

Seattle School Traffic Safety Committee

May 9, 2025

Members (X = present)

X	Brooke Nelson	SPS, Safe Routes to School Coordinator
X	Diane Walsh	SDOT liaison
	Gary Davenport	SPD
X	Kelsey Rote	Secretary, Volunteer
X	Margaret McCauley	Volunteer
X	Maris Zivarts	Volunteer
X	Mary Ellen Russell	Volunteer
X	Noa Guter	Volunteer
X	Robbie Frankel	King County Metro
X	Ryan Baum	Chair, Volunteer
X	Yvonne Carpenter	SPS, Field Staff and Crossing Guard Supervisor

Other attendees:

Sara Colling	SDOT, Safe Routes to School Program Manager
Steven Richard	SPS, Director of Transportation
George Thiel	SICK, Inc
Stacy Denele Roberts	Seattle Public Schools, taking over for Yvonne soon
Student from St Joseph	
Chris, parent of St. Joseph student	
David Burgesser	SDOT Vision Zero

Agenda:

1. Public comment
 - a. Student from St. Joseph – bikes and buses to school, knows kids who have been hit, brought up blinking lights and orange flags as possible solutions since the crossing guard near there isn't yet out when St. Joseph starts the day
 - b. Chris – parent of St. Joseph child and has two other kids at other schools and on Capital Hill Community Council, wanted to say thank you and is here to learn more about how government works and how he and his family and the council can be good advocates
 - c. Diane noted that SDOT can supply them with flags, and a blinking light is coming to one of the intersections (18th and Aloha) this year.
2. Review of minutes and previous action items
 - a. Brooke capital projects: connected with team at SPS, for facilities their main concern is extending life of existing assets. For Washington Middle, they will be getting a school street, and then will evaluate to see what else can be done.
 - b. Ryan rec centers/community centers: walks are happening at some of the centers, they're willing to chat, and they have training and experience
 - c. Home zone is going to come talk to us in June

- d. Ryan has some ideas on walk maps, Sara has been playing around with DOTmaps and you can sign up for alerts for if there's a change at a particular intersection, if we were to narrow down the list of intersections that are creating a change in our school busing then Diane and Sara could stay on top of those particular intersections using DOTmaps tools and asking around. May need a subcommittee to figure out which intersections to monitor.
 - e. Air quality still in process.
 - f. Minutes approved.
3. Vision Zero update – [slides](#)
- a. Intro
 - i. Since Seattle began Vision Zero in 2015, 1,850 people have been seriously injured and 253 people who have been killed in a traffic crash
 - b. Trends
 - i. Number of people lost stayed fairly stable, there was a drop from 2023 in the number of people seriously injured, continued decrease in serious injuries and fatalities involving people walking/biking, uptick in vehicle fatalities
 - ii. Speeding is a major contributor, as is inattention/distraction (note: police can only put one contributing factor, so if someone was speeding *and* drunk, the officer has to choose one to put, so the data is not perfect)
 - c. Safe System Approach
 - i. Look at safety from multiple angles, and then include multiple layers of protection
 - ii. Safer speeds is one of the key elements of that approach, speed cameras are one of the proven/research backed methods of reducing crashes
 - iii. 2024 state law changes provides opportunity to update Seattle's safety camera program; administration is shared between SDOT, SPD, and Municipal Court.
 - iv. Cameras can reduce crashes by up to 54%
 - d. Cameras - 2024 state law changes
 - i. Allows citation review by civilian employees, sets new requirements on safety and equity analysis, increases annual reporting requirements
 - ii. Authorizes pilot authorities, repeals racing zone camera authority, simplifies allowable type of full-time cameras, may adopt ability-to-pay calculator
 - 1. Newly allowable: railroad crossing, ferry queuing, speeding (high risk crash locations, park and hospital zones, school walk zones, walk zones)
 - e. ATSC program updates: update code to adopt newly allowable camera types, add equity and safety citing analysis, establish 30 day warnings-only period, repeal first violation warnings, authorize trained employees to review, update fine amounts
 - f. Program financial policies:
 - i. remove limitations on pooling camera revenue to administer more cameras (now one unified program), creates Automated Traffic Camera Safety Fund
 - ii. net revenue may be used for safety infrastructure projects, M&O, ADA, education campaigns, transpo projects to reduce driver speeds
 - g. Programs to reduce impact of fines: ticket debt reduction hearings, payment plans, community service plans, unified payment program, 50% first violation penalty reduction
 - h. School Speed Zone Safety Camera Expansion

- i. Preparing to install 37 new school speed zone cameras at 19 locations in 2025
 - ii. Locations identified through system-wide safety needs analysis and equitable distribution
 - iii. Only prioritizing locations after flashing beacons are not sufficiently reducing speeds
- i. Next steps: deploy and activate new cameras spring 2025 through winter 2026, deploy and activate initial full-time speed cameras at priority locations early 2026
- j. Questions from the committee:
 - i. What counts as a school walk route? One mile radius of a school. That's a lot of Seattle, so they'll have to do more analysis from there. This could align with earlier discussions about which intersections could really open up some walk zones.
 - ii. Data for when a camera is removed, what instances lead to that, how are speeds impacted? They will look at the trends and see if camera is leading to the reductions in speed that we would expect or hope for, are we seeing drivers respond positively (with lower speeds) to other street or traffic calming measures. Removal of cameras isn't super common, but they do want the program to remain nimble. Temporary until they install infrastructure that make the low speeds self reinforcing.
 - iii. Can removed cameras be relocated? Yes, though they'll probably need a bit of modification (new footings, etc.) to fit the design for the next location
 - iv. Are the 2024 numbers accurate/true? They think so, in April we do still sometimes get additional reports, but we can be pretty confident in these numbers even though they're technically preliminary.
 - v. Are we seeing places where the community is concerned about equitable enforcement? They'll have to work this out in prioritization criteria, how much weight do they give to the input they're receiving from community members and council members, strike a balance between relying on data and not just letting the loudest voices get heard most.
 - vi. Do council members have a say in location or have to approve every location? The idea is that the locations would be primarily informed by the safety and equity analysis.
 - vii. How are you dealing with cars with no license plates? All of the technology is focused on reading the license plate on a vehicle, those without license plates will unfortunately be thrown out. **Committee could/should follow up with SPD on these no-plate cars and what they are doing or can do.**
 - viii. Is there data on how often these no-plate cars are showing up on the cameras? David will look into it. Tinted covers and anti-flash clear covers were also brought up. Noted that the cameras can't be used for the purposes of enforcing anything other than what they're designed to enforce (speeding).
 - ix. Questions around how the fund is structured and where funds are then allocated. Exactly how it's distributed to different programs will be up to the council. **Committee could/should think of how we can advocate around these funds.**
 - x. What's the exact status? It's passed out of transportation committee and will then go to full council for review.

4. SPS and crossing guard update
 - a. SPS
 - i. 27 SPS schools and 3 others (30 total) participating in Bike and Walk Month
 - ii. Brooke is supporting walk group development and recruitment
 - iii. Brooke also connected with Seattle Housing Authority and Seattle Neighborhood Greenways to support walking
 - iv. Punch cards for walk bus
 - v. Crossing guard appreciation days at schools
 - vi. Spoke at Cascade Bike Lunch
 - b. Crossing guards
 - i. Two new guards, one more in finger printing process
 - ii. Guards loved the appreciation flags
5. SDOT update – [slides](#)
 - a. Bike and Walk to School Day on Wednesday, delivered 70 walk/bike packages
 - b. Youth Transportation Summit
 - c. Washington Middle School – moving forward with a School Street, rolling out on Monday May 19th
 - i. If you have capacity to help with drop off or pick-up, it would be great if you could help. Tuesday May 20 through Friday May 23.
 - d. New Safe Routes to School staff member, Sam Brooks
 - e. [New Sidewalks](#) collaboration community walks
 - i. [Highland Park - 5/21](#)
 - ii. South Park - 6/11
6. Freight Advisory Board
 - a. Ryan and others will chat with them on the 20th, shared draft of PPT slides
 - b. Potential areas to add to the map of mutual interests:
 - i. 20th and Massachusetts, [Hamlin Robinson](#)
 - ii. John Muir Elementary has a morning walk and bike group crossing Rainier/Walden daily
 - iii. Franklin vs Aki Kurose
 - iv. Some of the issue at 14th and Concord is related to bus stops. There was a crash into a bus stop location a few years ago.
 - v. Rainier and Forest
 - c. What can be achieved – do we have models of other countries or states that are doing this well with freight? Port districts that have safe streets? Examples of safety and freight coexisting? **Send examples to Ryan if you have them**
7. We have a subcommittee on land use changes
 - a. They need to meet and present to the group
 - b. Diane noted that a letter now would be great, get the attention of the land use committee
 - c. Would be great to meet and review letter in June meeting
 - d. **Subcommittee needs to review separately and then meet to review next steps**
8. Retreat
 - a. Will finalize date later
 - b. Margaret will host again
9. June 13th Meeting will be primarily in person (with hybrid always available), and will be in basement room L280, boards and commission room (not usual room)