TECHNICAL MEMORANDUM

Project: Puyallup High School – Closure of 7th Street NW

Subject: Comprehensive Summary of Elements and Recommendations

Date: April 2, 2026

Authors: Marni C. Heffron, P.E., P.T.O.E. - Principal
Tod S. McBryan, P.E. – Principal

The Puyallup School District (PSD), in coordination with the City of Puyallup (City) closed 7th Street NW between W Main and 2nd Avenue NW in December 2024. The closure was a specific mitigation measure associated with the placement of three double-portable buildings (with two classrooms each) at Puyallup High School (approved under *PLCUP20230109*). The subsequent Right-of-Way Permit (*PRROW20241104*) was established for a one-year period to pilot the closure and specified the requirements for a "*A comprehensive before/after traffic analysis*" to assess how the closured affected various transportation conditions at and around Puyallup High School (PHS).

The traffic analysis, which is presented in *Technical Memorandum: Before- and After-Closure Transportation Assessment*[1] and included as Attachment A, determined "*that closing 7th Avenue NW has improved pedestrian safety and mobility at PHS. Students can now cross this street at any location between W Main and 2nd Avenue NW during class changes without conflicts with vehicles. The post-closure study determined that there have been no adverse impacts to traffic, travel speeds, or parking due to this closure."* PSD has also received positive feedback about the closure from its students, Staff and Community.

Based on the pilot closure, PSD seeks to make the closure permanent. This letter presents a comprehensive summary of key elements and recommendations related to PSD's proposed permanent closure and improvements, as well as additional changes to student drop-off and pick-up operations and neighborhood parking.

Permanent Street Improvement Plan

Attachment B is a concept plan showing the infrastructure improvement that PSD will construct by summer 2027 if the city approves the permanent closure of the referenced segment of 7th Street NW. These improvements would include the following elements.

1. **7th Street NW / 2nd Avenue NW Intersection Improvements**– Install new curbing and landscape features on the south side of the intersection to close 7th Street NW south of the intersection for public vehicular traffic use. A curb-cut driveway, vehicle gate, and bollards will be provided to retain emergency- and maintenance-vehicle access. A diagonal or trapezoidal crosswalk will be created at the intersection to accommodate preferred student routes between school buildings and parking lots. Improvements will include signage and other pavement marking enhancements per City requirements.

[1] Heffron Transportation, Inc., July 14, 2025.

2. **7th Street SW / W Main Intersection Improvements** – Install new curbing and landscape features on the east side of the intersection to close W Main east of the intersection to all vehicular traffic. Enlarge the southwest corner of the intersection with a curb bulb to enhance sight lines to the pedestrian waiting area. Improvements will include signage and other pavement marking enhancements per City requirements.

3. **8th Street NW Half Street Improvements (West Main to 2nd Ave NW)–** Half street improvements to the east side of 8th Street NW between West Main and 2nd Ave NW. Improvements will include upgrades to street lighting in this segment per City standards. Included in this scope are curb bulbs and at the SE and the NE corners of the 8th Street East/2nd Ave NW intersection. ADA access improvements will also be included at the SE and NE corners of 8th Street East / West Main intersection. Improvements will include signage and other pavement marking enhancements per City requirements.

4. **2nd Avenue NW –** Complete sidewalk and planter strip on the south side of 2nd Avenue NW between 7th Street NW and 8th Street NW. Improvements will include upgrades to street lighting on this segment per City standards.

5. **Easements** – New easements are anticipated to be required for the proposed street vacation of W Main and 7th Street NW between the W Main/7th Street NW intersection and the 2nd Avenue NW/7th Street NW intersection. Attachment C provides additional information about future easements.

Planned work with future Puyallup High School Bond Project

Due to limited available near-term capital fundings, PSD will incorporate the following additional infrastructure improvements into a future PSD capital bond measure:

7th Street NW and W Main – Construct enhanced landscape and hardscape improvements in the 7th Street NW right-of-way between W Main and 2nd Avenue NW and W Main between 7th Street NW and 6th Street NW to create a pedestrian plaza area for school use. Emergency- and maintenance-vehicle access will be retained in this area.

These improvement would be constructed after the bond measure is approved by voters.

Safety

The closure of 7th Street NW was recommended to improve student safety. There are now 15 classrooms (in portables) located west of 7th Street NW and student parking is located to the northwest of the 7th Street NW / 2nd Avenue NW intersection. Students cross that street segment before and after school as well as throughout the school day as they walk to/from parking, drop-off/pick-up areas, and among those classrooms and the main campus buildings. Before the street was closed, 7th Avenue NW was a through-vehicle route between W Pioneer and W Stewart Street, as well as a heavily used student pick-up/drop-off location before and after school. Observations showed that students crossed the street at all locations, often fore and aft of parked vehicles or in front of moving vehicles. Hundreds of pedestrians and vehicle path conflicts occurred on this segment each hour of each school day. The closure has eliminated all the undesirable pedestrian/vehicle conflict points in this area.

The recommended Permanent Street Improvement Plan (see above) would include enhancements at the intersections at each end of the closed segment of the street that are intended to further enhance safety. At the 7th Street NW / 2nd Avenue NW intersection, an all-way-crossing designated crosswalk is recommended that would connect between the vacated street segment and the northwest corner of the

intersection where the largest student parking lot is located. Observations found that students currently cross in this diagonal pattern and providing infrastructure for that movement as well as north/south and east/west movements addresses sight lines and predictability for motorists who need to yield to crossing students. PSD will work with City staff to determine if vehicular movements should be stop controlled.

The street closure also benefited operations at the 7th Street SW / W Pioneer intersection by reducing overall traffic volumes. The closure reduced left-turn vehicle movements across the W Pioneer pedestrian crosswalk, which improved safety.

Safety was also assessed for other vicinity streets and intersections. The assessment, which is presented in Attachment D (*Technical Memorandum: Puyallup High School – Pilot Closure of 7th Street NW –Vicinity Safety Assessment*[2]), compiled and evaluated over five years of collision records for 13 intersections and 10 roadway segments in the vicinity of PHS. It compared conditions before and after 7th Street NW was closed to vehicular traffic. The collision data and analysis do not indicate that traffic safety within the study area has been adversely affected by the roadway closure. The traffic assessment collected vehicle-speed data and found that vehicles are traveling below the speed limits on affected streets.

Pedestrian volume data collected as part of the traffic counts indicates some increase in east-west crossings at the 8th Street NW / 2nd Avenue NW intersection, where north-south vehicular traffic is stop controlled. However, north-south pedestrian volumes at that location declined from about five to one during the morning and afternoon peak hours. This may be a result of the improved pedestrian environment created with the closure of 7th Street NW one block to the east.

Although no off-site safety issues were identified, PSD will commit to making additional area improvements. In the near term, PSD, in coordination with the City, will construct half-street improvements to the east side of 8th Street NW, between West Main and 2nd Avenue NW in addition to other improvements identified in the Permanent Street Improvement Plan section above.

Changes to On-Street Parking Restrictions

The City, in coordination with PSD, made many changes to on-street parking restrictions in advance of closing 7th Street NW. Based on parking analysis presented in the *Before- and After-Closure Transportation Assessment*, the following changes to on-street parking restrictions are recommended.

1. **3rd Avenue NW (south side) between 7th Street NW and 6th Street NW** – This blockface was changed to a School Load Zone as part of the 7th Street NW pilot closure but is not being fully utilized for that function. It is recommended the east half of this block be converted back to on-street parking and signed for "*8-hour parking 7 AM – 6 PM Mon-Fri*." A loading zone (60 to 80 feet) should be retained at the west end of the block.

2. **7th Street NW (east side) north of 2nd Avenue NW**– This block face is currently signed for 8-hour parking; however, it is recommended that the southern-most portion of this curb should be signed "*School Bus Only, 1-5 PM*" to provide space (total of about 50 feet) for use by school activity buses and/or visiting team buses.

3. **West Main west of 7th Street –** If additional space is needed in the future for Special Education (SPED) buses, then PSD will convert up to 50 feet of the school load zone on the north side of this street to "School Bus Only" during afterschool peak periods.

[2] Heffron Transportation, Inc., September 24, 2025.

Additional parking restriction measures were discussed with neighbors at the community open house (held on October 22, 2025). Neighbors expressed concern that the current residential permit parking areas, which allow 4-hour parking without a permit, have not discouraged student parking. It is acknowledged that a 4-hour time limit is difficult to enforce with limited staff, and even when enforced, allows students to move a vehicle once during the school day to avoid tickets. Therefore, it is recommended that residential permit parking zones be changed to reduce the parking durations for non-permitted vehicles and signed "*2-hour, Except with Permit*" at the following locations:

- 2nd Avenue NW (both sides) between 8th Street NW and 9th Street NW;
- W Main Street (both sides) between 8th Street NW and 9th Street NW;
- 8th Street NW (west side) between W Main and 2nd Avenue NW; and
- 8th Street NW (both sides) between 2nd Avenue NW and 3rd Avenue NW

The change in the time limit in these permit-only zones could extend to other streets if requested by neighbors. Attachment E shows the recommended on-street parking restriction changes.

Pick-up/Drop-off Management

PHS has implemented and will continue the following measures that were recommended in the *Before- and After-Closure Transportation Assessment*.

- **Maximize use of PHS off-street parking lots.** PHS has reviewed its parking permit policies to maximize use of its on-site student parking lots. As part of this review, PHS has increased the allocation of parking permits to reduce the number of spaces that go unused on an average day due to student absences. It has also changed the allocation of parking for its Running Start students.

- **Create student and family drop-off/pick-up instructions.** PHS provides information to families on its website and e-mail notices, about preferred drop-off and pick-up behaviors. These will continue to be revised and refined to account for changes in load zone locations.

- **Monitor curb use –** Several changes to curb use restrictions were listed above to optimize use of curbs that front school property. Areas where pick-up/drop-off is not occurring are recommended for long-term (8-hour) parking to reduce that type of use on neighborhood streets. School load zones and time limit restriction changes have also been recommended to optimize pick-up/drop-off areas. PSD will continue to monitor curb use and work with the City to adjust restrictions if needed.

Attachments:

A – Technical Memorandum: *Before- and After-Closure Transportation Assessment*
B – Concept Plan: *PHS Street Improvement Plan*
C – Potential Easements
D – Technical Memorandum: *Vicinity Safety Assessment*
E – Map of Recommended On-Street Parking Restriction Changes

ATTACHMENT A

TECHNICAL MEMORANDUM: BEFORE- AND AFTER-CLOSURE TRANSPORTATION ASSESSMENT

TECHNICAL MEMORANDUM

Project: Puyallup High School – Pilot Closure of 7th Street NW

Subject: Before- and After-Closure Transportation Assessment

Date: July 14, 2025

Authors: Tod S. McBryan, P.E. – Principal
Marni C. Heffron, P.E., P.T.O.E. – Principal

In 2024, the Puyallup School District proposed to demolish Puyallup High School's (PHS) library-science building (known as Building-02) and temporarily replace some of those spaces by locating three double-portable buildings (with two classrooms in each) on vacant property located on the western half of the block bounded by 7th and 8th Streets NW, 2nd Avenue NW, and W Main Street. As part of the SEPA review and permitting processes and based on consultation with City of Puyallup Traffic Engineering staff, a comprehensive traffic analysis was prepared and submitted—*Puyallup High School Building-02 Demo and Portable Placement – Updated Transportation Analysis* (Heffron Transportation, Inc., April 4, 2024). As mitigation for the project, specifically the placement of the portable buildings, the City of Puyallup agreed to a one-year pilot closure of 7th Street NW between 2nd Avenue NW and W Main (approved under *PLCUP20230109*). The subsequent Right-of-Way Permit for the pilot closure (*PRROW20241104*) included the following traffic analysis conditions:

> *A comprehensive before/after traffic analysis (scope to be approved by the City of Puyallup) must be submitted to the City for review no later than 6 months from the start of the 1-year pilot period. Traffic Analysis scope shall include the following (but not limited to):*
>
> - *Collect intersection turning movement counts + segment tube counts during AM/PM peak (roadway + system peak). Data collection may be expanded from the original TIA scope. Multiple day counts required.*
> - *Report vehicle delay at intersections determined by the City (this may be expanded from the original study locations)*
> - *Delay will be reported based on current HCM methodology.*
> - *TWSC intersections must report overall delay based on worst movement.*
> - *Collecting queuing data at key locations (must coordinate with City on these locations).*
> - *Assess parent drop-off locations. If necessary, provide recommendations for improvements.*
> - *Safety assessment of surrounding area. Provide recommendations for possible countermeasures if necessary.*
> - *Evaluate existing on-street parking issues in the surrounding neighborhood.*
> - *Provide recommendations to mitigate concerns from the public (PSD policy changes to limit student vehicle parking, increased on-street parking restrictions, changes to designated bus pickup/drop-off locations, etc.)*
> - *For the possibility of a permanent closure, provide recommendations for necessary improvements. The City expects significant modifications to the roadway would be necessary (channelization, curb alignments, permanent barricades, landscaping, signage, lighting, fire access, etc.). It would be responsibility of the School District to design and install these improvements.*

- *If the City does not continue the temporary street closure at the end of the 1-year pilot period, the School District will be responsible to provide mitigation to address substandard pedestrian facilities within the proposed closure area.*
    - *Traffic analysis shall include possible mitigation strategies to address safety and operational concerns caused by increased pedestrian/vehicle conflicts (as a result of the project).*
    - *Design would be required to meet best engineering practice and comply with nationally accredited design guidelines (AASHTO, MUTCD, PROWAG, NACTO, etc.). Any temporary infrastructure installed by the District shall be removed (including any restoration work).*

This memorandum presents the comprehensive before- and after-closure traffic data collection and analysis. Please contact Tod McBryan (206) 527-8410 or Marni Heffron (206) 523-3939 with any questions regarding this memorandum.

1. Project Description

The project that placed three double portables (six classrooms) on District property located west of 7th Street NW, where there were already nine single portable classrooms, was expected to result in proportional increases in pedestrian crossings by students and staff between the 15 portables and the other school buildings located east of 7th Street NW. These crossings already occurred daily as students, staff, and visitors regularly walked between designated school parking lots and school buildings as well as among buildings between classes (there are six class changes per day).

To mitigate the potential impacts of additional pedestrian crossings, the District and City agreed to pilot a temporary closure 7th Street NW and a small segment of W Main. The pilot closure extends about one block from 2nd Avenue NW to W Main and around the 90-degreed bend on W Main to 7th Street NW. The temporary closure was accomplished with gates and signage. The gates allow emergency-vehicle access, but prohibit other vehicles. The temporary closure was a condition of the Conditional Use Permit (CUP) for the portable placement project and was implemented on December 24, 2024. The closure was widely communicated to the school and surrounding community. The first school day with the closure was Monday, January 6, 2025.

The original analysis performed before the new portables were installed reflected conditions in January 2024. Enrollment at that time (2023-24 school year) was about 1,600 students. New pre-closure data were collected during the 2024-2025 school year, and enrollment has increased to 1,730 students (as of October 2024).[1] The increase in enrollment between the 2023-24 and 2024-25 school years reflects a large sophomore class that entered in fall 2024. Enrollment decreased slightly to 1,691 students in February 2025[2] when the post-closure counts were performed. The enrollment numbers exclude between 115 and 120 Full-Time Running Start (FTRS) students who are officially enrolled at PHS, but who are not on campus daily.

2. Analysis Study Area and Scope

The scope and study area of the before- and after-closure traffic study were discussed and confirmed in a meeting with City of Puyallup Traffic Engineer Bryan Roberts, on Thursday, November 7, 2024. During that meeting, the study area roadways and intersections to be studied were selected. The study was to conduct multi-day machine counts at six locations and video turning movement counts at 13 intersections before and after pilot 7th Street NW closure. Table 1 lists the selected count locations.

[1] B. Devereux, Puyallup School District, November 2023 and February 2025.
[2] B. Devereux, Puyallup School District, February 2025.

Table 1. Traffic Count Locations

Multi-Day Machine Counts Performed at:	
• 7th Street NW north of 3rd Street NW; • 5th Street NW north of 2nd Street NW; • 8th Street NW north of W Main;	• 9th Street NW north of W Main; • 2nd Avenue NW between 7th and 8th Streets NW • 6th Street NW north of W Pioneer.
Peak Period Video Turning Movement Counts Performed at:	
1) 7th Street NW / W Stewart 2) 7th Street NW / 3rd Avenue NW 3) 8th Street NW / 3rd Avenue NW 4) 7th Street NW / 2nd Avenue NW 5) 8th Street NW / 2nd Avenue NW 6) W Main / 9th Street NW-SW 7) W Main / 8th Street NW	8) W Main / 7th Street SW 9) W Pioneer / 9th Street SW 10) W Pioneer / 8th Street SW 11) W Pioneer / 7th Street SW 12) W Pioneer / 6th Street SW 13) W Pioneer / 5th Street SW

Per agreement with City of Puyallup staff, the data were to be compiled to determine how traffic volumes changed due to the closure of 7th Street NW. Intersection level-of-service analysis were to be conducted using *Synchro* traffic operations modeling software to evaluate vehicle delays according to the current *Highway Capacity Manual* (*HCM*) methodology. The *Synchro* traffic operations model would also be used to evaluate intersection queuing conditions at two key locations—W Pioneer / 7th Street SW and W Pioneer / 5th Street SW. After the closure was implemented, Heffron Transportation, City of Puyallup, and Puyallup School District staff would observe morning arrival load/unload and circulation conditions to review safety and operations of the modified roadway network and the family-vehicle load/unload zones.

On-street and off-street parking supply and occupancy data were to be collected before and after the street closure. On-street parking would be evaluated for the area bounded by 9th Street NW/SW on the west, W Stewart Avenue on the north, 4th Street SW on the east, and 4th Avenue SW on the south. Off-street data would be collected for PHS parking lots used by students and/or staff.

Based on the data, observations, and analysis, and in consultation with City and District staff, the study would provide recommendations to address or mitigate any adverse or undesirable findings.

3. Traffic Data Collection

3.1. Pre-Closure Traffic Counts

Most of the pre-closure traffic data were collected in January 2024 as part of a separate effort to assist the Puyallup School District with a PHS campus master planning exercise. Three-day (72-hour) machine counts at the six study locations were performed from January 23-25, 2024. In addition, video turning movement counts were performed at eight of the study-area intersections (#s 1 through 4, 8, and 11 through 13) on Wednesday, January 24, 2024 from 7:00 to 9:00 A.M. and from 2:00 to 6:00 P.M. During the scoping discussions with City staff in November 2024, five intersections (#s 5, 6, 7, 9, and 10) were added to the study area in response to concerns raised by surrounding neighbors of the school. However, beginning in late February 2024, the City of Puyallup closed a segment of 4th Street NW northeast of the PHS campus for construction of a new stormwater facility, and detours for that project affected typical use of 7th Street and 5th Street near the PHS campus. Based on consultation with City staff, the additional pre-closure counts were deferred until 4th Avenue SW was re-opened to traffic after December 13, 2024. The remaining pre-closure turning movement counts at the five added intersections were conducted on December 17, 2024 from 7:00 to 9:00 A.M. and from 2:00 to 6:00 P.M.

3.2. Post-Closure Traffic Counts

As noted previously, 7th Avenue NW was closed to traffic on December 24, 2024 while students and staff were out for the holiday break. The first school day after the closure was January 6, 2025. As agreed with City staff, the post-closure counts were to be taken at least one month later in order to allow the school and surrounding community to adjust to the modified roadway network. Therefore, the post-closure video turning movement counts were performed at all 13 study-area intersections on Tuesday, February 11, 2025 from 7:00 to 9:00 A.M. and from 2:00 to 6:00 P.M. At the same time, the 72-hour machine counts were commissioned to occur from February 11-13, 2025 at the six study locations. However, due to the threat of snow that materialized for the evening of February 12, the count vendor picked up the machines to avoid any possible damage if the streets were plowed. This count deployment generated data for only 1.75 days. Therefore, 72-hour machine counts were re-taken on February 25-27, 2025.

4. Traffic Volume Analysis

4.1. Machine Traffic Counts

The three-day machine traffic count data were compiled and evaluated to understand how the 7th Street NW closure may have affected volumes on the surrounding study-area roadways and intersections. Figure 1 shows the average hourly traffic volumes for each of the machine locations before and after the closure. The same y-axis scale was used for all charts to provide a consistent comparison among the six streets. It is noted that some increases in traffic are related to the increase in enrollment between 2024 and 2025, which was about 130 students (See Section 1). Most of that increase is related to a large Sophomore class, and while many of them may not drive to school, they would still generate drop-off/pick-up trips. Based on trip generation rates in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*,[3] 130 additional students could generate an estimated 68 additional trips in the AM peak hour and 42 trips in the afternoon peak hour. Those additional trips would have occurred without or with the street closure, but in the charts below, the added trips are only reflected in the post-closure condition. It is also noted that the average of post-closure counts conducted in February 2025 reflect evening events that occurred at the school on Thursday, February 27, 2025.[4] The traffic count data sheets are provided in Attachment A.

[3] ITE, 11th Edition, September 2021.
[4] Per email from PHS Principal, D. Sunich, Running Start Information night occurred in the auditorium and the Region 3 Choir Concert occurred in the gymnasium.

Figure 1. Vicinity Traffic Volumes Near Puyallup High School

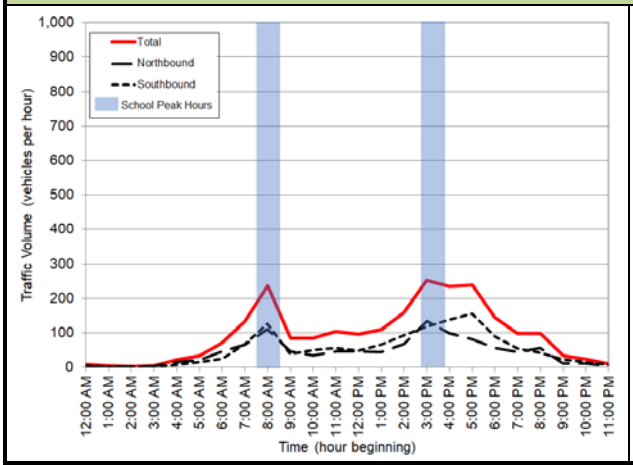
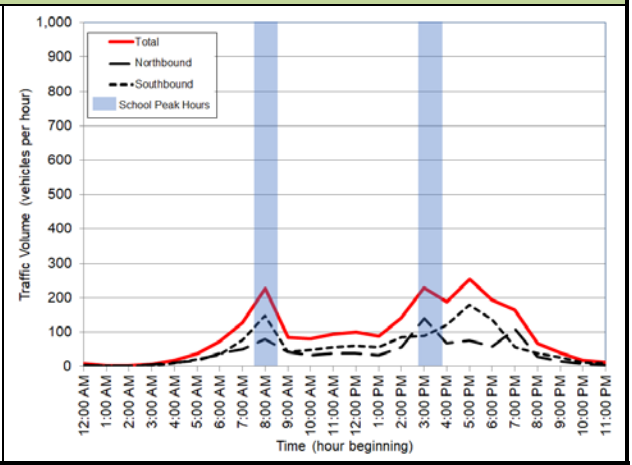
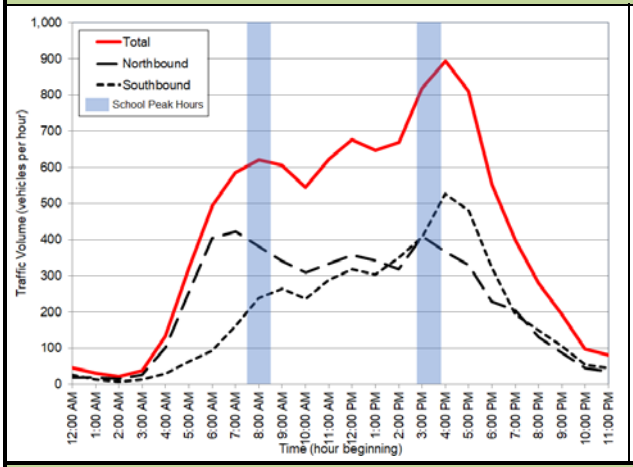
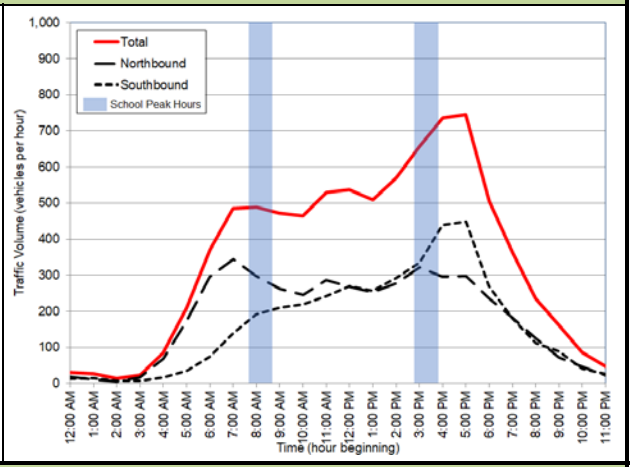
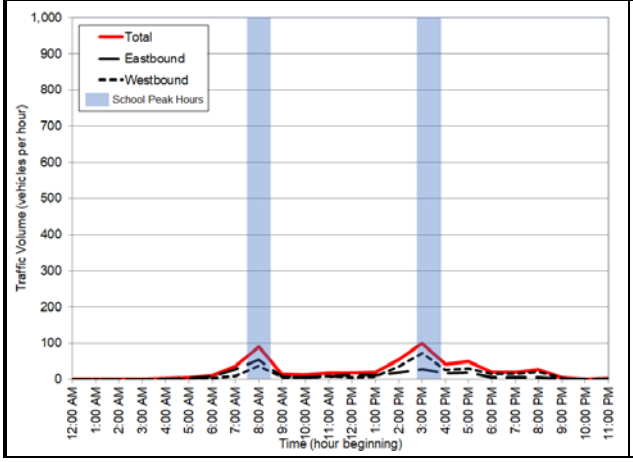
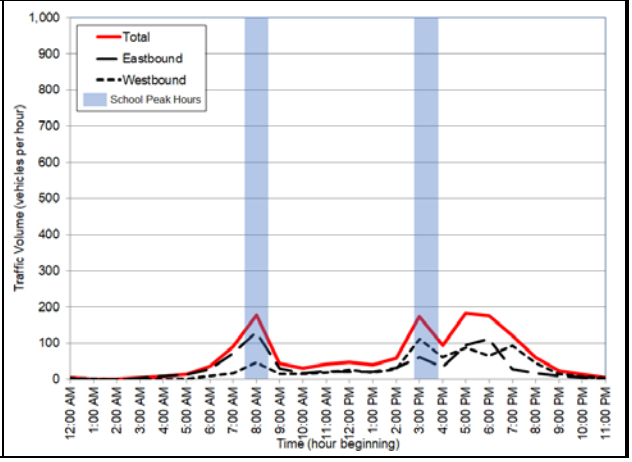
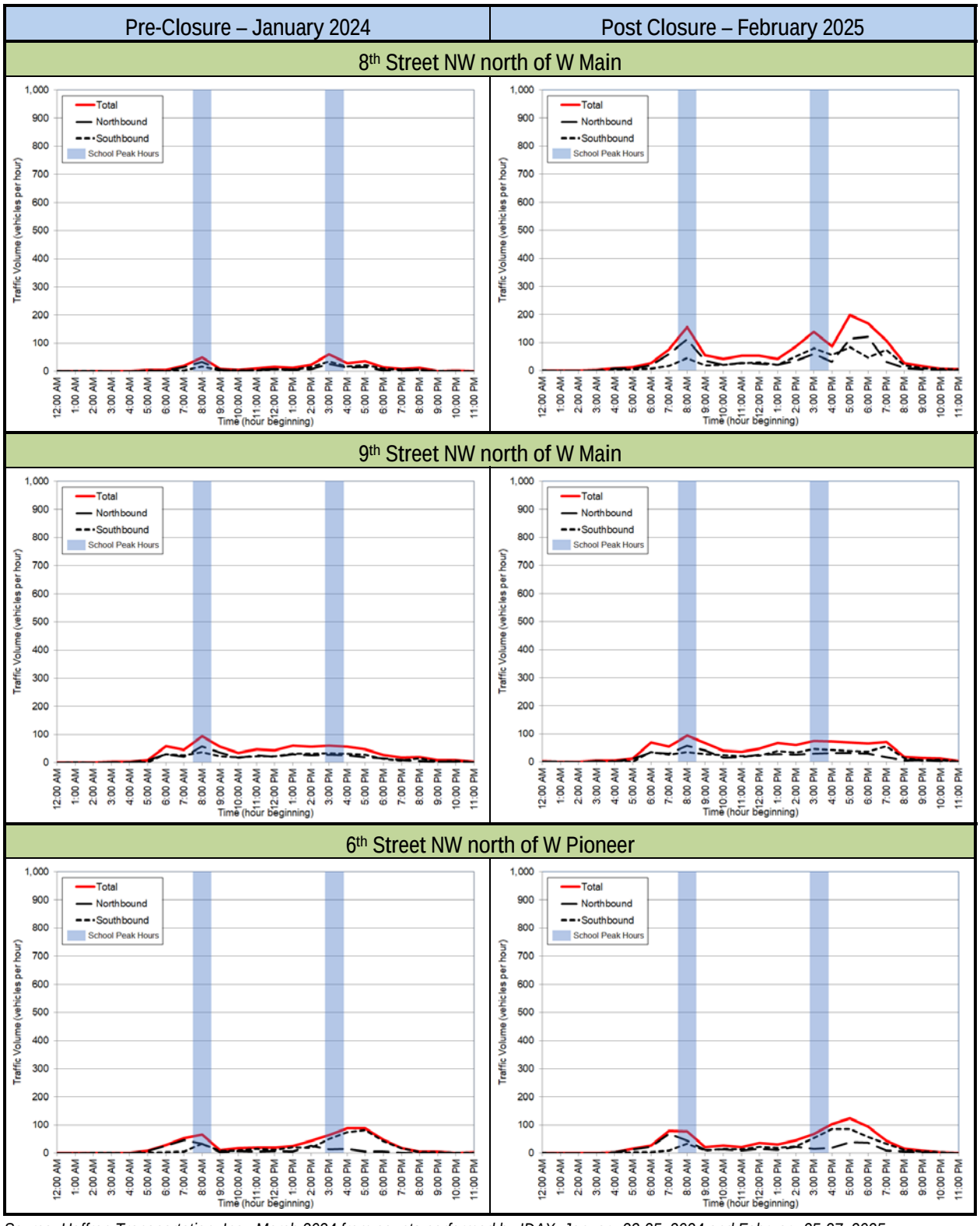
Pre-Closure – January 2024	Post Closure – February 2025
7th Street NW north of 3rd Avenue NW	
	
5th Street NW north of 2nd Avenue NW	
	
2nd Avenue NW between 7th and 8th Streets NW	
	

Figure 1. Vicinity Traffic Volumes Near Puyallup High School



Source: Heffron Transportation, Inc., March 2024 from counts performed by IDAX, January 23-25, 2024 and February 25-27, 2025.

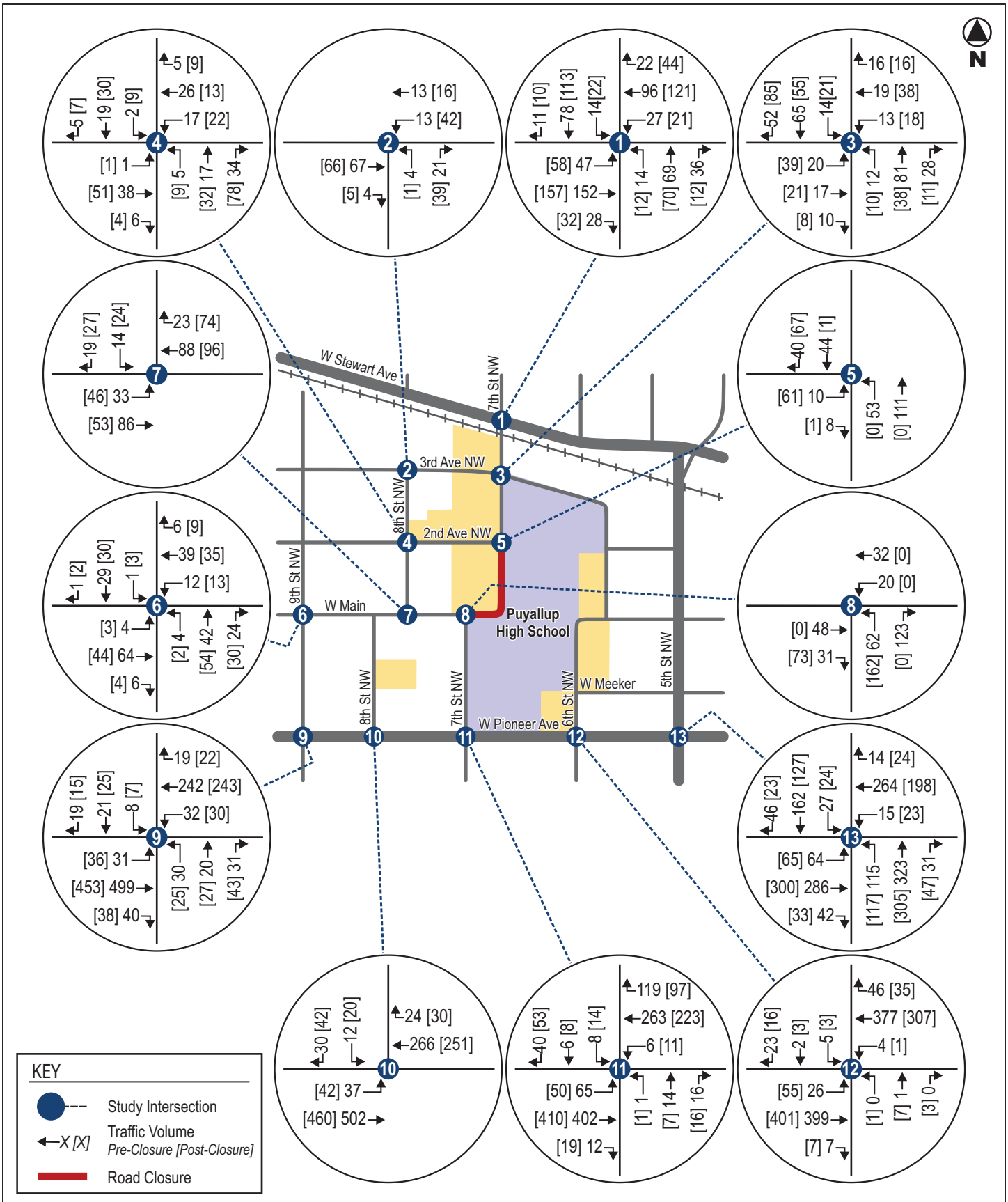
Key findings derived from the traffic volume comparisons are as follows:

- 7th Street NW north of 3rd Avenue NW experienced negligible changes to traffic volumes due to the closure.
- The largest increases in traffic due to the closure occurred on the segments of 8th Street NW and 2nd Avenue NW. Both segments experienced noticeable increases in volumes during the peak arrival and dismissal periods for PHS, as well as in the evening peak hour. Some of the evening increase may have been related to a PHS event in the post-closure study period. The total traffic volume on 8th Street NW was 1,365 vehicles per day (747 northbound and 618 southbound); the total traffic on 2nd Avenue NW was 1,445 vehicles per day (757 eastbound and 689 westbound). Both streets peaked at about 200 vehicles per hour (total in both directions). As described later, these volumes are below what was forecast to occur with the closure, and have not created adverse congestion at key intersections.
- The changes in volumes along 6th Street NW and 9th Street NW were minimal.
- 5th Street NW north of 2nd Avenue NW experienced substantial declines of daily traffic (-18%) and hourly traffic (-8% to -22%). It is unlikely that these declines are related to the pilot closure of 7th Street NW. Instead, the declines may be residual changes from the recent storm-water project that closed 4th Street NW and diverted traffic to other routes.
- The three routes most affected by the street closure—6th, 8th, and 9th Streets NW—experienced combined increases of about 120 trips per hour in the morning peak and 100 trips in the afternoon peak. These increases are lower than predicted in the April 2024 analysis prepared to support the portable placements and pilot closure.

Speed data were also collected for each of the count stations. Speeds on 8th Street NW, which experienced the largest shifts in traffic, showed post-closure speeds below the speed limit. On 8th Street NW, the average speed over the three surveyed days was 16.2 mph in the northbound direction and 17.0 mph in the southbound direction. The 85th-percentile speeds on 8th Street NW, which is typically used to assess compliance with speed limits and reflects the speed that only 15 percent of the vehicles exceeded, was 19.8 mph and 20.5 mph for the northbound and southbound directions, respectively. Speeds were also below the speed limit on 2nd Avenue NW. The speed data show that vehicles are traveling below the speed limit, and no traffic calming measures would be needed.

4.2. Video Turning Movement Traffic Counts

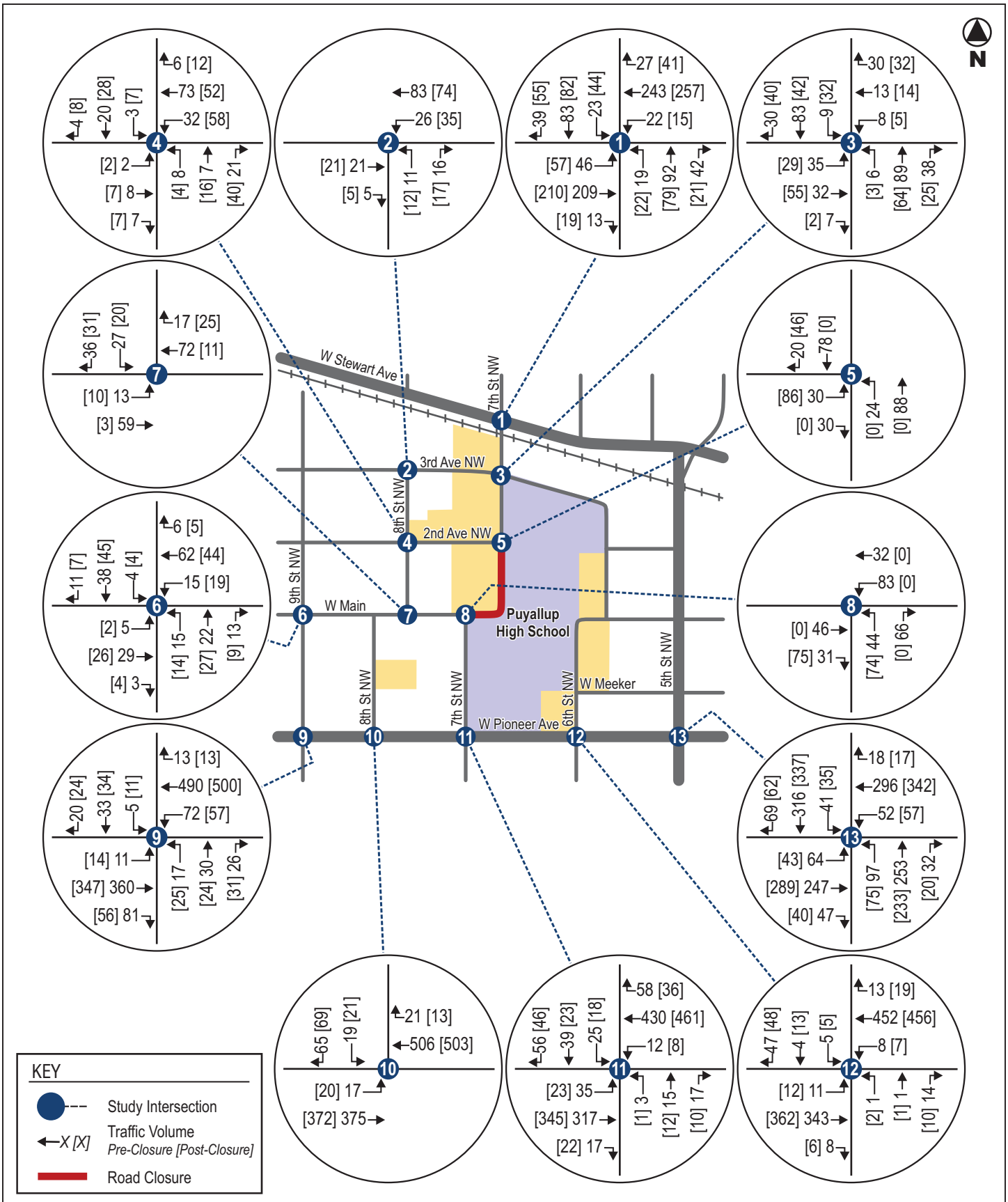
For the 2024-25 school year, PHS hours are 8:25 A.M. to 2:55 P.M.—unchanged from the 2023-24 school year. Analyses of the pre-closure turning-movement counts found that the morning (AM) peak hour occurred from 7:30 to 8:30 A.M., the afternoon dismissal peak hour occurred from 2:30 to 3:30 P.M., and the commuter PM peak hour of the adjacent roadways occurred from 4:30 to 5:30 P.M. The post-closure counts conducted in February 2025 found that the morning peak hour occurred from 7:45 to 8:45 A.M., the afternoon dismissal peak hour occurred from 2:45 to 3:45 P.M., and the commuter PM peak hour of the adjacent roadways occurred from 4:30 to 5:30 P.M. Figures 2 through 4 show the pre- and post-closure traffic volumes for the morning, afternoon, and PM peak hours, respectively. The detailed turning movement count data sheets are provided in Attachment A.



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

Figure 2
AM Peak Hour Traffic Volumes
Pre-Closure versus Post-Closure

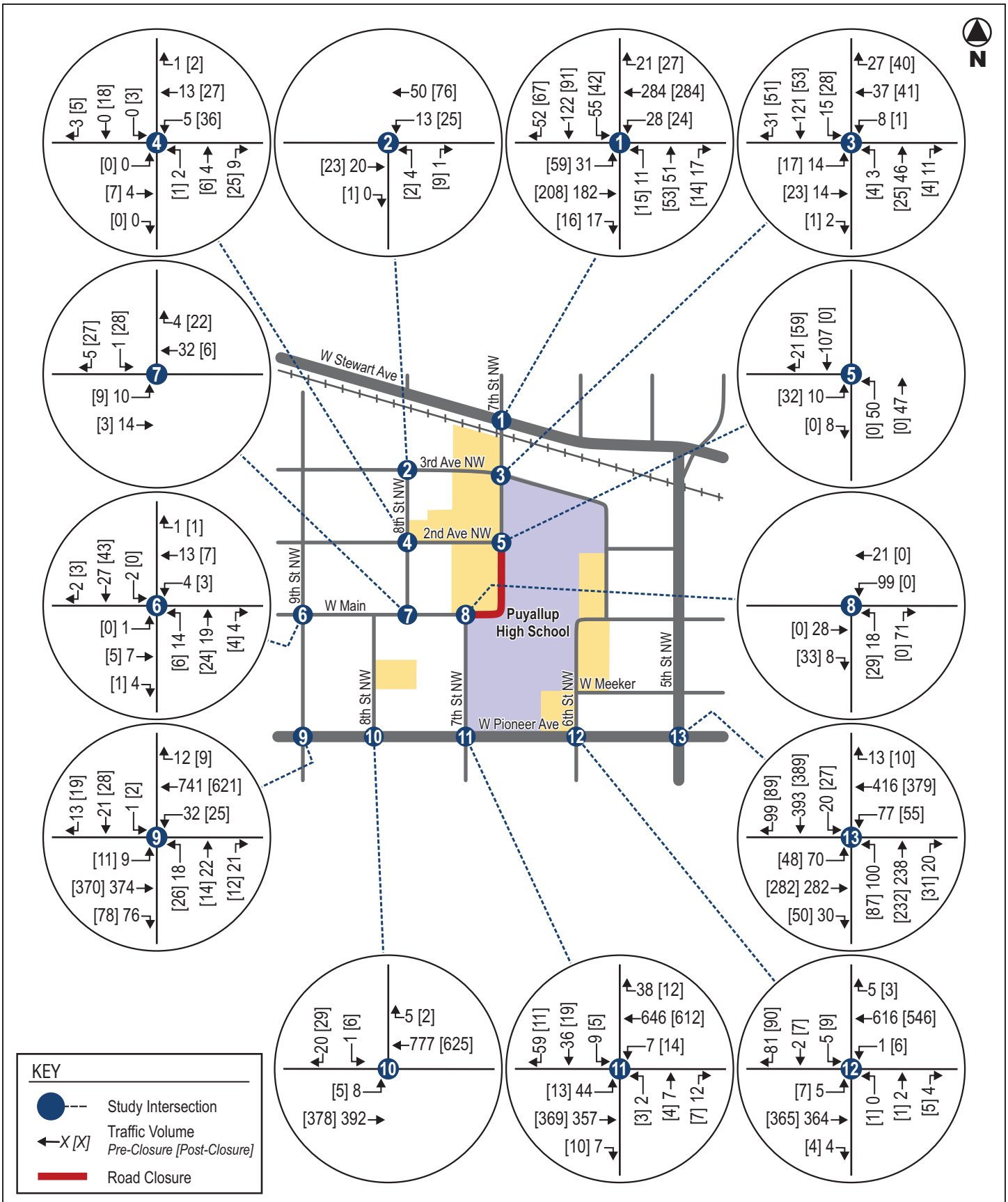
heffron transportation inc



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

Figure 3
Afternoon Peak Hour Traffic Volumes
Pre-Closure versus Post-Closure

heffron transportation inc



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

Figure 4
PM Peak Hour Traffic Volumes
Pre-Closure versus Post-Closure

heffron transportation inc

Prior to the closure, existing peak hour turning movement counts were examined to estimate how traffic might re-distribute to the surrounding roadway network with the street closure. At that time, it was expected that much of the traffic that used 7th Street NW during the peak hours was school related—either part of a drop-off/pick-up trip or a trip to reach school parking lots. Most of this traffic was predicted to continue using the next closest street that serves these functions, which is 8th Street NW/SW. A small portion of the traffic that used 7th Street NW was likely non-school-related through traffic. The analysis prepared in April 2024 assumed that all of the through traffic would divert to 8th Street NW to reflect a worst-case condition for the intersections along that route.

The temporary roadway closure was modified from what had previously been proposed and evaluated prior to installation. The original proposal would have closed 7th Street SW between 3rd Avenue NW and W Main. However, the pilot project retains traffic on the segment between 2nd and 3rd Avenues NW.

The actual diversions based on comparisons of pre- and post-closure were smaller than the worst-case predictions made in the April 2024 Traffic Analysis. For example, that study had predicted that 123 trips on 7th Street NW would divert to 8th Street NW during the AM peak hour. The new post-closure counts show that the right turn from W Main to 8th Street NW has increased by 51 vehicles during that period (see Figure 3). The counts show that traffic has dispersed among several routes including 6th Street and 9th Street.

5. Operational Impacts of Closure

The impacts of the roadway closure were evaluated using traffic operations analysis. Traffic operations are evaluated based on level-of-service (LOS), which is a qualitative measure used to characterize intersection operating conditions. Six letter designations, "A" through "F," are used to define level of service. LOS A is the best and represents good traffic operations with little or no delay to motorists. LOS F is the worst and indicates poor traffic operations with long delays. Levels of service for the study area intersections were determined using methodologies established in the *Highway Capacity Manual (HCM), 7th Edition*.[5] Attachment B summarizes HCM level of service thresholds. The City's adopted minimum operational standard for all intersections in the City is LOS D.[6]

Table 2 summarizes levels of service for the pre-closure (January 2025) and post-closure (February 2025) morning arrival, afternoon dismissal, and PM peak hours for the study-area intersections. Locations where the level of service degraded due to the closure are highlighted in **red**, while those that improved due to the closure are marked in **blue**.

The analysis shows that while the closure degraded the level of service in four locations, the increases in delay for individual movements were less than four seconds per vehicle and all affected movements still operate at or better than the City's standard LOS D. The southbound approach movements at the W Pioneer / 7th Street SW improved from LOS F to LOS E in the afternoon peak hour and from LOS E to LOS D in the PM peak hour due to the closure.

5 National Academies of Sciences, Engineering, and Medicine. 2022. *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis*.

6 City of Puyallup, *Puyallup Comprehensive Plan – Transportation Element*, 2015.

Table 2. Level of Service – Pre-Closure (2024) and Post-Closure (2025) Conditions

	Morning Peak Hour				Afternoon Peak				PM Peak Hour			
	2024 Pre-Closure		2025 Post-Closure		2024 Pre-Closure		2025 Post-Closure		2024 Pre-Closure		2025 Post-Closure	
Intersections	LOS [a]	Delay [b]	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Signalized												
7th St NW / W Stewart	B	18.4	B	16.3	C	25.6	C	24.3	C	21.7	C	23.3
W Pioneer / 5th St SW	C	28.1	C	21.7	C	30.6	C	29.0	D	36.4	C	29.6
Roundabout												
W Main / 9th St NW-SW	A	4.1	A	4.4	A	4.1	A	3.7	A	3.1	A	3.4
Two-Way Stop												
7th St NW / 3rd Ave NW	A	4.0	A	6.3	A	6.6	A	6.2	A	4.1	A	7.0
Northbound Left Turn	A	7.8	A	7.8	A	7.7	A	7.6	A	7.6	A	7.5
Eastbound Approach	B	13.4	B	14.3	C	18.8	C	16.2	B	11.7	B	11.4
Westbound Approach	B	12.3	B	12.9	B	12.5	B	11.5	B	11.3	B	11.3
Southbound Left Turn	A	7.6	A	7.4	A	8.0	A	7.8	A	7.4	A	7.4
8th St NW / 3rd Ave NW	A	3.5	A	1.8	A	3.0	A	3.7	A	1.7	A	2.3
Northbound Approach	A	9.3	A	9.3	A	9.7	A	9.7	A	9.3	A	8.9
Westbound Left Turn	A	7.5	A	0.0	A	7.4	A	7.4	A	7.5	A	7.6
7th St NW / 2nd Ave NW	A	2.5	A	5.4	A	5.0	C	15.9	A	2.7	A	2.7
Northbound Left Turn	A	8.1	Turn eliminated		A	8.5	Turn eliminated		A	7.8	Turn eliminated	
Eastbound Approach	B	13.5	B	13.1	C	18.6	C	20.2	B	11.1	A	9.2
8th St NW / 2nd Ave NW	A	5.6	A	7.2	A	4.7	A	6.8	A	5.3	A	6.1
Northbound Approach	B	10.1	B	11.3	B	10.6	B	10.8	A	8.8	A	8.9
Eastbound Left Turn	A	7.3	A	7.4	A	7.6	A	7.5	A	0.0	A	0.0
Westbound Left Turn	A	7.5	A	7.6	A	7.5	A	7.4	A	7.2	A	7.3
Southbound Approach	B	10.6	B	11.9	B	12.2	B	13.3	A	8.4	A	10.0
W Main / 8th St NW	A	2.2	A	3.2	A	4.6	A	5.4	A	2.3	A	5.9
Eastbound Left Turn	A	8.0	A	8.0	A	7.5	A	7.4	A	7.3	A	7.4
Southbound Approach	B	11.8	B	11.7	B	10.6	A	9.2	A	8.6	A	8.9
W Main / 7th St SW	A	7.5	A	7.2	A	8.1	A	5.4	A	6.6	A	3.6
Northbound Approach	B	13.0	B	11.5	C	17.8	B	10.8	A	9.8	A	8.9
Westbound Left Turn	A	7.8	Turn eliminated		A	8.6	Turn eliminated		A	7.5	Turn eliminated	
W Pioneer / 9th St SW	A	3.3	A	3.8	A	3.8	A	4.7	A	2.7	A	2.2
Northbound Approach	C	19.3	C	20.1	C	23.8	D	27.2	D	26.0	C	21.5
Eastbound Left Turn	A	8.1	A	8.2	A	8.8	A	9.0	B	10.8	A	9.1
Westbound Left Turn	A	8.9	A	8.8	A	8.8	A	8.7	A	8.5	A	8.4
Southbound Approach	C	17.4	C	18.9	C	23.5	D	26.4	C	21.1	C	19.0
W Pioneer / 8th St SW	A	1.6	A	2.4	A	2.7	A	3.6	A	0.5	A	0.8
Eastbound Left Turn	A	8.1	A	8.2	A	8.8	A	8.7	A	9.7	A	9.1
Southbound Approach	B	14.7	C	16.4	C	19.9	C	21.4	C	17.6	C	16.5
W Pioneer / 7th St SW	A	2.7	A	3.8	B	10.1	A	5.2	A	4.5	A	1.9
Northbound Approach	C	20.2	C	17.9	C	24.3	C	20.9	C	21.4	C	19.8
Eastbound Left Turn	A	8.7	A	8.4	A	8.9	A	8.8	A	9.4	A	9.0
Westbound Left Turn	A	8.4	A	8.5	A	8.3	A	8.3	A	8.1	A	8.2
Southbound Approach	C	18.3	C	21.9	F	59.1	E	36.3	E	35.8	D	27.3
W Pioneer / 6th St SW	A	1.4	A	1.8	A	2.1	A	2.5	A	2.1	A	2.8
Northbound Approach	C	22.1	C	22.1	B	13.0	C	15.5	B	14.5	C	15.4
Eastbound Left Turn	A	8.6	A	8.5	A	8.5	A	8.6	A	8.9	A	8.8
Westbound Left Turn	A	8.4	A	8.5	A	8.3	A	8.4	A	8.1	A	8.2
Southbound Approach	C	18.0	C	18.2	C	16.7	C	20.1	C	17.9	C	19.7

Source: Heffron Transportation, Inc., March 2025.

a. Level of service.

b. Average seconds of delay per vehicle.

Note: Values in Red indicate a movement that has been degraded by street closure; values in Blue indicate a movement that has improved by street closure.

6. Intersection Queuing Impacts

Synchro-12-modelled queue lengths for a number of "hot spot" movements were reviewed to help understand possible impacts of the road closure. The 95th-percentile queue reflects a value that would be exceeded less than five percent of the peak hour (about three minutes). Table 3 summarizes the queue analysis results.

Table 3. Queue Length Summary – Southbound Queues Approaching W Pioneer

Southbound to W Pioneer at:	Morning Peak Hour		Afternoon Peak		PM Peak Hour	
	2024 Pre-Closure	2025 Post-Closure	2024 Pre-Closure	2025 Post-Closure	2024 Pre-Closure	2025 Post-Closure
	95th %-tile [a]	95th %-tile	95th %-tile	95th %-tile	95th %-tile	95th %-tile
9th Street SW [b]	18 ft	18 ft	30 ft	45 ft	15 ft	20 ft
8th Street SW [b]	20 ft	23 ft	45 ft	63 ft	10 ft	13 ft
7th Street SW [b]	25 ft	50 ft	140 ft	83 ft	75 ft	28 ft
6th Street SW [b]	18 ft	30 ft	25 ft	35 ft	33 ft	45 ft
5th Street SW [c]	158 ft	115 ft	350 ft	353 ft	464 ft	409 ft

Source: Heffron Transportation, Inc., March 2025.

a. 95th-percentile queue length reported in feet.

b. Southbound approach queues calculated using Synchro's HCM 7th Edition two-way stop-controlled intersection module. Queues are reported in number of vehicles, but were converted to feet using the Synchro default Average Vehicle Length of 25 feet.

c. Southbound through-right queues calculated using Synchro's signalized intersection module.

As shown, the road closure and the resulting traffic shifts slightly increased 95th-percentile queue lengths at some locations. The longest pre-closure queues—southbound approaching W Pioneer Avenue at both 7th Street SW and 5th Street SW—decreased after the street closure. As previously discussed, the decreased traffic at 5th Street SW is not likely related to the closure but instead residual effect of the long-term construction detour associated with the city's stormwater project on 4th Avenue NW. Based on these results, the temporary road closure did not result in significant adverse impacts to traffic operations in the school vicinity.

7. Assessment of Student Load/Unload and Safety Conditions

As part of the pilot closure of 7th Street NW, the District coordinated with the City of Puyallup to modify curbside use restrictions and signage to establish short-term passenger load/unload zones in three locations—along the east side of 7th Street NW between W Pioneer and W Main, along the north side of W Main between 7th and 8th Streets NW, and along the south side of 3rd Avenue NW between 7th and 6th Streets NW. These load zones are intended to replace curbside spaces that were made unavailable due to the pilot road closure and to better accommodate load/unload activity around the campus.

Before the segment of 7th Avenue NW was closed and although it did not have a designated automobile school load zone, it was heavily used for student drop-off and pick-up. Access to the curb areas was often impeded by student pedestrian crossing activity. Students would also cross fore or aft of vehicles maneuvering to and from the curb creating undesirable pedestrian/vehicle conflict points. Now that this street segment is closed to vehicle traffic, these pedestrian/vehicle conflict points have been eliminated.

Observations of student arrival activity elsewhere around the campus found that the newly created short-term automobile load zones have improved curbside operations along 7th Avenue SW and on W Main. Before the closure, vehicles were often parked in those curb areas (some for long periods), which reduced

the capacity for student load/unload, and often either required vehicles to execute parallel parking maneuvers to reach the curb or caused load/unload activity to occur while the vehicles were in the travel lanes. The short-term load zones have created new load/unload capacity and also allow more cars to pull into and out of the curb area headfirst, which improves safety and operations. The former bus load zone along 3rd Street NW was converted to a passenger load zone to provide a new load area at the north end of the school. While use of this zone has been limited, it does provide a staging area for non-regular-service buses, such as those used by PHS sports teams or visiting teams. The current signage provides for this dual use, and it is recommended that the zone remain as currently signed.

City staff have observed continued congestion at the W Pioneer / 7th Street NW intersection (including some load/unload activity along W Pioneer) due to the concentration of load/unload activity along 7th and W Main. Although these conditions have existed for decades unrelated to the portable-placement or pilot roadway closure, congestion was demonstrated to improve with the pilot road closure. The City has requested additional management measures to further improve load/unload operations. See Section 9 for additional details.

As discussed previously in Section 4.1, speed data collected on 8th Street NW, which experienced the largest shifts in traffic, showed post-closure speeds below the speed limit. The average speed over the three surveyed days was 16.2 mph in the northbound direction and 17.0 mph in the southbound direction. The 85th-percentile speeds on 8th Street NW was 19.8 mph and 20.5 mph for the northbound and southbound directions, respectively. Speeds were also below the speed limit on 2nd Avenue NW. The speed data show that, with the road closure, vehicles are traveling below the speed limit with no indication of any new or adverse safety impacts.

As discussed in the following section, converting former one-hour and long-term parking areas to short-term loading has not created substantial parking issues in the neighborhood. While some parking demand has been pushed onto streets farther away from PHS, the increased parking demand along other streets is relatively small, and more vehicles now park in the PHS off-street parking lots instead of on local streets.

8. Assessment of Parking Conditions

On-street and off-street parking at and around PHS was surveyed in October 2024 to document conditions prior to the pilot closure of 7th Street NW. Parking was then surveyed again in February 2025 to document conditions after the closure. The following sections describe the changes to both parking supply and occupancy after the street closure and other changes by the City.

8.1. Parking Supply

On-Street Parking Supply

The on-street parking study area extends from 9th Street NW to the west, W Stewart Avenue to the north, 4th Street SW to the east, and 4th Avenue SW to the south. The study area was separated into individual block faces, which consists of one side of a street between two cross-streets. Attachment C includes a map of the study area and block face identification codes.

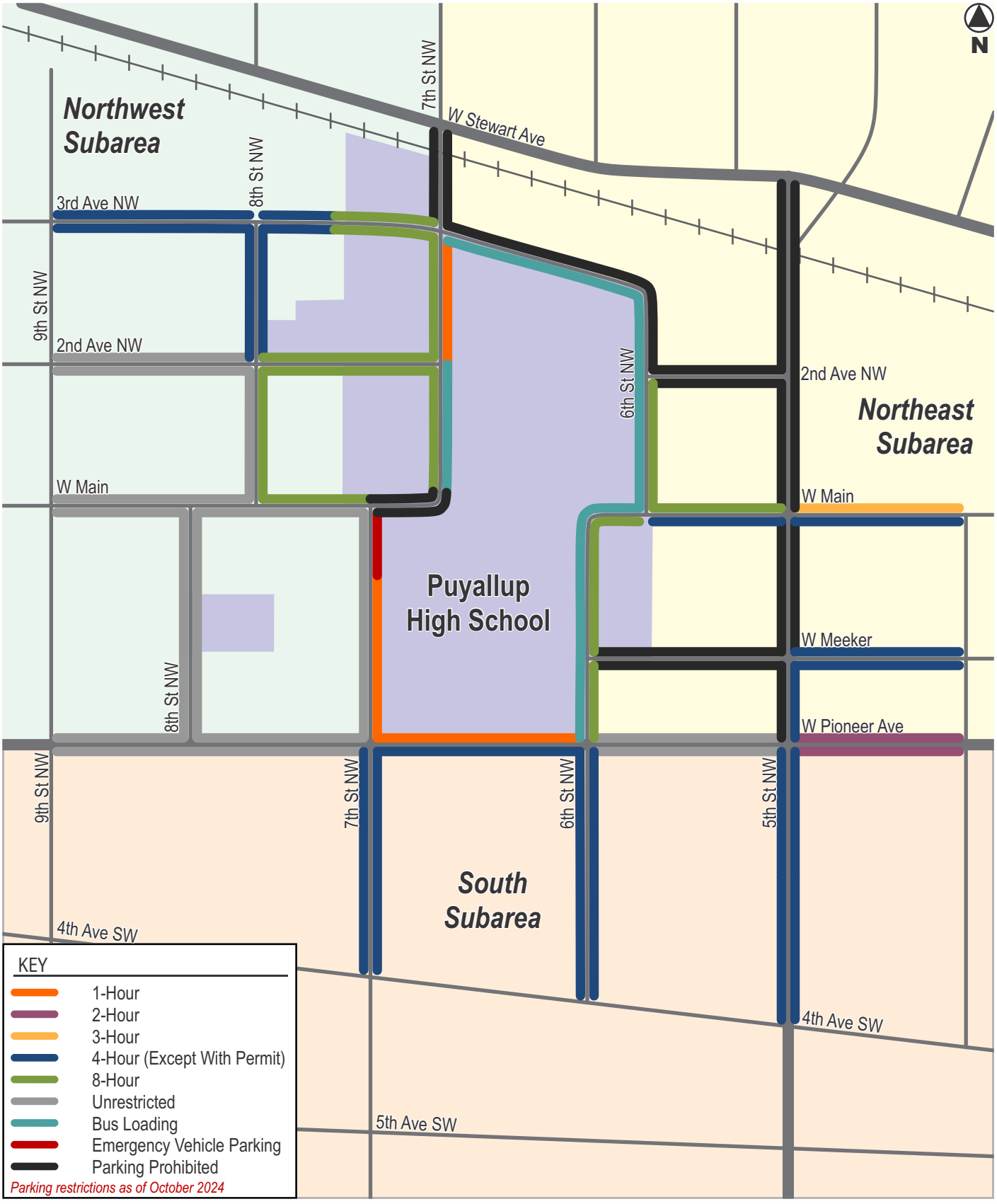
In advance of the street closure, the District coordinated with the City of Puyallup to modify curbside use restrictions and signage to establish short-term passenger load/unload zones for automobiles in three locations around the school. Changes to school bus zones were also completed at the request of the District to improve its operations. In addition, the City implemented new resident-permit parking requirements for some on-street locations and modified restrictions along other block faces surrounding the school. The City also prohibited parking along the east side of 8th Street NW between W Main and 2nd Avenue NW.

Figure 5 shows the pre-closure on-street parking restrictions and Figure 6 shows the post-closure on-street parking restrictions. Table 4 summarizes the total on-street parking supply within the study area before and after the City curb use changes were made. As shown, there are now about 31 fewer vehicle parking stalls in the study area due to the pilot closure of the segments of 7th Street NW and W Main and due to the implementation of new load zones, No Parking zones, and bus zones. There are 40 fewer short-term parking spaces (those with time limits of 4 hours or less). The number of long-term parking spaces available is about the same as before the pilot closure and restriction and load-zone changes were made. To help address the loss of on-street parking supply, the District is working with PHS administration on ways to encourage more students and staff to use the off-street lots instead of street parking in the surrounding area. Potential changes to consider are listed in Section 9.

Table 4. On-Street Parking Restrictions

Curb-Use Restriction	Number of Vehicle Spaces	
	Before 7th Street NW Closure	After 7th Street NW Closure
Bus Load Zone [a]	49	29
School Load Zone	0	31
General Load Zone	2	2
Emergency Vehicle Only	4	0
Unrestricted	103	127
1-Hour Time Limit	36	20
2-Hour Time Limit	9	0
3-Hour Time Limit	14	0
4-Hour Time Limit (Except-With-Permit)	190	189
8-Hour Time Limit	102	80
Overall Total On-Street Parking Spaces	509	478
Total Load Zones	*51*	*62*
Total Short-Term Parking (< 4 hours)	*249*	*209*
Total Long-Term Parking (>4 hours)	*205*	*207*

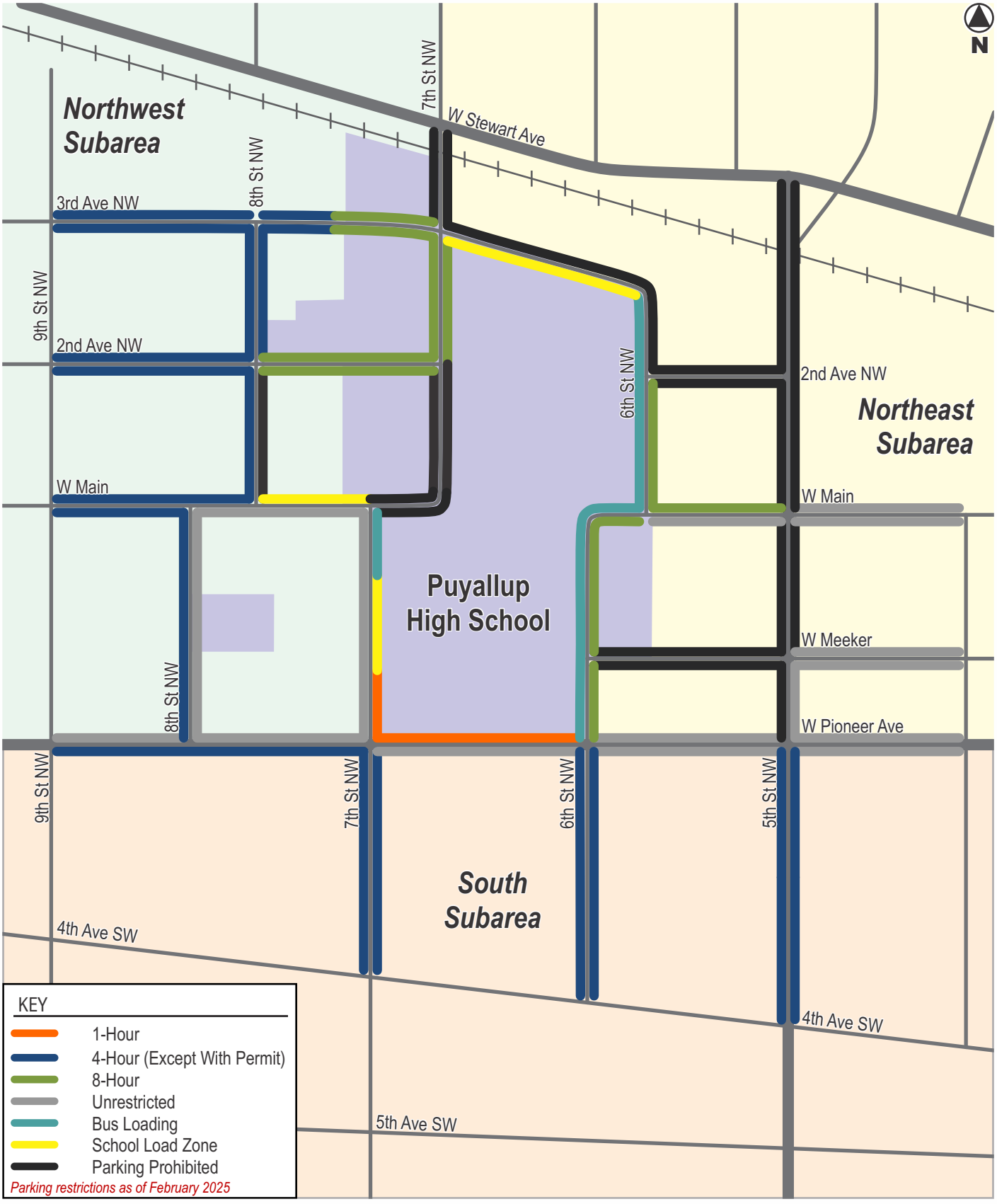
a. The number of vehicle spaces were estimated using standard passenger vehicle lengths (20 feet per space on average).



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

Figure 5
On-Street Parking Restrictions
Pre-Street Closure

heffron transportation inc



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

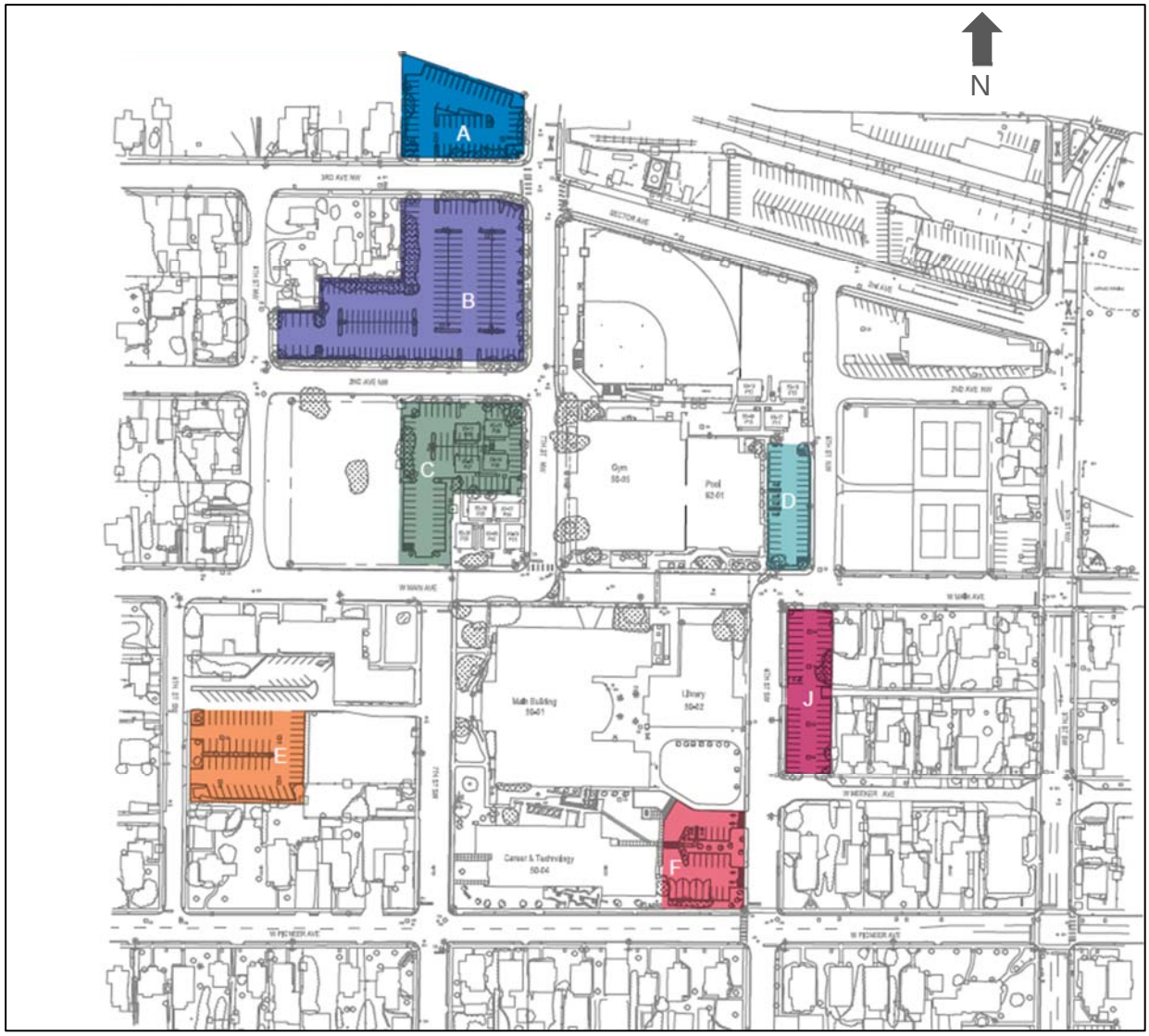
Figure 6
On-Street Parking Restrictions
Post-Street Closure

heffron transportation inc

Off-Street Parking Supply

The PHS campus currently has seven parking lots with a total of 433 parking spaces. Figure 7 shows the location of these lots. Detailed information about parking supply by lot is provided in Attachment C. Students and staff are required to display a parking permit to use the off-street lots. Student permits are $40.00 per year ($20.00 for 3rd lot) along with proof of a current ASB card and proof of insurance. Currently the total number of permits sold is limited to the total number of stalls and daily parking is on a first-come, first-served basis. Faculty parking lots are off limits to student parking and student parking lots and vehicles are off limits during the school day, except with security or administrative approval. Students who must go to their vehicle must get a pass from the Attendance Office, or check out with Security. PHS is a closed campus and students are not permitted to leave campus during the day unless they have permission from the school and check out through the Attendance Office (e.g., for Running Start, work-based learning, or medical appointments). City staff noted that the fee and process for permits may result in some students or staff choosing to park on-street instead of the PHS lots. The District will continue to examine options to add off-street parking on surrounding District-owned property as part of future campus improvement planning.

Figure 7. Puyallup High School Off-Street Parking Lots



Source: Mahlum, November 2023

PHS also has policies to prohibit student parking in the nearby Sound Transit parking garage and sends weekly reminders to avoid using the Sound Transit lot. Despite these communication efforts, some student and parent presence has been observed by PHS administration in the ST surface lot.

8.2. Parking Occupancy

Two sets of two-day parking occupancy counts were performed: one in October 2024 prior to the street closure, and another in February 2025 after the street closure. Table 5 lists the dates of the surveys. School-day occupancy counts were performed during early morning (at 7:00 A.M.) to document conditions just before staff and students typically begin to arrive at the school, mid-morning (at 10:00 A.M.) and mid-afternoon (after lunch, between 1:00 and 2:00 P.M.), the times when school-day parking is typically highest. The number of vehicles parked along the study area streets and in various PHS parking lots were surveyed during the same listed days and time periods.

Table 5. Parking Demand Survey Dates

Before 7th Street NW Closure	After 7th Street NW Closure
Tuesday, October 15, 2024	Tuesday, February 11, 2025
Tuesday, October 22, 2024	Thursday, February 13, 2025

Each two-day set of counts was averaged and used to estimate where students and staff most likely parked. On-street parking was divided into three subareas—West, East, and South—to show how parking may have shifted due to both the closure of 7th Street NW and the changes to on-street curb use restrictions implemented by the City. The results are presented in Table 6. This shows that the peak parking demand occurred in the mid-afternoon period (1:00 to 2:00 P.M.). After the closure of 7th Street NW, the overall parking occupancy during the mid-afternoon period remained similar in the Northwest and Northeast subareas but increased by 10 vehicles in the South subarea. It should be noted that the largest increase in parking demand occurred in PHS's off-street parking lots, which accommodated 33 more vehicles than before the parking changes. Attachment C has detailed parking supply and occupancy data by block face.

Table 6. Change in Parking Demand and Utilization – Pre and Post Closure of 7th Avenue NW

Time Period Surveyed	Before 7th Street NW Closure			After 7th Street NW Closure		
	Parking Supply [a]	Vehicles Parked	% Utilization	Parking Supply [a]	Vehicles Parked	% Utilization
Weekday Early Morning (7:00 A.M.)						
On-Street Northwest of PHS	226	30	13%	188	29	15%
On-Street Northeast of PHS	117	29	25%	117	31	26%
On-Street South of PHS	113	20	18%	113	18	16%
Total On-Street	*456*	*79*	*17%*	*418*	*78*	*19%*
PHS Parking Lots	433	19	4%	433	18	4%
Total On-Street & Off-Street	889	98	11%	851	96	11%
Weekday Mid-Morning (10:00 A.M.)						
On-Street Northwest of PHS	226	129	57%	188	130	69%
On-Street Northeast of PHS	117	42	36%	117	50	43%
On-Street Southeast of PHS	113	26	23%	113	37	33%
Total On-Street	*456*	*197*	43%	*418*	*217*	52%
PHS Parking Lots	433	315	73%	433	335	77%
Total On-Street & Off-Street	889	512	58%	851	552	65%
Weekday Mid-Afternoon (1:00-2:00 P.M.) [b]						
On-Street Northwest of PHS	226	132	58%	188	132	70%
On-Street Northeast of PHS	117	51	44%	117	50	43%
On-Street Southeast of PHS	113	24	21%	113	34	30%
Total On-Street	*456*	*207*	45%	*418*	*216*	52%
PHS Parking Lots	433	316	73%	433	349	81%
Total On-Street & Off-Street	*889*	*523*	*59%*	*851*	*565*	*66%*

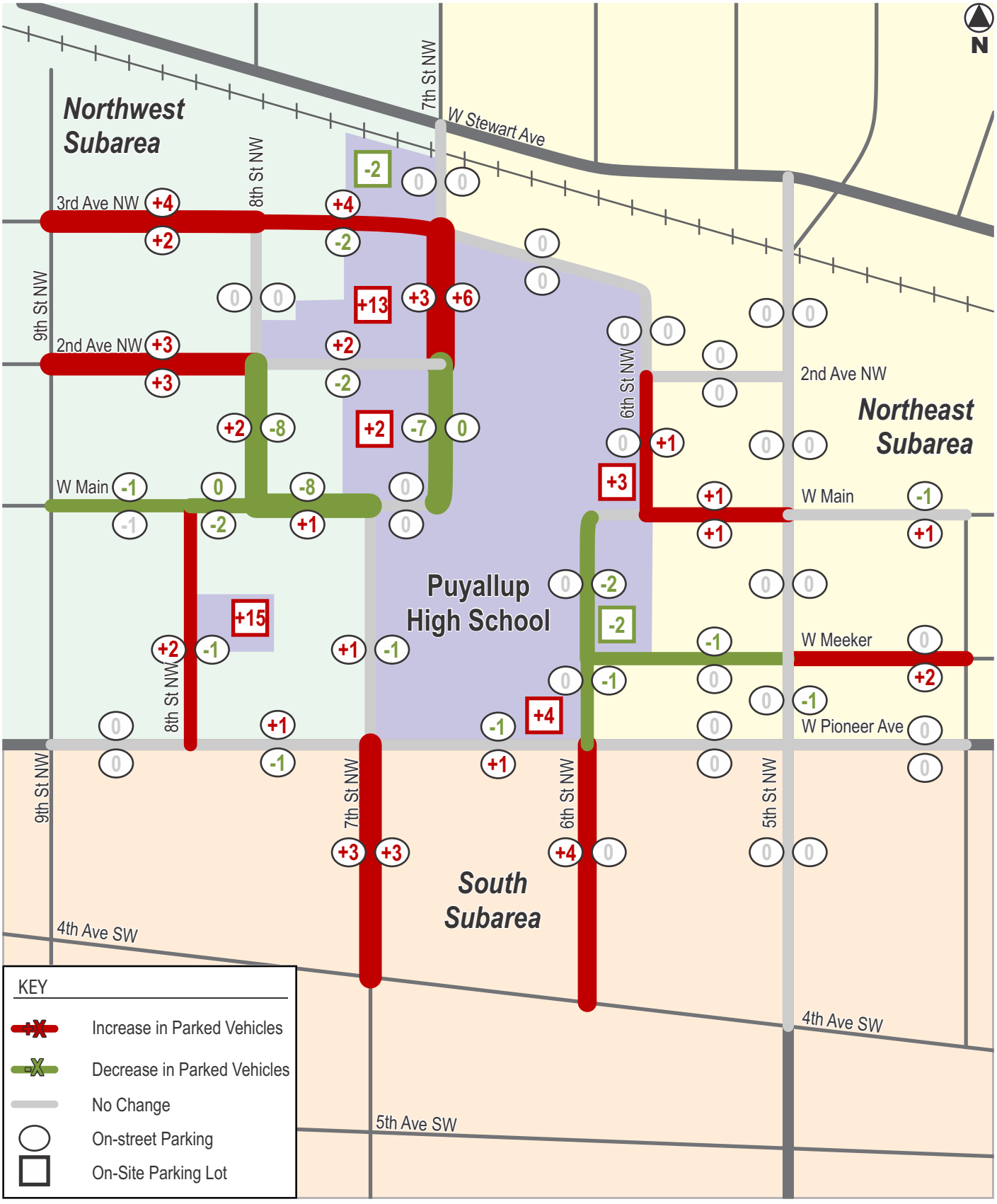
Source: Heffron Transportation, Inc., February 2025.

a. Parking supply excludes school-related load zones and emergency vehicle spaces

b. On Tuesday, October 15th, 2024, an early release prevented Mid-Afternoon data from being collected

Further analysis was performed for the mid-afternoon time period to show parking changes by individual street segment and PHS parking lot. Figure 8 shows these parking shifts. The largest increase in on-street parking occurred on 7th Street NW just north of the segment that is now closed. Other streets northwest of PHS and south of W Pioneer Ave also experienced some increases in parking, despite all of those areas now being restricted to 4-hour parking except with permit. If students park on these streets, they would be required to move vehicles during the school day.

It is acknowledged that in the four months between the pre- and post-closure parking counts, about one-third of the sophomore class could have reached legal driving age and additional students of age may have acquired drivers' licenses. The increase in mid-afternoon demand between the pre- and post-closure periods (33 vehicles on-site, 9 vehicles on-street) could also be attributed to new student drivers, which would have occurred with or without the closure of 7th Street NW. It is noted that some changes in parking demand (such as W Meeker Street east of 5th Street NW) may be unrelated to the school.



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

Figure 8
Change in Peak Mid-Afternoon Parking Demand
Pre-Closure vs Post-Closure

heffron transportation inc

8.3. Shift in Parking Due to Street Closure and Curb-Use Changes

The closure of 7th Street SW shifted seven vehicles from that street elsewhere, and most likely shifted just to the north on 7th Street SW. The changes in parking restrictions had a much bigger effect on the change in parking patterns, shifting more vehicles into PHS's on-site lots, which is considered a positive outcome.

The City should continue to monitor on-site parking and the experience of area residents. There is still capacity remaining in the PHS lots to accommodate more vehicles, and if students are parking in the permit-only zones, they should be encouraged to relocate into PHS parking lots.

9. Findings and Recommendations

The analysis determined that closing 7th Avenue NW has improved pedestrian safety and mobility at PHS. Students can now cross this street at any location between W Main and 2nd Avenue NW during class changes without conflicts with vehicles. The post-closure study determined that there have been no adverse impacts to traffic, travel speeds, or parking due to this closure.

The Right-of-Way Permit for the pilot closure stated that, "*For the possibility of a permanent closure, provide recommendations for necessary improvements.*" Based on the findings and observations, the following improvements should be considered:

- **Upgrade barriers/gates at north and south end of the closure.** The pilot closure was implemented with gates and temporary barriers. The temporary barriers should be replaced with permanent barriers and/or bollards. PSD would follow City requirements to design, permit and install permanent features.

- **At the 7th Street SW/W Main intersection.** Use on-pavement hatch markings to reinforce the No Parking zone on the south side of W Main just west of 7th Street SW. In addition, paint a centerline stripe that turns through the intersection to guide vehicle turning paths and keep vehicles from "cutting the corner." These two changes would improve maneuverability and sight lines at this intersection.

- **Paint the curb in the passenger load/unload zones** to reinforce the short-term parking restrictions.

- **Fine-Tune Parking Restrictions.** The recent changes to on-street parking restrictions have been effective at limiting student parking on area streets. However, minor adjustments may be desired to prevent adverse parking on individual block faces. For example, if students continue to park on streets in the resident permit area, the time limit allowed without a permit could be reduced (e.g., from 4 hours to 2 hours). The City and PSD should work with neighbors to fine tune parking restrictions if needed.

- **Create student and family drop-off/pick-up instructions.** PHS should create a set of instructions about the preferred drop-off and pick up behaviors for distribution to students and families. This would explain the "Dos and Don'ts" to improve operations of the curb zones.

- **Review and adjust load zones.** Utilization of the newly created school load zones on 3rd Avenue NW and W Main has been relatively low. If, after additional school communications encouraging their use as alternatives to 7th Avenue NW, utilization remains low, it may be reasonable to revert those areas to parking. This could draw additional school-generated demand closer to the school site and reduce demand pressure in residential areas farther form the site.

- **Review and Adjust On-Street Parking Management.** Prior to the pilot street closure, the City eliminated unrestricted parking along the east side of 8th Street NW between W Main and 2nd Avenue NW. This accounted for some of the reduction in on-street parking supply. It may be desirable to reinstate this parking to reduce overspill farther from the school. Other areas that may benefit from further review and adjustment include the one-hour parking limits on the east side of 7th Street NW just north of W Pioneer and the north side of W Pioneer between 6th and 7th Streets NW. Depending on the goals and objectives of the City's on-street parking management approach, adjustments may also be considered for the eight-hour parking limits in place on 2nd and 3rd Avenues NW between 7th and 8th Streets NW and on 7th Street NW between 2nd and 3rd Avenues NW. Adjustments to on-street parking should consider the objectives for use and other factors such as traffic calming benefit that can occur with parked cars on both sides of streets.

- **Maximize use of PHS off-street parking lots.** PHS should review its parking permit policies to maximize use of its on-site student parking lots. This could include reviewing permit fees and registration requirements, and reminding new drivers of the PHS parking policies throughout the school year. Since the number of permits sold is the same as number of stalls, absenteeism can result in under-utilized parking lots. Therefore, the school may also consider overselling parking permits (say by 10% to 15%) to increase daily lot utilization.

City staff have indicated the need for additional design elements and measures that will be determined through the design and permitting process to make the closure permanent. Those measures may include ADA ramp upgrades, pedestrian accessibility improvements, crosswalk countermeasures, sight distance considerations, channelization, curb alignments, barricades to protect pedestrians from errant vehicles, landscaping, signage, City-standard streetlights, and fire access. Installation of such improvements will also likely be a condition of any future right-of-way vacation approval. Adjustments and/or reconfiguration of previously installed access control for the vacated segment of W Main between 6th and 7th Streets NW may also be considered as part of the subsequent street design and permitting process.

Attachments available upon request:

Traffic Count Data Sheets Attachment
Level of Service Definitions
Parking Survey Data

TSM/MCH

ATTACHMENT B

CONCEPT PLAN:
PHS STREET IMPROVEMENT PLAN

LEGEND

- Proposed Concrete
- Proposed Asphalt
- Proposed Landscaping

NOTES

1. PSE Street Lights within the ROW to be vacated shall be transferred to Puyallup School District.
2. PSE Street Lights that are replaced with City Standard Lighting design within the ROW shall be removed with project improvements.
3. Joint Utility Easement over vacated ROW to be granted from Puyallup School District to City of Puyallup and utility franchise lease holders.
4. Current City of Puyallup owned stormwater or sanitary utility that falls within the ROW to be vacated, that only serves Puyallup High School, shall have that portion of ownership/maintenance responsibility transferred to Puyallup School District.

3rd Ave NW

8th St NW

PHS Parking Lot

7th St NW

3rd Ave NW

6th St NW

2nd Ave NW

2nd Ave NW

2nd Ave NW Improvements

Proposed Street Lights (Typ.)

8th St NW Half Street Improvements

Proposed Street Light Service Cabinet

PHS Portables

PHS Portables

PHS Portables

ROW To Be Vacated

PHS Gym

W Main

W Main

7th St SW

PHS Main Building

6th St SW

34'

20'

34'

25'

24'

20'

7.5'

5'

36'

44'

44'

28'

24'

44'

0 40 80 FEET

1" = 40'

JJTEAM

Puyallup High School | Permanent Street Improvement Plan | 03.25.2026

ATTACHMENT C

POTENTIAL EASEMENTS

Attachment C – Potential Easements

New easements are anticipated to be required for the proposed street vacation of W Main and 7th Street NW between the W Main/7th Street SW intersection and the 2nd Avenue NW/7th Street NW intersection. These easements are likely to include the following:

- **Public Easements**: The school will (attached to street vacation application) water, sewer, and stormwater and sanitary sewer easements for the continued maintenance of the public utilities located within the portions of the streets to be vacated.

- **Private Easements**: The school will (attached to street vacation application) submit proof of easements being provided to the US West, Puget Sound Energy, and TCI Cablevisions (Cable TV Puget Sound, Inc.") for the continued maintenance of the private utilities located within the portion of the street to be vacated.

- **Emergency Vehicle Easements**: The school will (attached to street vacation application) submit an access easement for emergency vehicles across and over the portion of the street to be vacated.

ATTACHMENT D

TECHNICAL MEMORANDUM:
VICINITY SAFETY ASSESSMENT

TECHNICAL MEMORANDUM

Project: Puyallup High School – Pilot Closure of 7th Street NW

Subject: Vicinity Safety Assessment

Date: September 24, 2025

Authors: Tod S. McBryan, P.E. – Principal
Marni C. Heffron, P.E., P.T.O.E. – Principal

In 2024, the Puyallup School District proposed to demolish Puyallup High School's (PHS) library-science building (known as Building-02) and temporarily replace some of those spaces by locating three double-portable buildings (with two classrooms in each) on vacant property located on the western half of the block bounded by 7th and 8th Streets NW, 2nd Avenue NW, and W Main Street. As part of the SEPA review and permitting processes and based on consultation with City of Puyallup Traffic Engineering staff, a comprehensive traffic analysis was prepared and submitted—*Puyallup High School Building-02 Demo and Portable Placement – Updated Transportation Analysis* (Heffron Transportation, Inc., April 4, 2024). As mitigation for the project, specifically the placement of the portable buildings, the City of Puyallup agreed to a one-year pilot closure of 7th Street NW between 2nd Avenue NW and W Main (approved under *PLCUP20230109*).

The subsequent Right-of-Way Permit for the pilot closure (*PRROW20241104*) had several traffic analysis conditions including a safety assessment of the surrounding area. A comprehensive post closure transportation assessment was prepared and submitted—*Puyallup High School – Pilot Closure of 7th Street NW – Before- and After-Closure Transportation Assessment* (Heffron Transportation, Inc., July 14, 2025). That analysis included an assessment of safety conditions and concluded that closing 7th Avenue NW has improved pedestrian safety and mobility at PHS. Students can now cross this street at any location between W Main and 2nd Avenue NW during class changes without conflicts with vehicles. The post-closure study determined that there have been no adverse impacts to traffic, travel speeds, or parking due to this closure. However, during several rounds of review by the City Traffic Engineer of early drafts of that assessment report, City staff requested an additional safety review of historical collision data throughout the study area surrounding PHS. This memorandum provides the additional safety data review requested. Please contact Tod McBryan (206) 527-8410 or Marni Heffron (206) 523-3939 with any questions regarding this memorandum.

1. Project Description

The project that placed three double portables (six classrooms) on District property located west of 7th Street NW, where there were already nine single portable classrooms, was expected to result in proportional increases in pedestrian crossings by students and staff between the 15 portables and the other school buildings located east of 7th Street NW. These crossings already occurred daily as students, staff, and visitors regularly walked between designated school parking lots and school buildings as well as among buildings between classes (there are six class changes per day).

To mitigate the potential impacts of additional pedestrian crossings, the District and City agreed to pilot a temporary closure 7th Street NW and a small segment of W Main. The pilot closure extends about one block from 2nd Avenue NW to W Main and around the 90-degreed bend on W Main to 7th Street NW. The temporary closure was accomplished with gates and signage. The gates allow emergency-vehicle access, but prohibit other vehicles. The temporary closure was a condition of the Conditional Use Permit (CUP)

for the portable placement project and was implemented on December 24, 2024. The closure was widely communicated to the school and surrounding community. The first school day with the closure was Monday, January 6, 2025.

The original analysis performed before the new portables were installed reflected conditions in January 2024. Enrollment at that time (2023-24 school year) was about 1,600 students. New pre-closure data were collected during the 2024-2025 school year, and enrollment has increased to 1,730 students (as of October 2024).[1] The increase in enrollment between the 2023-24 and 2024-25 school years reflects a large sophomore class that entered in fall 2024. Enrollment decreased slightly to 1,691 students in February 2025[2] after the roadway closure. The enrollment numbers exclude between 115 and 120 Full-Time Running Start (FTRS) students who are officially enrolled at PHS, but who are not on campus daily.

2. Analysis Study Area and Scope

The scope of the collision data review was provided via email by City of Puyallup Traffic Engineer Bryan Roberts on July 8, 2025. The study area roadways and intersections studied are the same as those previously evaluated for the post-closure assessment also defined in coordination with City staff. Table 1 lists the intersections and roadway segments included in this assessment.

Table 1. Analysis Study-Area Locations

Intersections Included in Collision History Review:	
1. 7th Street NW / W Stewart	8. W Main / 7th Street SW
2. 7th Street NW / 3rd Avenue NW	9. W Pioneer / 9th Street SW
3. 8th Street NW / 3rd Avenue NW	10. W Pioneer / 8th Street SW
4. 7th Street NW / 2nd Avenue NW	11. W Pioneer / 7th Street SW
5. 8th Street NW / 2nd Avenue NW	12. W Pioneer / 6th Street SW
6. W Main / 9th Street NW-SW	13. W Pioneer / 5th Street SW
7. W Main / 8th Street NW	
Roadway Segments Included in Collision History Review:	
1. 3rd Ave NW between 6th and 9th Streets NW	6. 8th St SW between 3rd Ave NW & W Pioneer
2. 2nd Ave NW between 7th and 9th Streets NW	7. 7th St SW between W Main & W Pioneer
3. W Main between 7th and 9th Streets NW/SW	8. 7th St NW between W Stewart Ave & W Main
4. W Pioneer between 5th and 9th Streets SW	9. 6th St SW between W Main & W Pioneer
5. 9th St SW between 2nd Ave NW & W Pioneer	10. 5th St SW between W Main & W Pioneer

3. Collision History

Consistent with other safety assessments prepared for projects within the City of Puyallup, data for the study area locations were obtained from the Washington State Department of Transportation (WSDOT) reflecting the period between January 1, 2020 and the most recent available as of August 7, 2025, which was noted as complete to May 17, 2025[3] with collisions reported as late as May 31, 2025 (5.4 years). The data were examined to determine if there are any unusual traffic safety conditions that existed prior to the street closure or that have appeared post-closure. Table 2 presents the yearly incidents.

1 B. Devereux, Puyallup School District, November 2023 and February 2025.
2 B. Devereux, Puyallup School District, February 2025.
3. WSDOT indicated that the data provided reflects the most current complete data to May 17, 2025 except it may include additional collisions such as fatal, suspected serious injuries, and commercial carriers, which are entered first.

Table 2. Collision History Overview

#	Intersection	Number of Collisions							
		2020	2021	2022	2023	2024	2025 partial (~5 months) [1]	Total (5.4 Years)	Avg. Per Year
13	W Pioneer / 5th St SW	4	5	5	5	9	2	30	5.5
1	W Stewart Ave / 7th St NW	4	5	6	0	0	0	15	2.8
11	W Pioneer / 7th St SW	0	1	3	3	7	0	14	2.6
9	W Pioneer / 9th St SW	0	0	1	1	4	2	8	1.5
6	W Main / 9th St NW	0	1	0	1	2	0	4	0.9
2	7th St NW / 3rd Ave NW	0	0	1	0	3	0	4	0.7
5	8th St NW / 2nd Ave NW	0	0	2	0	0	0	2	0.4
12	W Pioneer / 6th St SW	0	0	0	1	0	0	1	0.2
3	8th St NW / 3rd Ave NW	0	0	0	0	0	0	0	0.0
4	7th St NW / 2nd Ave NW	0	0	0	0	0	0	0	0.0
7	W Main / 8th St NW	0	0	0	0	0	0	0	0.0
8	W Main / 7th St NW	0	0	0	0	0	0	0	0.0
10	W Pioneer / 8th St SW	0	0	0	0	0	0	0	0.0
	Total All Intersections	8	12	18	11	25	4	78	14.1
#	Road Segments [1]	2020	2021	2022	2023	2024	2025 partial (~5 months) [1]	Total (5.4 Years)	Avg/Yr
4	W Pioneer between 5th and 9th Streets SW	3	0	3	0	1	3	10	1.8
1	3rd Ave NW between 6th and 9th Streets NW	2	0	0	0	0	0	2	0.4
2	2nd Ave NW between 7th and 9th Streets NW	0	1	0	0	1	0	2	0.4
6	8th St SW between 3rd Ave N & W Pioneer	0	0	2	0	0	0	2	0.4
7	7th St SW between W Main & W Pioneer	0	0	1	0	0	1	2	0.4
8	7th St NW between W Stewart Ave & W Main	0	0	0	0	2	0	2	0.4
3	W Main between 7th and 9th Streets NW/SW	0	0	0	0	1	0	1	0.2
10	5th St SW between W Main & W Pioneer	0	0	0	0	0	1	1	0.2
5	9th St SW between 2nd Ave NW & W Pioneer	0	0	0	0	0	0	0	0.0
9	6th St SW between W Main & W Pioneer	0	0	0	0	0	0	0	0.0
	Total	5	1	6	0	5	5	22	3.9

Source: Washington State Department of Transportation, for the period from January 1, 2020 to May 17, 2025, August 2025.

1. *Partial year data reflect the most recent available.*
2. *Segment collisions exclude those listed as at intersection or intersection related.*

A total of 100 collisions were reported within the timeframe analyzed—78 at the 13 intersections and 22 along the ten road segments included in the study area. The most frequent collision type was right-angle ("Entering at Angle") (52 of 101). The signalized W Pioneer / 5th Street SW intersection had the highest number of collisions (30). For all 13 intersections combined, the highest annual number of collisions (26) occurred in 2024. In the roughly five months since 7th Street NW was closed at the end of 2024, there were 8 collisions reported at all study-area intersections. There is at least one known collision that had not yet been recorded into the WSDOT database at the time of this assessment—an angle collision at the 8th Street NW / 2nd Avenue NW intersection that occurred in July.

The roadway segment of W Pioneer between 9th and 5th Streets SW (#4) had the highest number of collisions (10) recorded for the full 5.4-year analysis period. Three collisions in that segment have occurred since 7th Street NW was closed, which was the number that occurred on that segment in both 2020 and 2022. However, all three of those occurred at times when the school was unlikely to have generated much if any traffic (6:01 A.M. on a Tuesday, 1:08 A.M. on a Saturday, and 8:37 P.M. on a Saturday). The contributing causes for those three collisions were listed as "Apparently Asleep or Fatigued," "Under Influence of Alcohol," and "Unknown Distraction," respectively. Further information about where the collisions occurred is provided in Section 4.2. For all 10 roadway segments combined, the highest annual number of collisions (6) occurred in 2022; 5 collisions were reported at all study-area intersections for the partial year 2025.

4. Collision Type Analysis

4.1. Study-Area Intersection Collisions

Table 3 presents a summary of collision types that occurred at and/or were listed as related to each study-area intersection. The intersection identification numbers were provided in Table 1.

Table 3. Collision History Crash Types by Intersection

	Total Collisions by Intersection												
Collision Type	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13
Rear-End	0	0	1	0	0	0	0	0	0	0	0	0	6
Side-Swipe/Lane Change	1	0	1	0	0	1	0	1	0	0	0	0	1
Left Turn	0	0	0	0	0	0	0	0	1	0	0	0	5
Entering at Angle	14	0	1	1	0	1	0	0	6	0	14	1	14
Pedestrian/Bicyclist Involved	0	0	1	0	0	0	0	0	0	0	0	0	3
Other	0	0	0	1	0	2	0	0	1	0	0	0	1
Total	15	0	4	2	0	4	0	1	8	0	14	1	30

Source: Washington State Department of Transportation, for the period from January 1, 2020 to May 17, 2025, August 2025.

The following describes primary collision types for each study area intersection (listed by intersection identification number):

1. **W Stewart Avenue / 7th Street NW:** A total of 15 collisions were reported over the 5.4-year study period, resulting in an average of 2.8 per year; however, all occurred between 2020 and 2022 prior to the signalization of that intersection, which occurred as part of the Sound Transit parking garage project. None were reported from 2023 through May 2025. All but one of the collisions were identified as "entering at angle;" while one was a side-swipe collision.

2. **7th Street NW / 3rd Avenue NW:** Four collisions were reported (one rear-end, one side-swipe, one entering at angle, and one pedestrian-involved) over the study period, resulting in an average of 0.7 incidents per year. The pedestrian-involved collision occurred when a left-turning vehicle struck a pedestrian; the motor vehicle driver contributing circumstance was listed as "other distractions."
3. **8th Street NW / 3rd Avenue NW:** There were no collisions reported for this intersection during the study period.
4. **7th Street NW / 2nd Avenue NW:** There were no collisions at or related to this intersection during the study period.
5. **8th Street NW / 2nd Avenue NW:** Two collisions (one entering at angle and one "other") were reported over the study period, resulting in an average of 0.4 incidents per year. The "other" collision involved a vehicle making an improper U-turn.
6. **W Main / 9th Street NW:** Four collisions were reported over the 5.4-year study period, resulting in an average of 0.9 incidents per year. The collision types were identified as right angle, side-swipe, and two "others." Of the "other" collisions, one involved a vehicle striking a metal sign post and the other involved a vehicle striking an unoccupied parked vehicle.
7. **W Main / 8th Street NW:** There were no collisions at or related to this intersection during the study period.
8. **W Main / 7th Street NW:** There were no collisions at or related to this intersection during the study period.
9. **W Pioneer Avenue / 9th Street SW:** Eight collisions were reported over the 5.4-year study period, resulting in an average of 1.5 incidents per year. Most of the collisions (6) were identified as entering at angle; one was a left turn collision and one "other" collision involved one vehicle improperly backing into a stopped vehicle.
10. **W Pioneer Avenue / 8th Street SW:** There were no collisions at or related to this intersection during the study period.
11. **W Pioneer Avenue / 7th Street SW:** There were 14 collisions reported over the study period, resulting in an average of 2.6 incidents per year. The highest annual number (7) occurred in 2024, but none were reported for the partial year 2025. The collision types were all identified as entering at angle. The majority (9) involved a vehicle traveling north/south and listed driver contributing circumstance as "Did Not Grant Right of Way to Vehicle" traveling east/west.
12. **W Pioneer Avenue / 6th Street SW:** One entering-at-angle collision was reported over the 5.4-year study period, resulting in an average of 0.2 incidents per year.
13. **W Pioneer Avenue / 5th Street SW:** A total of 30 collisions were reported over the study period, resulting in an average of 5.5 incidents per year. The highest annual number (9) occurred in 2024; two have been reported for the partial year 2025. Nearly half of all collisions were identified as entering-at-angle, six were listed as rear-end, and five were left-turn. There were also two pedestrian-involved collisions and one bicycle-involved collision. One of the pedestrian-involved collisions occurred when a left-turning vehicle struck a pedestrian, and the vehicle-driver contributing circumstances were listed as: "Disregard Traffic Sign and Signals," "Follow Too Closely," and "Exceeding Reasonable Safe Speed." The second pedestrian-involved collision occurred when a left-turning vehicle struck a pedestrian, and the pedestrian-contributing circumstance was listed as "Disregard Traffic Sign and Signals." The bicycle-involved collision occurred when a straight-going motorcycle struck a bicyclist, and the bicyclist contributing circumstance was listed as "Did Not Grant RW to Vehicle." One "other" collision involved a left-

turning vehicle striking a tree or stump. The City of Puyallup began construction July 28, 2025 on an intersection retrofit at this location to install accessible pedestrian curb ramps and signals.[4]

4.2. Study-Area Road-Segment Collisions

Table 4 presents a summary of collision types that occurred along study-area roadway segments and that were not listed as occurring at and/or related to an intersection. The roadway segment identification numbers were provided in Table 1.

Table 4. Collision History Crash Types by Roadway Segment

	Total Collisions by Roadway Segment									
Collision Type	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
Rear-End	0	0	0	1	0	0	0	1	0	1
Side-Swipe/Lane Change	0	0	0	0	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0	0	0	0	0
Entering at Angle	0	0	0	0	0	0	0	0	0	0
Pedestrian/Bicyclist Involved	0	0	0	0	0	0	0	0	0	0
Other	2	2	1	9	0	2	2	1	0	0
Total	2	2	1	10	0	2	2	2	0	1

Source: Washington State Department of Transportation, for the period from January 1, 2020 to May 17, 2025, August 2025.

The following describes primary collision types for each roadway segment studied (listed by segment identification number):

1. **3rd Avenue NW between 6th and 9th Streets NW:** Two collisions were reported over the 5.4-year study period, resulting in an average of 0.4 incidents per year. Both instances involved a vehicle striking another unoccupied, legally-parked vehicle.
2. **2nd Avenue NW between 7th and 9th Streets NW:** Two collisions were reported over the study period, resulting in an average of 0.4 incidents per year. The collision types were both identified as other. One collision occurred when a vehicle struck an unoccupied, legally-parked vehicle. One collision occurred when a vehicle struck an occupied, legally-parked vehicle.
3. **W Main between 7th and 9th Streets NW/SW:** One collision was reported over the 5.4-year study period, resulting in an average of 0.2 incidents per year. The collision, which occurred in 2024, involved a vehicle leaving a parked position and striking a straight-going vehicle traveling in the same direction.
4. **W Pioneer between 5th and 9th Streets SW:** Ten collisions were reported over the study period, resulting in an average of 1.8 incidents per year. Nine (9) of the collisions are categorized as "other" with seven involving vehicles (including one motorcycle) striking unoccupied, legally-parked vehicles and two striking fixed objects off the roadway. Of the ten collisions, two occurred on the block between 5th and 6th Streets SW, three occurred on the block between 6th and 7th Streets SW, three occurred on the block between 7th and 8th Streets SW, and two occurred on the block between 8th and 9th Streets SW. Five of the ten collisions occurred on days when school was not in session (three on Saturdays, one Sunday, and one in August). Of the collisions that occurred on weekdays during the school year, two occurred after 11 P.M., one occurred at 6:51 P.M. on a Friday evening, and one occurred on a Tuesday morning at 6:01 A.M. (that report

[4] City of Puyallup, CIP Project Number: 20-011, Sound Transit Puyallup Station Access Improvements.

indicated that the driver was asleep or fatigued). Only one collision, at 3:00 P.M. in February 2022, occurred at a time when some school traffic may have been generated in the vicinity.

5. **9th Street SW between 2nd Avenue NW and W Pioneer:** No collisions were reported for this road segment during the study period.
6. **8th Street SW between 3rd Avenue NW and W Pioneer:** Two collisions were reported over the 5.4-year study period, resulting in an average of 0.4 incidents per year. Both occurred in 2022 and involved vehicles striking unoccupied parked vehicles (one legally parked and one illegally parked) on the block between W Main and W Pioneer.
7. **7th Street SW between W Main and W Pioneer:** Two collisions were reported over the study period, resulting in an average of 0.4 incidents per year. One occurred in March 2022 when a vehicle struck an unoccupied, illegally-parked vehicle. The other occurred in March 2025 when a school bus leaving a parked position struck a vehicle traveling in the same direction but that was stopped for traffic.
8. **7th Street NW between W Stewart Avenue and W Main:** Two collisions were reported over the 5.4-year study period, resulting in an average of 0.4 incidents per year. Both occurred in 2024: one was a rear-end collision and the other indicated insufficient information to determine a specific type.
9. **6th Street SW between W Main and W Pioneer:** No collisions were reported for this road segment during the study period.
10. **5th Street SW between W Main and W Pioneer:** One rear-end collision was reported over the 5.4-year study period (an average of 0.2 incidents per year). The collision occurred in 2025.

Figure 1 presents an illustration of the intersection and roadway segment collision data by location.

5. Collision Severity Contributing Factor Analysis & Trends

Table 5 presents a collision severity summary, in terms of injuries, for each study-area intersection. No fatalities were recorded over the study period.

Table 5. Collision History Severity by Intersection

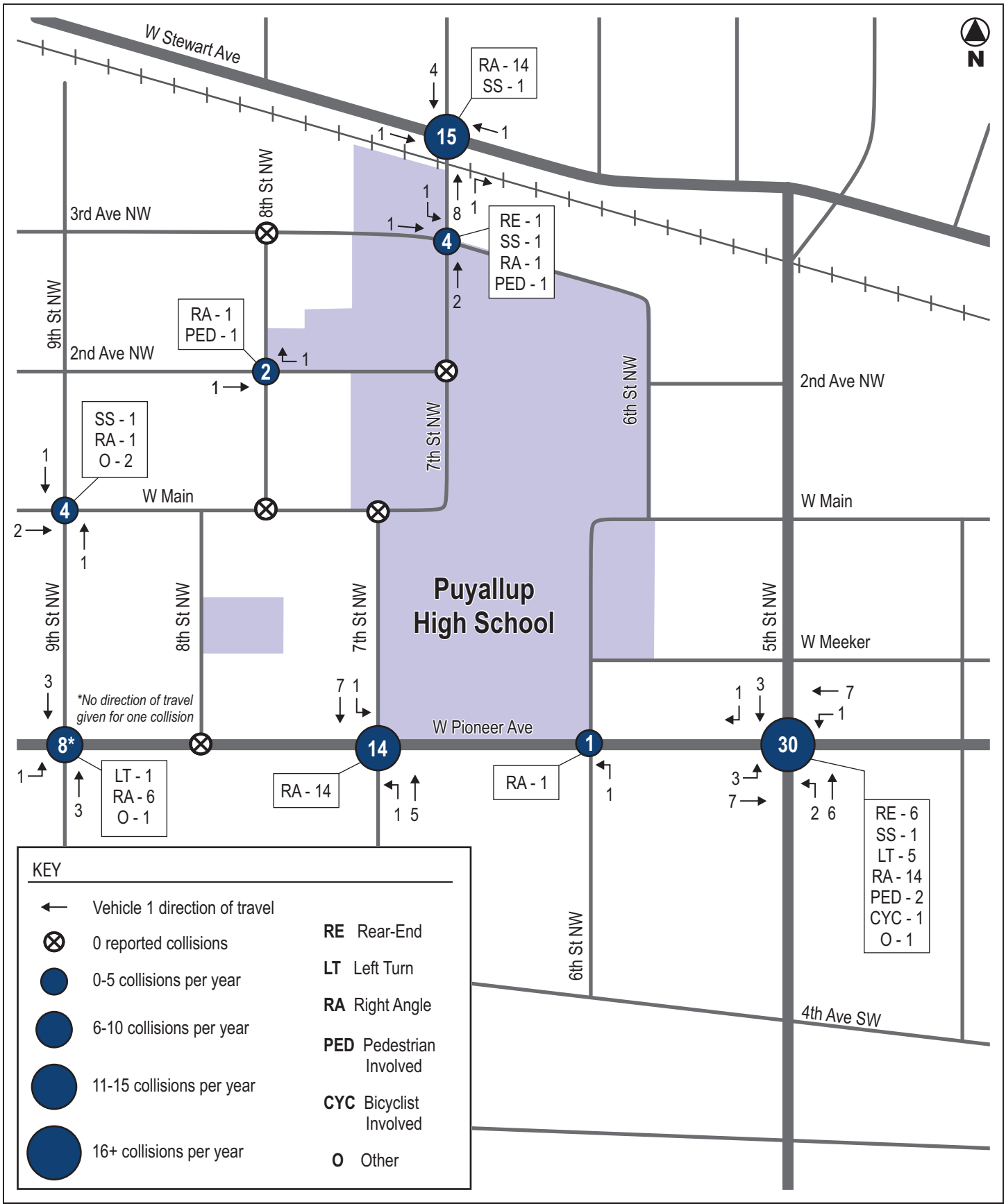
	Injuries by Intersection												
Collision Type	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13
No Apparent Injury [a]	11	n/a [b]	3	2	n/a	3	n/a	n/a	7	n/a	9	1	18
Fatality	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	4	0	0	0	0	1	0	0	1	0	7	0	11
Suspected Minor Injury	2	0	2	0	0	0	0	0	0	0	0	0	7 [c]
Suspected Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	0	5	2	0	4	0	0	8	0	16	1	36

Source: Washington State Department of Transportation, for the period from January 1, 2020 to May 17, 2025, August 2025.

a. The number listed for "No Apparent Injury" represents a total number of collisions where no injuries were reported. All other numbers represent total number of injuries of that type that were reported to have occurred at the intersection during the study period. For example, at Intersection #1, 11 of the 15 reported collisions had no apparent injuries. The remaining four collisions resulted in six categorized injuries – four possible injuries and two suspected minor injuries.

b. n/a indicates that no collisions were reported for that intersection during the study period.

c. Of the seven suspected minor injuries, two were associated with one pedestrian-involved collision; one was associated with another pedestrian-involved collision; and one was associated with a bicyclist-involved collision.



PUYALLUP HIGH SCHOOL
VICINITY SAFETY ASSESSMENT

Figure 1
Intersection Collision History Location Map
Vehicle 1 Movement Volumes

heffron transportation inc

In review of overall trends, 70% of collisions that took place at intersections were primarily noted as property-damage-only (55/78). WSDOT records list up to three driver contributing circumstances. Where a primary contributing circumstance was listed, the majority were either "Did Not Grant RW to Vehicle" (34/71) or "Disregard Traffic Sign and Signals" (13/71). Other contributing circumstances included driver behaviors (such as operating recklessly or aggressively and under influence of alcohol) or distractions and improper maneuvers.

Table 6 presents a collision severity summary, in terms of injuries, for each study-area road segment. About 77% of all collisions that took place along study-area road segments were primarily noted as property-damage-only (17/22) and there were no clear patterns in contributing driver circumstances. No fatalities were recorded over the study period.

Table 6. Collision History Severity by Road Segment

	Injuries by Road Segment									
Collision Type	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10
No Apparent Injury [a]	2	2	1	5	n/a [b]	2	2	2	n/a	1
Fatality	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	3	0	0	0	0	0	0
Suspected Minor Injury	0	0	0	0	0	0	0	0	0	0
Suspected Serious Injury	0	0	0	1	0	0	0	0	0	0
Unknown	0	0	0	1	0	0	0	0	0	0
Total	2	2	1	10	0	2	2	2	0	1

Source: Washington State Department of Transportation, for the period from January 1, 2020 to May 17, 2025, August 2025.

a. The number listed for "No Apparent Injury" represents a total number of collisions where no injuries were reported. All other numbers represent total number of injuries of that type that were reported to have occurred at the intersection during the study period.

b. n/a indicates that no collisions were reported for that road segment during the study period.

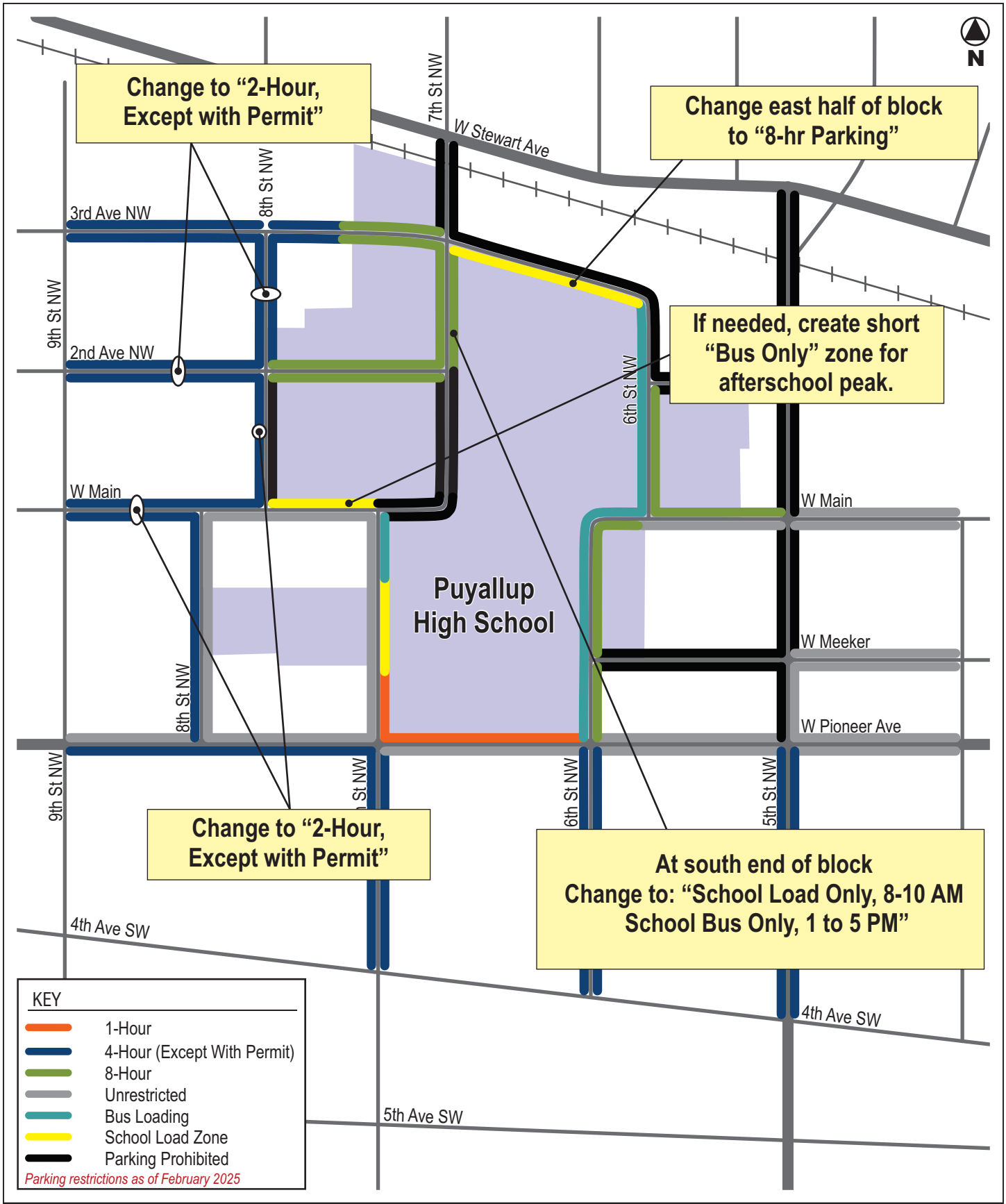
6. Conclusions

The collision data and analysis do not indicate that traffic safety within the study area has been adversely affected by the roadway closure. The data available for 2025 after the closure was implemented show declines in the overall monthly collision rate for the study area intersections from about 1.23 collisions per month to 0.8 collisions per month. The segment collision data for 2025 indicate that one of the five collisions reported for 2025 was school-traffic related—on 7th Street SW between W Main and W Pioneer 7th Street that involved a school bus and a vehicle stopped in traffic. Per PSD Transportation department's bus-driver trainer, the collision involved a bus transporting middle school students to a band event. It was driver error and was not related to the roadway or loading-zone design.

TSM/MCH

ATTACHMENT E

MAP OF RECOMMENDED ON-STREET PARKING RESTRICTION CHANGES



PUYALLUP HIGH SCHOOL
PILOT CLOSURE OF 7TH STREET NW

ATTACHMENT E
Recommended Changes to On-Street Parking Restrictions

heffron transportation inc