

Seattle School Traffic Safety Committee

July 17, 2026

Members (X = present)

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

Other attendees:

Sara Colling – SDOT, Safe Routes to School

Huy Le

Aiden – WSDOT

Ryan Packer – The Urbanist

Ankur Dhoot – Reconnecting Fremont / Reimagining Aurora

Lisa McCrummen – Reconnecting Fremont / Reimagining Aurora

Esther Stifano

Agenda:

1. Public comment
 - a. No one for public comment
2. Approval of minutes and review of prior meeting action items
 - a. Minutes are approved
3. SPS update – [slides](#)
 - a. Preparing annual Travel Tally as a data dashboard, talked about bar graph for K-5
 - b. Preparing curriculum for August internship, one intern from Franklin High School
 - c. Researching e-bike and e-scooter safety info from Safe Routes practitioners
 - d. Coordinating with School Pool for pilot launch in the fall
4. WSDOT
 - a. John Stanford site visit – route coming off I-5 on 5th seemed fairly calm at this point. The main concern was people using it as a cut-through to get to the I-5 45th onramp. SDOT is working to get more stop signs at the intersection just west of the school.
 - b. Schools on or near state routes –
 - i. Hamlin Robinson as example (by I-90 and Rainier), recent development near there means there will be even more foot traffic by these ramps. SDOT added some crossings on Rainier that seems to be helping a bit.

- ii. In general, where you have on or off ramps and sidewalks, are there additional considerations when there's bike paths, schools, community centers, etc. nearby? Are those ramps treated any differently than ramps that don't have those things nearby? Yes, they try to either establish a school zone or look at traffic calming measures.
 - iii. Active Transportation Program at WSDOT: newer, established 6-7 years ago, gotten funding within last couple of biennia, \$750K each biennium so not much but something. State has given a mandate to create complete streets, examine improvements if they're repaving (up to 50% of the cost of the project can go towards improving active transpo aspects, ex: add a million dollars onto a \$5M paving project for bike/ped improvements).
 - iv. Review I-5: any complete streets due to that? No, bridge projects have an exception due to their extreme limitations. Revive I-5 also got started before the complete streets legislation was pushed through. If it got started today, that would probably be different.
 - v. Pedestrian bridge over 99 – who is responsible for that, WSDOT vs SDOT? Unclear. There's one by Henderson for Concord and over Aurora for BFDay. Aiden thought WSDOT probably owned it, but **Sara's going to look into it.**
- 5. SDOT update - [slides](#)
 - a. Build most Safe Routes to School projects over the summer, so this is a busy and good time at SDOT. SRTS project updates:
 - i. Protected bike lane on S Henderson connecting to four priority schools, construction has already started, concrete medians starting this weekend. Should wrap up before school starts in early September.
 - ii. Washington Middle School – School Street starting construction, construction will start within next week or two, building a wider sidewalk and planting trees. Franz drivers appreciate it too, makes their crossing less dangerous.
 - iii. New all way stops – Franklin, St. Catherine, John Rogers, Salmon Bay K-8, Stevens Elementary
 - b. SRTS high school intern (August) through the Seattle Youth Employment Program
 - c. New grad student from Public Health focusing on School Streets
 - d. Ongoing recruitment for open seat on STSC
- 6. Annual retreat – brainstorming:
 - a. How we are structured and operate
 - b. Opportunities to be more hands on, more site visits, etc.
 - c. Talk through annual calendar of big stuff at retreat
 - i. Add to calendar – school walk zone review – **Kelsey will send out for group review during retreat**
 - d. Potluck snack situation
 - e. Map – circle our area – **ask Diane to bring one to this year's retreat too**
 - f. Bruce will bring school zone and bus zone process
 - g. Opening prompt – last year was how you got to school as a kid – maybe some variation on that, **Maris will ponder and others can send ideas as they have them**
 - h. **Maris will make a draft agenda and send out for input**
- 7. Reconnecting Fremont / Reimagining Aurora – [slides](#)
 - a. ARC – all volunteer, the idea is to make Aurora better from the tunnel to Shoreline, improve street designs and land use, knit this running scar together

- b. Working with BFG – Ballard Fremont Green Streets & 99 Problems
- c. Presentation focus – Fremont section of Aurora Ave
- d. History
 - i. Numerous studies – 2003, 2008, 2021 – with little action
 - ii. Physical roadway has barely changed over 90 years
- e. Aurora acts as a physical barrier and divides Fremont, divides urban growth centers, density surround Aurora has increased over the years; we don't have safe or accessible crossings and creates poor connectivity; difficult for mobility
- f. BF Day Playground → Wallingford Playfield
 - i. 41st stairs, 38th scary crossing, or up to 46th. Long circuitous route to get to playfield.
 - ii. Aurora divides BF Day enrollment area, but also divides the enrollment areas for Hamilton International and Lincoln High School
- g. Fremont – a transit desert:
 - i. Super dense neighborhood, E-line (highest ridership), one bus stop and you can't cross Aurora to get there
- h. Proposal:
 - i. 5 at-grade signalized crossings
 - 1. N 38th / N 41st / N Motor Pl / N 46th / N 50th
 - ii. 2 E-Line stops
 - 1. N 38th / N 50th
 - iii. Would make it easier to walk and bike, easier to get across Aurora safer, easier for families, allows you to freely flow
- i. Prior STSC Support via a letter of support for at grade crossing at 41st
- j. Hosted a walk along the Fremont section of Aurora in April, had reps from SDOT, KC Metro, the zoo, SPS, state legislature, Seattle City Council, and the Seattle Mayor.
- k. Practical and popular, the state funded \$50M in 2022 for Aurora Ave improvements, they estimate this demonstration project would cost \$10M.
- l. Next steps/ask:
 - i. Continue to build the coalition – STSC could consider endorsing coalition
 - ii. Working at city level for crossings
 - iii. Working at county level for bus stops
 - iv. Working at state level for funding
 - v. Follow-up walk in September
- m. Discussion:
 - i. Crossing at 68th and 99, would this be similar? Maybe, how can it be as safe as possible? Data from that 68th crossing could be helpful.
 - ii. Lisa will share the previous letters others have written (like the one from the zoo) for STSC to review and consider.
 - iii. Kelsey and Rebecca subcommittee to figure out if we should sign on to group letter or write our own or both, Beth can read/give feedback too.
 - iv. Who do we ultimately need action from: 1) the Mayor (like she did with the 8 bus), 2) SDOT
 - v. Beth suggested they testify at a School Board meeting
- 8. Seattle City Code Change update from Margaret
 - a. Margaret talked with Frank Podesta (?) about city code changes that impact school traffic safety, because they're so niche there aren't many people pushing to get them through

- b. We could talk to the [legislative oversight committee](#), which brings a bunch of people together - Building Excellence (BEX)/Buildings, Technology and Academics (BTA) Capital Programs Oversight Committee
 - c. **Maris/Ryan (?) will look into getting on their agenda for a future meeting**
- 9. Ryan's last meeting!
 - a. Walk zone boundary process – will follow up with Brooke and Beth to pass duties and process off
 - b. Losing some West Seattle representation with Ryan's departure