

**Seattle School Traffic Safety Committee
John Stanford Center, Room 2750
April 26, 2019 Minutes**

STSC Attendees

- ✓ Richard Staudt (SPS)
- ✓ Mary Ellen Russell, Chair (parent volunteer)
- ✓ Margaret McCauley (pedestrian safety advocate)
Kevin O'Neill (SPD)
James Wells (Metro)
- ✓ Mitchell Lloyd (SDOT)
- ✓ Marilyn Firman (citizen-at-large)
- ✓ Lee Bruch (citizen-at-large)
Rachel Osias (citizen-at-large)
- ✓ Yvonne Carpenter (SPS transportation crossing guard manager)

Other Presenters/Public

- Stephen Jones (SPS transportation bus manager)
- Bruce Skowyra, Interim Director of Transportation
- ✓ Clara Cantor, Seattle Neighborhood Greenways
- ✓ Jeanett Imanishi (SPS)
- ✓ Marilu Byrne, Robert Lukevich, Bishop Blanchet

Public comment

None.

March 29, 2019 Minutes: Approved

Richard asked about incentives for the hands up survey at Sanislo, Dearborn Park, and Decatur. His understanding is that there needs to be clear communication to the teachers about why it's important. At Sanislo the feeling was that an incentive directed at PE would make sense since they do the biking curriculum, but they also suggested that an incentive directed at library resources would be very much appreciated.

Stephen did not have time available to work with Margaret finishing the WSDOT grant application.

Action: _ Stephen will forward Council of Great City Schools report to the committee when it is available.

Continuing Action: _All committee members will get out the word on the open committee position.

Action: _Margaret will locate senior centers in Central District to reach out for crossing guards, distribute flyer to them.

Lee has been watching for info Director's Rule development.

Action: _Lee will draft letter laying out what the committee would like to see in the Director's Rule for traffic studies.

Action: _Mary Ellen will forward crossing guard flyer to Margaret.

Magnolia Elementary School, Jeanette Imanishi (SPS)

Magnolia is reopening as an elementary school in fall of 2019. Jeanette presented a draft of the transportation management plan. She used a legacy format from a previous transportation plan by Feet First.

The school needs departures because the City code requires parking that school facilities almost never are able to provide with the space available on site. Magnolia ES is providing staff parking off site.

Streets around the school will be narrow with on-street parking. There is one special ed bus and one full size bus, the majority of the attendance area is within the walk zone. A large portion of 28th Ave W and 26th Ave W are designated for parent drop off areas. There are also child care loading zones on W Smith St. Bike parking is located on the N side of the building. This location doesn't provide for oversight from the building.

Phase 2 construction is continuing during 2020.

The main entrance for kids in the morning is planned to be on the S side of the building. Visitors will enter on the west side of the building off of 28th Ave W. 28th is an arterial street. SDOT required SPS to add curb ramps and cross walk markings around the school where they don't already exist.

Richard pointed out that a lot of parent traffic will likely be headed E bound on W McGraw. Positioning the main entry point for the kids on W McGraw would probably result in a lot of kids running across the street, and also have conflicts with ongoing construction.

There has not been any sort of analysis of walking/biking conditions around the school leading up to design or construction.

Mitchell pointed out that having the ADA ramp and bicycle facilities on the opposite side of the school from the main entrance will cause need for more staff monitoring entrances. Many of the safety measures are concentrated on the N side, which makes it a better choice for the main student entrance.

Jeanette asked what conditions would call for installation of school zone 20mph flashing beacons on 28th Ave W. Mitchell said that they are typically not installed in heavily residential areas. He said that typically SDOT waits on those until after the school opens to see whether conditions warrant flashing beacons.

Clara Cantor suggested that the transportation management should center information regarding biking and walking.

Action: _ Mitchell will check that Magnolia ES is on the list to have all school zone signage checked/re-installed over the summer.

Action: _ Mitchell and Jeanette will walk the site together to look at signage regarding load/unload, etc.

There is a large area on the plan designated as load/unload. With substantial load/unload zones on each street of the block, it might encourage parents to wait in queues rather than parking and walking a block, which could lead to long lines of waiting cars. Jeanette will look at starting with a smaller load/unload area and seeing how it goes, and talk to the principal about locating the main entrance on the N side of the building.

City Council presentation recap

Presentation went very well. Kshama Sawant and Mike O'Brien were both interested, asked several questions. Mike O'Brien suggested we could work with him to get some sort of official statement from council that Red Light camera funds should be permanently restored to Safe Routes to School. We will talk with staff from the Mayor's office next week.

Action: _ Mary Ellen will contact Mike O'Brien's office about restoring red light camera funds to Safe Routes to Schools.

Bishop Blanchet, Marilu Byrne, Robert Lukevich

When Robert was a student there he was driving when a student stepped out without looking. No one was hurt, but it focused his attention on unsafe pedestrian conditions near the school. Bishop Blanchet has submitted a YVYC project, and is hoping to get more guidance on how to move pedestrian safety projects forward.

Margaret brought up the fact that when SPS took over crossing guards from SPD all private schools lost their crossing guard support. Many of them now employ crossing guards, others use parent volunteers and staff supervising students.

Many kids take Uber to/from Bishop Blanchet, which reduces the need for parking but the Uber drivers are very aggressive.

Lee lives nearby, and has almost been hit by people making illegal left turns off of 85th at Meridian. The concrete barrier there has recently been extended, so hopefully this problem is solved.

Wallingford has parking on one side only, but is so narrow that cars park with wheels up on the curb, and buses can't pass in opposite directions. Removing parking along the street would reduce the risk of scraped cars and improve ped visibility, but would likely increase speeds.

A pedestrian was killed last year crossing at 82nd and Wallingford.

There are no curb ramps on the N side of the intersection, and utility poles on the E side might make adding curb ramps difficult and expensive. Robert asked if there is a possibility for Blanchet to help fund. Mitchell responded that it might be possible to do that with the support of a Council member.

Marilu put out cannisters with flags recently.

Action: _ Mitchell will refer 82nd & Wallingford to SDOT to explore adding signs to pull parking back from the corner and adding cross walk striping on the N side of the intersection, where more students cross. A painted curb bulb with bollards in this location could also make sense.

Speed Zone Cameras

Updated speed camera spreadsheet was reviewed. The spreadsheet shows that the number of tickets at each location do tend to go down over time, even in the high incident locations.

Lee will be touring schools in District 5 with Sam Zimbabwe next week, will show him the speed zone camera data.

Richard asked about whether SDOT is working with Broadview Thompson to improve signage in front of the school and try to slow traffic.

Action: _Mitchell will ask Ashley if mini-grants could help support putting banners up in front of the Broadview Thompson.

Crossing Guard Update, Yvonne Carpenter

Two new crossing guards were trained this month, one at Broadview Thompson. One guard was lost at Wedgwood and a new one was on-ramped. Net is one increased guard for the month, plus the guard who left still comes back an subs.

Yvonne updated the website to show the current pay rate and openings.

There are three guards that SPS hires that also cross private school kids. In the past, when the schedule has worked, guards have been paid for 1 hour by SPS and 1 hour by private schools.

It is hard to train crossing guards over the summer because there aren't any active guards to shadow. Typically Yvonne tries to train people during the first week of school to get them started as close to the start of school as possible.

Tracking student collisions

Currently SPS doesn't track student collisions. SDOT tracks all collisions, but if you want to find student collisions you have to click on police reports and figure out the age of the person involved as a proxy.

Richard said that every time a student is injured, regardless of whether it is traffic related, policy is that there should be an entry in the student information system, however this doesn't always happen.

Action: _Richard will find out if he can send traffic related incident reports with student names removed to Mary Ellen to track.

Action: _Mary Ellen will ask Kevin if there is a way to get data about student collisions that occur farther from the schools. Will also look at SDOT collision data online to see if it can be used, or whether a field about school commute could be added.

SDOT gets complaints about near misses, but they are not tracked. There is no formal reporting mechanism.

Action: _Mitchell will add a reporting link to the STSC website and start encouraging people to report there.

Margaret asked if the City tracks resources spent responding to traffic issues at a given intersection, wondering how much money is cost by poor intersections. This data is not tracked.

Future Topics:

- SDOT detailed survey results and recommendations (June)
- Crossing guard recruitment
- School staff training as crossing guards for backup
- Follow up with Lee regarding development of Director's Report
- Open committee position
- End of year speed camera update with year over year comparison, (July or August)
- Several schools have unqualified people directing traffic and crossing students. How to communicate with schools to prevent this?
- SDOT's complete assessment anticipated for early summer 2019. Dongho will return to give full assessment
- Pilot project for school road closure
- Look through walk boundary decision spreadsheet for intersections that SDOT should review for improvements.
- Lee will follow up with Robert Eagle Staff PSTA about Aurora crossing at 90th that is currently a YVYC project
- Additional metrics for benchmarking our progress, i.e. number of missing crossing guards and number of missing sidewalks within ¼ mile of schools. (May or June)
- Possible to find funding for walking school bus leaders/ bus train leaders to have a paid position similar to crossing guards. In lower income portions of the City, where crossing guards are easier to recruit, this might be attractive position.
- Loyal Heights update (June)
- Blanchet follow up (May)
- Final walk audit reports, Robin Randells, (June)
- Bus stop paddle funds – 2nd year accounting

Marilu Byrne would like to be cc'd on info for May 10th meeting.

Next meeting: May 10th.