SAFE ROUTES TO SCHOOL ACTION PLAN PRIORITIZATION PROCESS

As part of the Safe Routes to School Action Plan, SDOT is prioritizing schools for safety improvements. Prioritization is based on Pedestrian Master Plan data, collision data, and equity data.

The Pedestrian Master Plan strives to make Seattle the most walkable city in the nation. The plan has 4 key goals around safety, equity, vibrancy, and health. It focuses on two types of data:

1. **Along the Roadway** data documents conditions experienced when walking along a roadway in Seattle, such as sidewalk condition, buffer from moving traffic, and roadway slope.
2. **Crossing the Roadway** data documents conditions experienced when attempting to cross a roadway, such as presence of signals, crosswalks, or curb ramps.

Learn more about the Pedestrian Master Plan at www.seattle.gov/transportation/pedestrian_masterplan/.

We gave each data set a priority score (higher scores were higher priorities for improvements).

We also factored the density of bicycle and pedestrian collisions in a school zone (approximately 600 feet from the school) in to the prioritization process, and used this data to create a collision score for each school. Schools along or near roadways that experience a high number of bike/ped collisions were given a higher score.

Percentage of non-white or Hispanic students attending a school was included as an equity factor, with higher percentages receiving a higher priority score. Race and ethnicity data is available consistently for all public and private schools.

The "Along the Roadway," "Crossing the Roadway," bike/ped collision, and racial factors were scaled on a scale of 1-10, and added together to create two prioritization scores. One score includes the "Along the Roadway" score and shows where network improvements, such as sidewalks, should be prioritized. The other score includes the "Crossing the Roadway" score and shows where crossing improvements such as curb ramps or crosswalks should be prioritized.

Along the roadway prioritization criteria

Category	Measure	Points
System completeness	Current network completeness based on average Pedestrian Master Plan Along the Roadway score for school area, which also factors in safety and equity data	50
Equity	Percentage of students at the school within communities of color	40
Safety	Bicycle and pedestrian collisions from past three years within school area	10

Crossing the roadway prioritization criteria

Category	Measure	Points
System completeness	Current network completeness based on average Pedestrian Master Plan Crossing the Roadway score for school area, which also factors in safety and equity data	50
Equity	Percentage of students at the school within communities of color	40
Safety	Bicycle and pedestrian collisions from past three years within school area	10

SDOT
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