

Seattle Department of Transportation

SAFE ROUTES TO SCHOOL 2016-2017 ANNUAL REPORT



September 2016 to August 2017



Seattle
Department of
Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE

INTRODUCTION

Safe Routes to School (SRTS) is a national movement to make it easier and safer for students to walk and bike to school. The Seattle Department of Transportation (SDOT) use a combination of strategies to improve safety and get more students walking and bicycling to school. The 6 strategies below are based on the national SRTS movement and have been adapted to best fit Seattle's needs. The 6 E's are best used in concert.

Education	Ensure that everyone learns how to travel safely
Engineering	Design streets for safety and predictability
Enforcement	Apply traffic safety laws and target risky behaviors
Encouragement	Promote walking and biking in the school community
Evaluation	Track progress toward our shared goals
Empowerment	Provide resources to school champions

In 2015, we launched our first ever [Safe Routes to School 5 Year Action Plan for Seattle](#). This is our second annual report tracking our progress. We've broken down the report into each of the 6 E's with relevant case studies for each section.

EDUCATION

Walking and Biking Safety Education

In partnership with Seattle Public Schools and Cascade Bicycle Club, we rolled out the Let's Go program in 3rd, 4th, and 5th grade classes across the city during the 2016-17 school year. Through the Let's Go program, P.E. teachers at K-5 and K-8 schools are trained to deliver a 3-week pedestrian and bicycle safety program that focuses on skills required to safely walk and roll through the built environment, avoiding the most common types of collisions. The on-bike curriculum allows students to learn and practice new skills in a safe environment under adult supervision. Students also learn the importance of wearing a helmet and have one fitted correctly.

Over the 2016-17 school year, a total of 58 schools were served, up from 35 schools before the program was launched. Over 10,000 students in Seattle received this safety training, an increase of 80% over the previous year. Furthermore, nearly 500 students learned how to ride a bike for the first time.

During the 2016-17 school year, Cascade Bicycle Club and Outdoors for All piloted a 9-week adaptive program to offer an inclusive adaptive model implemented in three schools. The pilot provided an opportunity for children with varying ability levels to participate in the Let's Go program. Outdoors for All provided adaptive cycles, instruction, and staff support in tandem with Cascade Bicycle Club for consistency of program curriculum and effective implementation.



Kids biking at the Let's Go program Kickoff Event

We believe that children of all ability levels should be provided equal opportunity to participate in the Let's Go program within Seattle Public Schools. For that reason, we have committed to funding the adaptive program through the remainder of the Let's Go program.

ENCOURAGEMENT

Safe Routes to School Kickoff Events

In 2016, we hosted our inaugural Safe Routes to school Kickoff Event at Cedar Park. In 2017, we hosted three events in three different areas of the city to broaden our reach. We chose Brighton Park next to Aki Kurose Middle School, Greenwood Park near the new Robert Eagle Staff Middle School, and Miller Park near the new Meany Middle School for their geographic diversity and proximity to schools we have been working with through State grants.

The Kickoff Events were held toward the end of August 2017, when families were starting to get in back-to-school mode. We reached about 300 kids and parents through bicycle skills courses, helmet giveaways, bicycle repair, and craft tables. We distributed safety information, local project information, and an assortment of Safe Routes to School goodies.

During the Kickoff events we talked to families about how they choose to get to school. We promoted walking and biking to school and provided educational resources to make that easier.



Bicycle skills course, SRTS



Helmet fitting, SRTS Kickoff



Bicycle skills course, SRTS Kickoff



Craft table activities

Back to School Packets

In August, we also provided resources for the Back to School packets at several schools to help get parents and kids thinking about walking to school. The schools included Bailey Gatzert Elementary School, Dunlap Elementary School, Rainie View Elementary School, Roxhill Elementary School, Sanilso Elementary School, South Shore K-8, and West Seattle Elementary School.

Banana Brakes

During the 2016-17 school year, we held nine Banana Brake events at schools where we celebrate kids who walk and bike to school with healthy snacks and small prizes like wrist bands and stickers. We also chat with their parents about how to find the best route to school and any upcoming projects in the neighborhood.

- Northgate Elementary School
- Sand Point Elementary School
- Beacon Hill International Elementary School
- Bagley Elementary School
- Green Lake Elementary School
- Wing Luke Elementary School
- Concord Elementary School
- John Rogers Elementary School
- MLK Jr Elementary School

Bike Parking at Schools

We finalized the [School Bike Parking Inventory Report](#). We compared the information we gathered through the bike parking inventory to equity data for each school to ensure that all schools have at least as much bike parking as is required by the Seattle Municipal Code. In partnership with Seattle Public Schools, we are using the results of this inventory over the next several years to expand the bike rack program and proactively install racks at schools that currently have less bike parking capacity rather than installing new racks based on school requests.

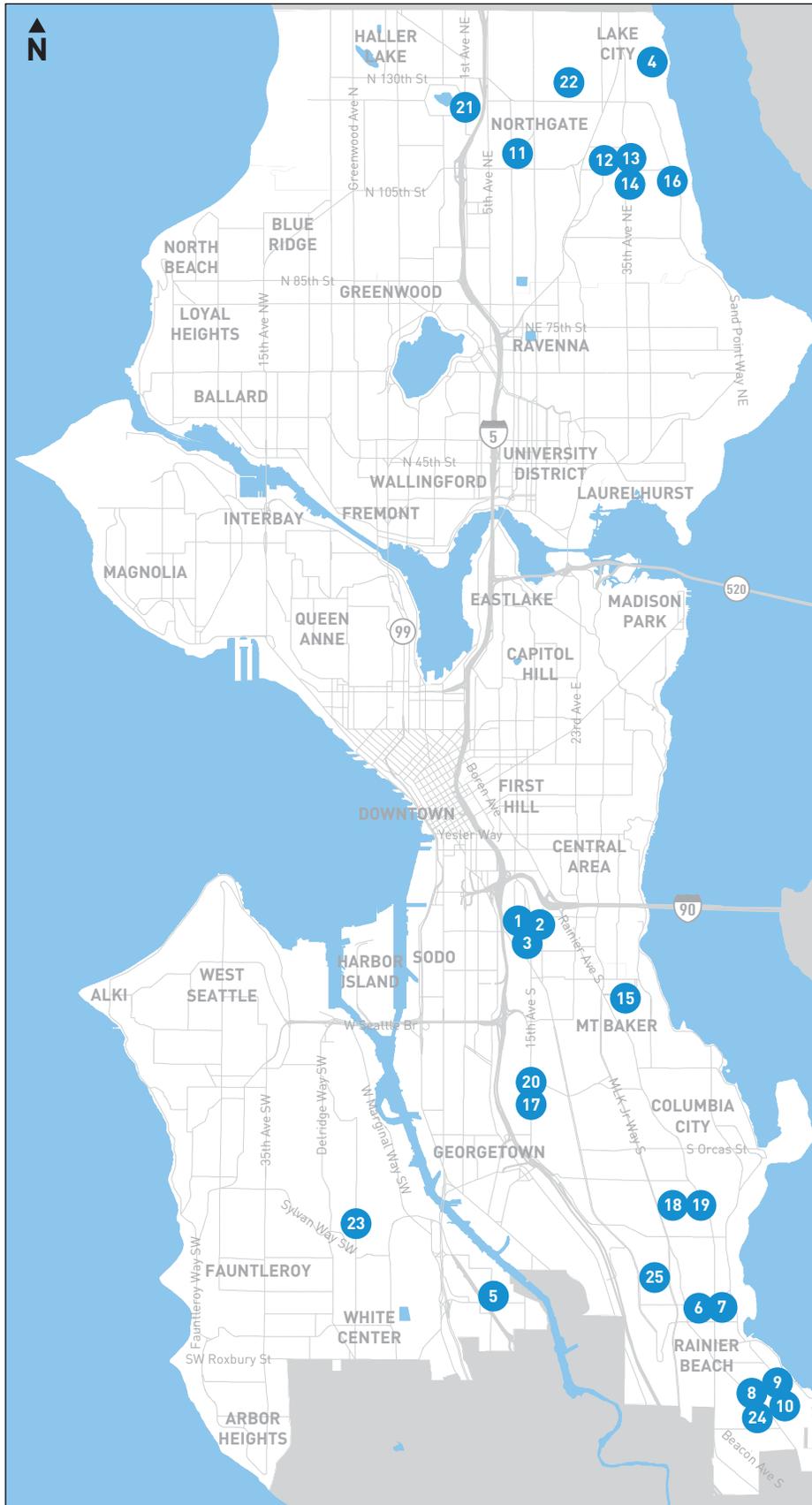
ENGINEERING

Engineering Improvements around Schools

Between September 2016 and August 2017, we've completed 25 engineering projects at priority schools. Numbers reference the map of the all the school engineering projects.

- 1 **Beacon Hill International Elementary School**
- 2 Crosswalk beacon for the school crosswalks on 15th Ave S at S Hill St and S Plum St,
- 3 zigzag markings for the crosswalk at 14th Ave S and S College St
- 4 **Cedar Park Elementary School**
Neighborhood Greenway on 36th Ave NE
- 5 **Concord Elementary School**
Staircase painting along 12th Ave S near S Donovan St
- 6 **Dunlap Elementary School**
- 7 20mph school zone flashing beacons on S Cloverdale St and Renton Ave S, and low cost walkway improvement on 46th Ave S
- 8 **Emerson Elementary School**
- 9 Painted curb bulbs at Waters Ave S and S Roxbury St, speed humps on streets around the school, and curb ramps at Waters Ave S and 62nd Ave S
- 10
- 11 **Hazel Wolf K-8**
Speed humps on streets around the school
- 12 **Jane Addams Middle School & Nathan Hale High School**
- 13 Speed humps on streets around the school and 20mph school zone flashing beacons on NE 115th St, crosswalk beacon on 35th Ave NE at midblock crosswalk to community center
- 14
- 15 **John Muir Elementary School**
Sidewalk maintenance and speed humps on streets around the school
- 16 **John Rogers Elementary School**
Speed humps on streets around the school
- 17 **Maple Elementary School & St George School**
Crosswalk beacon at 15th Ave S and S Dawson St
- 18 **Martin Luther King Jr Elementary School**
- 19 Curb ramps at 44th Ave S and S Willow St and speed humps on streets around the school
- 20 **Mercer Middle School**
One additional 20mph school zone flashing beacon on 15th Ave S south of S Columbian Way
- 21 **Northgate Elementary School**
Painted curb bulbs and new marked crosswalks at 1st Ave NE and NE 125th St
- 22 **Olympic Hills Elementary School**
Neighborhood Greenway connection, including speed humps, low cost walkway on 19th Ave NE from NE Brockman Pl to NE 130th St
- 23 **Sanislo Elementary School**
Speed cushions on 16th Ave SW near the school crosswalk at SW Myrtle St
- 24 **St. Paul School**
Speed humps on streets around the school
- 25 **Wing Luke Elementary School**
Sidewalk repair and speed humps on streets around the school and a new school crosswalk at 39th Ave S and S Kenyon St

SAFE ROUTES TO SCHOOL ENGINEERING PROJECTS





Emerson ES Before



Emerson ES During



Beacon Hill International ES Crossing Beacon



Maple ES & St George School Crossing Beacon



Sanislo Speed Cushions

SPOTLIGHT:

Cedar Park Elementary

After being closed for 34 years, Cedar Park reopened as a neighborhood school in 2017. In anticipation of this, SDOT engaged the community with a series of surveys, meetings and events in 2016 and 2017 to identify barriers for kids and families to walk and bike to school. As a result of that process, SDOT developed an action plan that included a new neighborhood greenway, new crosswalks, a new traffic signal, curb bulbs, and sidewalks with a variety of short, mid and long-term implementation timelines.

The first project we implemented is a Neighborhood Greenway route on 36th Ave NE, between NE 135th St and NE 145th St.

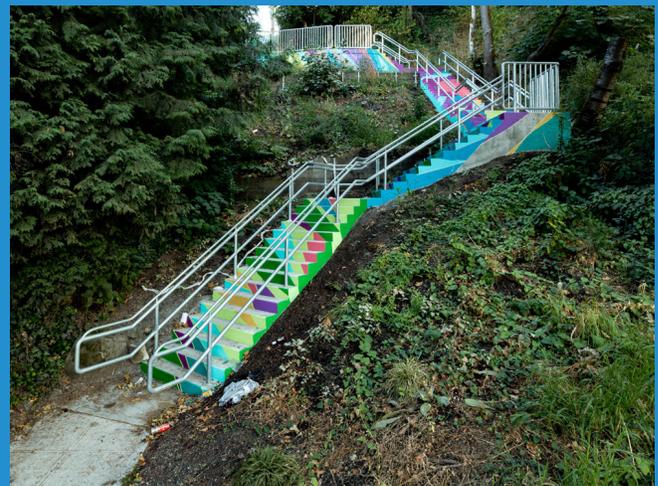


Speed humps along 36th Ave NE for Cedar Park Elementary

Concord Elementary School

In the South Park neighborhood, Highway 99 crosses through the walk zone for Concord Elementary School. Kids walking to school from the northeast can use the pedestrian bridge at S Henderson St to get across the highway safely. There are a few routes to get to that pedestrian bridge, including 12th Ave S.

The staircase along 12th Ave S, south of S Donovan St, had been in poor condition and needed to be replaced. After SDOT replaced the staircase in 2016, we worked with a local artist, Angelina Villalobos to paint the staircase in bold, lively colors to make it a more welcoming, kid friendly space.



*Staircase painted by artist Angelina Villalobos
Photo credit: Dennis Valente @dennisvalente*

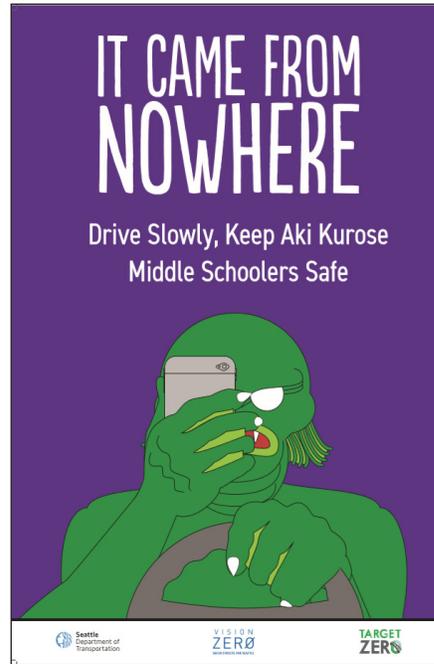
ENFORCEMENT

School Safety Camera Program

We collected speed data for the second year in a row in 62 school zones on arterial streets nearby public and private schools. Based on the speeds we found in each school zone, we made recommendations for additional safety improvements like 20 MPH flashing beacons, traffic calming, and potentially new safety cameras.

School Safety Emphasis Patrols

We conducted High Visibility Enforcement campaigns at Aki Kurose Middle School, Meany Middle School, and Robert Eagle Staff Middle School. We received funding from the Washington Transportation Safety Commission (WTSC) to promote safe driving behavior around these three middle schools. Two of the schools, Robert Eagle Staff Middle School and Meany Middle School, are opening in the 2017-2018 school year. The third, Aki Kurose Middle School, has consistent high speeds around the school. We conducted a highly visible media campaign reminding drivers there is a school in the area, to slow down around schools, and to yield to pedestrians. To reach commuters as well as neighbors, we used billboards on major streets near the schools, put up posters in nearby businesses, mailed postcards to neighbors notifying them of the school zone locations and times to expect to see kids, and got these messages out through paid advertisements on social media. In conjunction with our efforts, the Seattle Police Department conducted targeted enforcement around all three schools focused on speeding, distracted driving, and failure to stop for pedestrians.



Campaign poster for Aki Kurose MS,



Campaign poster for Robert Eagle Staff MS

GET IN THE SLOW LANE

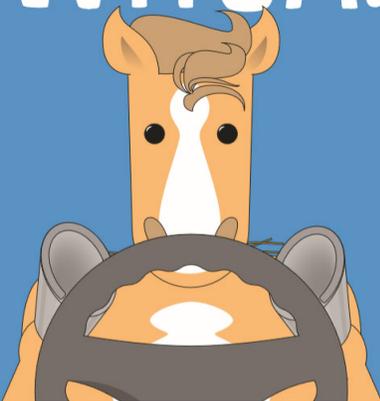


Slow Down: Meany Middle School Opening Nearby



Campaign billboard for Meany MS

WHOA! SLOW DOWN!



Eagle Staff Middle Schoolers are Right Over There!



Campaign billboard for Robert Eagle Staff MS

Re-Enforcement Patrols

In June 2017, we held a Re-enforcement Patrol at John Rogers Elementary to acknowledge students and parents who exhibit safe walking, biking, and driving behavior, and “re-enforce” their good behavior with small rewards.

Before the first morning bell, students and parents who showed excellent drop-off behavior – like looking both ways before crossing or driving slowly in the school zone – were rewarded with Safe Routes to School lights and reflectors or \$5 coffee shop gift cards. Officers from the Seattle Police Department joined us as part of the event.



John Rogers ES re-enforcement patrol

EMPOWERMENT

Mini Grant Program

Our Mini Grant program provides up to \$1,000 to schools and community groups to encourage safe walking and biking to school. Each year

we give out 25-30 grants to groups for activities like walking school buses and bike trains, Walk and Bike to School campaigns, school patrol, crosswalk flags, and bike rodeos, to name a few.

SPOTLIGHT:

Genesee Hill Elementary School

During the 2016-17 school year Genesee Hill Elementary School used a Mini Grant to kick off a Walking School Bus program. After extensive outreach online and in person, they were able to connect and organize eight routes serving 35 families and 54 students. All the interested families were mapped out and organized into routes. Each route was evaluated for safety and to determine the quickest way to walk to school.

The Genesee Hill Walking School Bus program reduces traffic around the school, saves parents time, and reduces greenhouse gas emissions and other air pollutants.

Grant funds were used to buy golf umbrellas to keep kids dry during rainy months and safety vests and



Genesee Hill ES Walking School Bus

pedestrian blinky lights with the school logo to keep kids visible during early morning walks.

“The families on our route have gone from disconnected neighbors to friends who truly watch out for each other’s children. And my son hasn’t been late to school once this year!”

—Blue Route Captain

The Future

We will continue to build upon the work we have done since the adoption of the Safe Routes to School Action Plan.

Specifically, during the 2017-18 school year we will conduct a thorough racial equity analysis on our program, including assessing the distribution of funding and services to schools, extensive outreach through a citywide survey and focused outreach to a small set of schools selected based on demographics, partnership-building by identifying organizations well situated to work with communities of color and immigrants and refugee groups, and new strategies for how we can best serve our diverse city.

We will continue driver education campaigns around middle schools and expand the campaign to a new set of schools. We will also continue to work with Seattle Public Schools on developing a middle school pedestrian and bicycle safety program, and we will work with high schools on a Safe Routes to School video contest where students craft safety messages that will speak to their peers.

We will evaluate new data-driven locations for targeted enforcement and speed cameras. Every year we will re-run the prioritization process for engineering improvements around schools.

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