

Seattle Department of Transportation

SAFE ROUTES TO SCHOOL 5 YEAR ACTION PLAN 2021-2025



Seattle
Department of
Transportation

VISION
ZERO
SAFER STREETS FOR SEATTLE

The Levy to
MOVE SEATTLE
A row of five circular icons representing different modes of transportation: a train, a bus, a car, a bicycle, and a pedestrian.



LETTER FROM SDOT DIRECTOR SAM ZIMBABWE

Walking and biking to school is one of the joys of childhood that we want kids in Seattle to experience. Not only that, walking and biking bolsters physical and mental health, improves air quality and reduces the impact of school travel on our climate, and strengthens our communities and sense of place.

That's why our Safe Routes to School program focuses on making it easier and safer for kids to walk and bike to school.

Unfortunately, not all kids in Seattle have the same experience while walking and biking in their neighborhoods, which is why this updated Action Plan takes our Safe Routes to School program to the next level by implementing what we learned through a two-year racial equity analysis.

Our updated Action Plan doubles down on and further develops successful key strategies, like providing walking and biking safety education to every 3rd, 4th, and 5th grade public school student and expanding to include middle school so that every child will receive six consecutive years of safety education, giving them a foundation to last a lifetime.

We know that kids who walk, bike, and bus become adults who walk, bike, and bus. By teaching schoolchildren the joys and health benefits of safe walking and biking, we are teaching our youngsters to make active transportation a lifelong passion that reduces our city's carbon footprint, cleans our air, and boosts mass transit use.

We're working to find opportunities to provide resources to communities of color to remove barriers to walking and biking to school, like helmets, bike locks and lights, and rainy weather gear for our Seattle winters. We will support communities of color to map community assets and routes to school, and to install wayfinding signs making it easier for families to walk along those identified routes to school.

We're continuing to make safety improvements near schools, like new sidewalks, crossing improvements, speed humps and other traffic calming techniques, and we'll reach every public school through the Levy to Move Seattle. Not only that, but we're also innovating and implementing new strategies to make it easier and safer to walk, bike, and roll to school. We're at the cutting edge of the open streets movement by launching one of the only School Streets programs in the country. We're building Neighborhood Greenways to schools and implementing Stay Healthy Streets to schools so that families can feel comfortable with their young children biking to school.

We will implement this plan with the urgency called for to reach our climate change, racial equity, and Vision Zero goals. We can't reach these goals without the support of you, the residents of Seattle. It takes everyone to make streets safe for kids, whether that means driving the school zone speed limit or walking your child to school.

INTRODUCTION

Safe Routes to School (SRTS) is a national movement to make it easier and safer for students to walk and bike to school. In the fall of 2015, the Seattle Department of Transportation (SDOT) launched the first SRTS 5-year action plan, called Safe Streets, Healthy Schools and Communities, which built on past accomplishments in Safe Routes to School, supported current efforts, and laid out key future actions to enhance safety in our school communities.

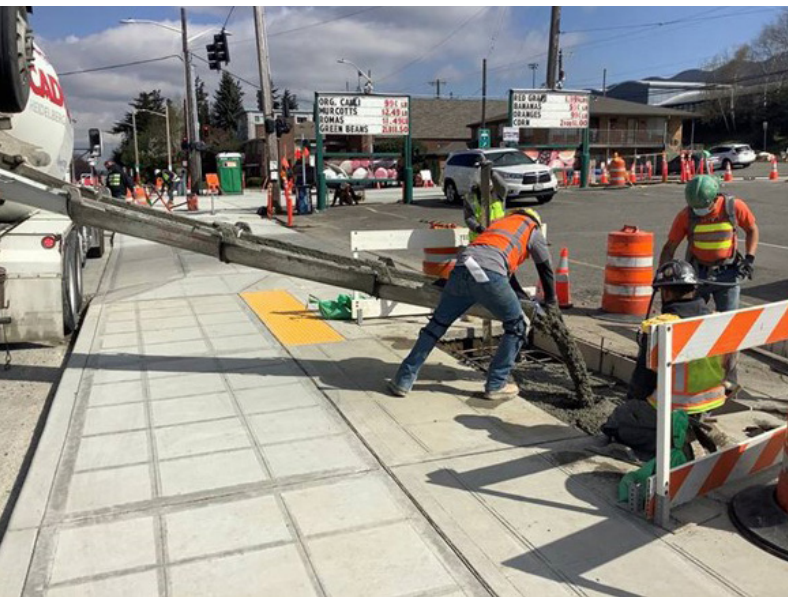
Program highlights (2015-2020):

- Launched the Let's Go program that delivers bicycle and pedestrian safety education to all 3rd, 4th, and 5th grade students at Seattle Public Schools
- Expanded the program to include an adaptive component for elementary school students with disabilities
- Began development of the middle school education program to provide six consecutive years of walking and biking safety education
- Started our free incentives program and gave out incentives 35 times

- Awarded 115 Mini Grants to schools, PTAs, and community groups for activities that support safe walking and biking to school
- Held Banana Brake events at 21 schools to celebrate kids who walk and bike to school
- Engaged high school students in a video contest on safety messaging
- Hosted four Safe Routes to School Kickoff Events in neighborhoods across the city
- Made 130 engineering improvements at priority schools*
- Conducted Driver Safety Education Campaigns at Aki Kurose Middle School, Meany Middle School, Robert Eagle Staff Middle School, Jane Addams Middle School, Mercer Middle School, Washington Middle School, and Wing Luke Elementary
- Worked collaboratively across departments to update the bike parking code requirements so that many more kids will have a secure place to park their bikes at school
- Conducted a racial equity analysis over two years with extensive community outreach

To learn about these achievements and more, find our annual reports on our [Action Plan webpage](#).

*See list of engineering projects in Appendix A.



15th Ave S and S Columbian Way crossing improvement for Mercer Middle School



Traffic calming on 15th Ave NE for Sacajawea Elementary School



Sidewalk on 37th Ave S for Wing Luke Elementary School

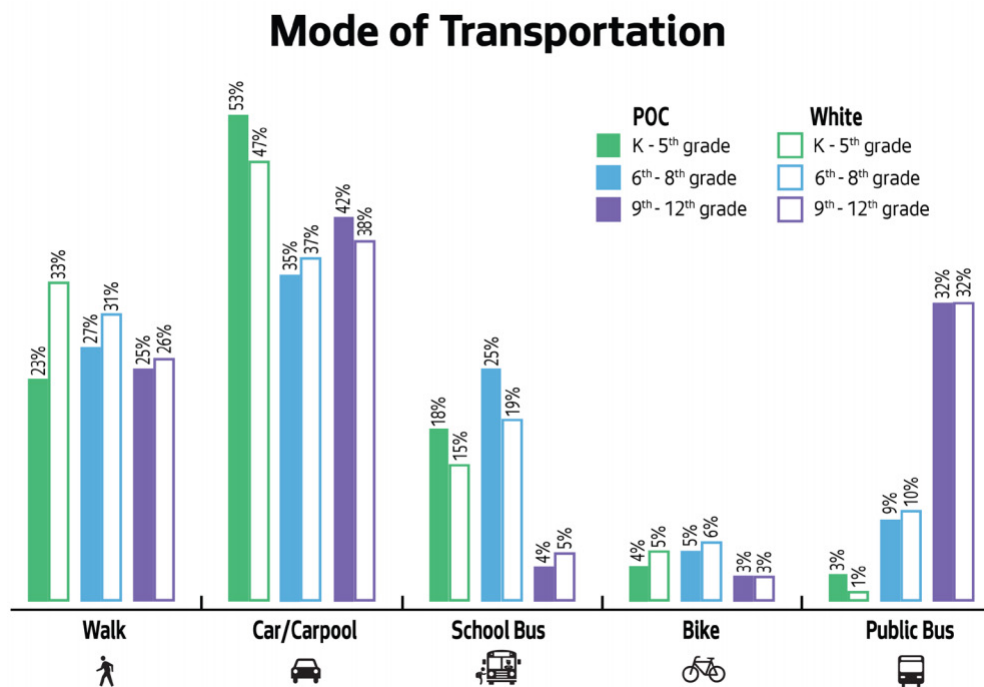


Traffic calming on 16th Ave SW for Sanislo Elementary School

RACE MATTERS

The City of Seattle Race and Social Justice Initiative is the City’s commitment to eliminate racial disparities and achieve racial equity in Seattle. The Safe Routes to School program engaged in a two-years long [Racial Equity Analysis](#) of our program from 2017 to 2019 to better understand how we can increase and improve options for safe walking and biking to school, particularly for Seattle’s students of color. In addition to gaining a better understanding of the barriers to walking and biking to school, we worked closely alongside communities of color to create potential solutions addressing the challenges their respective communities identified.

Through a citywide survey, focus groups, coffee chats, and one-on-one interactions with community members at nearly 70 community events in communities of color, we learned about Seattle’s students’ and families’ lived experiences, choices and perceptions, and the decisions they make about getting to and from school every day. We developed our collective Safe Routes to School vision, learned about barriers to getting to school, and captured racial justice-oriented recommendations for making walking and biking widely-used modes of transportation among all of Seattle’s students.



Mode of Transportation broken down by age group and by students who identify as People of Color (solid) versus White (unfilled). Data from the citywide survey conducted in 2018 through the SRTS racial equity analysis indicated how students traveled to and from school each day for the week leading up to taking the survey. Percentages for each day and group were averaged to find the average percent of students using each mode of transport over the course of a week.

National student walk and bike rates have sharply declined while youth obesity has almost quadrupled in the last four decades; this has disproportionately affected communities of color.

- Black and Latino children have higher obesity rates and tend to have the least access to parks, playgrounds, or walkable streets
- Nearly ¼ of Black youth are getting less than the recommended hour of daily physical activity, compared to 13% of White youth
- In Seattle, while overall walk and bike to school rates are increasing, students of color are less likely to walk and bike to school than white students

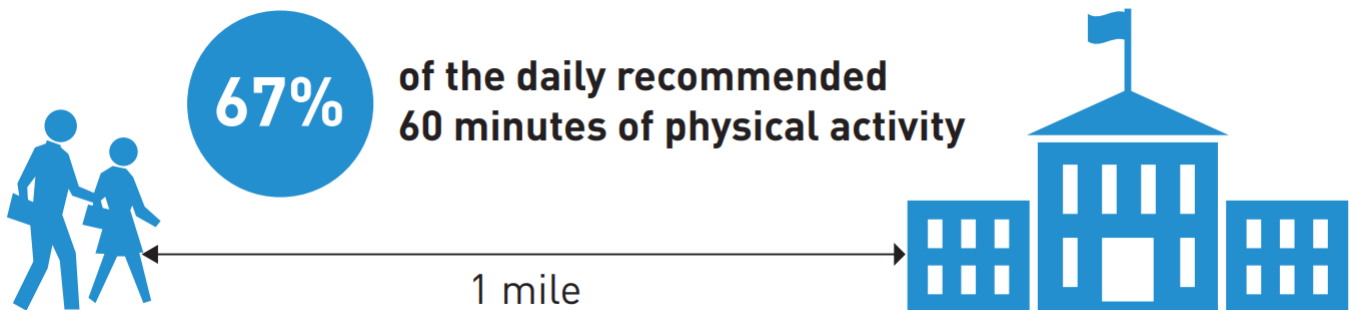
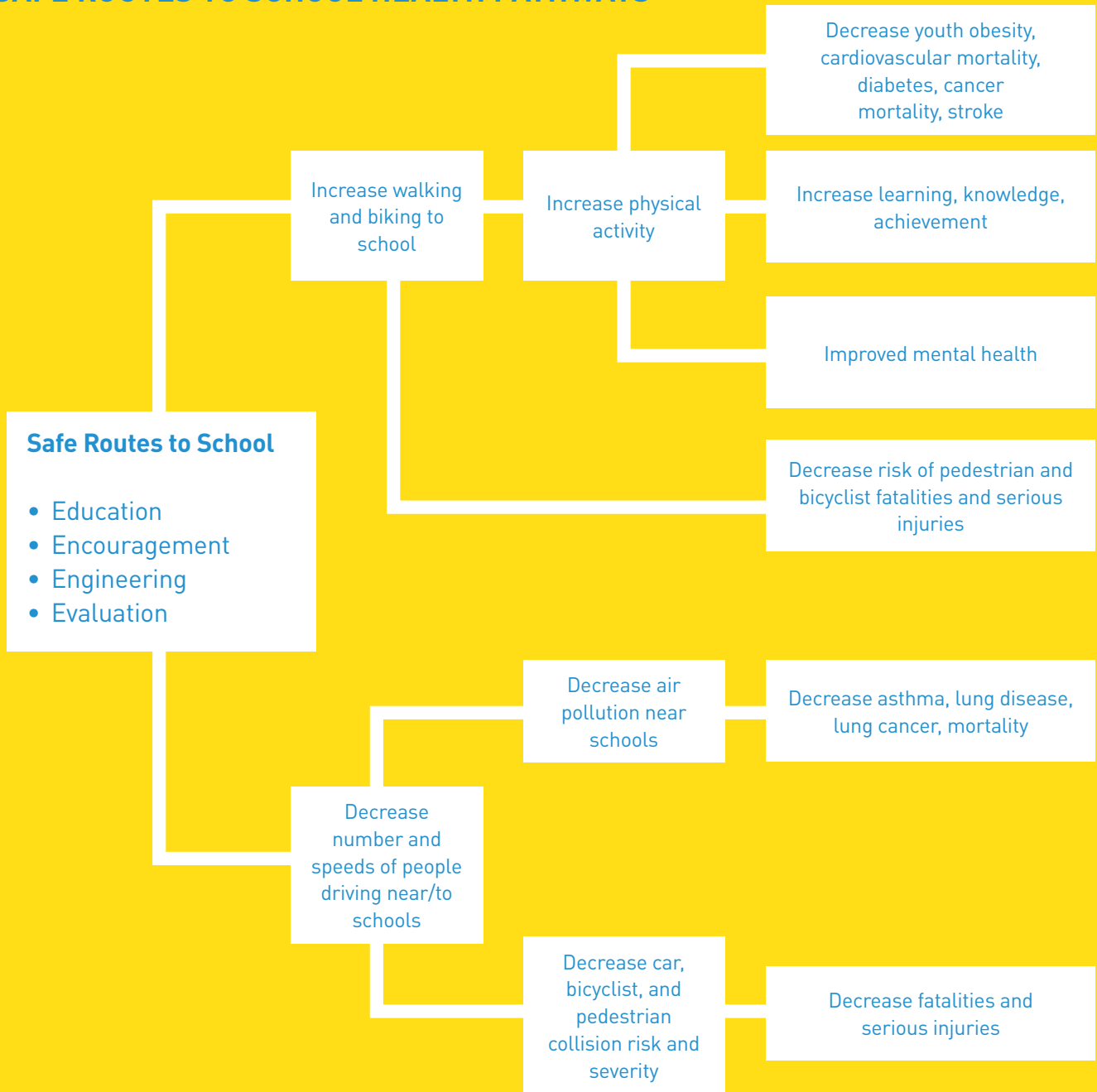
Seattle's Safe Routes to School program is committed to taking a racial justice-driven approach to promote more active commuting among students because all children have the right to health, happiness, and academic success, regardless of race.

Students that walk and bike to school are likely to get the recommended 60 minutes of moderate to vigorous physical activity each day that health professionals recommend. Physical activity not only contributes to improved physical health, it is also directly linked to improved mental health, self-esteem, mood, quality of sleep, and academic performance. Physical movement also significantly reduces stress, anxiety, depression and fatigue, which then reduces the risk for obesity, cancers, diabetes, strokes, and respiratory and cardiovascular diseases later in life.



Racial equity analysis community engagement in New Holly

SAFE ROUTES TO SCHOOL HEALTH PATHWAYS



COVID RESPONSE

As the COVID-19 pandemic sent students home for remote learning in the spring of 2020, we quickly enacted a new COVID-19 Emergency Response Grant. Building upon the existing Mini Grant program, this new grant offered funds to schools, PTAs, and community groups to support safer and more comfortable walking and biking. While students were no longer attending in-person classes, many students still walked and biked daily to lunch pickups at school buildings or around their neighborhoods for exercise and other errands.

The COVID-19 Emergency Response Grant program funded awards of up to \$1,000 to 12 different groups for a variety of supplies and resources for students such as face masks and hand sanitizer, signage for school lunch pickup locations, crossing flags, bike helmets, and gym equipment for P.E. teachers to distribute or loan to students.

In addition, we purchased more than 600 youth and adult sized face masks from two local Women and Minority Business Enterprise (WMBE) vendors to distribute at school lunch pickup sites

and other outreach events over the course of the 2020-2021 school year. We also purchased more than 1,000 small bottles of hand sanitizer from a woman-owned business to distribute to students, families, and school staff.

To support students learning at home, we purchased more than 1,200 books from local, independent bookstores to send home to 3rd and 5th grade students at priority schools, including Wing Luke, Emerson, Rising Star, and Bailey Gatzert Elementaries. The books contain themes about walking and biking and exploring your neighborhood and feature characters of color.

When schools returned to in-person learning in the spring of 2021, we launched a new School Streets program to provide space for social distancing and improve safety, air quality, and traffic circulation around schools. Nine schools participated in this opt-in program that shuts down one or two blocks directly adjacent to the school to through traffic and parents and opens them up to families walking, biking, and rolling. We plan to continue this program in the future.



School Streets at Whittier Elementary School

CLIMATE MATTERS

The climate crisis is upon us. From sweltering heatwaves and wildfires that choke our air, to rising seas and extreme floods washing out roads, every day we are feeling the impacts of climate change. This will only continue, and it will get worse. The question is, how much worse.

Our transportation system, mostly powered by fossil fuels, is responsible for sixty percent of Seattle’s greenhouse gas emissions. We have the means to embrace cleaner, healthier travel options and technology. To achieve emissions reductions goals by 2030 and be carbon neutral by 2050,

we need to accelerate our efforts starting now, not only for ourselves, but children—the future adults—and future generations not yet born.

Youth care. A recent global survey of young people between the ages of 16 and 25 found that 60% feel very or extremely worried about climate change. Similar percentages feel betrayed by government and that governments aren’t protecting them, the planet, or future generations.

The Safe Routes to School program would like to help change that.



Full bike racks at a Seattle school



Families biking on a Stay Healthy Street

In 2021, the City of Seattle released Seattle’s Clean Transportation Electrification Blueprint, setting a 2030 goal that 90% of personal trips are zero emission. That means that in eight years 9 out of 10 personal trips, which includes school travel, must be made by walking, biking, electric transit, an electric vehicle, or avoided altogether. In addition, the City has committed to making a major area of our city emissions-free from transportation, including streets or blocks that restrict cars and promote walking, biking, and electrified transit.

Seattle’s Safe Routes to School program is committed to reaching the City’s climate goals.

The fundamental purpose of the Safe Routes to School program is to make it easier and safer to walk and bike—the two lowest-emission modes of travel—to school. Everything we do is with that goal in mind. This plan takes that effort to the next level.

We are helping expand the Neighborhood Greenway by specifically providing these along routes to school. Furthermore, we will help expand the Stay Healthy Street network, so that families can feel comfortable with their young students biking to school.

To support carbon sequestration and reduce the impacts of increased temperatures, we are focusing our tree planting program along Neighborhood Greenways, routes which have been improved for people walking and biking, in the hottest parts of the city which are also within communities of color.

We will include climate change in our messaging, highlighting the connection between the choices families and students make on how they get to school and our climate crisis. We will pair that message with resources to support schools and PTAs in starting and running walking and biking programs.

GOALS AND VISION



Family at a Safe Routes to School event

The Safe Routes to School program goals are to:

1. Encourage more kids to walk and bike to school
2. Improve safety in areas around schools for kids who walk and bike

Our vision for Seattle's school children is to start their day experiencing the benefits of walking and biking to school, including:

- Having fun
- Feeling safe
- Strengthening connections to their communities
- Arriving to school in time for breakfast and ready to learn
- Improved physical and mental health

To support Seattle's effort to end institutionalized racism and build a more equitable city, we are focused on students in these groups:

- Communities of color
- Low-income communities
- Immigrant and refugee communities
- People with disabilities
- People experiencing homelessness or housing insecurity
- The LGBTQ community
- Girls

THE PLAN

While we had originally intended to launch this new action plan in the fall of 2020, due to the pandemic closing schools and creating budget uncertainties we decided to pause until we could move forward with confidence in our ability to enact this new plan.

This five-year action plan further builds on the groundwork we have laid and enhances our equity foundation by incorporating new information and strategies developed through our racial equity analysis.

Our plan uses 7 E's as a guiding framework:

EQUITY: Foundational to our program, equity is infused into each of the other E's

ENVIRONMENT: In everything we do, reduce the impact of school travel on the environment and climate change

EDUCATION: Ensure that everyone learns how to travel safely

EMPOWERMENT: Provide resources to school champions

ENCOURAGEMENT: Promote walking and biking in the school community

ENGINEERING: Design streets for safety and predictability

EVALUATION: Track progress toward our shared safety goals

Throughout 2020 and into 2021, staff across SDOT have engaged in conversations around the role of enforcement and policing in transportation. Using a racial equity toolkit framework and led by our Vision Zero team, SDOT is examining the traditional engineering, education, and enforcement approach we've relied on. This provides us with an opportunity to understand how this approach is or isn't advancing Seattle's



Student patrol supplies funded by Safe Routes to School

Vision Zero and Race and Social Justice initiatives and an opportunity to adjust the approach to actively advance racial justice. In addition, SDOT's Equity Interdepartmental Team continues to work hand in hand with the Transportation Equity Workgroup comprised of majority Black, Indigenous, People of Color community members to develop recommendations related to safety and transportation justice. Through these discussions, we are beginning to understand and acknowledge the harm that has occurred by way of relying on enforcement and punitive approaches that disproportionately affect BIPOC and low-income community members. Together, we are moving toward a safe systems approach that encompasses a more holistic understanding of what it means to feel safe while traveling on city streets.



EDUCATION

CONTINUE TO

- Provide in-classroom and/or virtual walking and biking safety education to every 3rd, 4th, and 5th grade student in Seattle every year
- Provide an adaptive cycling program in elementary school so that students with adaptive needs can participate in the walking and biking safety education program
- Support safety camera public outreach efforts conducted by the Seattle Police Department

IN THE FUTURE

- Increase funding of the walking and biking safety education program so that additional staff can support classrooms without school volunteers, which will provide more on-bike time to students
- Develop a playground bicycle course that can be included in redeveloped schools and used to retrofit existing schools
- Provide in-classroom walking and biking safety education in middle school, to include curriculum on identifying “safe places” along students’ routes to school
- Update the SRTS Coloring Book with new graphics that show a diversity of people



Student using an adaptive bicycle



Kids biking at the Let's Go program Kickoff Event



EMPOWERMENT

School communities have a key role to play in Safe Routes to School in Seattle and are where the action is. The decision families make every day in getting their kids to school makes a difference. We work to empower PTAs, school staff, and principals with our suite of resources which we are expanding in this Action Plan update.

CONTINUE TO

- Provide our [Guide to Starting A Safe Routes to School Campaign at Your School](#)
- Supply free Safe Routes to School campaign incentives through our [free online ordering system](#)
- Provide our [toolkit](#) online for school safety committees to improve their school arrival and departure procedures
- Make available the [Seattle Safe Routes to School Engineering Toolkit](#) of typical Seattle engineering treatments to make streets safer and more comfortable for kids walking and biking to school
- Provide up to \$1,000 to schools and community groups on a rolling basis for activities that encourage safe walking and biking to school through our Mini Grant program using the new [online grants management system](#)
- Provide [traffic safety yard signs](#) at neighborhood service centers for schools and residents

IN THE FUTURE

- Evaluate creating a second grant program for schools and community organizations that want to create more robust Safe Routes to School programs that require greater financial support at high priority schools
- Support schools and community groups to engage in community asset and route to school mapping exercises
- Explore opportunities to pilot the installation of physical markers indicating safe routes to school in neighborhoods of color
- Help disseminate information about City resources for neighborhood clean-ups
- Include climate change in our messaging, highlighting the connection between the choices families and students make on how they get to school and our climate crisis
- Partner with Seattle Public Schools to promote EarthGen School Certification in the Transportation category
- Collaborate with the new Active Transportation Coordinator who will be funded by the City of Seattle and managed by Seattle Public Schools



Safe Routes to School Sloth Yard Sign



School Patrol supplies at Emerson Elementary School funded through the Safe Routes to School Mini Grant program



Students receiving free walk and bike incentives at Lowell Elementary School



ENCOURAGEMENT

CONTINUE TO

- Share [walking and biking route maps](#) online for every public school in Seattle
- Partner with Woodland Park Zoo to provide free zoo tickets for high priority schools conducting walking and biking encouragement campaigns
- Make information and/or staff available at school-hosted Back to School events each year to encourage walking and biking to school
- Implement the [Learning Landscapes](#) pilot project at Northgate Elementary School, which aims to encourage walking to school and improved educational outcomes by providing opportunities for playful learning in the public realm
- Provide [books](#) to students with themes encouraging walking and biking, prioritizing communities of color

IN THE FUTURE

- Pursue additional Learning Landscapes projects near high priority schools
- Explore opportunities to partner with Seattle Public Libraries to support childhood literacy, improved learning outcomes, and increased access to libraries through walking and biking
- Explore opportunities to provide resources to communities of color that would mitigate barriers to walking and biking to school, such as helmets, bike locks, bike lights, and cold/rainy weather gear
- Bring community stories from people of color to the forefront to highlight their positive experiences walking and biking to school and throughout their neighborhoods



Bike and Walk to School Day at Louisa Boren K-8



Student receiving free bike helmet through Safe Routes to School



ENGINEERING

CONTINUE TO

- Update and share the school prioritization list when the underlying data is updated, including the Pedestrian Master Plan, Bicycle and Pedestrian Safety Analysis data, and school race and ethnicity data
- Complete 9-12 engineering projects each year
- Focus program resources on high ranking schools that need engineering improvements and staff resources the most
- To meet the program Levy commitment, complete an engineering project at every public school within the time period of the Levy to Move Seattle
- Work together with the Vision Zero team on safety improvements near schools
- Find opportunities to improve lighting for people walking and biking near schools, prioritizing communities of color
- Prioritize communities of color when seeking opportunities with schools to complete walk and bike audits identifying areas for improvement of the current infrastructure along routes to and from school
- Partner with Seattle Parks Department to improve walking and biking connections between parks and schools
- Staff the School Traffic Safety Committee, the volunteer board of members representing Seattle Public Schools, Seattle Department of Transportation, Seattle Police Department, King County Metro, pedestrian advocates, bicycle advocates, and parents.
- Develop the schedule for the citywide 20mph school zone flashing beacon program
- Monitor speeds in arterial school zones annually and use a data-driven process to select and implement traffic calming tools

IN THE FUTURE

- Offer a permanent option for the School Streets program launched during the pandemic, which closes streets to through traffic and opens them to families walking, biking, and rolling
- To support carbon sequestration and reduce the impacts of increased temperatures, focus our tree planting program along Neighborhood Greenways near schools in the hottest parts of the city which are also within communities of color
- Help expand the Neighborhood Greenway network, which provides routes that prioritize people walking and biking, by specifically providing these along routes to school
- Help expand the Stay Healthy Street network, so that families can feel comfortable with their young students biking to school



SDOT crews constructing a curb bulb



Students walking home from school on new sidewalk funded by Safe Routes to School



EVALUATION

CONTINUE TO

- Report annually on progress toward implementing actions
- Require Seattle Public Schools to collect data on how students get to school through the bicycle and pedestrian education program
- Evaluate the effectiveness of engineering treatments to make sure we are implementing the most effective tools in our toolkit
- Evaluate speeds in arterial school zones and hand off evaluation to the Transportation Operations Division for any recommendations for new safety camera locations if needed

IN THE FUTURE

- Conduct a citywide survey to understand trends in walking and biking to school and evaluate perceptions of safety
- Engage with the Racial Equity Toolkit process evaluating City photo enforcement programs led by the Vision Zero Program



Bike to School Day at University Cooperative School

APPENDIX A

ENGINEERING PROJECTS AT PRIORITY SCHOOLS

Number	Year	Project Type	School	Council District
1	2015-2016	Walkway Improvement	Aki Kurose Middle School	2
2	2015-2016	Crossing Improvement	Aki Kurose Middle School	2
3	2015-2016	Crossing Improvement	Bailey Gatzert Elementary School	3
4	2015-2016	Walkway Improvement	Ingraham High School	5
5	2015-2016	Crossing Improvement	Jane Addams Middle School	5
6	2015-2016	Walkway Improvement	Jane Addams Middle School	5
7	2015-2016	Walkway Improvement	Mercer Middle School	2
8	2015-2016	Walkway Improvement	Mercer Middle School	2
9	2015-2016	Traffic Calming	Northgate Elementary School	5
10	2015-2016	Walkway Improvement	Northgate Elementary School	5
11	2015-2016	Crossing Improvement	Rainier Beach High School	2
12	2015-2016	Crossing Improvement	Rainier Beach High School	2
13	2015-2016	Crossing Improvement	Rainier View Elementary School	2
14	2015-2016	Walkway Improvement	Sacajawea Elementary School	5
15	2015-2016	Crossing Improvement	South Shore K-8	2
16	2015-2016	Crossing Improvement	St Edwards School	2
17	2015-2016	Walkway Improvement	Viewlands Elementary School	5
18	2015-2016	Walkway Improvement	Wing Luke Elementary School	2
19	2016-2017	Crossing Improvement	Beacon Hill International Elementary School	2
20	2016-2017	Crossing Improvement	Beacon Hill International Elementary School	2
21	2016-2017	Crossing Improvement	Beacon Hill International Elementary School	2
22	2016-2017	Neighborhood Greenway	Cedar Park Elementary School	5
23	2016-2017	Staircase Painting	Concord Elementary School	1
24	2016-2017	School Zone Signs or Beacons	Dunlap Elementary School	2
25	2016-2017	Walkway Improvement	Dunlap Elementary School	2
26	2016-2017	Crossing Improvement	Emerson Elementary School	2
27	2016-2017	Crossing Improvement	Emerson Elementary School	2
28	2016-2017	Traffic Calming	Emerson Elementary School	2
29	2016-2017	Traffic Calming	Hazel Wolf K-8	5
30	2016-2017	Traffic Calming	Jane Addams Middle School	5
31	2016-2017	School Zone Signs or Beacons	Jane Addams Middle School	5
32	2016-2017	Crossing Improvement	Jane Addams Middle School	5
33	2016-2017	Traffic Calming	John Muir Elementary School	2
34	2016-2017	Traffic Calming	John Rogers Elementary School	5
35	2016-2017	Crossing Improvement	Maple Elementary School	2
36	2016-2017	Crossing Improvement	Martin Luther King Jr Elementary School	2
37	2016-2017	Traffic Calming	Martin Luther King Jr Elementary School	2
38	2016-2017	School Zone Signs or Beacons	Mercer Middle School	2
39	2016-2017	Crossing Improvement	Northgate Elementary School	5
40	2016-2017	Neighborhood Greenway	Olympic Hills Elementary School	5
41	2016-2017	Traffic Calming	Sanislo Elementary School	1
42	2016-2017	Traffic Calming	St Paul School	2

Number	Year	Project Type	School	Council District
43	2016-2017	Traffic Calming	Wing Luke Elementary School	2
44	2016-2017	Crossing Improvement	Wing Luke Elementary School	2
45	2017-2018	Traffic Calming	Aki Kurose Middle School	2
46	2017-2018	Traffic Calming	St Edwards School	2
47	2017-2018	School Zone Signs or Beacons	Bailey Gatzert Elementary School	3
48	2017-2018	Crossing Improvement	Bailey Gatzert Elementary School	3
49	2017-2018	Traffic Calming	Beacon Hill Elementary School	2
50	2017-2018	Traffic Calming	Louisa Boren K-8	1
51	2017-2018	Walkway Improvement	Louisa Boren K-8	1
52	2017-2018	Traffic Calming	Broadview-Thomson K-8	5
53	2017-2018	Walkway Improvement	Broadview-Thomson K-8	5
54	2017-2018	School Zone Signs or Beacons	Chief Sealth High School, Denny Middle School, Roxhill Elementary School	1
55	2017-2018	Traffic Calming	Christ the King School	5
56	2017-2018	School Zone Signs or Beacons	Cleveland High School	2
57	2017-2018	Crossing Improvement	Cleveland High School	2
58	2017-2018	Traffic Calming	Concord Elementary School	1
59	2017-2018	Walkway Improvement	Concord Elementary School	1
60	2017-2018	Traffic Calming	Concord Elementary School	1
61	2017-2018	Walkway Improvement	Dearborn Park Elementary School	2
62	2017-2018	Staircase Painting	Franklin High School	2
63	2017-2018	Crossing Improvement	Garfield High School	3
64	2017-2018	Traffic Calming	Garfield High School and NOVA High School	3
65	2017-2018	Crossing Improvement	Genesee Hill Elementary School	1
66	2017-2018	Crossing Improvement	Graham Hill Elementary School	2
67	2017-2018	School Zone Signs or Beacons	Green Dot Middle School	2
68	2017-2018	Crossing Improvement	Hawthorne Elementary School	2
69	2017-2018	Crossing Improvement	Hawthorne Elementary School	2
70	2017-2018	Crossing Improvement	Hawthorne Elementary School	2
71	2017-2018	Crossing Improvement	Hawthorne Elementary School	2
72	2017-2018	Crossing Improvement	Hazel Wolf K-8	5
73	2017-2018	Crossing Improvement	Highland Park Elementary School	1
74	2017-2018	Crossing Improvement	Highland Park Elementary School	1
75	2017-2018	Traffic Calming	Ingraham High School	5
76	2017-2018	Walkway Improvement	John Rogers Elementary School	5
77	2017-2018	Crossing Improvement	Leschi Elementary School	3
78	2017-2018	Crossing Improvement	Mercer Middle School	2
79	2017-2018	School Zone Signs or Beacons	Nathan Hale High School and Jane Addams Middle School	5
80	2017-2018	Traffic Calming	Nathan Hale High School and Jane Addams Middle School	5
81	2017-2018	School Zone Signs or Beacons	Sacajawea Elementary School	5
82	2017-2018	Crossing Improvement	South Shore K-8 and Dunlap Elementary School	2
83	2017-2018	Traffic Calming	St Paul School	2
84	2017-2018	Traffic Calming	Van Asselt Elementary School	2
85	2017-2018	Traffic Calming	West Seattle Elementary School	1
86	2017-2018	Pedestrian Lighting	Wing Luke Elementary School	2

Number	Year	Project Type	School	Council District
87	2017-2018	School Zone Signs or Beacons	Wing Luke Elementary School	2
88	2017-2018	Walkway Improvement	Wing Luke Elementary School	2
89	2018-2019	School Zone Signs or Beacons	Beacon Hill Elementary School	2
90	2018-2019	Traffic Calming	Broadview-Thomson K-8	5
91	2018-2019	Walkway Improvement	Cedar Park Elementary School	5
92	2018-2019	School Zone Signs or Beacons	Concord Elementary School	1
93	2018-2019	School Zone Signs or Beacons	Concord Elementary School	1
94	2018-2019	Crossing Improvement	Denny Middle School	1
95	2018-2019	Crossing Improvement	Chief Sealth High School	1
96	2018-2019	Crossing Improvement	Graham Hill Elementary School	2
97	2018-2019	School Zone Signs or Beacons	Ingraham High School	5
98	2018-2019	School Zone Signs or Beacons	Ingraham High School	5
99	2018-2019	Crossing Improvement	Ingraham High School	5
100	2018-2019	Crossing Improvement	Mercer Middle School	2
101	2018-2019	Crossing Improvement	Northgate Elementary School	5
102	2018-2019	School Zone Signs or Beacons	Rainier Beach High School	2
103	2018-2019	School Zone Signs or Beacons	South Lake High School	2
104	2018-2019	School Zone Signs or Beacons	South Shore K-8	2
105	2018-2019	Traffic Calming	Rainier View Elementary School	2
106	2018-2019	Crossing Improvement	Roxhill Elementary School, Denny Middle School, Chief Sealth High School	1
107	2018-2019	Crossing Improvement	Roxhill Elementary School	1
108	2018-2019	School Zone Signs or Beacons	Roxhill Elementary School	1
109	2018-2019	Crossing Improvement	Seattle World School	3
110	2018-2019	School Zone Signs or Beacons	St Edwards School	2
111	2018-2019	Crossing Improvement	Thurgood Marshall Elementary School	3
112	2018-2019	Crossing Improvement	West Seattle Elementary School	1
113	2018-2019	Crossing Improvement	Wing Luke Elementary School	2
114	2019-2020	Walkway Improvement	Northgate Elementary School	5
115	2019-2020	Traffic Calming	Sacajawea Elementary School	5
116	2019-2020	Traffic Calming	Sacajawea Elementary School	5
117	2019-2020	Neighborhood Greenway	Lowell Elementary School	3
118	2019-2020	Neighborhood Greenway	Meany Middle School	3
119	2019-2020	Crossing Improvement	Bailey Gatzert Elementary School	3
120	2019-2020	Crossing Improvement	Washington Middle School	3
121	2019-2020	Crossing Improvement	Emerson Elementary School	2
122	2020-2021	Crossing Improvement	Rainier Beach High School	2
123	2020-2021	Crossing Improvement	Rainier Beach High School	2
124	2020-2021	Crossing Improvement	Franklin High School	2
125	2020-2021	Traffic Calming	Arbor Heights Elementary School	1
126	2020-2021	Walkway Improvement	Ingraham High School	5
127	2020-2021	Traffic Calming	Chief Sealth High School	1
128	2020-2021	Crossing Improvement	Garfield High School	3
129	2020-2021	Crossing Improvement	Leschi Elementary School	3
130	2020-2021	Crossing Improvement	Mercer Middle School	2

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