

Seattle School Traffic Safety Committee

February 27, 2026

Members (X = present)

X	Beth Day	Volunteer
X	Brooke Nelson	SPS, Safe Routes to School Coordinator
X	Diane Walsh	SDOT liaison
X	Bruce Case	SPD liaison
X	Kelsey Rote	Secretary, Volunteer
X	Margaret McCauley	Volunteer
	Maris Zivarts	Volunteer
	Noa Guter	Volunteer
X	Robbie Frankel	King County Metro
X	Ryan Baum	Chair, Volunteer
	Stacy Denele Roberts	SPS, Field Staff and Crossing Guard Supervisor

Other attendees:

Steve Richard - SPS Transportation Director

Sara Colling – Safe Routes to School program manager at SDOT

Andrea Drachler – Broadview Thompson PTA

Talia Tittelfitz – Broadview Thompson PTA President

Mary Holland – observing

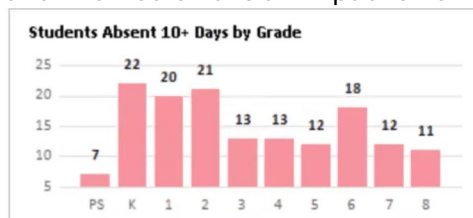
John Dugan – Broadview Thompson PTA

Elizabeth Swan – observing

Agenda:

1. Public comment

- a. Talia – asking for the walkzone to be adjusted for the Broadview K-8 school, issues with crossing Aurora or Greenwood Ave, which at that point is a 4-lane road. Noting that there is a system absentee or tardy issues, attendance is a challenge, and transportation barriers play a significant role. Kids have to walk a mile each way and cross busy roads. Airies building (The Airies at Bitter Lake Apartments) should be removed from the walk zone and provide district transportation from that building, and this would have an impact on chronic absenteeism.



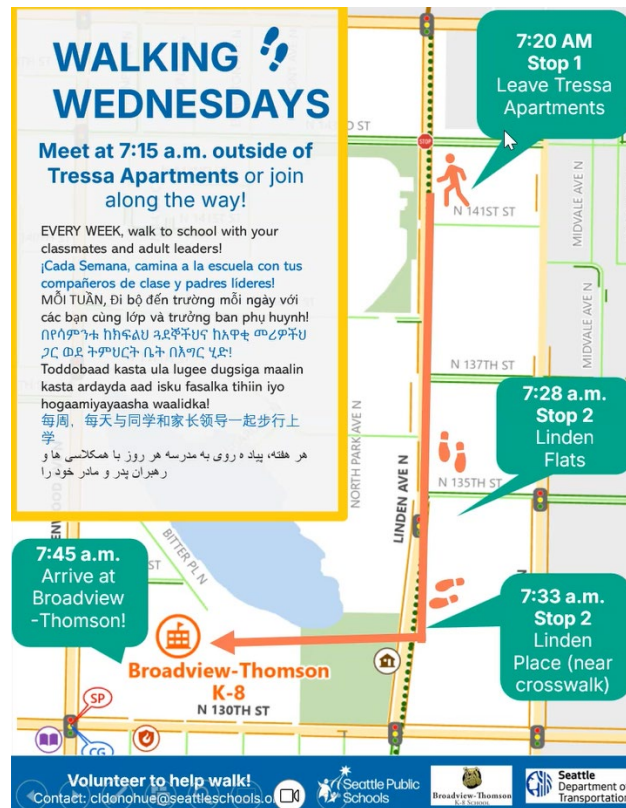
- i. Robbie – one additional piece of the network that's coming online soon is the 130th lightrail station, and there will be a new frequent bus route (route 77) that will serve Broadview Thompson and the development area. This

should happen in the fall. There's also going to be some infrastructure changes (changing a reservoir into a park) near that apartment building.



(Robbie confirming with planners working directly on this route, but believes this will be the first stop for the route heading to the school and last stop for the route coming from the school)

1. Andrea Drachler – this is appreciated but parents have concerns about the younger children on Metro buses, so there still needs to be an adjustment to the walk zone.
- ii. Brooke – there is a walk group that meets, and they could start at Airies instead of the current building. It's only Wednesdays now but they could talk about other resources, maybe a mini grant. Brooke could also do trainings with families.



- iii. Talia – the walking school bus is great and they very much support that expanding to five days a week instead of the current one day a week. Still hoping for one bus a day, at least to the school.
- iv. Ryan – current walk zone process does not take into account absenteeism from particular buildings, though it does take into account intersection safety.
 1. Diane – equity is a value of ours and that can be considered in this case.
- v. Steve/Talia/Andrea - 43 students from Broadview Thompson that come specifically from this one building, and they can get numbers for what percentage of the chronic absenteeism is from this building. They know that the majority of the chronic absenteeism is from this building, anecdotally.
 1. Ridership of current one bus that serves this school is very low, which would make it difficult to add another bus, but perhaps the current bus route could be added to. Numbers and cancellations for current bus would be good to know.
2. Approval of minutes and review of prior meeting action items
 - a. Walk groups: Grassroots ad hoc walk groups – fully in support, would still consider that a walk group, they can still get packages or apply for mini grants and Brooke would be happy to help them. The maps are used for transpo coordinators at SPS, so if the group is willing to take on students then they could go on the map, if they're not willing to add other families who request, then maybe not. Someone needs to act as a contact.

- b. Re-engaging with Seattle City Council: Saka has offered to meet with our committee directly, we should decide if we want to pursue that or keep pursuing presenting to the Transportation Committee.
 - c. Committee members: Diane has reached out to everyone whose spot was coming to an end to see if they will re-up.
 - d. SPD: Gary retired, so Bruce is taking his spot and will be around for the long term. If there are particular intersections that are problematic, we can now flag them for Bruce.
 - e. Minutes approved
- 3. SPS update – [slides](#)
 - a. Active transportation culture – February is love your route month and there have been Love Your Route Day events at multiple schools
 - b. All Kids Bike (K-2) and Let’s Go (3-5) bike and ped unit support
 - c. Visited Bellingham Smart Trips, connecting with other Safe Routes practitioners
 - d. Crossing guard updates
 - i. Some big ones were filled (12th ave & Yesler, Aurora & 80th, E Yesler Way & Broadway, Rainier & Cloverdale, Renton Ave & Henderson, 3rd Ave NW & NW 107th St)
 - ii. Lots a few guards (Plum & 14th Ave, 46th Ave & Henderson, 50th Ave & Henderson)
 - iii. Brooke will update map with these updates from Stacy, Brooke will send latest map once she’s updated it
- 4. Walk boundary review discussion – Queen Anne Elementary
 - a. Received appeal letters from the community. Look at uniqueness of Queen Anne Elementary. Draws from entirety of QA area and QA has an interesting topography, having to use about 3 buses for 1 bus worth of kids. Ridership probably less than half of that already. In addition, route 61 is nearby. If our goal is to reduce kids being driven to school in individual cars, then having those kids switch from bus to cars would be not ideal. The intersections near there aren’t more dangerous than others, the data says that they are cross-able and safer than other intersections we’re asking kids to cross. The argument would have to be one on topography/environmental conditions. If we were going to make this change, we would need to make it consistent across all areas. (note Queen Anne is unusually steep even for Seattle, so exceptions are made for them in other ways related to topography, such as accounting for buses and snow). We would probably need to figure out a grade of hill to use as a cutoff if we want to apply this broadly/equally.
 - i. Can see slope % in [this map](#)
 - b. Motion to revert the QA walk zone boundary changes and apply topographical lens/environmental conditions to walk zones: motion carries.
- 5. SDOT updates – [slides](#)
 - a. Did not get any viable candidates for SRTS HS Internship but Brooke is pursuing a summer internship program, will advertise at the Youth Transportation Summit in April
 - b. Survey and engagement on permanent school street at Madison
 - c. Viewlands Elementary “Orca Pod”
 - d. 2026 Draft Levy Delivery Plan:
 - i. Over 430 investments planned, \$190.6M appropriated for this portfolio, subject to change due to complications and timelines of capital projects

- e. [2026 project list updates](#) – some examples:
 - i. 15th Ave S & S Columbian Way / Mercer Middle School – big safety project for crossing but left big blank slab of concrete in middle of neighborhood. Another program, Community and Mobility Hubs, worked with students to envision what plaza could look like. Will get some seating and art soon.
 - ii. Rainier Beach High School / [S Henderson St School Safety Project](#) – putting in a protected bike lane, signal improvements to improve pedestrian head start time.
 - iii. Washington Middle School – expanding sidewalk by ~7 feet to make it a shared use path
 - 1. Committee could support working out an easement agreement (where the path is currently private property) between 18th and 19th; Margaret also knows the business owner (of the abutting business) who would probably be supportive
 - iv. [SRTS current projects site](#)
- 6. Revive I-5 having impacts on neighboring streets
 - a. Is there anything that the city can do to help neighborhoods that are impacted by overflow traffic from these big state projects? What efforts are already being made?
 - i. Trying to expedite projects that will help safety at nearby schools (ex: all way stops)
 - ii. Transportation operations team has been very active to try to get buses through
 - iii. There have been mitigation efforts by the city, Metro, WSDOT, etc., funding for extra trips, more bus-only lanes on places like Aurora
 - iv. Changing nature of the project and how those multi-month changes overlap or don't overlap well with Metro etc makes things difficult, plus funding limitations as usual
- 7. Correspondence with Seattle City Council:
 - a. Not seeing space on transportation committee calendar for March or next meeting after that.
 - b. Saka offered to meet with us directly in his office in lieu of transportation committee.
 - c. Not ideal to set a new precedent, after so many years of us presenting to the Transportation committee
 - d. **Ryan will push back and see if we can get a spot at the Transportation Committee, will keep the committee updated**
- 8. Letter of support for [14th Ave S project](#) for city's federal grant application
 - a. **Margaret will draft, the rest of the volunteer committee members will review**
- 9. Ryan updates
 - a. Ryan will miss next two meetings due to travel
 - b. Ryan can't join for another 3 year appointment, but will be able to serve for part of another term as a volunteer member, but probably can't be Chair once April appointment ends