard and W Tapps Drive E. They had recently observed a vehicle crash on the corridor near Allan Yorke park, and in general felt that vehicles were often driving above the posted speed limit. While there is sidewalk provided on the west side of the corridor, the high vehicle speeds decrease the safety and comfort of the pedestrians. The segment in question is shown below:



6 EQUITY CONSIDERATIONS

Comparison with Community Demographics

Federal regulations and guidance address the fair treatment of disadvantaged populations; new projects must ensure potential project impacts are not disproportionately burdensome to these populations. An analysis of environmental justice (EJ) populations within the City of Bonney Lake was performed to ensure the effects of crash risk factors do not disproportionately affect disadvantaged populations and that proposed transportation projects are equitably allocated.

Demographic statistics on race and poverty status, as well as overall study area characteristics, are used to evaluate EJ effects. EJ populations include people of color and low-income populations, defined as follows:

- **People of color:** The percent of individuals in a block group⁶ who list their racial status as a race other than white alone and/or list their ethnicity as Hispanic or Latino. That is, all people other than non-Hispanic white-alone individuals. The word “alone” in this case indicates that the person is of a single race, not multiracial.
- **Low-income:** The percent of a block group’s population in households where the household income is less than or equal to twice the federal “poverty level.”⁷
- **Limited English speaking:** Percent of people in a block group living in limited English-speaking households. A household in which all members aged 14 years and over speak a non-English language and also speak English less than “very well” (have difficulty with English) is considered to be limited English-speaking.

Census data was gathered using EPA’s Environmental Justice Screening and Mapping Tool (EJScreen)⁸, which uses official U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-Year Estimates provided at the block group level. Twenty-two census block groups lie either fully or partially within the city limits, as shown in **Figure 11**.

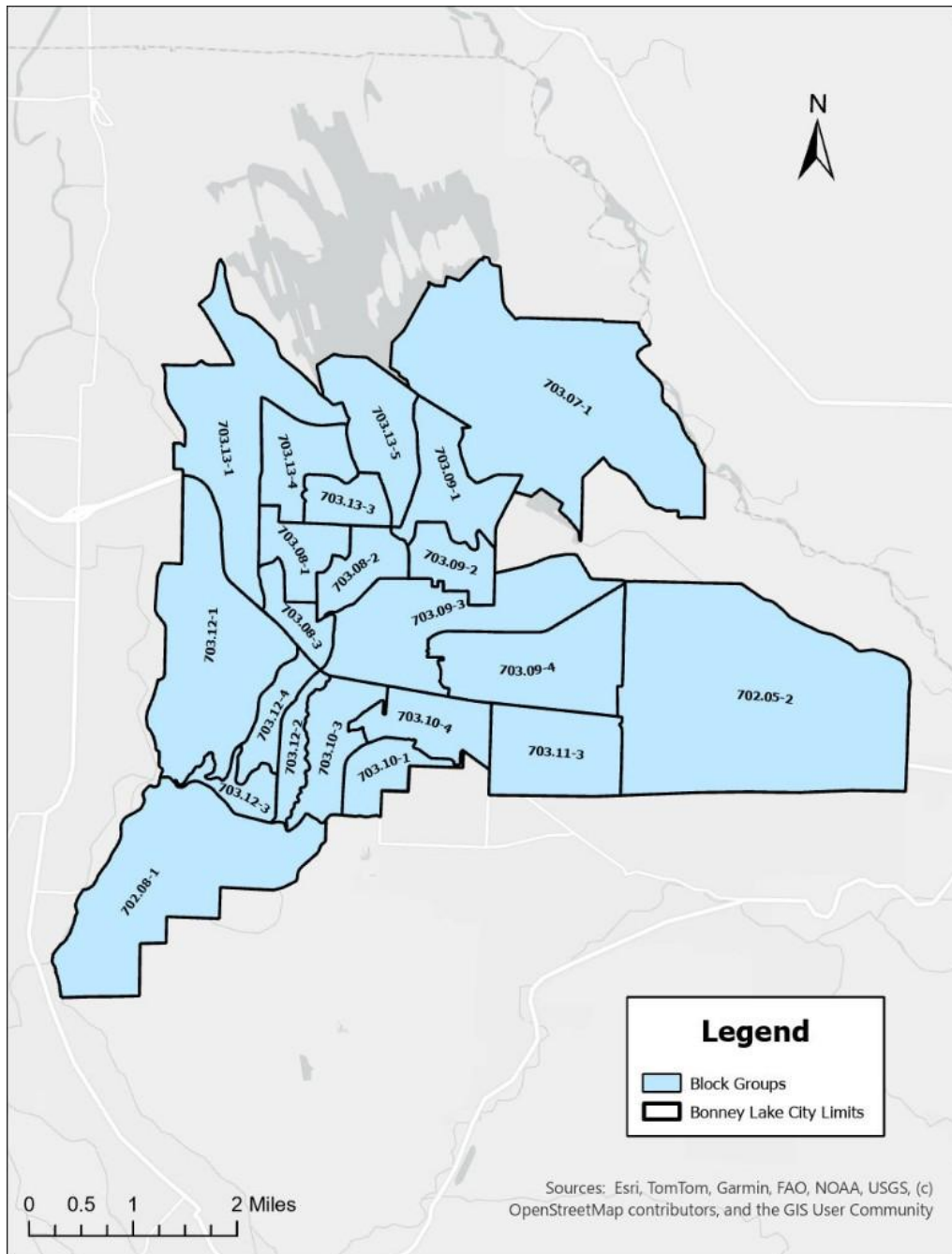
To determine whether disparate impacts exist among EJ populations, ACS population data was gathered for each block group as well as for the City of Bonney Lake as a whole. Based on WSDOT guidance, the EJ populations within the city overall were used as a comparison group. The comparison group percentage was divided by the percentage of EJ population in each block group to determine disparate impact; a resulting ratio of less than 0.80 indicates a disparate impact on that population.

⁶ Block groups are geographic units used for data collection by the U.S. Census Bureau. A block group generally has a population of 600 to 3,000 and is the smallest geographic unit for which the Census Bureau publishes sample data.

⁷ “Overview of Socioeconomic Indicators in EJScreen,” <https://www.epa.gov/ejscreen/overview-socioeconomic-indicators-ejscreen>

⁸ EPA EJScreen Mapping Tool, <https://ejscreen.epa.gov/mapper/>

Figure 11. Block Groups in the City of Bonney Lake



The results of the disparate impact analysis were then compared with the crash locations in the City of Bonney Lake to ensure there is no disproportionately high and adverse effect on any EJ population. The analysis is summarized below.

People of Color

Within the City of Bonney Lake, People of color make up 14.3 percent of the population. Among the City's 22 block groups, people of color comprise between 4 percent and 47 percent of the population. Using the

methodology described above, this analysis found disparate impact among people of color for 11 of the 22 block groups within the City of Bonney Lake (see **Table 16**).

Table 16. People of Color, City of Bonney Lake

Geography	People of Color as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	14.3%	-	
Tract 702.05, Block Group 2	4%	3.6	No
Tract 702.08, Block Group 1	32%	0.4	Yes
Tract 703.07, Block Group 1	13%	1.1	No
Tract 703.08, Block Group 1	19%	0.8	No
Tract 703.08, Block Group 2	13%	1.1	No
Tract 703.08, Block Group 3	26%	0.6	Yes
Tract 703.09, Block Group 1	15%	1.0	No
Tract 703.09, Block Group 2	31%	0.5	Yes
Tract 703.09, Block Group 3	22%	0.7	Yes
Tract 703.09, Block Group 4	16%	0.9	No
Tract 703.10, Block Group 1	19%	0.8	No
Tract 703.10, Block Group 3	21%	0.7	Yes
Tract 703.10, Block Group 4	25%	0.6	Yes
Tract 703.11, Block Group 3	26%	0.6	Yes
Tract 703.12, Block Group 1	15%	1.0	No
Tract 703.12, Block Group 2	20%	0.7	Yes
Tract 703.12, Block Group 3	13%	1.1	No
Tract 703.12, Block Group 4	47%	0.3	Yes
Tract 703.13, Block Group 1	21%	0.7	Yes
Tract 703.13, Block Group 3	26%	0.6	Yes
Tract 703.13, Block Group 4	12%	1.2	No
Tract 703.13, Block Group 5	10%	1.4	No

To determine disparate impact: divide **comparison group percentage by **block group** percentage; if result is less than 0.80, there is disparate impact.*

Low-Income Populations

Within the City of Bonney Lake as a whole, low-income households make up 10.96 percent of the population. Among the City’s 22 block groups, the low-income population ranges from zero to 23 percent. This analysis found disparate impact among low-income people of seven of the 22 block groups within the City of Bonney Lake (See **Table 17**).

Table 17. Low-Income Population, City of Bonney Lake

Geography	Low-Income Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	10.96%	-	
Tract 702.05, Block Group 2	22%	0.50	Yes
Tract 702.08, Block Group 1	4%	2.74	No
Tract 703.07, Block Group 1	13%	0.84	No
Tract 703.08, Block Group 1	19%	0.58	Yes
Tract 703.08, Block Group 2	12%	0.91	No
Tract 703.08, Block Group 3	13%	0.84	No
Tract 703.09, Block Group 1	22%	0.50	Yes
Tract 703.09, Block Group 2	6%	1.83	No
Tract 703.09, Block Group 3	11%	1.00	No
Tract 703.09, Block Group 4	0%	-	No
Tract 703.10, Block Group 1	2%	5.48	No
Tract 703.10, Block Group 3	10%	1.10	No
Tract 703.10, Block Group 4	11%	1.00	No
Tract 703.11, Block Group 3	17%	0.64	Yes
Tract 703.12, Block Group 1	2%	5.48	No
Tract 703.12, Block Group 2	23%	0.48	Yes
Tract 703.12, Block Group 3	2%	5.48	No
Tract 703.12, Block Group 4	8%	1.37	No
Tract 703.13, Block Group 1	14%	0.78	Yes
Tract 703.13, Block Group 3	6%	1.83	No
Tract 703.13, Block Group 4	13%	0.84	No
Tract 703.13, Block Group 5	14%	0.78	Yes

*To determine disparate impact: divide **comparison group** percentage by **block group** percentage; if result is **less than 0.80**, there is disparate impact.

Limited English-Speaking Households

Within the City of Bonney Lake as a whole, limited English-speaking households make up 1.65 percent of the population. Among the City’s 22 block groups, the percentage of limited English-speaking households ranges from zero to 6 percent. The analysis found disparate impact among limited English-speaking populations for five of the 22 block groups within the City of Bonney Lake (see **Table 18**).

Table 18. Limited English-Speaking Population, City of Bonney Lake

Geography	Limited English-Speaking Pop. as % of Total Population	Disparate Impact Ratio*	Disparate Impact?
City of Bonney Lake (Comparison Group)	1.65%	-	
Tract 702.05, Block Group 2	0%	-	No
Tract 702.08, Block Group 1	0%	-	No
Tract 703.07, Block Group 1	0%	-	No
Tract 703.08, Block Group 1	5%	0.33	Yes
Tract 703.08, Block Group 2	0%	-	No
Tract 703.08, Block Group 3	0%	-	No
Tract 703.09, Block Group 1	0%	-	No
Tract 703.09, Block Group 2	3%	0.55	Yes
Tract 703.09, Block Group 3	0%	-	No
Tract 703.09, Block Group 4	0%	-	No
Tract 703.10, Block Group 1	0%	-	No
Tract 703.10, Block Group 3	0%	-	No
Tract 703.10, Block Group 4	6%	0.275	Yes
Tract 703.11, Block Group 3	6%	0.275	Yes
Tract 703.12, Block Group 1	0%	-	No
Tract 703.12, Block Group 2	0%	-	No
Tract 703.12, Block Group 3	0%	-	No
Tract 703.12, Block Group 4	0%	-	No
Tract 703.13, Block Group 1	0%	-	No
Tract 703.13, Block Group 3	4%	0.4125	Yes
Tract 703.13, Block Group 4	0%	-	No
Tract 703.13, Block Group 5	0%	-	No

*To determine disparate impact: divide **comparison group** percentage by **block group** percentage; if result is **less than 0.80**, there is disparate impact.

Effects on EJ Populations

EJ population concentrations were compared with crash locations to determine whether existing crash risk factors have a disproportionately high and adverse effect on any EJ population in the City of Bonney Lake. The percentage of EJ populations within each block group is represented graphically in **Figure 12** through **Figure 14** with crash locations overlaid on the census data. Rear end collisions were the most common crash type throughout the city, with higher concentrations along the length of SR 410.

For people of color, there was a disparate impact related to crash concentrations across 11 block groups, which are generally concentrated in the southern and central parts. These block groups typically experience a high concentration of crashes. Specifically, block groups along SR 410 consistently show a high concentration of crashes and should be prioritized during project allocation.

Figure 12. Percentage of People of Color by Block Group as Compared to Crash Location

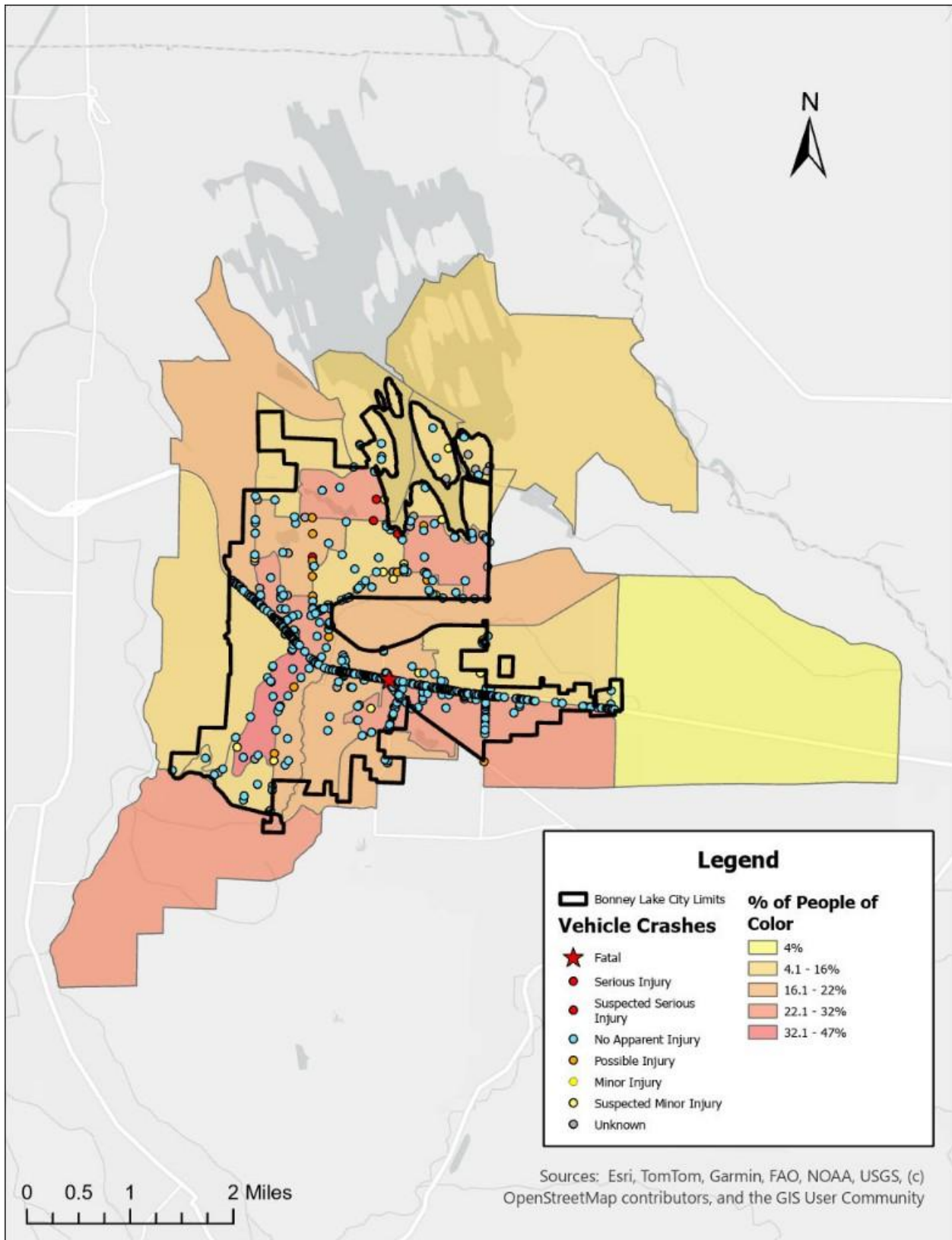


Figure 13. Percentage of Low-Income Population by Block Group as Compared to Crash Locations

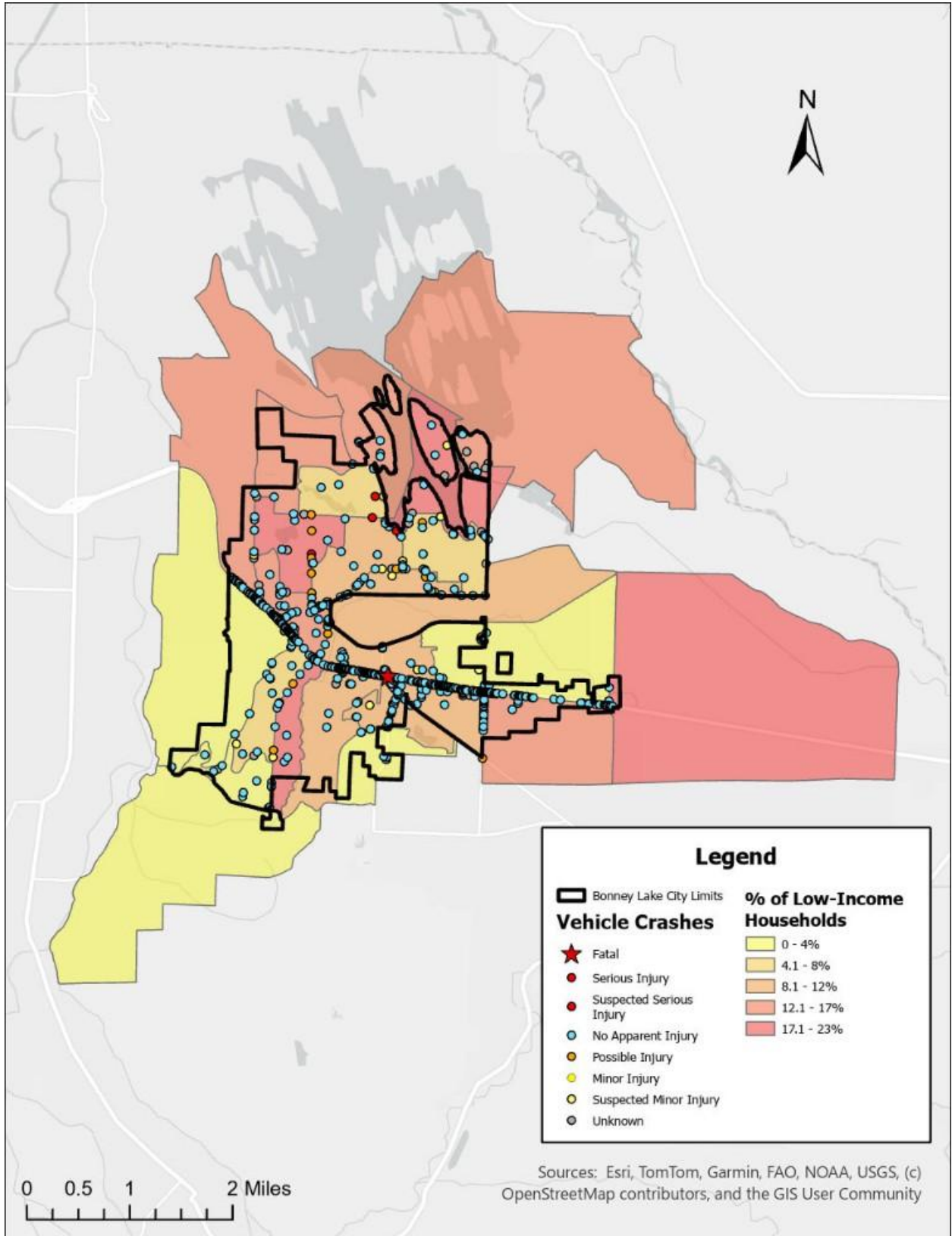
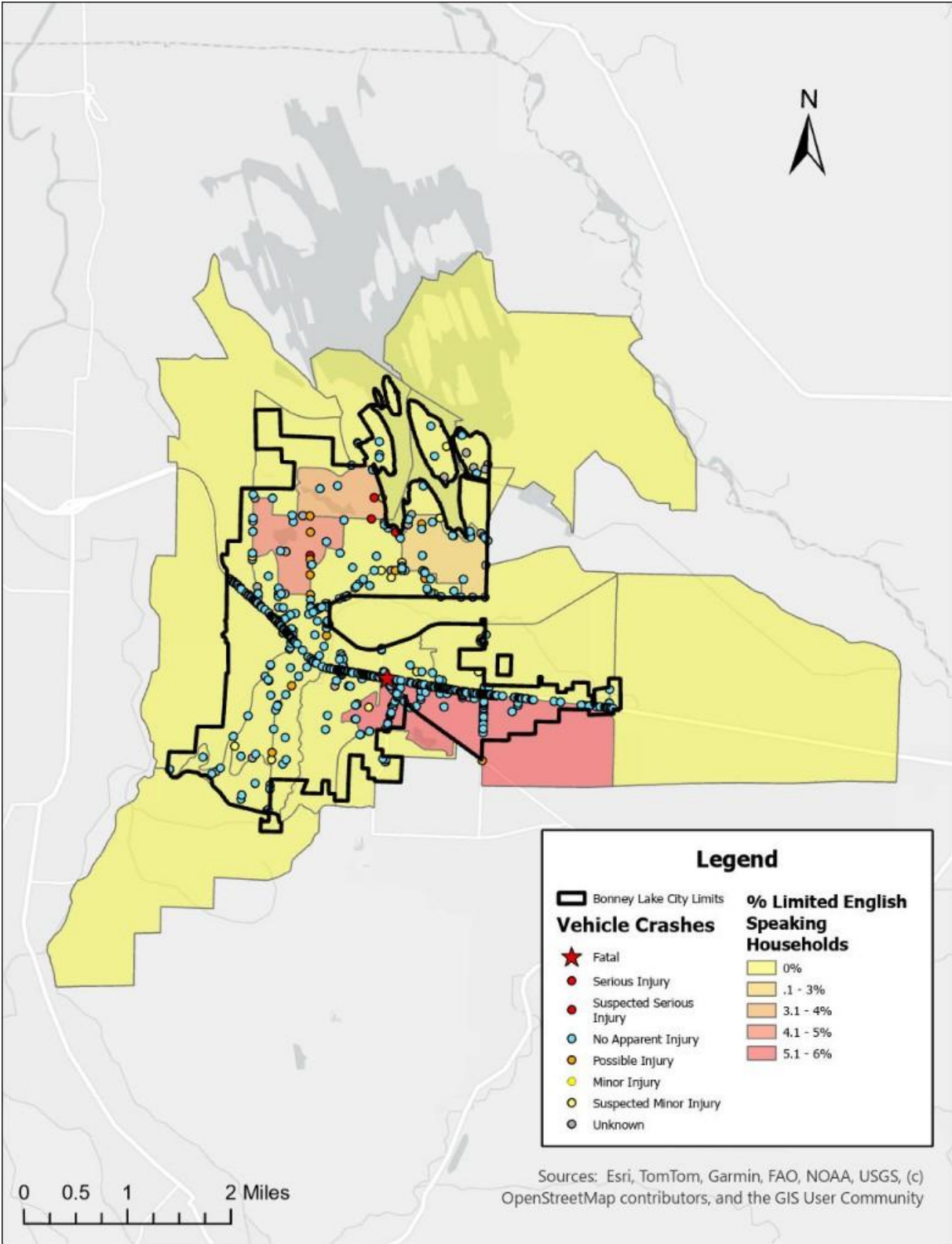


Figure 14. Percentage of Limited English Speaking by Block Group as Compared to Crash Locations



For low-income populations, a disparate impact was observed in seven block groups, which are generally concentrated in the northwest and eastern parts of the city. While these block groups typically have a lower concentration of crashes, block groups along SR 410 and Veterans Memorial Drive still exhibit a significant number of crashes and warrant consideration during project allocation.

For limited English-speaking populations, there was a disparate impact for five block groups, which are grouped in the central north and central east portions of the city. The central east block groups, which are adjacent to SR 410, show a concentration of crashes and should be prioritized during project allocation.

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7 PLANNING CONTEXT

This chapter addresses the planning and policy context within which the *Safety Action Plan* was developed and will be monitored and maintained over time. Specific topics that are discussed include:

- An assessment of current policies, plans, guidelines and/or other standards that provide opportunities to improve how transportation safety issues are identified, and improvements are developed and prioritized.
- Identification of revised policies, guidelines or standards that address the implementation of transportation safety improvements.

City Plans and Policies Related to Transportation Safety

The existing Bonney Lake *Comprehensive Plan* establishes a vision, goals and policies that prioritize the protection of public safety as a key responsibility of the city. As an integral part of the City's *Comprehensive Plan*, the Bonney Lake *Community Mobility Plan* includes a broad vision for a transportation system that meets the requirements of Washington's Growth Management Act. This vision identifies a system that *"consists of interconnected, safe, sufficiently lit, and well-maintained streets that adequately carry traffic North, South, East, and West. Corridors are easily accessible and sized to accommodate growth. Sidewalks, trails, and other aspects of the non-motorized transportation system are inviting and pedestrian friendly."*

The *Community Mobility Plan* (CMP) reflects a long-term commitment to enhancing multimodal safety. In 2007, the city adopted its first plan to improve non-motorized transportation, the *Bonney Lake Non-Motorized Plan*, whose goal was *"to promote mobility without the aid of motorized vehicles to encourage healthy recreational activities, reduce vehicle demand on City roadways, and enhance safety within the community."* The 2015 CMP adopted a policy structure to support and encourage multimodal transportation safety. Within this structure, there are specific goals and policies that address the development of a safer transportation system including:

*Policy CM-2.1: Design major streets to balance the needs of automobiles with the needs of pedestrians, bicyclists, and transit users. Over time, key Bonney Lake's corridors should evolve into multi-modal streets that **offer safe and attractive choices** among different travel modes. (emphasis added)*

*Policy CM-2.4: Improve the **safety of pedestrians and bicyclists** throughout Bonney Lake through design, signage, capital projects, pavement maintenance, street sweeping, pavement striping, and public education.*

*Goal CM-3: **Ensure the safe, efficient movement of goods** to support the local and the regional economy, with minimal impacts on residential neighborhoods and local traffic patterns.*

*Goal CM-4: Maintain and preserve the City's existing transportation system in order **to provide a safe multi-modal system**, protect the investment in the existing system, and lower overall life-cycle costs.*

*Policy CM-7.4: Establish an integrated transportation system with connectivity to the regional transportation system and to the local street networks in adjacent communities, **which safely and conveniently accommodates all users**: motorists, pedestrians, bicyclists, and transit riders.*

*Policy CM-9.5: **Allocate resources to the Capital Improvement Plan (CIP) and Transportation Improvement Plan (TIP) in the following ranked priority: 1) projects that address existing/future***

transportation safety issues; 2) projects that address existing capacity, operational, or maintenance issues; 3) projects that provide capacity or operational enhancement to meet the long-term level of service; 4) projects that support economic development and enhances City appearance; 5) projects that promote multi-mode travel; and 6) projects that promote connectivity and community circulation.

The *Safety Action Plan* relies on the goal and policy statements provided by the *Comprehensive Plan* and CMP for guidance in the development and implementation of improvements. Moving from the more generalized statements in the Plan, a specific action strategy has been developed in this *Safety Plan* based on the data that was collected and analyzed, and recommended improvements were identified and prioritized. As shown in the data, key problem locations include intersections with rear end and angle crashes, as well as crashes involving fixed objects, turns or sideswipes. The lack of or substandard condition of pedestrian facilities within the community is also considered a systemic problem.

In 2020, the City of Bonney Lake conducted an in-depth evaluation of its transportation system to ascertain compliance with the Americans with Disabilities Act (ADA) and adopted an ADA Transition Plan to correct existing deficiencies. Through adoption of this plan the city recognizes that compliance with ADA is critical to a healthy and safe community. The ADA Plan provides a solid framework for the identification and prioritization of pedestrian accessibility and safety improvements focusing on sidewalks, curb ramps, driveway approaches, and pedestrian signals. Development of the Plan included community input through two online surveys. The feedback the city received was used to provide direction on priorities for ADA investments and development of the Transition Plan. The Transition Plan is intended to be a living document that will be updated regularly to track ongoing progress toward compliance. It provides a sound framework for identifying and prioritizing pedestrian accessibility and safety improvements that have been incorporated into the Safety Action Plan.

The City of Bonney Lake has also adopted Street Standards which guide the development and improvement of safe transportation infrastructure within the community. These standards will guide the development and implementation of all safety-related improvements made by the city.

Suggested Modifications to Safety Policy

As noted above, the City of Bonney Lake has adopted plans, policy statements and standards that address the importance of transportation safety in the city's governance process. The city is currently in the process of updating its *Comprehensive Plan* and the supportive *Community Mobility Plan* to provide guidance for safe transportation system development into the foreseeable future. As part of that Plan development specific actions are recommended as part of this Safety Action Plan:

- Adopt this *Safety Action Plan* through City Council resolution.
- Continue ongoing implementation of the *ADA Transition Plan* that includes a prioritized list of improvements and a process for community input into the identification and selection of improvements.
- Consider adoption of a Complete Streets Policy that establishes policy guidance to support the prioritized improvements identified in the updated CMP to enhance the travel safety of vulnerable users including bicyclists and pedestrians.
- Develop a process within the city with supportive policy guidance that establishes a complaint procedure to address safety concerns within the city, particularly as they affect vulnerable users and high priority improvement locations.

Some of the guidance provided by the CMP and the ADA Plan includes locations for sidewalk replacement, safer pedestrian crossings, intersection control improvements and integration of trails all of which have a strong correlation to the spot and systemic problems identified in the *Safety Action Plan*.

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8 STRATEGY AND PROJECT SELECTION

The City of Bonney Lake experienced 1,206 recorded crashes over the five-year period of January 1, 2019 and December 31, 2023. These crashes were divided fairly equally between city streets and SR 410, which runs east/west through the middle of the city. Given the different characteristics of SR 410 compared to all of the local roads, a separate evaluation of SR 410 has been conducted, providing high priority locations and countermeasure recommendations specific to the corridor.

Identification of High Priority Locations

The identification of high priority locations considered multiple factors, including each of the recorded severe and vulnerable user crashes, locations with clusters or a high density of crashes, presence of high risk factor crashes, proximity to locations that attract traffic, particularly vulnerable users (such as commercial areas, schools or parks), Mobility Plan priorities, and local concerns. Below is a summary of these factors for Bonney Lake streets and the SR 410 corridor.

City Streets

There were six recorded severe crashes on the city street during five-year study period. Of these, three were fixed object crashes and a fourth involved a vehicle going over an embankment. These four crashes all result from vehicles leaving the roadway, and represent 67 percent of the recorded severe crashes, making this a high priority risk factor.

As shown in Figure 8, all six severe crashes occurred in different areas of the city but were largely concentrated along major roadway corridors with only one crash (on 198th Avenue) occurring close to the cluster of severe crashes that occurred along SR 410. As presented in Figure 9, there were 10 vulnerable user crashes on city streets which were also spread throughout the community. Seven of these crashes involved pedestrians and three involved bicyclists.

Nine corridors in the city were identified as having a high number or a relatively high density of crashes including many rear end and departure crashes that were identified as the higher type of risk factor resulting in crashes in Bonney Lake.

Based on the foregoing analysis of crash data, the *Safety Action Plan* will focus on nine major travel corridors within the city, and six specific intersection locations. For a variety of reasons related to crash history, the functional importance of each corridor within the community, as well as stakeholder and public input these have been identified as priorities for consideration in the development of spot and/or systemic improvements within the city. The corridors include:

- 214th Avenue between Sumner-Buckley Highway and 103rd Street
- Veterans Memorial Drive between SR 410 and Angeline Road
- S Prairie Road E between SR 410 and 214th Avenue E
- Church Lake Road between Veterans Memorial Drive and Kelly Lake Road
- 192nd Avenue between Target store driveway and SR 410
- Angeline Road E between Veterans Memorial Drive and Rhodes Lake Road
- 200th Avenue Ct E between SR 410 and 104th Avenue E
- Sky Island Drive between SR 410 and 111th Street E
- W Tapps Highway between 64th Street E and Church Lake Road

The identification of key intersections for evaluation in this *Safety Action Plan* focused on locations with severe and/or vulnerable user crashes and crash frequency. These spot improvement locations include:

- 195th Avenue at 67th Street Ct
- 198th Avenue at 96th Street E
- Angeline Road at 101st Street E
- Bonney Lake Boulevard at 194th Avenue
- Locust Street at Locust Extension E
- W Taps Highway at Church Lake Drive E

Further discussion of spot and systemic safety improvement needs along these corridors is presented in the following sections.

SR 410

Along SR 410 there were 14 severe crashes recorded with the city limits of Bonney Lake. These crashes included multiple instances of the following types:

- Fixed Object (3)
- Rear End (2)
- Sideswipe (2)
- Turn (3)
- Head-On (2)

This distribution of crash types does not provide a single clear community deficiency, however several of these crash types are commonly associated with roadway congestion, which is a known condition on SR 410 through the city.

The contributing causes for these high occurrence crashes are strongly correlated to roadway congestion. Factors such as “not at intersection or related”, “going straight”, and “rear end” illustrate this correlation.

The crashes were also reviewed based on physical location. The 14 severe crashes occurred all along SR 410, with one notable cluster of crashes near the intersection with 195th Avenue. This cluster included three crashes, with an additional three in close proximity.

Due to its length and the concentration of crashes along its alignment through the city, SR 410 was divided into four segments to focus the evaluation and prioritization of safety improvements. These segments included:

- SR 410 between the west city limit and Sky Island Drive
- SR 410 between the Angeline Road undercrossing and S Prairie Road
- SR 410 between 202nd Avenue and 216th Avenue
- SR 410 between 219th Avenue and 234th Avenue near the eastern city limits

High crash intersections along SR 410 were also identified as candidates for potential spot improvements. These intersections include locations with severe and/or vulnerable user crashes and a high density of total crashes and high-risk factor crashes involving rear end or roadway departures. These spot improvement locations include:

- SR 410 at the west city limits (MP 12.91)

-
- SR 410 at Myers Road (MP 13.11)
 - SR 410 east of Myers Road (MP 13.17)
 - SR 410 at 181st Avenue (MP 13.37)
 - SR 410 east of Angline Road crossing (MP 14.04)
 - SR 410 at 192nd Avenue (MP 14.20)
 - SR 410 at 195th Avenue (MP 14.40)
 - SR 410 at 198th Avenue (MP 14.64)
 - SR 410 at 208th Avenue (MP 15.17)
 - SR 410 near shopping center access (MP 15.22)
 - SR 410 at 211th Avenue (MP 15.39)
 - SR 410 at 214th Avenue (MP 15.62)
 - SR 410 at Shopping center access (MP 15.88)
 - SR 410 near 219 Avenue Ct (MP 15.91)

Further discussion of spot and systemic safety improvement needs along these corridors is presented in the following sections.

Corridor Prioritization

The travel corridors and high priority locations identified above and the local concerns within Bonney Lake as expressed through an online survey and other input were prioritized for safety improvements based on criteria identified by city staff. These criteria included consideration for:

- Corridors with severe or vulnerable user crashes (severe crashes are weighted by five and vulnerable users by three)
- Corridors with an overall high number of crashes (sorted and scored by number of crashes)
- Corridor crashes per mile (sorted and scored by number of crashes)
- Preponderance of key risk factor crashes (sorted and scored by number of rear end and/or departure crashes)
- Service to the commercial areas (qualitative score from 3 to 0)
- Near a school or park (qualitative score from 3 to 0)
- Priority corridor as identified in the city' Community Mobility Plan (yes or no scoring)
- Local concerns as identified through an online survey conducted for the Plan and other input

These criteria and their relative weighting factors are summarized in **Table 19**.

Table 19. Bonney Lake Prioritization Criteria

Category	Scoring Range	Weighting	Purpose
Severe Crashes	5 points per crash	High	Values the top priority crashes in a Safety Plan
Vulnerable User Crashes	3 points per crash	High	Values an additional crash type with potentially significant effects on community safety
Total Crashes	1-3 Points	Medium	Ranks a location by the magnitude of crashes experienced
Key Risk Factor Crashes	1-3 points	Medium	Values crash types that seem to predominate in a community
Commercial Area	1-3 points	Low	Values access to a key destination
Near School or Park	1-3 points	Medium	Values access to a key destination, particularly for bike/ped
Mobility Plan Priority	1-3 points	Medium	Location already identified as an improvement priority
Local Concern	1-3 points	Medium	Provides for community input on priority needs

Prioritization of Corridor Improvement Locations

Table 20 presents the results of the scoring analysis and includes the total score for the high-crash city street corridors and the four SR 410 segments. Locations are rated by the extent to which they satisfy each of the criteria in comparison with each other.

Based on application of the scoring criteria and a general ranking of prioritized safety improvement needs, locations were grouped into three priority levels reflecting both the importance of the proposed improvements and their urgency. Corridors by priority level are shown in **Figure 15** and summarized below.

Priority Level 1

Six locations are included under Priority Level 1, which focuses on the most important corridors with the most urgent need for improvement. These locations include five city streets and one segment along SR 410 as follows:

- 214th Avenue E, Sumner Buckley Hwy to 103rd Street
- W Tapps Hwy, 64th Street E to Church Lake Road
- Angeline Road E, Veterans Memorial to Rhodes Lake Road
- Veterans Memorial Drive, SR 410 to Angeline Road
- S Prairie Road E, SR 410 to 214th Avenue E
- SR 410 between the Angeline Road undercrossing and S Prairie Road

Table 20. Prioritization of Corridors

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Crashes/Mile ³	Key Risk Factor Crashes ⁴	Commercial Area ⁵	Near School or Park ⁵	Mobility Plan Priority ⁶	Local Concern ⁷	Score
City Streets										
214th Avenue E, Sumner Buckley Hwy to 103rd St	0 (0)	6 (2)	3 (98)	3 (89.9)	3 (17)	2	0	3	1	21
Veterans Memorial Drive, SR 410 to Angeline Road	0 (0)	0 (0)	3 (72)	3 (101.4)	2 (15)	2	1	2	3	16
S Prairie Road E, SR 410 to 214th Avenue E	0 (0)	0 (0)	2 (45)	2 (37.2)	2 (14)	3	2	3	2	16
Church Lake Road E, Veterans Memorial to Kelly Lake Road	0 (0)	0 (0)	2 (31)	2 (20.7)	3 (18)	0	3	2	2	14
192 nd Avenue E, Target to SR 410	0 (0)	0 (0)	2 (30)	3 (214.8)	1 (6)	3	1	1	1	12
Angeline Road E, Veterans Memorial to Rhodes Lake Road	5 (1)	0 (0)	2 (27)	1 (13.2)	3 (19)	0	2	2	3	18
200 th Avenue Ct E, South Prairie Road-104 th Avenue E	0 (0)	1 (3)	2 (23)	1 (19.2)	1 (4)	1	3	3	1	13
Sky Island Drive E, SR 410 to 111 th Street E	0 (0)	0 (0)	1 (14)	1 (9.0)	1 (9)	1	1	1	1	7
W Tapps Hwy, 64th Street E to Church Lake Road	5 (1)	3 (1)	1 (14)	1 (12.6)	1 (8)	0	3	3	2	19
SR 410										
SR 410, west city limit to Sky Island Drive	20 (4)	12 (4)	3 (227)	3 (227.0)	3 (78)	2	1	2	2	48
SR 410, Angeline Road to S Prairie Road	30 (6)	18 (6)	3 (192)	3 (202.1)	3 (61)	3	1	1	1	63
SR 410, 202 nd Avenue to 216 th Avenue	10 (2)	15 (5)	3 (173)	3 (186.0)	3 (43)	3	1	3	1	42
SR 410, 219 th Avenue to 234 th Avenue	10 (2)	3 (1)	1 (43)	1 (43.9)	3 (23)	2	1	0	1	22

1 Weighted by five for each severe crash and by three for each vulnerable user crash. The number in brackets is the actual reported crash experience.

2 Sorted and scored by number of incidents. >50 = 3, 30-50 = 2, <30 = 1

3 Sorted and scored by magnitude of crashes/mile. ≥ 30 = 3, 20-30 = 2, < 20 = 1

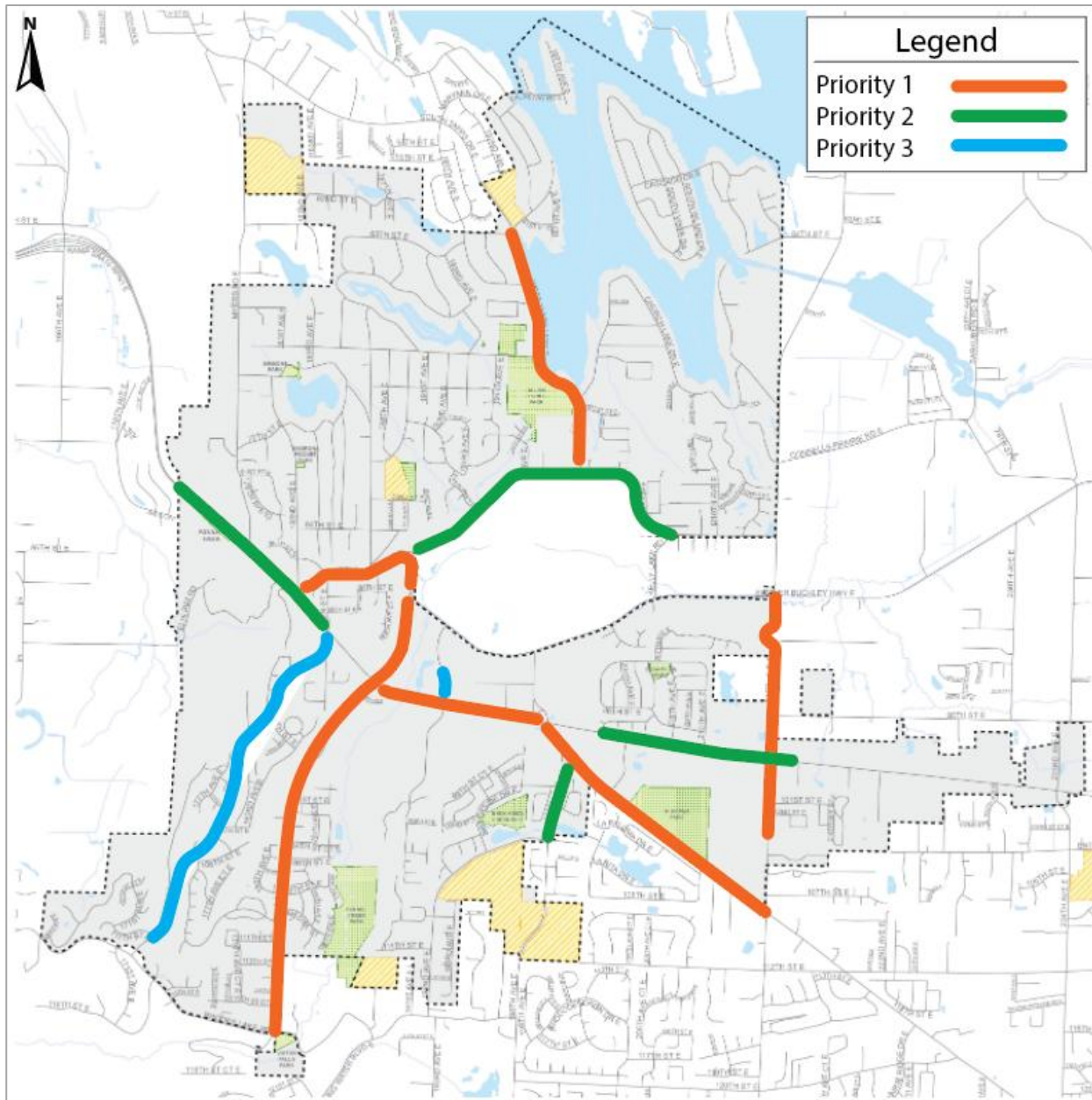
4 Rear end or departure crashes. Scored by number of key risk factor crashes. ≥15=3, 10-15=2, <10=1

5 Qualitative evaluation = 3 - High Priority, 2 - Medium Priority, 1 - Low Priority, 0 – No Effect/Relevance

6 2 points if located on a priority corridor, 0 points if not on a priority corridor.

7 Scoring based on number of mentions by the public in online survey conducted for the Plan. >15 comments=3 points, ≥5-15 = 2, <5=1

Figure 15. High Priority Corridors



Priority Level 2

Four Priority Level 2 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Level 1. These locations include:

- Church Lake Road between Veterans Memorial Drive and Kelly Lake Road
- 200th Avenue Ct E between South Prairie Road and 104th Avenue

-
- SR 410 between the west city limits and Sky Island Drive
 - SR 410 between 202nd Avenue and 216th Avenue

Priority Level 3

Three Priority Level 3 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Levels 1 or 2. These locations include:

- 192nd Avenue between the Target store driveway and SR 410
- Sky Island Drive between SR 410 and 111th Street E

Prioritization of Spot Improvement Locations

Table 21 presents the results of the scoring analysis and includes the value averaged score for each location in the city that experienced a severe crash or a crash involving a vulnerable user (bicyclist or pedestrian). Locations are rated by the extent to which they satisfy each of the criteria in comparison with each other. Non-corridor spot improvement locations by priority level are shown in **Figure 16**.

Priority Level 1

Six locations are included under Priority Level 1, which focuses on the most important locations with the most urgent need for improvement. These locations include:

- 198th Avenue at 96th Street E
- Locust Avenue at Locust Extension E
- W Tapps Highway at Church Lake Drive E
- SR 410 at 195th Avenue (MP 14.40)
- SR 410 at 198th Avenue (MP14.54)
- SR 410 at 214th Avenue (MP 15.62)

Priority Level 2

Six Priority Level 2 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Level 1. These locations include:

- 195th Avenue at 67th Street Ct
- SR 410 at Myers Road (MP 13.11)
- SR 410 east of Myers Road (MP 13.17)
- SR 410 at 181st Avenue (MP 13.37)
- SR 410 at 192nd Avenue (MP 14.20)

Priority Level 3

Eight Priority Level 3 locations have been identified which are important from the standpoint of improving multimodal transportation safety within the community but are less urgent than Priority Levels 1 or 2. These locations include:

- Angeline Road at 101st Street E
- SR 410 east of western city limits (MP 12.81)

Table 21. Prioritization of Spot Locations

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Key Risk Factor Crashes ³	Commercial Area ⁴	Near School or Park ⁴	Mobility Plan Priority ⁵	Local Concern ⁶	Score
City Streets									
195 th Avenue at 67 th Street Ct	5 (1)	0 (0)	1 (1)	1 (1)	3	0	0	0	10
198th Avenue at 96th Street E	5 (1)	0 (0)	1 (4)	1 (2)	1	3	0	0	11
Angeline Road at 101 st Street E	5 (1)	0 (0)	2 (6)	1 (5)	0	1	0	0	9
Bonney Lake Blvd at 194 th Avenue	5 (1)	0 (0)	1 (1)	1 (1)	0	3	0	0	10
Locust Avenue at Locust Extension E	5 (1)	3 (1)	1 (1)	0	0	2	0	0	11
West Tapps Hwy at Church Lake Drive E	5 (1)	0 (0)	2 (5)	1 (2)	0	3	0	0	11
SR 410									
SR 410 at west city limits (MP 12.81)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	0	7
SR 410 at Myers Road (MP 13.11)	5 (1)	0 (0)	2 (12)	1 (4)	1	0	3	3	15
SR 410 east of Myers Road (MP 13.17)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	2	14
SR 410 at 181 st Avenue (MP 13.37)	5 (1)	0 (0)	3 (41)	3 (22)	3	0	0	0	14
SR 410 east of Angline Road crossing (MP 14.04)	5 (1)	0 (0)	1 (1)	1 (1)	2	2	0	2	13
SR 410 at 192 nd Avenue (MP 14.20)	0	3 (1)	3 (36)	3 (23)	2	2	0	1	14
SR 410 at 195th Avenue (MP 14.40)	15 (3)	3 (1)	2 (13)	1 (5)	3	0	0	0	24
SR 410 at 198th Avenue (MP 14.64)	5 (1)	0 (0)	3 (24)	2 (1)0	3	3	2	0	18
SR 410 at 208 th Avenue (MP 15.17)	0	6 (2)	2 (19)	1 (7)	3	0	0	0	12
SR 410 near shopping center access (MP 15.22)	5 (1)	0 (0)	2 (6)	1 (5)	3	0	0	0	11
SR 410 at 211 th Avenue (MP 15.39)	0	6 (2)	2 (11)	1 (2)	3	0	0	0	12
SR 410 at 214th Avenue (MP 15.62)	5 (1)	0 (0)	3 (27)	3 (15)	3	0	3	1	18
SR 410 at Shopping center access (MP 15.88)	5 (1)	0 (0)	1 (1)	0	3	0	0	0	9
SR 410 near 219 Avenue Ct (MP 15.91)	5 (1)	0 (0)	1 (1)	1 (1)	2	0	0	0	9

1 Weighted by five for each severe crash and by three for each vulnerable user crash. The number in brackets is the actual reported crash experience.

2 Sorted and scored by number of incidents. >20 = 3, 5-20 = 2, <5 = 1. Five equates to one crash per year.

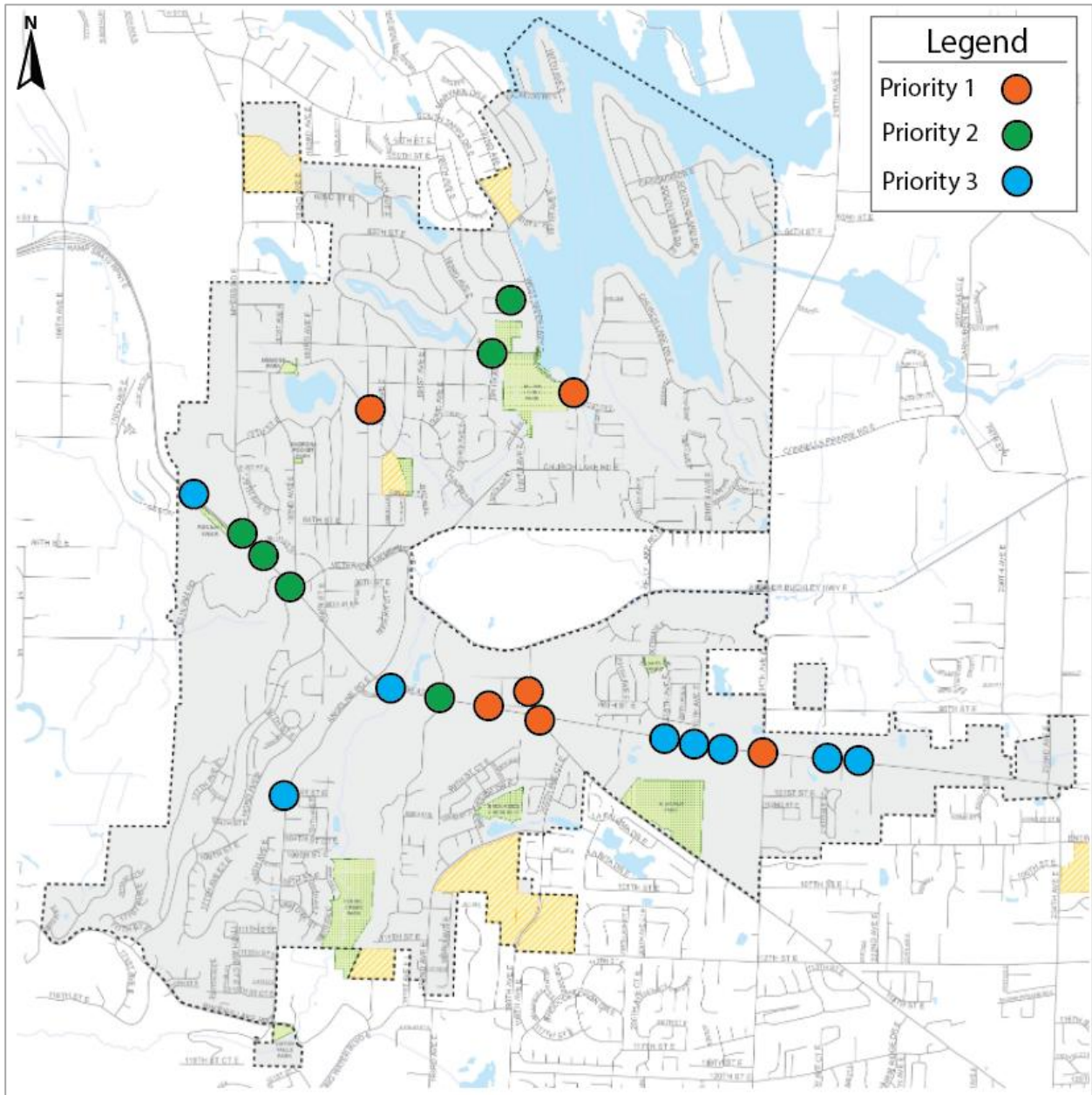
3 Rear end or departure crashes. Scored by number of key risk factor crashes. ≥15=3, 10-15=2, <10=1

4 Qualitative evaluation = 3 - High Priority, 2 - Medium Priority, 1 - Low Priority, 0 – No Effect/Relevance

5 2 points if located on a priority corridor, 0 points if not on a priority corridor.

6 Scored based on total number of mentions through public outreach.

Figure 16. High Priority Spot Locations



-
- SR 410 east of Angeline Road crossing (MP 14.04)
 - SR 410 at 208th Avenue (MP 15.17)
 - SR 410 near shopping center access (MP 15.22)
 - SR 410 at 211th Avenue (MP 15.39)
 - SR 410 near shopping center access (MP 15.88)
 - SR 410 near 219th Avenue Ct (MP 15.91)

Assessment of Priority One Crash Corridors

Priority Level 1 crash corridors are presented and discussed in this section. Six corridors are included – five focused on city streets and one involving a segment of SR 410 as it passes through the city. Priority level 1 focuses on the most important corridors with the most urgent need for improvement. The discussion that follows is presented separately for city streets and for SR 410.

City Streets

Priority Level 1 corridors on city streets include:

- 214th Avenue E, Sumner Buckley Hwy to 103rd Street
- W Tapps Hwy, 64th Street E to Church Lake Road
- Angeline Road E, Veterans Memorial to Rhodes Lake Road
- Veterans Memorial Drive, SR 410 to Angeline Road
- S Prairie Road E, SR 410 to 214th Avenue E

Key issues and concerns with respect to each city corridor are presented below.

214th Avenue E, Sumner Buckley Highway – 103rd Street

214th Avenue E experienced a total of 98 crashes between Sumner-Buckley Highway and 103rd Street during the five-year analysis period. Two vulnerable user crashes occurred in this corridor, one at the intersection with SR 410 and one at the Home Depot Thruway both of which involved a vehicle hitting a pedestrian and incurring a suspected minor injury. Review of data also indicates that there were a cluster of 74 crashes around the intersection of State Street (SR 410) including rear end, sideswipe and turning collisions. The most significant crash types at this intersection are left turn (31), angle (25) and rear end (nine) collisions. A total of 60 percent of the crashes along 214th Avenue involved angle or turning collisions. There was also a cluster of crashes around the intersection with 91st Street E (six crashes), 101st Street E (nine crashes), and 103rd Street Ct E (five crashes). There were nearly 90 crashes per mile along this slightly over one-mile roadway segment.

W Tapps Highway, 64th Street E – Church Lake Road

Fourteen crashes occurred along W Tapps Highway between 64th Street E and Church Lake Road. One vulnerable user crash occurred in this corridor at the intersection with 64th Street E which involved a vehicle hitting a pedestrian and incurring a suspected minor injury. The pedestrian was cited as not yielding to the vehicle. One serious injury occurred along this street near the intersection with Church Lake Drive which involved a vehicle leaving the roadway and hitting a tree. The two most prevalent crash types along this street involved hitting fixed objects or rear end collisions. Over 60 percent of the crashes along W Tapps Highway involved one of these two crash types. Approximately 12.6 crashes per

mile occurred along this 1.1-mile segment. It should be noted that an additional serious injury crash occurred on July 11, 2025 at the intersection with Bonney Lake Boulevard.

Angeline Road E, Veterans Memorial Drive – Rhodes Lake Road

Twenty-seven crashes occurred along Angeline Road E between Veterans Memorial Drive and Rhodes Lake Road, one of which resulted in a serious injury. The serious injury collision occurred near the intersection of 101st Street E and involved a single vehicle leaving the roadway during dark icy conditions. Over 50 percent of the collisions along this street involved vehicles leaving the roadway and/or hitting fixed objects (mailboxes, trees, fences, etc.). There were about 13.2 crashes per mile along this roadway segment.

Veterans Memorial Drive, SR 410 to Angeline Road

Seventy-two crashes occurred along Veterans Memorial Drive between SR 410 and Angeline Road, none of which involved a serious injury or fatality. Fifteen of the crashes in this corridor resulted in a suspected minor or possible injury. Nearly 57 percent of all crashes in this corridor involved rear end or sideswipe collisions which is indicative of congested traffic conditions. Just over 101 crashes per mile occurred along this roadway segment.

S Prairie Road, SR 410 – 214th Avenue

Forty-five crashes occurred along S Prairie Road between SR 410 and 214th Avenue E. Approximately 56 percent of the crashes along this corridor occurred at or in the vicinity of 200th Avenue Ct E, three of which resulted in a possible injury. Of the crashes that occurred near the intersection of 200th Avenue Ct E, 68 percent were reported as intersection related. The most prevalent type of crash along this street includes rear end (at 33 percent) and sideswipe (at 33 percent) collisions. Over 37 crashes per mile occurred along this 1.2-mile corridor.

State Route Segments

For this Safety Action Plan, SR 410 was divided into four segments for analysis and prioritization. The highest priority segment in this corridor extended from the Angeline Road crossing to the intersection with S Prairie Road.

SR 410, Angeline Road to S Prairie Road

One hundred and ninety-two crashes occurred along SR 410 between Angeline Road and S Prairie Road (milepost 13.83-14.78) during the five-year analysis period. There were six severe crashes recorded in the corridor, one fatality and five serious injury collisions. The fatality involved a head-on collision near the intersection with S Prairie Road. The serious injury collisions involved head-on, fixed object, overturned, sideswipe, and pedestrian collisions. The serious injury collisions occurred at or near Angeline Road and 195th Avenue. There were six vulnerable user crashes along this corridor, one involved a pedestrian, resulting in a serious injury, and five involved bicyclists resulting in minor or possible injuries. Over half the crashes on this street were rear end collisions. The corridor segment averaged 102 crashes per mile over the five-year analysis period.

Summary

Due to the relatively low number and concentration of recorded severe and vulnerable user crashes, the analysis in this report has focused on the need for systemic improvements along the priority corridors in addition to focused spot improvements.

The analysis of crash history in this chapter was augmented by a comprehensive survey of intersections and pedestrian crossings throughout the city to identify locations where Americans with Disabilities (ADA) standards are not met. This process and its conclusions were included in the evaluation and weighting of pedestrian facilities and crossings conducted as part of the City's Comprehensive Mobility Plan (CMP) and were not specifically addressed in this Safety Plan analysis.

Assessment of Priority One Crash Locations

In addition to the discussion of Priority One Crash Corridors, high priority spot locations were also identified and advanced for improvement consideration. As with the corridor review, the following discussion focuses separately on city streets and SR 410 as it passes through the city.

City Streets

Three spot locations were identified as priority one crash locations.

198th Avenue at 96th Street

Four crashes occurred at this intersection during the five-year study period of which one involved a suspected serious injury. This crash occurred in the vicinity of the intersection and involved a distracted driver going over an embankment where there was no guardrail. The crash occurred during daylight hours when the weather was clear, and the pavement was dry. Half of the crashes at this location involved vehicles entering the intersection at an angle, one involved a rear end collision, and one involved a roadway departure. The predominate cause of crashes at this location involved a distracted driver.

Locust Avenue at Locust Extension

One crash occurred at this intersection over the five-year period, and it involved a serious injury in which a motor vehicle hit a pedestrian. The crash occurred after dark in an area with no streetlights. It was raining and the pavement was wet.

W Tapps Highway at Church Lake Drive

A total of five crashes occurred at this intersection, one of which involved a suspected serious injury. This crash involved a motorist leaving the road and hitting a tree. The crash occurred after dark in an area with streetlights but with wet pavement. 60 percent of the crashes at this intersection involved entering at an angle while making a left turn. The remaining 40 percent included roadway departures and collision with a fixed object. These crashes involved a vehicle either traveling straight or negotiating a curve.

State Route Intersections

Three locations on SR 410 were identified as Priority One intersections.

SR 410 at 195th Avenue (MP 14.40)

A total of 13 crashes occurred at this intersection, three of which involved a serious injury. One of the serious injury crashes involved a right-turning vehicle that hit a pedestrian. The driver was cited for failure to grant right of way to a non-motorist. Another serious injury crash involved a vehicle that overturned while making a left turn, while the third involved a vehicle that sideswiped another vehicle while changing lanes on the state highway. The pedestrian crash occurred after dark while no streetlights were on, and the pavement was wet. The overturned vehicle crash occurred during the day when the pavement was dry. The sideswipe crash occurred after dark while streetlights were on, and the pavement was dry. Three other crashes occurred at this intersection that involved suspected minor or possible injuries. Two of the minor or possible injury crashes involved a bicyclist. In total there were five rear end crashes, three turning crashes, one sideswipe, one overturned vehicle and three crashes involving vulnerable users. Predominate contributing causes for the crashes involved inattention or distraction, failure to grant right of way, improper turn and following too closely.

SR 410 at 198th Avenue (MP 14.64)

Twenty-four crashes occurred at this intersection over the five-year analysis period of which there was one fatality and no serious injuries. The fatality involved a head-on collision during the daytime when the pavement was dry and was caused by a distracted driver crossing over the highway centerline. No serious injury crashes occurred at this location but there were four suspected minor or possible crashes. In total there were eight rear end crashes, four sideswipe crashes, four turning crashes, two crashes involving hitting fixed objects, two head-on crashes, two angle crashes, and one crash each involving an overturned vehicle or other event. Predominate contributing causes involved inattention or distraction, speeding, and disregard of the traffic signal.

SR 410 at 214th Avenue (MP 15.62)

A total of 27 crashes occurred at this intersection, one of which involved a serious injury. There were no fatalities at this location and one each involving a minor or possible injury. The serious injury crash involved a rear end collision where an aggressive driver hit a westbound vehicle stopped at the intersection. The crash occurred during daylight hours when the pavement was dry. In total there were 15 rear end collisions, five turning crashes, five angle crashes, one sideswipe and one involving a stopped or backing vehicle. Predominate contributing causes included driver distraction or inattention, following too closely, and failure to grant right of way.

Identification of Countermeasures

Table 22 summarizes potential countermeasures⁹ that could be implemented at intersections or along roadway segments in the priority corridors. These countermeasures address the key risk factors that were identified in the crash analysis discussed earlier in this report. These risk factors have been presented as objectives to be accomplished through the implementation of this *Safety Action Plan* and include:

⁹ Crash countermeasures are actions taken to reduce the danger or threat of a particular type of crash. The effectiveness of various countermeasures are identified through Crash Modification Factors (CMFs) that indicate the proportion of crashes that would be expected to change after implementation of a countermeasure. FHWA provides an extensive database of CMFs in its online Crash Modification Factors Clearinghouse.

- Reducing rear end and sideswipe collisions which are about 50 percent of all crashes in the city and 20 percent of all severe crashes. These crashes are particularly prominent along SR 410.
- Reducing roadway departure crashes including hitting fixed objects. Constituting about 12 percent of all crashes in Bonney Lake, fixed objects include signposts, utility poles and streetlights, fences, trees, mailboxes, and buildings. Other roadway departure crashes include driving off the road into a ditch or driving over an embankment. Together with fixed objects these crashes represent about 14 percent of all crashes in the city and 35 percent of all severe injury crashes.
- Improving pedestrian and bicyclist safety including addressing the one such fatal crash recorded in the city, as well as the extensive deficiencies in sidewalk/crosswalk condition and connectivity within the community as identified in the City’s Community Mobility Plan and the ADA Transition Plan. These systemic deficiencies can adversely affect the potential for future pedestrian-related crashes. Pedestrian crashes represent 10 percent of all severe crashes in the city and about 17 percent of severe crashes on city streets alone.
- Reducing intersection angle or turning crashes which represent 25 percent of all crashes in the city as well as 20 percent of all severe crashes.

Table 22. Potential Countermeasures to Address Priority Deficiencies in Urban Areas

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
Reduce rear-end or sideswipe crashes	<ul style="list-style-type: none"> • Reduce operating speeds • Add right or left turn lanes when warranted • Add deceleration lanes where warranted by volumes and speeds • Widen paved shoulders
Reduce roadway departures	<ul style="list-style-type: none"> • Install continuous milled-in shoulder rumble strips (rural or quasi-rural applications) • Speed management including dynamic speed feedback signs • Improve safety edge • Clear zone improvements and maintenance • Improved signage, particularly in horizontal curves • Install wider edge lines (from 4 to 6 inches) •
Reduce incidence of hitting fixed objects	<ul style="list-style-type: none"> • Clear vegetation to improve visibility in clear zone • Install protective barriers such as curbs or guardrails • Remove/relocate objects in hazardous locations out of the clear zone • Improve illumination
Improve pedestrian safety	<ul style="list-style-type: none"> • Install curb extensions to shorten crossing distance and improve visibility • Install active pedestrian warning signage (RRFBs) at location with a higher level of pedestrian activity such as near schools, parks or other major pedestrian trip generators • Pedestrian hybrid signal • Install high visibility crosswalk markings and/or advance pedestrian warning signage at locations with a higher level of pedestrian activity • Install advance pedestrian signal phase to allow peds to enter crosswalk ahead of motor vehicles

Objectives for Prevalent Crash Types or Vulnerable Users	Potential Countermeasures
	<ul style="list-style-type: none"> • Right turn on red restrictions where there is a lot of pedestrian crossing activity • Install pedestrian refuges at areas with higher activity to reduce speed and make pedestrian more visible • Improve sidewalk connectivity and comfort by addressing needs identified in local plans • Improve ADA compliance for curb ramps
Improve bicycle safety	<ul style="list-style-type: none"> • Install traffic calming techniques such as mini-circles, chicanes, visual narrowing or speed tables/humps/cushions to reduce traffic speeds • Traffic diversion to reduce volumes on bike priority street • Install on-street bicycle facilities including lanes, buffered lanes, sharrows • Install multimodal shared use paths • Increased pavement delineation to identify presence/priority of bike movements such as bike boxes or intersection guidance striping • Create bike boulevards on low volume, low speed streets • Improve intersections to clarify bicycle street crossings locations • Install signals, signage, and markings to improve awareness of and control of bicycle activity • Implement road diets to provide/enhance bicycle facilities
Reduce intersection angle or turning crashes	<ul style="list-style-type: none"> • Install/upgrade signing and delineation (such as “Cross-traffic Does Not Stop” signs) • Improve sight distance • Convert to roundabout, traffic signal or all way stop • Install mini-roundabout or traffic circle • Restrict on-street parking near intersections where visibility is an issue • Add turn lanes • Provide “stop ahead” pavement marking for rural applications • Centerline delineation • Improve illumination

Application of Countermeasures

Table 23 summarizes potential countermeasures that could be implemented at intersections or along roadway segments in the Priority Level 1 corridors. These countermeasures address the key risk factors that were identified in the crash analysis discussed earlier in this report. These risk factors have been presented as objectives to be accomplished through implementation of this *Safety Action Plan*

A review of each priority crash location and/or corridor was performed to identify potential safety countermeasures that could be applied. These countermeasures were selected based on a review of the specific crash data and existing roadway conditions, consultation with City staff, public input, and a review of safety countermeasure resources from WSDOT and FHWA.

Table 24 presents a list of project corridors and specific locations that were ranked as priority level 1 and relates this list to the potential countermeasures that are recommended for consideration. Following the table is a description of each identified priority corridor or location, the issues specific to that corridor, and a discussion of selected countermeasures for either spot or systemic improvements.

Table 23. Application of Countermeasures for Priority Level 1 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 1						
<i>Corridors</i>						
214th Avenue, Sumner Buckley to 103rd Street						21
W Tapps Hwy, 64th Street to Church Lake Road						19
Angeline Road, Veterans Memorial to Rhodes Lake Road						18
S Prairie Road, SR 410 to 214th Avenue						16
Veterans Memorial Drive, SR 410 to Angeline Road						16
SR 410, Angeline Road to S Prairie Road						63
<i>Intersections</i>						
198th Avenue at 96th Street						11
Locust Avenue at Locust Extension						11
W Tapps Hwy at Church Lake Drive						11
SR 410 at 195th Avenue (MP 14.40)						24
SR 410 at 198th Avenue (MP 14.64)						18
SR 410 at 214th Avenue (MP 15.62)						17

Roadway departures include hitting fixed objects as well as traveling off the edge of the roadway area.



Primary countermeasure type



Secondary countermeasure type

Corridor Improvements

Six corridors are included under Priority Level 1, five city street corridors and one state route segment. Priority level 1 focuses on the most important corridors with the most urgent need for improvement. The discussion that follows identifies potential improvements that could be made within each identified corridor. The discussion is accompanied by an aerial photograph that illustrates the corridor’s location.

214th Avenue E, Sumner Buckley Highway – 103rd Street E

Figure 17 illustrates the location and limits of the 214th Avenue E corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, four intersections are of particular concern including SR 410, 91st Street, 101st Street and 103rd Street. Additionally there was a minor injury pedestrian crash at the intersection with the Home Depot entrance. The majority of crashes along the 214th Avenue corridor occurred at the intersection with SR 410 (74 total crashes) followed by 101st Street (nine crashes), 91st Street (six crashes) and 103rd Street (five crashes).

Potential Countermeasures

Intersection with SR 410

About 75 percent of the 74 crashes that occurred at this intersection involved angle or turning movement collisions, with the latter predominately involving left turns. Six of the crashes involved suspected minor injuries and 14 involved possible injuries. This intersection is currently traffic signal-controlled and has left turn lanes in all directions. Right turn lanes are also provided in the southbound, eastbound and westbound directions with a shared through/right lane in the northbound direction.

Evaluation of the crash data indicates that the conflict between southbound through traffic and northbound left turning traffic is a significant issue at this location. Conflicts between northbound through and westbound lefts is also a significant issue. The major contributing cause for these issues is failure to yield right of way which implies that vehicles may be running red lights. Consideration should be to extending yellow and/or all red time at this intersection, particularly for the north/south movement.

Consideration should also be given to evaluating signal timing and progression along SR 410 through the city to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require

Figure 17. 214th Avenue between Sumner Buckley Highway and 103rd Street E



reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

Intersection with 101st Street

Four of the nine crashes that occurred at this intersection involved rear end collisions, predominately for vehicles traveling northbound through the intersection. Primary contributing cause is distraction. One of the crashes involved a possible injury. The intersection is stop-controlled on the side street and has a single approach lane. There is a continuous left turn lane along 214th Avenue. Consideration should be given to conducting a speed zone study with the objective of reducing northbound travel speeds entering the developed area along 214th Avenue. As this area is slated for further development along the west side of the road, the timing of this study might coincide with land development activity that would affect the 101st Street intersection.

Intersection with 91st Street

All six reported crashes at this location involved vehicles traveling from the south to the north. Four of the six crashes that occurred at this intersection happened while a motorist was negotiating the curve with contributing causes involving speeding, improper passing, distraction and following too closely. These crashes resulted in rear end collision, a sideswipe and an overturned vehicle. The two other crashes involved a roadway departure (hitting a tree) and a head-on collision. Four of the crashes involved possible injuries.

The existing intersection is stop-controlled for the side street movement which has a single approach lane. There are also single directional lanes along 214th Avenue. Review of the existing roadway alignment indicates that there is limited sight distance for vehicles traveling through the two curves in the vicinity of this intersection – one at the intersection with 91st Street and one immediately to the north. Consideration should be given to adding advance speed reduction signage and signage indicating presence of multiple turns through the area in both directions. Advanced warning signage for the 91st Street intersection should also be considered for southbound vehicles. As appropriate, a flashing beacon could be considered to reinforce the need for reduced speed, as well as creation of a narrow-striped median through the curves. It should be noted that this intersection is located in Pierce County and any safety improvement will need to be coordinated with the County.

Intersection with 103rd Street

Four of the five crashes at this intersection involved rear end collisions including two northbound and two southbound. The vehicles hit were stopped to make a turn onto 103rd Street. Primary contributing causes included distracted driver and following too closely. There were two possible injuries. The intersection is stop-controlled for the side street movement which accesses a manufactured housing complex. 214th Avenue has two through lanes and a continuous left turn lane at this location. As with the intersection of 101st Street, consideration should be given to conducting a speed zone study to potentially reduce travel speeds through this intersection, particularly as new development occurs along the west side of 214th Avenue.

W Tapps Highway, 64th Street E – Church Lake Road

Figure 18 illustrates the location and limits of the W Tapps Highway corridor and highlights the specific intersections with a concentration of crashes. Three intersections are of particular concern including Church Lake Drive, Church Lake Road and Bonney Lake Boulevard.

Out of a total of 14 crashes along the W Tapps Highway corridor, these key intersections included 11 collisions. Crashes were nearly evenly split at the three intersections with four at Church Lake Drive, four at Church Lake Road and three at Bonney Lake Boulevard. One crash involving a pedestrian occurred at the intersection with 64th Street. The crash involved a suspected minor injury, and the pedestrian was cited as failing to yield to a motor vehicle. The two most prevalent crash types along this street involved hitting fixed objects or rear end collisions. Over 60 percent of the crashes along W Tapps Highway involved one of these two crash types.

Potential Countermeasures

[Intersection with Church Lake Drive](#)

Two of the four crashes at this intersection involved angle collisions and two involved hitting fixed objects off the roadway. Each crash involved a different direction of travel and there was no single, predominate contributing cause. W Tapps Highway has a single travel lane in each direction with stop control for the side street movement on the east leg (Church Lake Drive). The west leg of the intersection provides access to a soccer field and is also stop-controlled at W Tapps Highway. No specific recommendation is made for this location.

[Intersection with Church Lake Road](#)

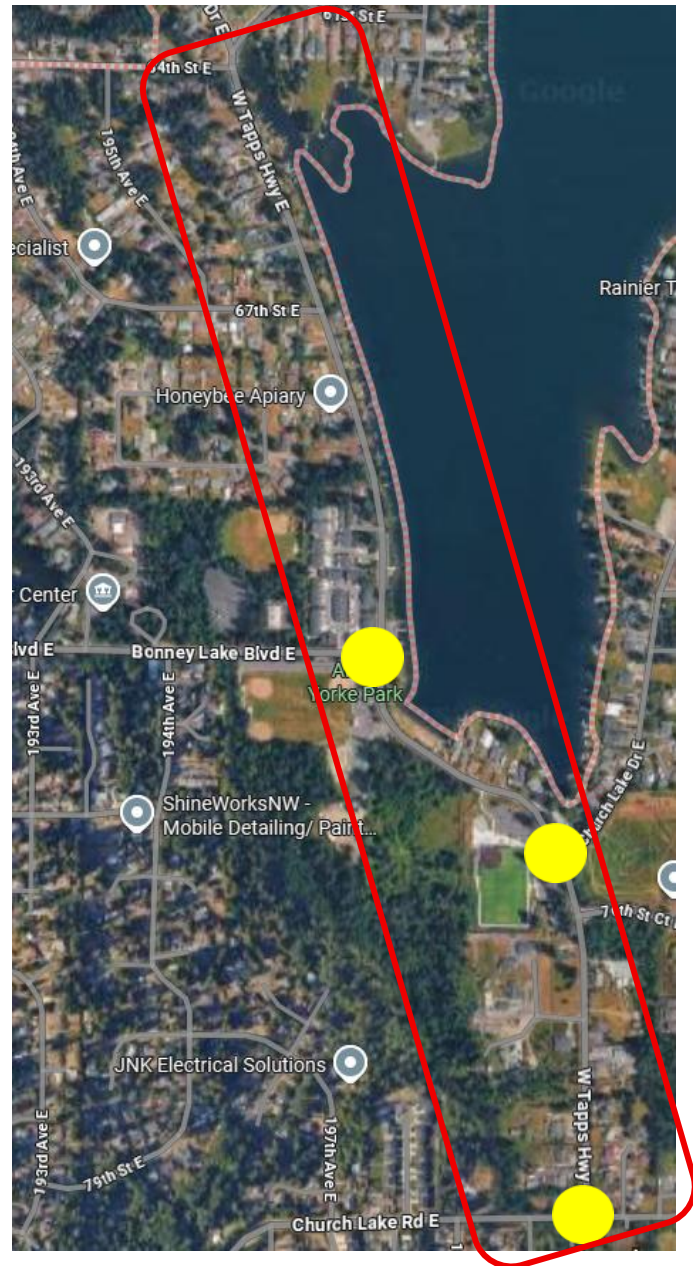
Three of the four crashes at this intersection involved rear end collisions and one involved hitting a fixed object. Two of the rear end collisions involved vehicles traveling south on W Tapps Highway which did not stop for a stationary vehicle at the intersection. One of the rear end crashes involved an eastbound vehicle approaching the intersection where a turning vehicle was stopped.

This stop-controlled intersection has recently been studied by the city to identify a preferred improvement option. A recommended project has been identified and included in the Community Mobility Plan and incorporated into this Safety Plan by reference.

[Intersection with Bonney Lake Boulevard](#)

There were three crashes at this intersection during the five-year analysis period, two involving hitting fixed objects and one rear end collision. The crashes primarily involved vehicles that were traveling north/south on W Tapps Highway. As noted previously, there was an additional crash at this intersection in July of 2025 which involved a pick-up truck hitting two pedestrians and seriously injuring a child. A recent master planning study for the adjacent Allan Yorke Park identified the need to modify this stop-controlled intersection to improve the safety of persons walking between the facilities in the park and the Lake Tapps beach shoreline. This study would involve closing W Tapps Highway south of Bonney Lake Boulevard and re-routing traffic to a new W Tapps Highway alignment that would

Figure 18. W Tapps Highway between 64th Street E and Church Lake Road



pass along the west side of the park and then reconnect to the existing street alignment south of the park. This improvement is included in the city’s CMP and incorporated into this Safety Plan by reference.

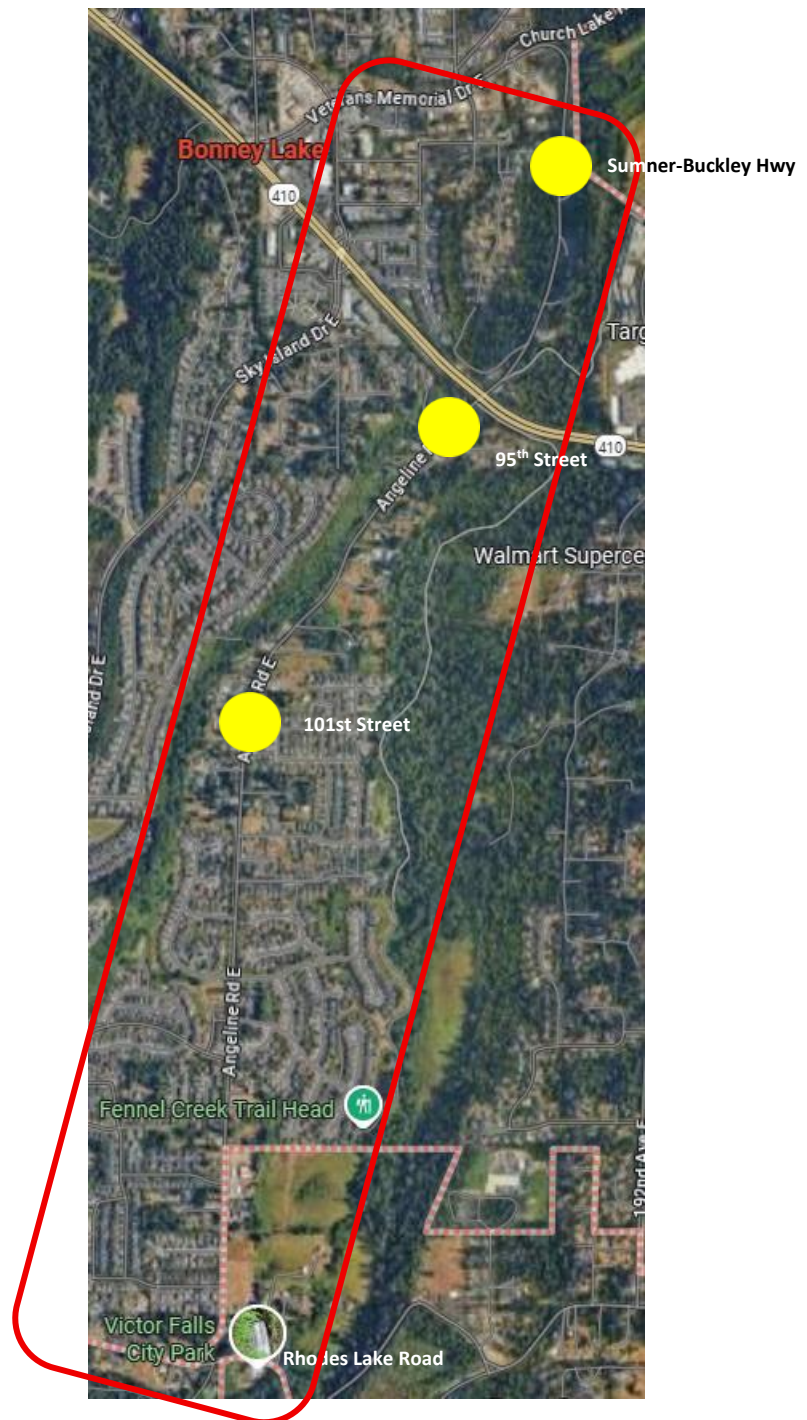
Angeline Road E, Veterans Memorial Drive – Rhodes Lake Road

Figure 19 illustrates the location and limits of the Angeline Road corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, three intersections are of particular concern including Old Sumner-Buckley Highway, 101st Street, and 95th Street.

Out of a total of 27 crashes along the Angeline Road corridor, there was one serious injury that occurred near the intersection of 101st Street E and involved a single vehicle leaving the roadway during dark icy conditions. A cluster of crashes occurred near the intersections with Sumner-Buckley Highway/Veterans Memorial Drive (eight), 101st Street E (six) and 95th Street (three). Over 50 percent of the crashes along this street involved vehicles leaving the roadway or hitting fixed objects (mailboxes, trees, fences, etc.).

Crashes involving hitting fixed objects were the most significant crash type in this corridor involving eleven collisions or 41 percent of the total. Other significant crash types included sideswipes, turns and angle collisions, each of which involved three crashes or 11 percent of the total. In sum, nearly ¾ of all crashes in this corridor involved these four types of collisions.

Figure 19. Angeline Road between Veterans Memorial Drive and Rhodes Lake Road



Potential Countermeasures

[Intersection with Veterans Memorial/Old Sumner-Buckley Highway](#)

The eight crashes at this intersection were distributed among a variety of crash types including angle (three), hitting fixed objects (two), driving over an embankment (two) and sideswipe (one). Most crashes involved vehicles that were moving between Angeline Road and destinations to/from the west on Veterans Memorial Drive. There was one suspected minor injury and four possible injuries.

The intersection is currently stop-controlled for the side street movement (Angeline Road). There are limitations to sight distance in the vicinity and speeding has been identified as an issue. The city recently completed an in-depth study of this intersection and recommended improvement through installation of a roundabout. Trail improvements would also be made along the northeast side of Veterans Memorial Drive, crossing at the roundabout to continue east on Old Sumner-Buckley Highway to connect with the Fennel Creek Trail. This improvement is included in the city's CMP and incorporated into this Safety Plan by reference. Final design for the improvement should address issues related to roadway departure to ensure that motorists are adequately protected from the adjacent ditch on the northeast side of the intersection.

[Intersection with 101st Street](#)

There were six crashes at this intersection over the five-year planning period, five of which involved roadway departure, and one involved a sideswipe. Most of the crashes involved vehicles that were traveling north/south along Angeline Road. There was one serious injury and one possible injury. The serious injury crash involved a northbound roadway departure and hitting a tree. The crash happened after dark on an icy road.

The roadway cross-section along Angeline Road is narrow and lacks shoulders or sidewalks in most locations. As improvements are made to this road, consideration should be given to providing added shoulders and/or curb/gutter/sidewalks to provide added protection from roadway departure crashes.

[Intersection with 95th Street](#)

There were three crashes at this intersection, one each involving rear end, fixed object, and turning movement collisions. The rear end collision involved a possible injury. All crashes occurred while vehicles were traveling north/south along Angeline Road. There does not appear to be any sight distance issues that could be corrected to improve safety at this intersection. As with the intersection at 101st Street, as improvements are made to this road, consideration should be given to providing added shoulders and/or curb/gutter/sidewalks to provide added protection from roadway departure crashes.

[S Prairie Road, SR 410 – 214th Avenue](#)

Figure 20 illustrates the location and limits of the S Prairie Road corridor and highlights the specific intersections with a concentration of crashes. As noted in the data discussion above, two intersections are of particular concern including 200th Avenue Ct E and SR 410.

Out of a total of 45 crashes along the S Prairie Road corridor, these key intersections included 41 collisions or 91 percent of all crashes in the corridor. Crash history was dominated by the intersection with 200th Avenue which had a total of 26 collisions or nearly 60 percent of all corridor crashes. Fifteen crashes occurred at the intersection with SR 410. Crashes predominately involved rear end collisions with a total of 12, and five each involving turning, angle and sideswipe crashes.

Potential Countermeasures

Intersection with 200th Avenue Ct E

Nearly half (12) of the 26 crashes that occurred at this intersection involved rear end collisions, predominately affecting east/west through movements. Other significant crash types included turning and/or angle crashes (10 out of 26) which predominately involved left turns, and sideswipe crashes (5 out of 26). There was one suspected minor injury and three possible injuries. Key contributing causes included distraction, failure to yield right of way and following too closely.

The intersection is currently traffic signal-controlled and has two westbound through lanes on S Prairie Road, one eastbound through lane on S Prairie Road, left turns in each direction, and an eastbound right turn lane. The 200th Avenue Ct E approach has a left/through-left and right turn lane. North of the intersection is a local access road to private development which has two approach legs to the intersection. During development of the CMP, concern was expressed about westbound traffic queuing at the intersection and the potential for overlapping travel paths between westbound left turns and northbound movements. The intersection currently operates at LOS F and will require improvement to address both traffic operations and safety issues.

This intersection needs more detailed study as part of an improvement program for 200th Avenue Ct E between S Prairie Road and at least Brookside Drive or 104th Street as the larger area develops and is annexed to the city. This study was identified in the CMP and is incorporated by reference into this Safety Plan.

Intersection with SR 410

Two-thirds (ten) of the 15 crashes that occurred at this intersection in the S Prairie Road corridor involved sideswipe movements, while three crashes involved rear end collisions. There were two possible injuries. The bulk of these crashes were caused by drivers changing lanes as they approached the intersection under congested conditions. Distraction, inattention and failure to yield right of way were the predominant contributing causes. The foregoing information only includes crashes occurring within the S Prairie Road corridor and not the

Figure 20. South Prairie Road between SR 410 and 214th Avenue E



entire intersection. For a more complete and total intersection discussion see the section on spot intersection improvements.

The intersection is currently traffic signal-controlled with three westbound through lanes, two eastbound through lanes, east/west left turn lanes, and east/west right turn lanes. In the northbound direction there is a triple left turn lane with a single through/right lane. In the southbound direction there is a left turn lane and a through/right lane. The intersection currently operates at a borderline LOS D/E. Improvements to the intersection could be considered in conjunction with the S Prairie Road study for the intersection with 200th Avenue Ct E.

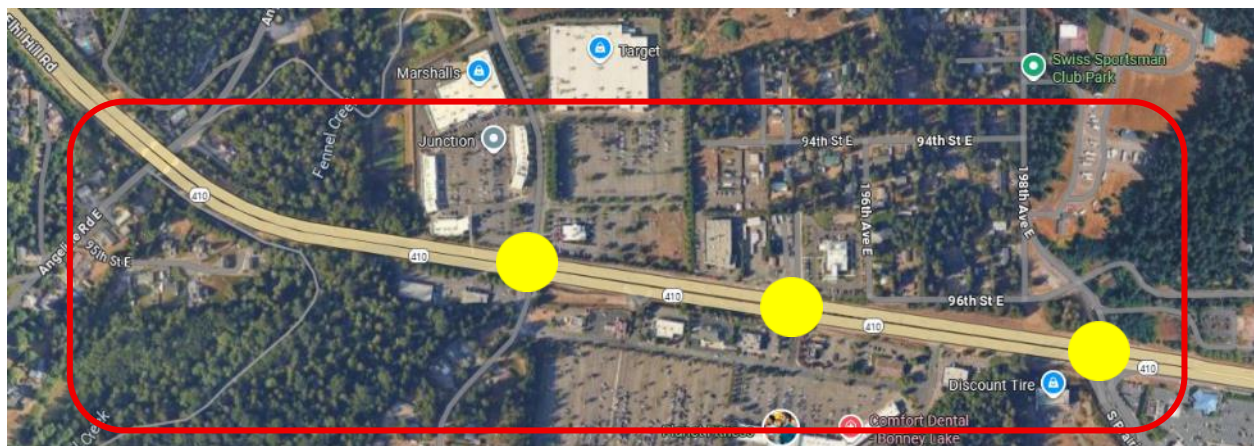
As discussed elsewhere in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410, Angeline Road to South Prairie Road

One hundred and ninety-two crashes occurred along SR 410 between Angeline Road and S Prairie Road (milepost 13.83-14.78) during the five-year analysis period. There were six severe crashes recorded in the corridor, one fatality and five serious injury collisions. The fatality involved a head-on collision near the intersection with S Prairie Road. The serious injury collisions involved head-on, fixed object, overturned vehicle, sideswipe, and pedestrian collisions. The serious injury collisions occurred at or near the Angeline Road overcrossing or the 195th Avenue intersection. There were six vulnerable user crashes along this corridor, one involved a pedestrian resulting a serious injury and five involved bicyclists resulting in minor or possible injuries. Over half the crashes (58 percent) on this roadway involved rear end collisions. Sideswipe crashes, largely along the highway away from intersections, represented about 14 percent of all crashes, which angle and turning crashes represented another 13 percent of all crashes.

This highway segment has two to three travel lanes in each direction with traffic signalized intersections at 192nd Avenue, 195th Avenue, and 198th Avenue/S Prairie Road. Left turn lanes are provided at these intersections with right turn lanes at selected locations. As shown in **Figure 21**, each of these intersections has been identified as a location of concern within this corridor segment.

Figure 21. SR 410 between Angeline Road and South Prairie Road



Out of a total of 192 crashes along the S Prairie Road corridor, these key intersections included 63 collisions or one-third of all crashes in the corridor. The majority of crashes within the corridor occurred away from intersections (107 or 56 percent) but of those 48 (25 percent) were related to the presence of an intersection even though the crash did not occur at the intersection. This is potentially indicative of the effects of traffic queuing back from an intersection. The remainder (59 or 31 percent) were completed unrelated to an intersection or driveway. The significant majority of crashes away from intersections involved rear end collisions that were related to upstream vehicle queuing or generally (and often unexpected) slowing of traffic movement.

The intersection of 192nd Avenue had a total of 36 collisions or nearly 20 percent of all corridor crashes. Twenty-four crashes occurred at the intersection with 198th Avenue/S Prairie Road, and 13 occurred at the intersection with 195th Avenue. The largest number of crashes at each intersection involved rear end collisions with a combined total of 34 for all three locations. This represents about 18 percent of all crashes in the corridor. Eighteen crashes in the corridor involved angle and turning movement collisions at the three intersections.

Potential Countermeasures

[Intersection with 192nd Avenue](#)

A total of 36 crashes occurred on SR 410 at this intersection over the five-year period. Fifty-eight percent (21) of all crashes at this intersection involved rear end collisions followed by a total of ten angle and turning crashes for a total of 28 percent. Eight percent involved sideswipe crashes, and one involved a bicyclist (who received a minor injury). There were no severe crashes at this location and only four crashes involved possible or minor injuries. Eighty-nine percent resulted in Property Damage Only.

One third of these crashes were caused by distracted or inattentive. The next leading cause of crashes involved following too closely and disregarding the existing traffic signal.

The intersection is currently traffic signal-controlled with two east/west through lanes, east/west left turn lanes, east and westbound right turn lanes, a left turn lane and through/right turn lane in the northbound direction, and left, through and right turn lanes in the southbound direction. The intersection currently operates at LOS C but with a volume/capacity ratio of 1.0 indicating highly congested conditions.

As discussed elsewhere in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

[Intersection with 198th Avenue/S Prairie Road](#)

See discussion under Spot Improvements

[Intersection with 195th Avenue](#)

See discussion under Spot Improvements

Spot Improvements

Six spot locations were identified as Priority 1 improvement needs. Three of these locations are located on city streets and three on SR 410. They include:

- 198th Avenue at 96th Street
- Locust Avenue at Locust Extension
- W Tapps Hwy at Church Lake Drive (see discussion under W Tapps Highway corridor)
- SR 410 at 195th Avenue
- SR 410 at 198th Avenue/S Prairie Road
- SR 410 at 214th Avenue

198th Avenue at 96th Street

Figure 22 shows the intersection of 198th Avenue at 96th Street. This is a three-way T-intersection. 96th Street E is a one-lane road that terminates at a stop sign where it meets 198th Avenue E. 198th Avenue E is a continuous north/south Minor Arterial road that provides one travel lane in each direction. There are no turning lanes at the intersection and a StreetView assessment of sight distance does not indicate that this is a concern. Much of the traffic travelling along 198th Ave E is going to SR-410, which is very close to this intersection.

Four vehicle collisions have been recorded at this location. One was a serious injury crash involving a vehicle traveling south to north that went over an embankment. It was noted that the absence of a guardrail may have contributed to the severity of this collision. Two of the remaining crashes were angle collisions related to the intersection. The fourth was a rear-end collision caused by a vehicle following too closely.

Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Evaluate need for enhanced safety to address roadway departures. This could include a widened shoulder and/or guardrail as appropriate.

Locust Avenue E at Locust Extension E

Figure 23 shows the intersection of Locust Ave E and Locust Extension E. This is a three-way intersection, also known as a T-intersection with stop control on Locust Extension E. Both streets provide for two-way traffic in single directional travel lanes, with Locust Extension E terminating where it meets Locust Avenue E. Just to the south of the intersection there is a marked pedestrian crosswalk.

Figure 22. 198th Avenue at 96th Street



There has been one collision recorded at this location. This collision caused a serious injury and resulted when a vehicle struck a pedestrian. This collision occurred when it was dark and raining. There is no streetlight at this intersection.

It is not clear from the crash records if the pedestrian was walking along the street where there is a sidewalk on the east side of the street or on the west side where there is none. It is also not clear if the pedestrian was using the available crosswalk.

Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Install illumination for the crosswalk and sidewalk area in the vicinity of the intersection

SR 410 at 195th Avenue (MP 14.40)

Figure 24 presents the layout of the intersection of SR 410 with 195th Avenue. This is a four-legged, signalized intersection with three travel lanes in each direction on SR 410 with left turn lanes. In the northbound direction, this intersection serves a large commercial development and has a through/left turn lane and a separate right turn lane. In the southbound direction there is a separate left turn lane and a shared through/right lane. There are crosswalks on the north, south and west legs of the intersection.

Over the five-year period there were 13 crashes at the intersection, three of which involved serious injuries. Of the serious injury crashes, one involved a pedestrian who was hit by a northbound right-turning vehicle while in a crosswalk. The crash occurred on wet pavement and there apparently was no on-street illumination available. The driver was cited for failing to yield to the non-motorist. The other serious injury crashes involved an overturned vehicle and a sideswipe. There were also two possible injury crashes and one that involved minor injuries. The minor injury and one of the possible injury crashes involved bicyclists. Both of the bicycle crashes also involved collisions with northbound right-turning vehicles. The intersection currently operates at LOS C.

Figure 23. Locust Avenue at Locust Extension



Figure 24. SR 410 at 195th Avenue



Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- Consider installation of curb extensions to reduce pedestrian crossing distance.
- Consider installation of crosswalk on the east leg of the intersection where all of the pedestrian and bicycle crashes occurred.
- Consider providing advance green for pedestrian and/or bicycle movement for highway crossings on 195th Avenue.
- Provide signage on side streets noting the need to yield for pedestrians and bicyclists.

As discussed earlier in this section, consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410 at 198th Avenue (MP 14.64)

Figure 25 presents the layout of the intersection of SR 410 with 198th Avenue/S Prairie Road. This is a four-legged, signalized intersection with three travel lanes in the westbound direction on SR 410 and two in the eastbound direction. There are both left and right turn lanes in each direction. In the northbound direction, there are three left turn lanes and a single through/right lane. In the southbound direction there is a separate left turn lane and a shared through/right lane. There are crosswalks on the north, south and east legs of the intersection.

Over the five-year period there were 24 crashes at the intersection, including one fatality. This fatality involved a head-on collision between an eastbound distracted driver who crossed over the centerline and hit a westbound vehicle adjacent to the intersection. This fatality occurred during daylight hours with clear weather and dry pavement. There were no other severe crashes at the intersection, but there were two possible injuries and three suspected minor injuries. One-third of all crashes (eight) at this intersection involved rear end collisions, with a further four crashes involving sideswipe movements. Both of these crash types are strongly corrected with heavy traffic conditions and/or unstable traffic flow. One-quarter of the total crashes (six) involved angle or turning collisions, the bulk of which involved left turns. The most significant movements at the intersection that resulted in crashes included east/west through movements and westbound movements into stopped vehicles.

Figure 25. SR 410 at 198th Avenue/S Prairie Road



Potential Countermeasures

Consideration should be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

SR 410 at 214th Avenue (MP 15.62)

Figure 26 shows the layout of the intersection of SR 410 with 214th Avenue. This is a four-legged, signalized intersection with two through travel lanes, left turn and right turn lanes in each direction on SR 410. In the northbound direction, this intersection has two left turn lanes and a separate through/right turn lane. In the southbound direction there are separate left turn, through and right turn lanes. There are crosswalks on all approach legs of the intersection.

Twenty-seven crashes occurred at this intersection over the five-year period of which one involved a serious injury. This crash involved a westbound vehicle driving aggressively and hitting a stopped vehicle at the intersection. Fifty-six percent of the crashes at the intersection (15) involved rear end collisions. A further 37 percent of crashes (10) involved either angle or turning movement collisions. Half of these involved right-turning movements. The dominate crash characteristics involved vehicles traveling either eastbound or westbound into the intersection and hitting stopped vehicles. The intersection currently operates at LOS D with a volume-to-capacity ratio of 0.91 which indicative of heavy congestion and potentially unstable traffic flow.

Figure 26. SR 410 at 214th Avenue



Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- As noted earlier in this section, consideration should be to extending yellow and/or all red time at this intersection, particularly for the north/south movement.
- Consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

Priority Level 2

Table 24 presents a list of project corridors and specific locations that were ranked as priority level 2 and relates this list to the potential countermeasures that are recommended for consideration.

Table 24. Application of Countermeasures for Priority Level 2 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 2						
<i>Corridors</i>						
Church Lake Road, Veterans Memorial to Kelly Lake Road				●		14
200 th Avenue Ct E, SR 410 to 104 th Street E	●	●				13
SR 410, west city limits to Sky Island Drive		●	◐		◐	48
SR 410, 202 nd Avenue to 215 th Avenue		●	◐		◐	72
<i>Intersections</i>						
195 th Avenue at 67 th Street Ct				●		10
Bonney Lake Blvd at 194 th Avenue	●					10
SR 410 at Myers Road (MP 13.11)	●	●				15
SR 410 east of Myers Road (MP 13.17)		●		●		14
SR 410 at 181 st Avenue (MP 13.37)	●	●				14
SR 410 at 192 nd Avenue (MP14.20)	◐	●				14

Roadway departures include hitting fixed objects as well as traveling off the edge of the paved lanes and shoulder area.



Primary countermeasure type



Secondary countermeasure type

Priority Level 3

Table 25 presents a list of project corridors and specific locations that were ranked as priority level 3 and relates this list to the potential countermeasures that are recommended for consideration.

Table 25. Application of Countermeasures for Priority Level 3 Locations

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 3						
<i>Corridors</i>						
192 nd Avenue, Target to SR 410						12
Sky Island Drive E, SR 410 to 111 th Street E						7
SR 410, 219 th Avenue to 234 th Avenue						22
<i>Intersections</i>						
Angeline Road at 101 st Street E						9
SR 410 east of Angeline Road undercrossing (MP 14.04)						13
SR 410 at 208 th Avenue (MP 15.17)						12
SR 410 at 211 th Avenue (MP 15.39)						12
SR 410 near Shopping Center Access (MP 15.22)						11
SR 410 at Shopping Center Entrance (MP 15.88)						9
SR 410 near 219 th Avenue (MP 15.91)						9
SR 410 at west city limits (MP 12.81)						7

Roadway departures include hitting fixed objects as well as traveling off the edge of the paved lanes and shoulder area.



Primary countermeasure type



Secondary countermeasure type

Summary of Recommended Studies

The discussion of spot and systemic improvements included above noted the need for further investigation of appropriate solutions to identified problems in the following areas:

- ***SR 410- Signal Timing*** – Conduct study to evaluate signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway. This would require reconsideration of overall traffic signal timing at signalized intersections in the corridor. Consideration should also be given to advance warning signage for a red light ahead and variable speed signage based on average corridor speeds under congested conditions, and other potential strategies as identified during the study.
- ***214th Avenue at 101st Street and 103rd Street*** – Conduct speed zoning study to determine feasibility of reduction in posted speed as 214th Avenue enters the developed area of the city to reduce crash potential.

-
- 200th Avenue Ct E Corridor Study – As identified in the City’s Community Mobility Plan, conduct study of this corridor between S Prairie Road and approximately 104th Street (Brookside Drive at a minimum). Initial recommendations should be reconsidered in light of Tehaleh development in about six years and coordinated with intersection analysis of S Prairie Road with 200th Avenue Ct E and SR 410.
 - 198th Avenue at 96th Street – Conduct engineering study to identify optimal solution to roadway departures at this location.

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9 RECOMMENDATIONS

Based on the detailed evaluation of the corridors and spot locations, as well as expressed local concerns, recommended spot and systemic countermeasures were assessed, and a prioritization was established. This chapter summarizes key recommendations for both short-term/immediate implementation (Tier 1).

Tier 1 - Short-Term Improvement Recommendations

High priority improvement recommendations include the following:

- **Intersection of SR 410 and 214th** - Improvements should include modifications to existing signal timing to provide for extended yellow and all red phases in the north/south direction. Consider additional improvements at this location based on results of the recommended SR 410 corridor operational study.
- **Intersection of 214th Avenue at 101st and 103rd Streets** – Conduct speed zone study to reduce travel speeds on 214th Avenue entering the developed area. Timing for this study should be consistent with additional urban development and/or annexation along this corridor.
- **Intersection of 214th at 91st Street** - Consider installation of advance speed reduction signage and indication of multiple curves. Add sign indicating presence of intersection for southbound traffic. Consider installation of flashing warning beacon for intersection. It should be noted that this intersection is located in Pierce County and any safety improvement will need to be coordinated with the County.
- **Intersection of W Tapps Highway at Church Lake Road** – Implement roadway and traffic control improvements as identified in the Intersection Control Evaluation report prepared for this location and included as a recommended project in the city’s Community Mobility Plan.
- **Intersection of W Tapps Highway at Bonney Lake Boulevard** - Implement roadway and traffic control improvements as identified in the intersection and roadway modifications report prepared for this location as part of the Allan Yorke Park master plan. This project is included as a recommended project in the city’s Community Mobility Plan.
- **Intersection of Angeline Road at Veterans Memorial Drive/Old Sumner-Buckley Highway** – Implement roadway and traffic control improvements as identified in the Intersection Control Evaluation report prepared for this location and included as a recommended project in the city’s Community Mobility Plan.
- **Angeline Road between 95th and 101st Streets** – Consider improvements to this corridor to add shoulder width for vehicle recovery and increased protection for roadway departure crashes. Alternately consider installation of curb/gutter and sidewalk to improve safety and multimodal mobility in the corridor.
- **Intersection of S Prairie Road at 200th Avenue Ct E** – The city’s Community Mobility Plan (CMP) includes a project to widen 200th Avenue Ct E up to five lanes with curb, gutter, sidewalk, bike lanes, landscaping, and stormwater facilities to address expected operational deficiencies. However, it is suggested that this recommendation be reconsidered with the advent of additional land development in the area which would affect potential improvements at this

intersection. Safety enhancements to address existing problems should be incorporated into any final design recommendations at this location.

- **Intersection of S Prairie Road at SR 410** – As noted above, the city’s CMP includes a widening project along the 200th Avenue Ct E corridor which could impact traffic operations and safety at the intersection of S Prairie Road with SR 410. As appropriate, operational and safety improvements at this location should be considered as part of the 200th Avenue Ct E corridor study.
- **Intersection of SR 410 at 192nd Street** – Based on recommended study for the SR 410 corridor, address specific improvements to enhance operations and safety at this location.
- **Intersection of 198th Avenue at 96th Street** – Evaluate potential improvements to reduce potential for roadway departures at this location. This could include a widened shoulder and/or guardrail as appropriate.
- **Intersection of Locust Street at Locust Extension** - Recommend adding illumination to this intersection to improve pedestrian safety at the existing crosswalk.
- **Intersection of SR 410 at 195th Avenue** – Consider installation of curb extensions to narrow crossing distance on state highway, adding crosswalk on the east leg of the intersection, and providing advance green signal phase for pedestrians and bicyclists for north/south movements.
- **Intersection of SR 410 at 198th Avenue** – Consider improvements at this location based on results of the recommended SR 410 corridor operational study.
- **SR 410 Corridor Operational Study** – Conduct study to evaluate signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway. This would require reconsideration of overall traffic signal timing at existing signalized intersections. Consideration should also be given to advanced warning signage for a red light ahead, variable speed signage based on average corridor speeds under congested conditions, and other potential strategies as identified during the study.
- **200th Avenue Ct E Corridor Study** - conduct study of this corridor between S Prairie Road and approximately 104th Street (Brookside Drive at a minimum) to address and refine recommendations in the city’s CMP. The timing of this study should be consistent with expected land development in the area and likely occur within the next six years. Corridor analysis should be coordinated with improvements at the intersections of S Prairie Road with 200th Avenue Ct E and SR 410.

A summary of proposed countermeasures, including prioritization and estimated cost, are provided in **Table 26**. Projects are not listed in any priority order. Review of equity considerations for crash experience in Bonney Lake indicates that the Priority Level 1 projects are aligned with the key findings of this analysis.

Table 26. Priority Project Recommendations and Cost Estimates

#	Location	Improvement	Total Cost
		<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 	
2	214 th Avenue at 101 st and 103 rd Streets	<ul style="list-style-type: none"> Implement recommendations of speed zone study and modifications necessary to accommodate future land development on west side of 214th Avenue 	See Project 16
4	W Tapps Highway at Church Lake Road	<ul style="list-style-type: none"> Signalize and reduce vertical curve on westbound approach per Intersection Control Evaluation report 	\$837,300 ¹
6	Angeline Road at Veterans Memorial Drive	<ul style="list-style-type: none"> Construct roundabout and shared use trail per Intersection Control Evaluation report 	\$6,169,300 ^{1,3}
8	200 th Avenue Ct E at S Prairie Road	<ul style="list-style-type: none"> Add additional lane channelization to address 200th Avenue Ct E roadway widening recommendations in CMP 	See Project 17
10	SR 410 at 192 nd Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
12	Locust Street at Locust Extension	<ul style="list-style-type: none"> Install illumination 	\$113,000
14	SR 410 at 198 th Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
	through city	signal ahead warning signage and variable speed signage.	\$250,000

#	Location	Improvement	Total Cost
		<ul style="list-style-type: none"> Consider any necessary intersection improvements not specifically identified in this Safety Action Plan 	
16	214th Avenue at 101st and 103rd Streets	<ul style="list-style-type: none"> Conduct speed zone study 	\$5,000
17	200 th Avenue Ct E Corridor Study	<ul style="list-style-type: none"> S Prairie Road and approximately 104th Street (Brookside Drive at a minimum) to address and refine 5-lane improvement recommendation in the city's CMP 	\$150,000

Note 1: These costs are calculated in 2024 dollars. All other cost estimates are in 2025 dollars.

Note 2: Costs include modifications to existing intersection, construction of the future extension of W Tapps Highway west of Allan Yorke Park and development of a new roundabout intersection on Bonney Lake Boulevard west of the current intersection.

Note 3: Includes new roundabout at the intersection and multiuse pathway.

It should be noted that the foregoing list of projects only includes the Priority 1 improvements which provides program of safety improvements for implementation over the next five or six years. Priority 2 and 3 projects should be considered as adjacent property develops, or other roadway improvements that affect these locations are implemented.

10 IMPLEMENTATION AND MONITORING

Commitment to Implementation

Through the adoption of this Safety Plan, the city makes a commitment to the goal of zero roadway fatalities and serious injuries (Target Zero) and significant progress towards that goal by 2030. This commitment has been further addressed in the pending update of the City's Comprehensive Plan and Community Mobility Plan through:

- The addition of specific policies that address Target Zero
- The incorporation of safety improvements identified in this plan, as well as projects identified through subsequent monitoring and analysis into the Community Mobility Plan and Six Year Transportation Improvement Program for implementation.

On-Going Monitoring of Crashes

The city will continue monitoring crash data on a regular basis, with a focus on locations identified in the Plan. Monitoring will occur through the collection of crash data at three-to-five-year intervals to update the identification and assessment of severe crashes. As needed, further evaluation of improvements to problem locations will be determined. On-going monitoring will be the responsibility of the *Safety Action Plan* task force.

The *Safety Action Pan* will be posted on the city's website.

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Bonney Lake Safety Action Plan

Community Development Commission – November 18, 2025



Agenda

1. Recap of Existing Crash Data
2. Public Comment Summary
3. Equity Analysis
4. Summary of Priority Locations
5. Recommended Countermeasures

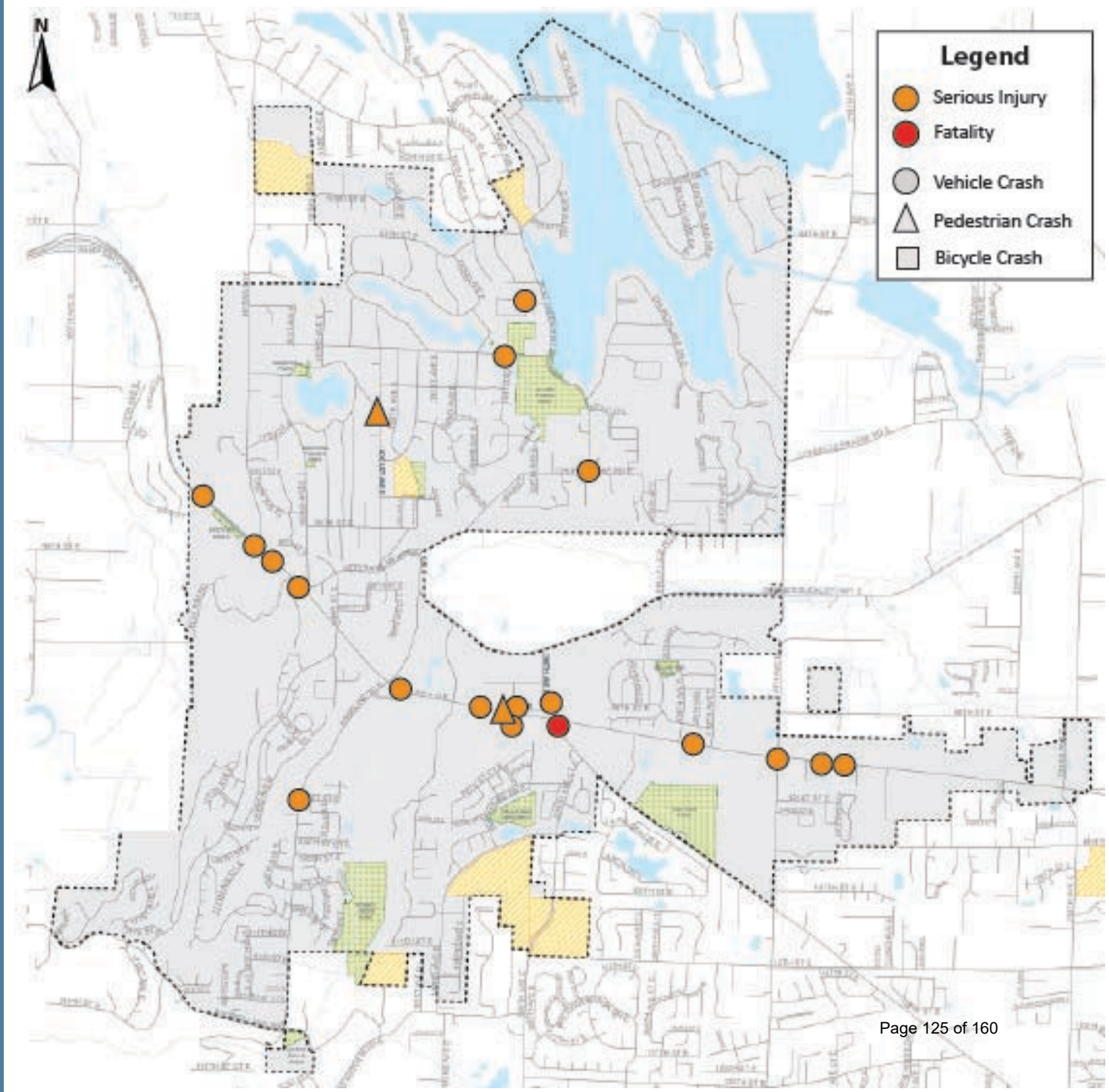
Why are we Preparing a Safety Action Plan?



Summary of Recent Crash Experience (2020-2024)

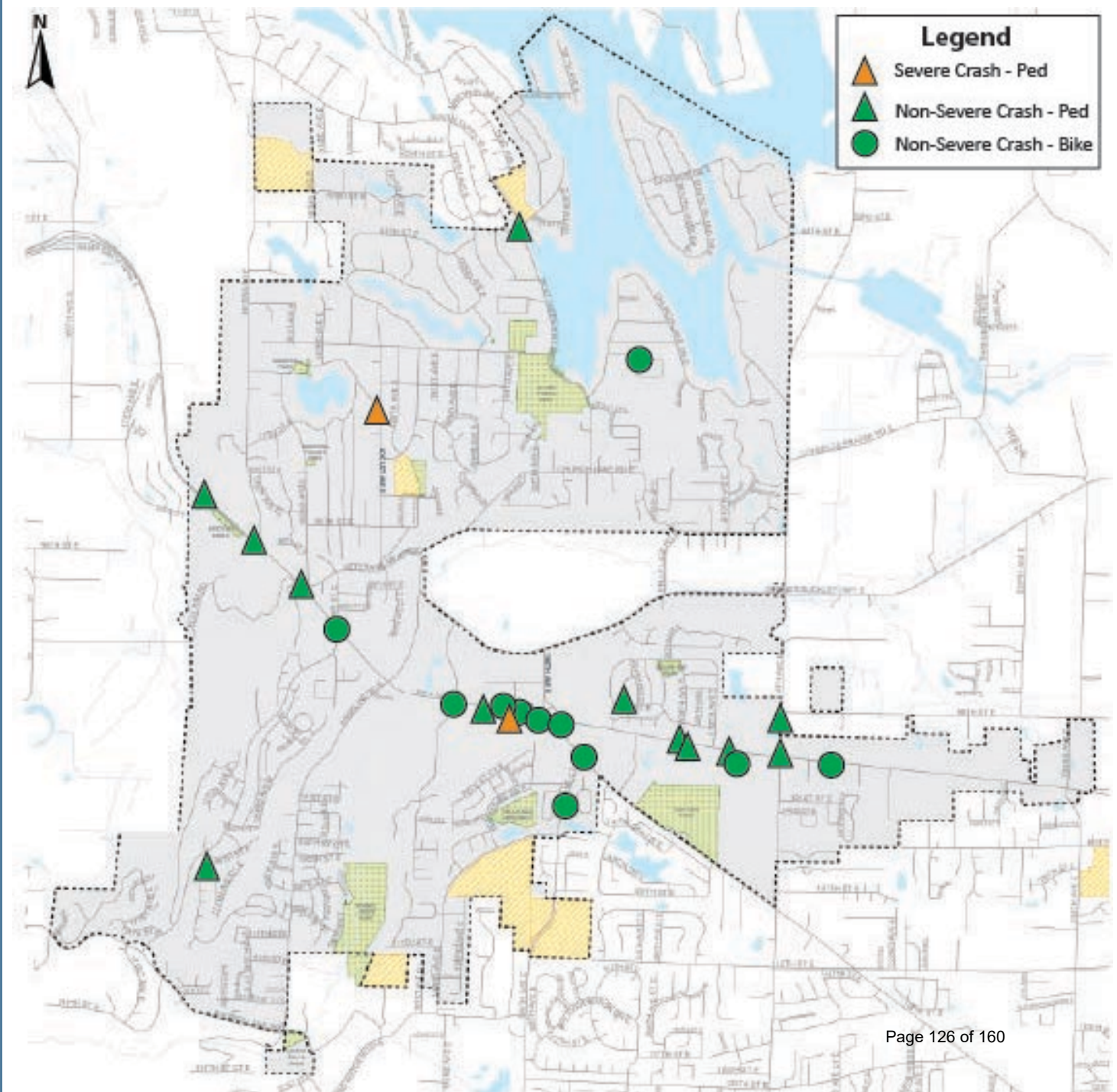
Existing Severe Crashes – Focus of Plan

- Total of 20 in City, 6 on city streets and 14 on SR 410
- 30% involved hitting a fixed object
- 33.3% involved one or more pedestrians
- Key contributing causes:
 - Inattention/Distraction (30%)
 - Speeding (20%)
 - Not Listed (25%)
- 14 (2/3) occurred at intersections



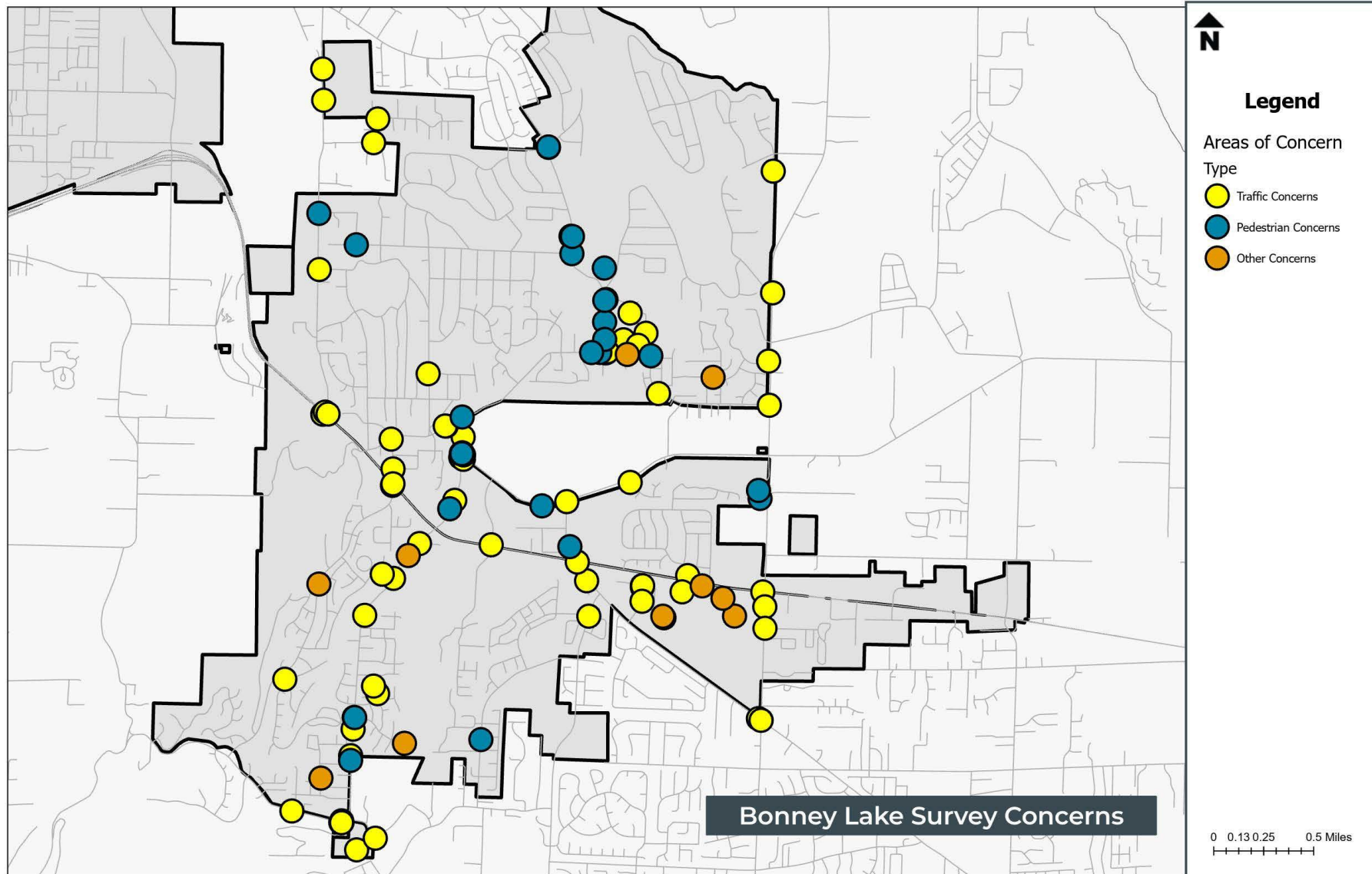
Vulnerable User Crashes

- 26 bike/pedestrian crashes
 - 14 pedestrian crashes
 - 12 bicycle crashes
- 14 occurred along SR 410
- 12 occurred on city streets
- 2 of the vulnerable user crashes involved serious injury or fatality
- Half of the ped crashes occurred at dusk or after dark, most in an area with streetlights



Key Findings from Public Outreach

Public Comments on Safety



Public Comments on Safety

Bicycle and Pedestrian Issues

- 27 total comments.
- Top concerns include lack of sidewalks (15) and perceived unsafe street crossings (total of 7 with the Allan Yorke Park area mentioned several times). Speeding was also a concern (4).
- Key locations of concern included:
 - W Tapps Highway (7)
 - Angeline Road (3)
 - Church Lake Road (3)
 - Sumner-Buckley Highway (3)



W Tapps Hwy



Church Lake Road



Angeline Road

Public Comments on Safety

Street and Highways

- 89 total comments.
- Top concerns include difficult/congested turns (28) and limited sight distance (20). Speeding was also a concern (11), as were issues specifically related to the type of traffic control at an intersection (9).
- Key locations of concern included:
 - Angeline Road (23)
 - Rhodes Lake Road (11)
 - Church Lake Road (8)
 - SR 410 (6)



Angeline at Veterans Memorial



SR 410 at Myers Road



Church Lake Road

Public Comments on Safety

Emerald Elementary School Pedestrian Access

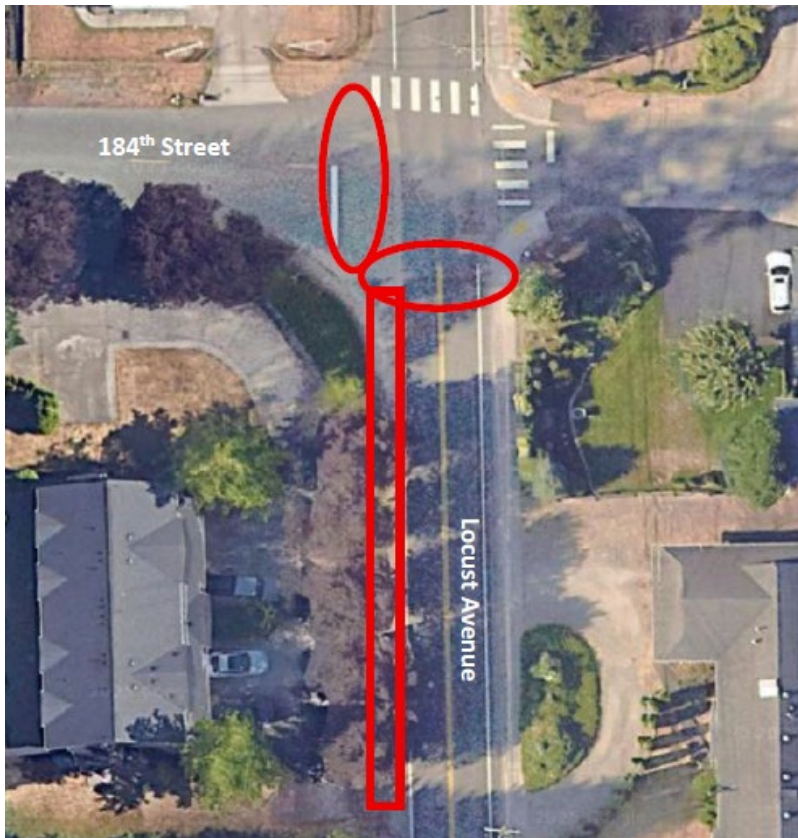


62nd Avenue E

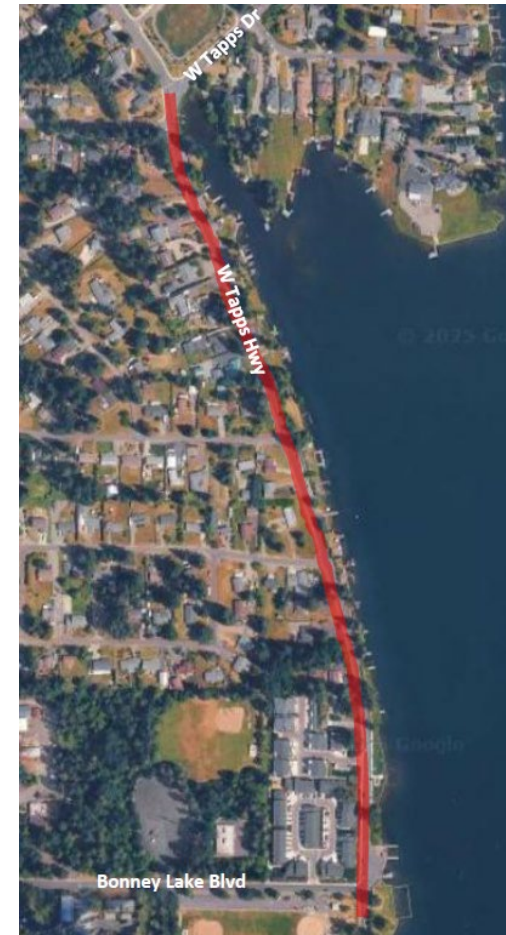


Public Comments on Safety

Locust Avenue Pedestrian Safety



W Tapps Highway Safety



Equity Analysis

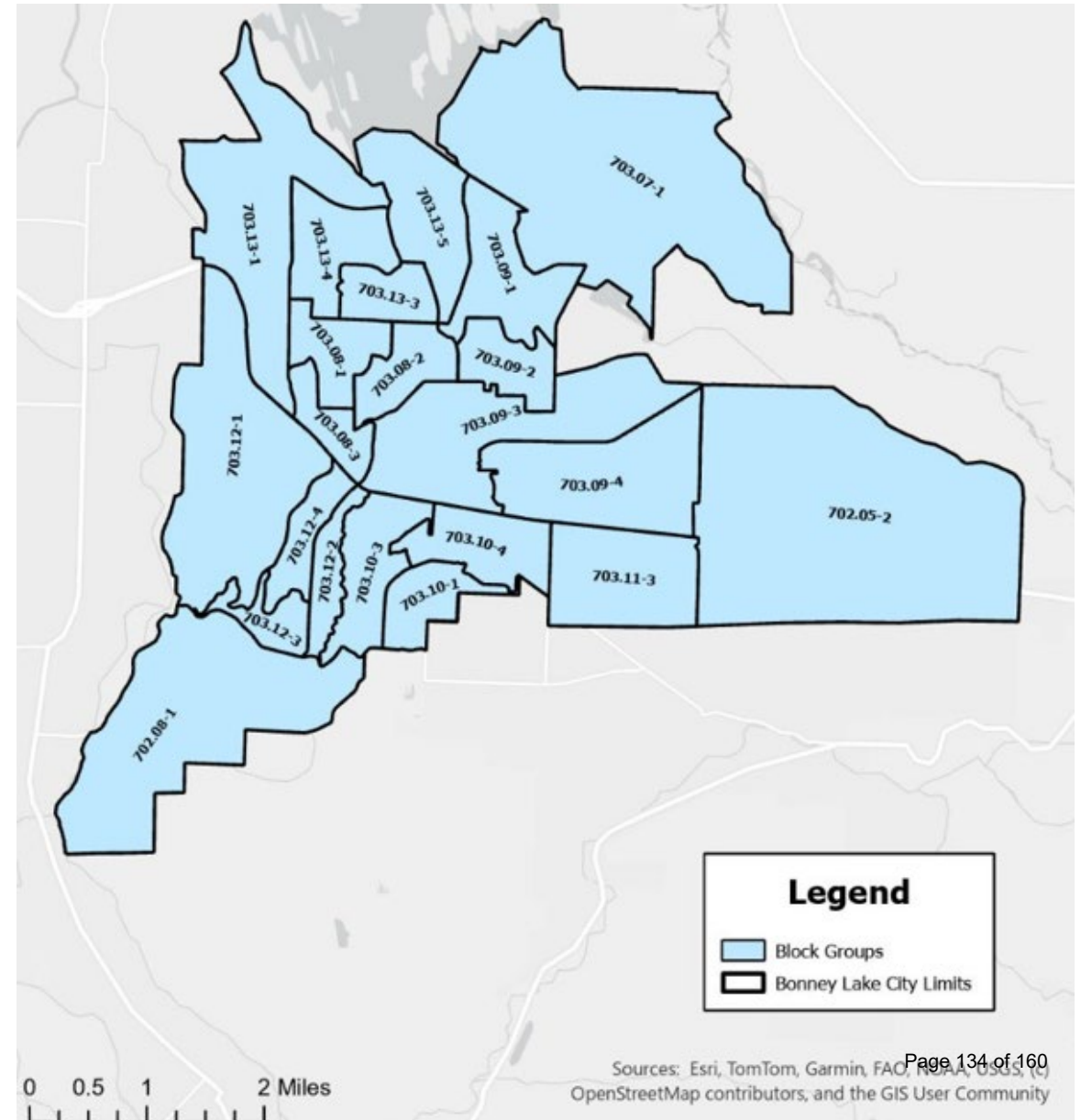
Using Census Data, the following EJ populations were evaluated for each block group:

- People of Color
- Low Income
- Limited English Speaking

For each group disparate impacts were evaluated against the safety analysis.

Data-driven safety countermeasures were found to be equitably distributed and prioritized.

Equity Analysis



Project Prioritization

Prioritization Scoring for Corridors

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Crashes/Mile ³	Key Risk Factor Crashes ⁴	Commercial Area ⁵	Near School or Park ⁵	Mobility Plan Priority ⁶	Local Concern ⁷	Score
City Streets										
214th Avenue E, Sumner Buckley Hwy to 103rd St	0 (0)	6 (2)	3 (98)	3 (89.9)	3 (17)	2	0	3	1	21
Veterans Memorial Drive, SR 410 to Angeline Road	0 (0)	0 (0)	3 (72)	3 (101.4)	2 (15)	2	1	2	3	16
S Prairie Road E, SR 410 to 214th Avenue E	0 (0)	0 (0)	2 (45)	2 (37.2)	2 (14)	3	2	3	2	16
Church Lake Road E, Veterans Memorial to Kelly Lake Road	0 (0)	0 (0)	2 (31)	2 (20.7)	3 (18)	0	3	2	2	14
192 nd Avenue E, Target to SR 410	0 (0)	0 (0)	2 (30)	3 (214.8)	1 (6)	3	1	1	1	12
Angeline Road E, Veterans Memorial to Rhodes Lake Road	5 (1)	0 (0)	2 (27)	1 (13.2)	3 (19)	0	2	2	3	18
200 th Avenue Ct E, SR 410-104 th Avenue E	0 (0)	1 (3)	2 (23)	1 (19.2)	1 (4)	1	3	3	1	13
Sky Island Drive E, SR 410 to 111 th Street E	0 (0)	0 (0)	1 (14)	1 (9.0)	1 (9)	1	1	1	1	7
W Tapps Hwy, 64th Street E to Church Lake Road	5 (1)	3 (1)	1 (14)	1 (12.6)	1 (8)	0	3	3	2	19
SR 410										
SR 410, west city limit to Sky Island Drive	20 (4)	12 (4)	3 (227)	3 (227.0)	3 (78)	2	1	2	2	48
SR 410, Angeline Road to S Prairie Road	30 (6)	18 (6)	3 (192)	3 (202.1)	3 (61)	3	1	1	1	63
SR 410, 202 nd Avenue to 216 th Avenue	10 (2)	15 (5)	3 (173)	3 (186.0)	3 (43)	3	1	3	1	42
SR 410, 219 th Avenue to 234 th Avenue	10 (2)	3 (1)	1 (43)	1 (43.9)	3 (23)	2	1	0	1	22

Priority Corridors

Priority Level 1

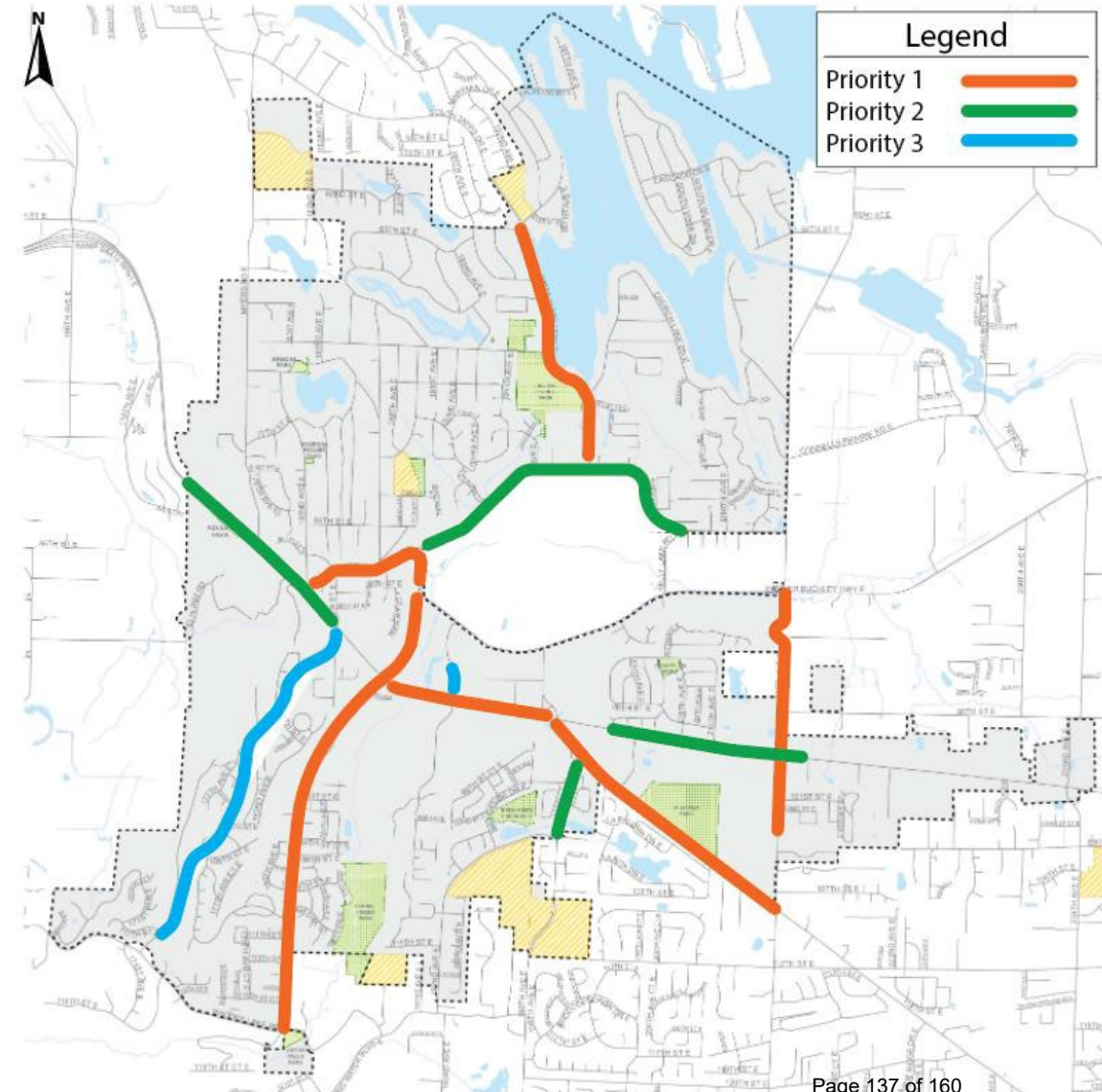
- 214th Ave – Sumner Buckley Hwy to 103rd St
- W Tapps Hwy – 64th St to Church Lake Rd
- Angeline Rd – Veterans Memorial to Rhodes Lake Rd
- Veterans Memorial Dr – SR 410 to Angeline Rd
- S Prairie Rd – SR 410 to 214th Ave
- SR 410 – Angeline Rd to S Prairie Rd

Priority Level 2

- Church Lake Rd – Veterans Memorial Dr to Kelly Lake Rd
- 200th Ave Ct – S Prairie Rd to 104th Ave
- SR 410 – West city limits to Sky Island Dr
- SR 410 – 202nd Ave to 216th Ave

Priority Level 3

- 192nd Ave – Retail driveway to SR 410
- Sky Island Dr – SR 410 to 111th St



Prioritization Scoring for Spot Locations

Location	Severe Crashes ¹	Vulnerable User Crashes ¹	Total Crashes ²	Key Risk Factor Crashes ³	Commercial Area ⁴	Near School or Park ⁴	Mobility Plan Priority ⁵	Local Concern ⁶	Score
City Streets									
195 th Avenue at 67 th Street Ct	5 (1)	0 (0)	1 (1)	1 (1)	3	0	0	0	10
198 th Avenue at 96 th Street E	5 (1)	0 (0)	1 (4)	1 (2)	1	3	0	0	11
Angeline Road at 101 th Street E	5 (1)	0 (0)	2 (6)	1 (5)	0	1	0	0	9
Bonney Lake Blvd at 194 th Avenue	5 (1)	0 (0)	1 (1)	1 (1)	0	3	0	0	10
Locust Avenue at Locust Extension E	5 (1)	3 (1)	1 (1)	0	0	2	0	0	11
West Tapps Hwy at Church Lake Drive E	5 (1)	0 (0)	2 (5)	1 (2)	0	3	0	0	11
SR 410									
SR 410 at west city limits (MP 12.81)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	0	7
SR 410 at Myers Road (MP 13.11)	5 (1)	0 (0)	2 (12)	1 (4)	1	0	3	3	15
SR 410 east of Myers Road (MP 13.17)	5 (1)	0 (0)	1 (2)	1 (2)	0	0	0	2	14
SR 410 at 181 st Avenue (MP 13.37)	5 (1)	0 (0)	3 (41)	3 (22)	3	0	0	0	14
SR 410 east of Angline Road crossing (MP 14.04)	5 (1)	0 (0)	1 (1)	1 (1)	2	2	0	2	13
SR 410 at 192 nd Avenue (MP 14.20)	0	3 (1)	3 (36)	3 (23)	2	2	0	1	14
SR 410 at 195th Avenue (MP 14.40)	15 (3)	3 (1)	2 (13)	1 (5)	3	0	0	0	24
SR 410 at 198th Avenue (MP 14.64)	5 (1)	0 (0)	3 (24)	2 (10)	3	3	2	0	18
SR 410 at 208 th Avenue (MP 15.17)	0	6 (2)	2 (19)	1 (7)	3	0	0	0	12
SR 410 near shopping center access (MP 15.22)	5 (1)	0 (0)	2 (6)	1 (5)	3	0	0	0	11
SR 410 at 211 th Avenue (MP 15.39)	0	6 (2)	2 (11)	1 (2)	3	0	0	0	12
SR 410 at 214th Avenue (MP 15.62)	5 (1)	0 (0)	3 (27)	3 (15)	3	0	3	1	18
SR 410 at Shopping center access (MP 15.88)	5 (1)	0 (0)	1 (1)	0	3	0	0	0	9
SR 410 near 219 Avenue Ct (MP 15.91)	5 (1)	0 (0)	1 (1)	1 (1)	2	0	0	0	9

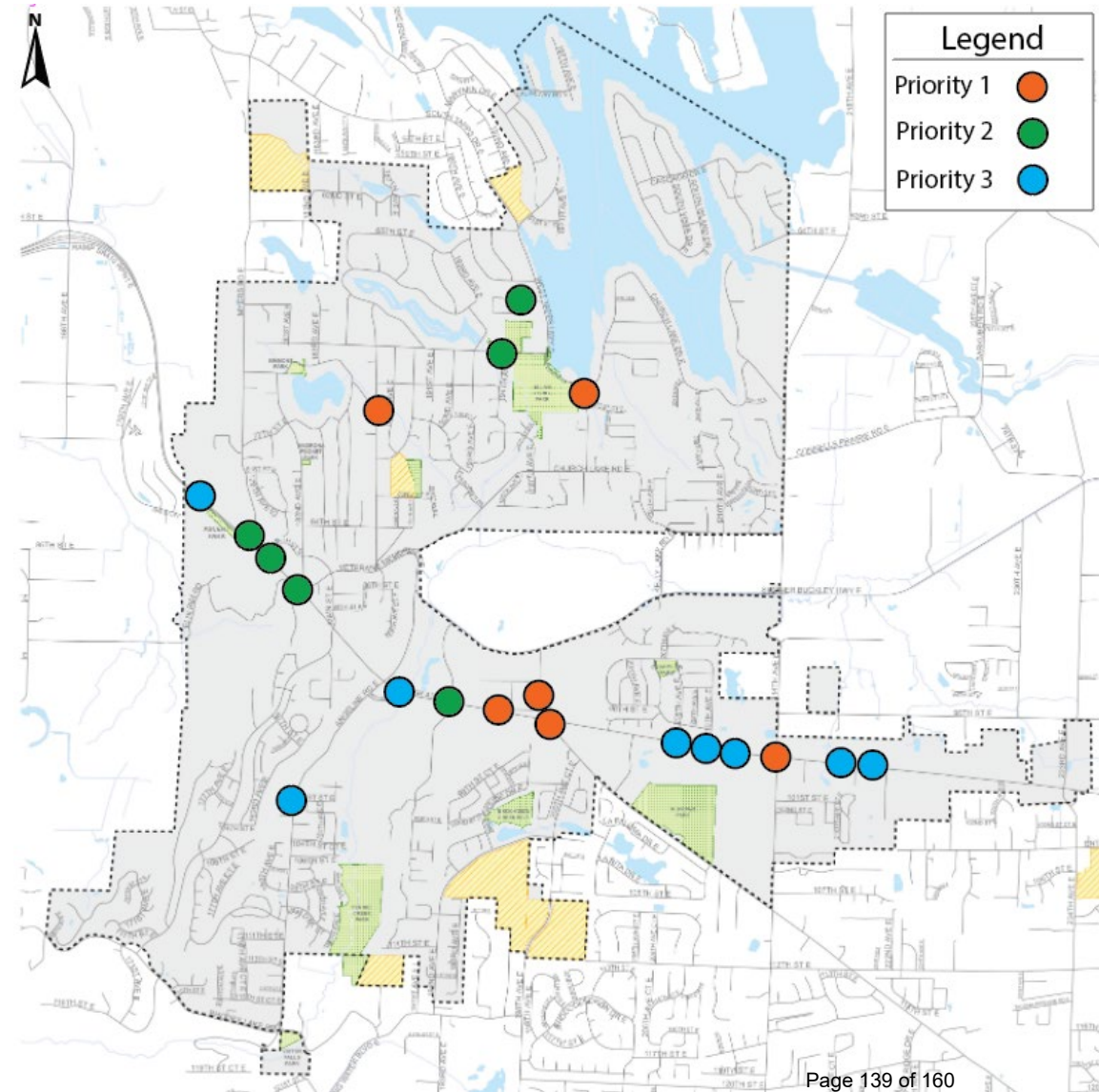
Priority Locations

Priority Level 1

- 198th Ave at 96th St
- Locust Ave at Locust Extension
- W Tapps Hwy at Church Lake Dr
- SR 410 at 195th Ave
- SR 410 at 198th Ave
- SR 410 at 214th Ave

Priority Level 2

- 195th Ave at 67th St Ct
- SR 410 at Myers Rd
- SR 410 east of Myers Rd
- SR 410 at 181st Ave
- SR 410 at 192nd Ave



Application of Countermeasures

Priority 1 Locations

- Apply countermeasures (solutions) to each corridor or location to treatment the types of crashes being experienced
- Dominant crash type are related to **rear end collisions, followed by roadway departures**
- Angle/turning crashes, pedestrian safety, and sideswipe crashes** are also important to address in improving transportation safety

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 1						
<u>Corridors</u>						
214th Avenue, Sumner Buckley to 103rd Street	●	◐	◐			21
W Tapps Hwy, 64th Street to Church Lake Road		◐	◐	●		19
Angeline Road, Veterans Memorial to Rhodes Lake Road				●		18
S Prairie Road, SR 410 to 214th Avenue	◐	●			●	16
Veterans Memorial Drive, SR 410 to Angeline Road	◐	●			◐	16
SR 410, Angeline Road to S Prairie Road	◐	●			◐	63
<u>Intersections</u>						
198th Avenue at 96th Street				●		11
Locust Avenue at Locust Extension			●			11
W Tapps Hwy at Church Lake Drive				●		11
SR 410 at 195th Avenue (MP 14.40)	●	●				24
SR 410 at 198th Avenue (MP 14.64)	◐	●				18
SR 410 at 214th Avenue (MP 15.62)		●				17

Roadway departures include hitting fixed objects as well as traveling off the edge of the roadway area. Page 140 of 160



Primary countermeasure type



Secondary countermeasure type

Application of Countermeasures

Priority 2 Locations

- Apply countermeasures (solutions) to each corridor or location to treatment the types of crashes being experienced
- Dominant crash type are related to rear end collisions, followed by roadway departures
- Angle/turning crashes, pedestrian safety, and sideswipe crashes are also important to address in improving transportation safety

Location	Countermeasures to Address Prevalent Crash Types by Location					Score
	Angle/Turn Crashes	Rear End	Pedestrian Safety	Roadway Departures	Sideswipe	
PRIORITY LEVEL 2						
<i>Corridors</i>						
Church Lake Road, Veterans Memorial to Kelly Lake Road				●		14
200 th Avenue Ct E, SR 410 to 104 th Street E	●	●				13
SR 410, west city limits to Sky Island Drive		●	◐		◐	48
SR 410, 202 nd Avenue to 215 th Avenue		●	◐		◐	72
<i>Intersections</i>						
195 th Avenue at 67 th Street Ct				●		10
Bonney Lake Blvd at 194 th Avenue	●					10
SR 410 at Myers Road (MP 13.11)	●	●				15
SR 410 east of Myers Road (MP 13.17)		●		●		14
SR 410 at 181 st Avenue (MP 13.37)	●	●				14
SR 410 at 192 nd Avenue (MP14.20)	◐	●				14

Roadway departures include hitting fixed objects as well as traveling off the edge of the paved lanes and shoulder area.



Primary countermeasure type



Secondary countermeasure type

Recommended Countermeasures

Project List

Example Project Summary

SR 410 at 214th Avenue (MP 15.62)

Figure 26 shows the layout of the intersection of SR 410 with 214th Avenue. This is a four-legged, signalized intersection with two through travel lanes, left turn and right turn lanes in each direction on SR 410. In the northbound direction, this intersection has two left turn lanes and a separate through/right turn lane. In the southbound direction there are separate left turn, through and right turn lanes. There are crosswalks on all approach legs of the intersection.

Twenty-seven crashes occurred at this intersection over the five-year period of which one involved a serious injury. This crash involved a westbound vehicle driving aggressively and hitting a stopped vehicle at the intersection. Fifty-six percent of the crashes at the intersection (15) involved rear end collisions. A further 37 percent of crashes (10) involved either angle or turning movement collisions. Half of these involved right-turning movements. The dominate crash characteristics involved vehicles traveling either eastbound or westbound into the intersection and hitting stopped vehicles. The intersection currently operates at LOS D with a volume-to-capacity ratio of 0.91 which indicative of heavy congestion and potentially unstable traffic flow.



Figure 26. SR 410 at 214th Avenue

Potential Countermeasures

The following countermeasures were identified for consideration to improve safety at this intersection:

- As noted earlier in this section, consideration should be to extending yellow and/or all red time at this intersection, particularly for the north/south movement.
- Consideration should also be given to evaluating signal timing and progression along SR 410 to reduce the incidence of rear end crashes on the state highway, as well as other countermeasures to provide advance signal warning and/or variable speed control. This would require reconsideration of overall traffic signal timing at this location to determine an appropriate course of action.

#	Location	Improvement	Total Cost
Tier 1 – Priority Improvements – Short-Term			
1	SR 410 at 214 th Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
2	214 th Avenue at 101 st and 103 rd Streets	<ul style="list-style-type: none"> Implement recommendations of speed zone study and modifications necessary to accommodate future land development on west side of 214th Avenue 	See Project 16
3	214 th at 91 st Street	<ul style="list-style-type: none"> Consider installation of advance speed reduction signage and indication of multiple curves. Add sign indicating presence of intersection for southbound traffic. Consider installation of flashing warning beacon for intersection 	\$49,000
4	W Tapps Highway at Church Lake Road	<ul style="list-style-type: none"> Signalize and reduce vertical curve on westbound approach per Intersection Control Evaluation report 	\$837,300 ¹
5	W Tapps Highway at Bonney Lake Boulevard	<ul style="list-style-type: none"> Modify intersection and relocate W Tapps Highway west of Allan Yorke Park per park master plan transportation study 	\$4,286,600 ^{1,2}
6	Angeline Road at Veterans Memorial Drive	<ul style="list-style-type: none"> Construct roundabout and shared use trail per Intersection Control Evaluation report 	\$6,169,300 ^{1,3}
7	Angeline Road between 95 th and 101 st Streets	<ul style="list-style-type: none"> Add shoulder width for vehicle recovery to reduce roadway departure crashes and provide safety environment for pedestrian and bicycle circulation 	\$725,000
8	200 th Avenue Ct E at S Prairie Road	<ul style="list-style-type: none"> Add additional lane channelization to address 200th Avenue Ct E roadway widening recommendations in CMP 	See Project 17
9	SR 410 at S Prairie Road	<ul style="list-style-type: none"> Improve intersection to accommodate recommended roadway improvements resulting from 200th Avenue Ct E study Implement intersection improvements based on results of SR 410 corridor study 	See Project 17 See Project 15
10	SR 410 at 192 nd Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15
11	198 th Avenue at 96 th Street	<ul style="list-style-type: none"> Identify and implement appropriate improvement to reduce incidence of roadway departures in this area 	\$149,000
12	Locust Street at Locust Extension	<ul style="list-style-type: none"> Install illumination 	\$113,000
13	SR 410 at 195 th Avenue	<ul style="list-style-type: none"> Add crosswalk on east leg of intersection Install curb extensions to reduce pedestrian crossing distance of state highway Provide advance green phase for north/south pedestrian movement Implement other intersection improvements based on results of SR 410 corridor study 	\$205,000 See Project 15
14	SR 410 at 198 th Avenue	<ul style="list-style-type: none"> Implement intersection improvements based on results of SR 410 corridor study 	See Project 15



Questions



SCJ ALLIANCE
CONSULTING SERVICES

City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Agenda Item Type: Ordinance	Agenda Bill Number & Ordinance/Resolution/Motion Number: AB25-XX & Ordinance D25-XX	
Department/Division Submitting: Public Services	Presenter: Jason Sullivan, Public Services Director	City Strategic Goal Category: None

Agenda Subject: Alternative Method For Calculating Sewer Residential Equivalent (RE) Units

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending Section 13.12.100.D Authorizing An Alternative Method For Calculating Sewer Residential Equivalent (RE) Units; Providing For Severability And Corrections; And Establishing An Effective Date.

Administrative Recommendation:

Short Background Summary (Use a memo to write a full history): On July 30, 2024 the City Council passed Resolution 3227 extending the WSU Development Agreement to June 30, 2026 and directing staff to negotiate a possible amendment to the original 2009 Development Agreement. During the negotiations, Tarragon requested that the water residential equivalent (RE) units be based on estimated water usage as provided for in BLMC 13.04.070.D.2.e. This option is not available in the sewer code. Tarragon has requested that City Council consider an amendment to allow the same provisions in the water code to be added to the sewer code. The provision would only apply in cases where the water RE units are based on estimated flows.

Attachments: Ordinance D25-XX

BUDGET INFORMATION			
Budgeted Amount: N/A	Current Balance:	Expenditure Amount Needed:	Budgeted Balance Difference:
Budget Explanation: N/A			

COMMITTEE, BOARD & COMMISSION REVIEW				
Public Hearing Date:		Name Of Committee/Commission Public Hearing Was Done At:		
Date & Name Of Committee/ Commission Meeting	Return To Committee/ Commission/Board	Council Workshop Discussion	Consent Agenda	Council Full Issues
Date: 21 October 2025 Name: Community Development Committee	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Date: 18 November 2025 Name: Community Development Committee	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Date: Name:	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Hearing Examiner Review:				
Preparer sent affected Department Director(s) copy of AB		<input type="checkbox"/> Administrative Services <input type="checkbox"/> Court <input checked="" type="checkbox"/> Executive <input type="checkbox"/> Finance <input type="checkbox"/> Police <input checked="" type="checkbox"/> Public Services		

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s):
Meeting Date(s):	Tabled To:

APPROVALS		
Department Director: <i>Jason Sullivan</i>	Mayor: <i>Terry Carter</i>	Date Reviewed By City Attorney (if applicable):

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ORDINANCE NO. D25-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING SECTION 13.12.100.D AUTHORIZING AN ALTERNATIVE METHOD FOR CALCULATING SEWER RESIDENTIAL EQUIVALENT (RE) UNITS; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Bonney Lake Municipal Code currently provides an alternative method for calculating residential equivalent (RE) units based on estimated water usage to determine water system development charges (SDC); and

WHEREAS, this alternative method is not currently available for calculating sewer RE is for purposes of determining sewer SDC; and

WHEREAS, there is a correlation between water usage and sewer usage; and

WHEREAS, the Public Services Director, acting as the State Environmental Policy Act (SEPA) Responsible Official, determined that the proposed amendment is categorically exempt from threshold determination pursuant to BLMC 16.08.030.R.2; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 13.12.100.D of the Bonney Lake Municipal Code is hereby amended to read as follows:

D. Residential System Development Charges (SDC).

1. The SDC for a single-family residence (new construction) shall be the charge applicable to one residential equivalent (RE), \$11,927 effective July 1, 2023.
2. The SDC for an existing single-family residence served by an on-site septic disposal system shall be the charge applicable to one residential equivalent (RE), \$11,927 effective July 1, 2023.
3. The SDC for each unit of a duplex shall be the charge applicable to one residential equivalent (RE) unit, \$11,927 effective July 1, 2023.
4. In addition to the SDC provided in this subsection, there shall be a surcharge of \$2,568 for each residential equivalent (RE) connection to the

sewer system within the Fennel Creek sewer lift station service area, as shown on Exhibit "A" as previously codified in this section and on file in the office of the city clerk.

5. The SDC for multifamily residential buildings with more than two units shall be as follows, effective January 1, 2014:
 - a. Eighty percent of the SDC applicable to one residential equivalent (RE) per dwelling unit for three or more bed/bonus room units;
 - b. Seventy percent of the SDC applicable to one residential equivalent (RE) per dwelling unit for two bed/bonus room units;
 - c. Sixty percent of the SDC applicable to one residential equivalent (RE) per dwelling unit for one bed/bonus room unit;
 - d. Fifty percent of the SDC applicable to one residential equivalent (RE) per dwelling unit for studio/efficiency units
6. Alternative Assignment of Residential Equivalents (REs). To ensure that all new connections pay for an equitable share of system costs based on their demands and service characteristics, the city reserves the right to determine an alternative assignment of REs in instance when water REs have been based on estimated flows as provided in BLMC 13.04.070.D.2.e. When applicable, this assignment shall be determined by using the estimated water usage to determine estimated sewer usage and then converted to an RE.

Section 2. Severability. If any section, sentence, clause, or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 4. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto. Provided, however, that nothing in this section allows the city attorney, the city clerk, and/or the code publisher to change the intent of this Ordinance.

Section 5. Effective Date. This Ordinance shall be effective five days after publication as provided by law.

ADOPTED by the City Council of the City of Bonney Lake and attested by the City Clerk in authentication of such passage on this __ day of _____, 20__.

APPROVED by the Mayor this __ day of _____, 20__.

Terry Carter, Mayor

AUTHENTICATED:

Sadie A. Schaneman, MMC, City Clerk

AB ____
Passed:
Valid:
Published:
Effective Date:
This Ordinance totals ____ page(s)

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City of Bonney Lake, Washington
City Council Agenda Bill (AB)

Agenda Item Type: Ordinance	Agenda Bill Number & Ordinance/Resolution/Motion Number: AB25-XX & Ordinance D25-XX	
Department/Division Submitting: Public Services	Presenter: Jason Sullivan, Public Services Director	City Strategic Goal Category: None

Agenda Subject: ADU Code Amendment – Legalize Unpermitted ADUs

Full Title/Motion: An Ordinance Of The City Council Of The City Of Bonney Lake, Pierce County, Washington, Amending 18.22.090.C.12 To Update The Process To Legalize Accessory Dwelling Units Constructed With Permits; Providing For Severability And Corrections; And Establishing An Effective Date.

Administrative Recommendation:

Short Background Summary (Use a memo to write a full history): On June 10, 2025 the City updated the Accessory Dwelling Unit Code (BMLC 18.22.090) as mandated by state law. As these new regulations have been implemented there have been questions regarding how the City legalizes ADUs that were added without the required permits. A copy of the portion of Ordinance 1737 that amended the section related to the legalization of ADUs is included. The proposed ordinance is intended to clarify how unpermitted ADUs are legalized. An ADU can be either detached or attached to the principal unit. In addition to the draft ordinance, attached are three floor plans. Of the three floor plans, one is an ADU, please note that all three have internal access to the potential ADU space.

Attachments: Ordinance D25-XX, Ordinance 1737 Excerpt, and Floor Plans

BUDGET INFORMATION			
Budgeted Amount:	Current Balance:	Expenditure Amount Needed:	Budgeted Balance Difference:
Budget Explanation:			

COMMITTEE, BOARD & COMMISSION REVIEW				
Public Hearing Date:		Name Of Committee/Commission Public Hearing Was Done At:		
Date & Name Of Committee/ Commission Meeting	Return To Committee/ Commission/Board	Council Workshop Discussion	Consent Agenda	Council Full Issues
Date: 18 November 2025 Name: Community Development Committee	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Date: Name:	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Date: Name:	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes
Hearing Examiner Review:				
Preparer sent affected Department Director(s) copy of AB		<input type="checkbox"/> Administrative Services <input type="checkbox"/> Court <input checked="" type="checkbox"/> Executive <input type="checkbox"/> Finance <input type="checkbox"/> Police <input checked="" type="checkbox"/> Public Services		

COUNCIL ACTION	
Workshop Date(s):	Public Hearing Date(s):
Meeting Date(s):	Tabled To:

APPROVALS		
Department Director: <i>Jason Sullivan</i>	Mayor: <i>Terry Carter</i>	Date Reviewed By City Attorney (if applicable):

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ORDINANCE NO. D25-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, AMENDING SECTION 18.22.090.C.12 TO UPDATE THE PROCESS TO LEGALIZE ACCESSORY DWELLING UNITS CONSTRUCTED WITH PERMITS; PROVIDING FOR SEVERABILITY AND CORRECTIONS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the City of Bonney Lake has adopted a process to legalize Accessory Dwelling Units constructed without the proper permits; and

WHEREAS, the City of Bonney Lake City Council desires to clarify this process; and

WHEREAS, the Public Services Director, acting as the State Environmental Policy Act (SEPA) Responsible Official, determined that the proposed amendment is categorically exempt from threshold determination pursuant to BLMC 16.08.030.R.2; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF BONNEY LAKE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Section 18.12.090.C.12 of the Bonney Lake Municipal Code is hereby amended to read as follows:

12. Legalization of Nonconforming ADU. All owners of an illegal ADU shall be required to:
 - a. Legalize the unit. An application to legalize an existing ADU shall include an application for an ADU permit, showing changes made to the primary dwelling unit or detached accessory building to accommodate the ADU. Approval shall be consistent with the ADU regulations and process outlined in this section. The ADU shall be reviewed using the current editions of building codes in place at the time its owner brings the unit forward for permit; or
 - b. Remove the illegal ADU. The owner must record a statement on the property title clarifying the space within the primary dwelling unit or detached structure shall not be utilized as an ADU and comply with one of the following requirements below:

- i. Remove the range/cooktop and either the gas line or electrical services for the cooking facility ~~the cap the plumbing~~ within the kitchen so the ADU is not considered an independent living space.
 - ii. Remove the kitchen sink and the cap the plumbing within the kitchen so the ADU is not considered an independent living space.
 - iii. Remove plumbing fixtures and cap the plumbing within the bathroom so the ADU is not considered an independent living space.
- c. Nothing in this section shall require that the city permit existing ADUs that are determined to be dangerous pursuant to Chapter 15.04 BLMC.

Section 2. Severability. If any section, sentence, clause, or phrase of this Ordinance should be held to be unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this Ordinance.

Section 3. Publication. This Ordinance shall be published by an approved summary consisting of the title.

Section 4. Corrections. Upon the approval of the city attorney, the city clerk, and/or the code publisher is authorized to make any necessary technical corrections to this ordinance, including but not limited to the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto. Provided, however, that nothing in this section allows the city attorney, the city clerk, and/or the code publisher to change the intent of this Ordinance.

Section 5. Effective Date. This Ordinance shall be effective five days after publication as provided by law.

ADOPTED by the City Council of the City of Bonney Lake and attested by the City Clerk in authentication of such passage on this __ day of _____, 20__.

APPROVED by the Mayor this __ day of _____, 20__.

Terry Carter, Mayor

AUTHENTICATED:

Sadie A. Schaneman, MMC, City Clerk

AB ____
Passed:
Valid:
Published:
Effective Date:
This Ordinance totals ____ page(s)

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Below is a BLMC 18.22.090(C)(12) from Ordinance 1737 (pg 27) illustrating how (C)(12) was amended in June of 2025. The underline and strike out shows the amendments to the section. This is the section that provides the process to address ADU's that were constructed with out permit.

12. Legalization of Nonconforming ADU. All owners of an illegal ADU shall be required to:

a. ~~Legalize~~ legalize the unit. An application to legalize an existing ADU shall include an application for an ADU permit, showing changes made to the primary dwelling unit or detached accessory building to accommodate the ADU. Approval shall be consistent with the ADU regulations and process outlined in this section. The ADU shall be reviewed using the current editions of building codes in place at the time its owner brings the unit forward for permit; or

b. Remove the illegal ADU. The owner must record a statement on the property title clarifying the space within the primary dwelling unit or detached structure shall not be utilized as an ADU and comply with one of the following requirements below:

1. ~~a.~~ a.—Remove the range and cap the plumbing within the kitchen so the ADU is not considered an independent living space.
2. ~~b.~~ b.—Remove plumbing fixtures and cap the plumbing within the bathroom so the ADU is not considered an independent living space.

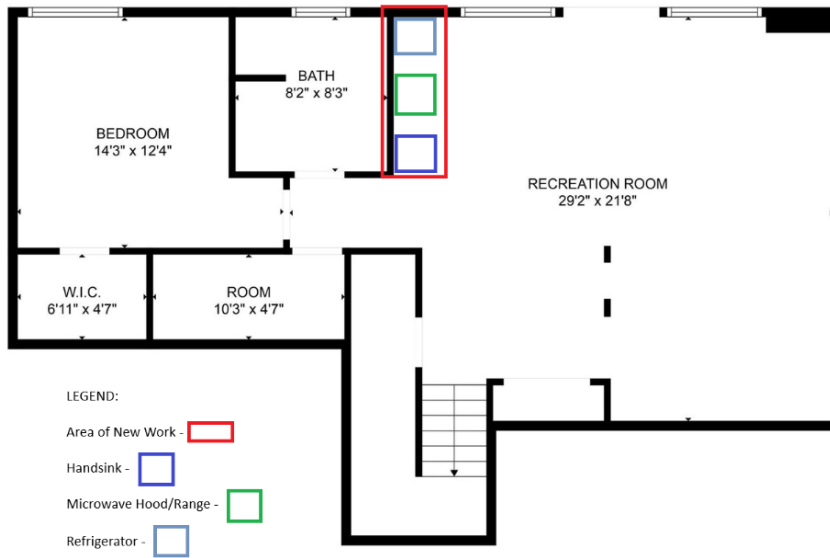
c. ~~Record a statement on the property title clarifying the space within the primary dwelling unit or detached structure shall not be utilized as an ADU. Nothing in this section shall require that the city permit existing ADUs that are determined to be dangerous pursuant to Chapter 15.04 BLMC.~~

Below is an except from 18.04.010 from Ordinance 1737 (pg 24) illustrating how the definition of ADU was amended in June of 2025. The underline and strike out shows the amendments to the section. The definition of what is considered an ADU was not changed.

“Accessory dwelling unit” ~~or “ADU”~~ is an ~~second~~ additional dwelling unit either in or added to an existing single-family detached dwelling, ~~duplex, triplex, townhouse,~~ or in a separate structure on the same lot as the primary dwelling unit for use as a complete, independent living facility with provision within the accessory unit for cooking, eating, sanitation, sleeping and entry separate from that of the ~~main~~ primary dwelling unit. Such a dwelling is an accessory use to the ~~main~~ primary dwelling unit. Accessory units are also commonly known as “mother-in-law” units, backyard cottages, or carriage houses.

HOUSE #1

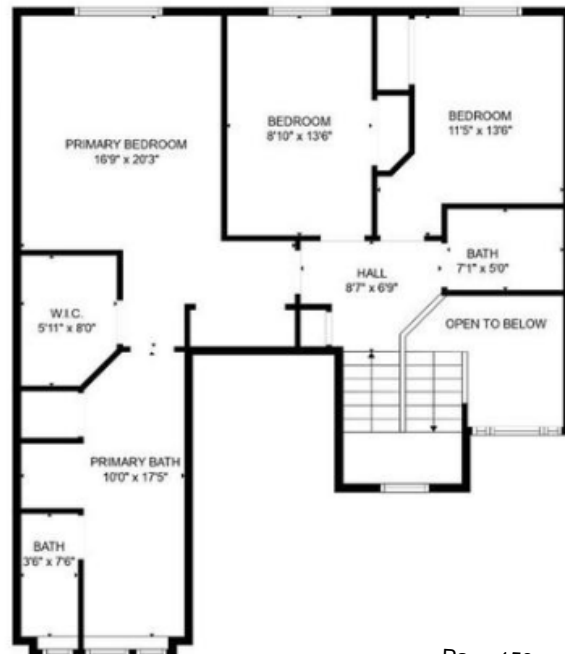
Day Light Basement



Main Floor

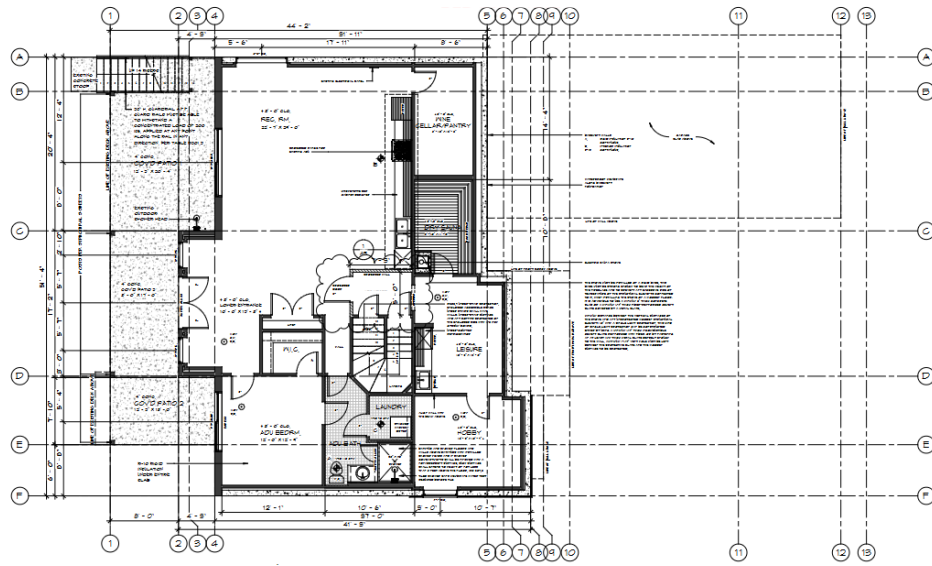


2nd Floor

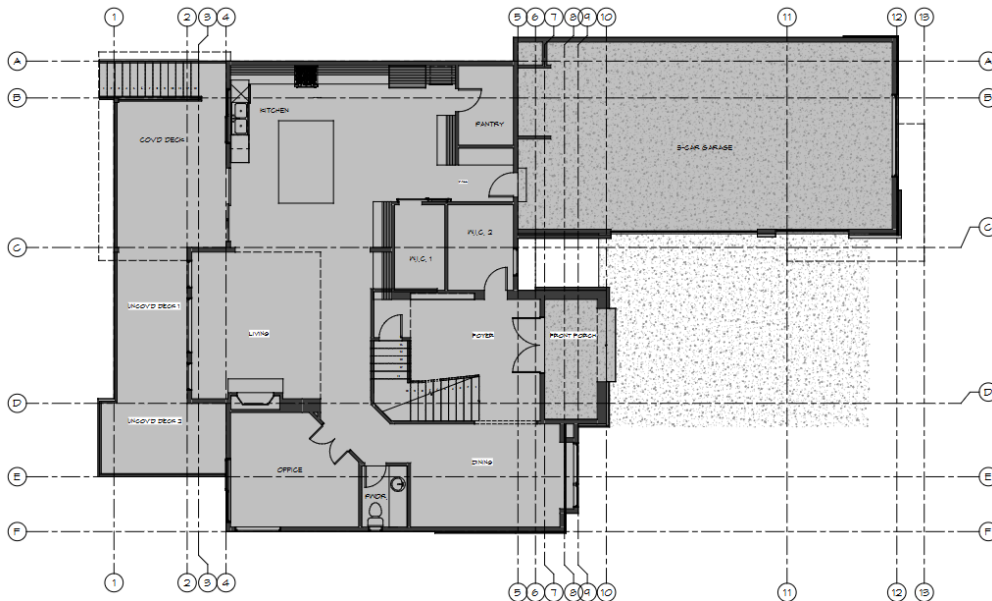


HOUSE #2

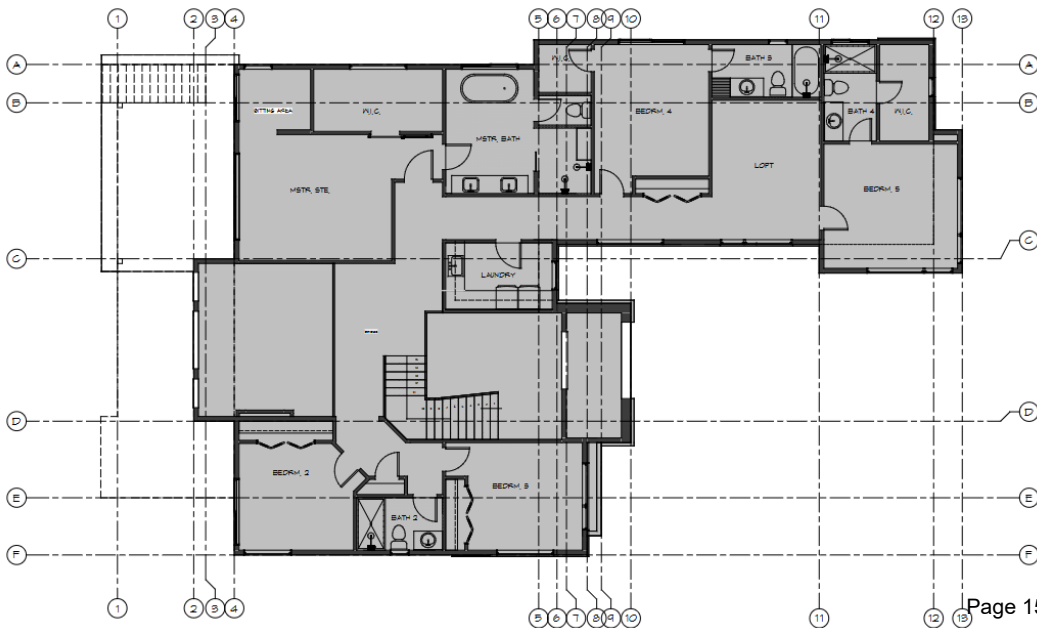
Day Light Basement



Main Floor

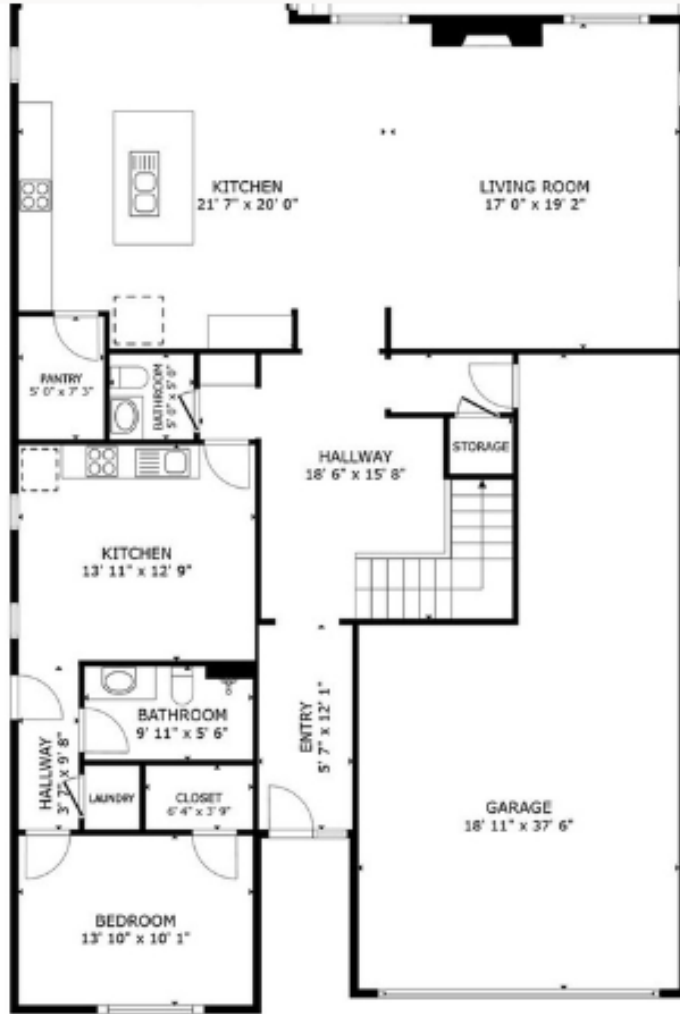


2nd Floor



HOUSE #3

Main Floor



2nd Floor

