**Seattle School Traffic Safety Committee**

**John Stanford Center, Room 2765**

**August 24th, 2018 Minutes**

**STSC Attendees**

Richard Staudt (SPS)

Mary Ellen Russell, Chair (parent volunteer)

Shanti Breznau, Secretary (citizen-at-large)

Margaret McCauley (pedestrian safety advocate)

Kevin O’Neill (SPD)

James Wells (Metro)

* Mitchell Lloyd (SDOT)
* Marilyn Firman

Lee Bruch

Stephen Jones (SPS transportation manager)

Yvonne Carpenter (SPS transportation)

**Other Presenters/Public**

Rachel Lipsky

**Public comment**
None

**July 2018 Minutes: Approved**

**Action:** Stephen and Richard to ask Denise to attend October meeting.

John Cerqui, legal, says Bus Paddle Money needs to go to projects, (1 time expenses), in order to not affect reimbursement from OSPI.

Lee brought up State RCW 46.61.440, school zone account, which is set aside for school zone improvements, is wondering how that is spent and whether that is the source of WSDOT grant programs.

**Action:** Mary Ellen, check with Stephen about bus stop at 8000 24th.

Roosevelt Portables not moving ahead, space found within the building.

Following up a question from Lee about how speed cameras are placed, SDOT has an algorithm to decide whether to place new cameras based on reports of near misses, higher speeds in front of schools. Collision data records are also used.

**SDOT Update, Mitchell**­Application period for neighborhood street fund program is coming up in late September through November. This allows people in the community to apply for projects that SDOT would normally fund such as ramps, signals, etc., Grants are 100k to 1 million. 3 year process: application, design, construction. Near 1000 applications are expected.

Current interim director steps down at the end of the month. Next interim is not lined up, no permanent director lined up.

City clerk’s office has new online training for Commissions.

**Action:** All committee members take new training. (Mitchell can see who has completed this and who has not.)

**Member Recruitment Update, Mary Ellen
Action:** Lee will promote through Seattle Neighborhood Greenways.

Margaret brought up idea of moving meetings to Wednesday afternoons, but that has challenges for Richard’s schedule, parent schedules.

**Lincoln High School Site Visit, Mitchell**

Lincoln is opening 2019 as full-time high school. SDOT staff toured last week. Next STSC meeting will meet at Lincoln HS, corner of Interlake Ave N and N 44th ST. Meeting will adjourn to coffee shop after. Athletics will be at Woodland Park.

**Action:** Mitchell will get notes from SDOT’s walk tour, plans for renovated school.

**Crossing Guard Request 75th at Eckstein Middle School, Richard**SDOT made improvements already after fatality, now there is an all way stop. Principal still has concerns about speeds on 75th, mentioned a kid who was hit by a car (although not on 75th). Security guard is currently out serving as crossing guard on 75th, that’s not their job.

SDOT ranked the intersection, **ranked as 14**. Very close to the school entrance, school does have school zone speed cameras, there are no stop signs or light at this intersection.

Speed zone cameras show avg 65 violations eastbound, but 195 west bound. Mitchell pointed out that there is a hill in this direction that causes people to pick up speed.

There is a safer intersection with marked crosswalk and ped signal immediately in front of the school. Rather than adding a crossing guard, school needs to work on student behavior to encourage students to cross immediately in front of school.

Possibly the security guard could switch to telling students not to cross at that intersection until student behavior is improved.

**Action:** Richard will follow up with principal.

Yvonne let Richard know that several crossing guards have been lost. Yvonne is still on medical leave, no crossing guards are being on-boarded.

**Action:** Richard will check with Stephen Jones about who is taking over crossing guard recruitment and management while Yvonne is out. This is a critical role – who is managing this?

**Walktober, Mary Ellen**
­Wondering how much support there is for Walktober. Richard says when Feet First was actively working with schools there was more support for this, a number of schools had activities.

Lee wonders if this committee can put something together for this year, or for next year if not this year.

**Action:** Mitchell will find out if SDOT has any Walktober activities, email committee.

**Action:** Lee will check in with Feet First to find try to find information about any resources that exist.

**Roosevelt HS Portables, Mary Ellen**Not needed.

Mitchell asked Rachel Huck for clarification of street improvement requirements by SDOT. Her response:

“Hi Mitchell,

Improvement requirements for public and private schools are determined by the Seattle Municipal Code section 23.53<<https://library.municode.com/wa/seattle/codes/municipal_code?nodeId=TIT23LAUSCO_SUBTITLE_IIILAUSRE_CH23.53RESTALEA>>. Because school projects typically fall under the category of institutional uses over 4000 sqft, they are subject to similar requirements to private development. I think that renovations, if they are not changing the use or adding square footage, typically have fewer requirements than a redevelopment or expansion project. As with private development, SDOT can make recommendations that go beyond the code requirements, but we are limited in our ability to require additional improvements unless the project shows a significant adverse impact to the transportation network. Generally, curbs, sidewalks, and planting strips are the only requirements of redevelopment, depending on whether the infrastructure already exists.

Curbs and sidewalks: Schools are only required to install sidewalk and curb if there are no existing sidewalks. If there is an existing sidewalk, but no curb, they are technically not required to install a curb. When setting the curb, we consult with Operations and Safe Routes to Schools.

Curb ramps: Schools are only required to install curb ramps if there is no existing curb and curb radius. If there is an established curb and curb radius at the corner, but no curb ramps, ADA-compliant ramps are not required by the SMC.

Street trees and landscaping: Because street tree and landscaping requirements are determined by the underlying zone, schools are often not required to plant street trees, as street trees are not a development requirement of projects in single family zones.

Traffic calming measures: Traffic calming improvements such as flashing beacons, crosswalks, speed humps, curb bulbs, etc. are not required. We can make recommendations to the school and the SDCI planner but cannot require any improvements that are not specified in the code. The only exception to this is if the project’s transportation impact analysis shows a significant impact to the transportation network because of redevelopment. In this case, we may be able to require safety improvements as a permit condition. Our team consults with Transportation Operations and the Safe Routes to Schools and Greenways teams early in the development process to determine whether any of these elements are recommended. If SDOT has planned improvements in the area, we coordinate with PMs to see if there is any opportunity to collaborate.

This is a lot of information – please feel free to give me a call if you have any additional questions. Thanks!

Rachel Huck

SDOT Street Use Division

O: 206-386-1108”

This response doesn’t seem to match what we are seeing, such as the box truck turnaround at Wing Luke. It seems like there may be an opportunity for coordination between schools and SDOT to work for fewer onerous requirements for school development. Lee mentioned that the traffic planner at SDCI also influences how schools projects are treated, and that SDCI should be included in this discussion.

Mitchell suggested this is a question of changing the culture at SDOT around how much is asked of schools, and re-focusing school related improvements requests on pedestrian safety, not transportation efficiency. Transportation study should be focused on school traffic, not general neighborhood traffic.

Mitchell suggests waiting until new leadership at SDOT is in place.

Lee suggests speaking to transportation committee at City Council, because this is really a policy issue.

Flip Herndon at schools is in charge of capital improvements, would be the appropriate person at SPS to approach.

**Action:** Richard to bring this issue up to Flip, confirm that his understanding matches STSC observations.

**Action:** Margaret to approach City Council, but not until we have a report. Margaret will develop draft report including some language from bus paddle funds document, summary of open crossing guard positions, info about updated walk boundaries, issue of active transport coordinator, issue of balancing street improvements requirements for schools and focusing on student safety rather than efficient traffic flows.

**Hazel Wolf Traffic, Rachel Lipsky**Main ask is to retain crossing guards at current positions.

Hazel Wolf is unsure what is happening with busing, there is a possibility buses will be reduced.

Hazel Wolf is option school, very popular. Last year some students within the geo-zone did not get into school, which suggests that enrollment will be more and more neighborhood oriented going forward.

The neighborhood has no sidewalks and open culverts. This makes infrastructure improvements expensive and challenging, makes walking much less safe as there is no place to step off the road.

Pinehurst way has had number of lanes reduced which has improved safety.

Richard mentioned that there is an agreement w/ church at 115th for staff parking.

STSC had a discussion about this with Hazel Wolf representatives more than a year ago. Crossing at NE 117th St is low ranking, would not necessarily be assigned a crossing guard. However, Yvonne says that the current crossing guard is willing to come back, and so she is planning to continue with the guard at this location.

**Action:** When Yvonne is back we need to follow up on crossing guard placement: how locations are prioritized, how much room is there to move crossing guards from one location to another given that many of them want to be located near their homes.

Rachel pointed out that Hazel Wolf is wealthier than neighboring title 1 schools, so if crossing guards are needed nearby they are willing to forgo their guard.

**Action:** When Yvonne is back follow up whether guards are missing at nearby schools.

**Future Topics:**\_ Lincoln HS - September

\_ Speed tickets update

\_ Walktober Outreach (Lee)

\_ Annual Report (Margaret, October)
\_WSDOT & SDOT coordination re: school signs on Aurora. (Lee, October)
\_Superintendent & City Council outreach
\_Clarify transportation funding discussion (Richard, October)
\_Survey results report (Mitchell)

\_Pogo (Richard, November or Oct if Denise can’t come until Nov)
\_Toolkit for schools to make traffic plans
\_Fairmount Park traffic – Shanti to email Brian/Mitchell re initial contact from Brian regarding crosswalk