**Seattle School Traffic Safety Committee**

**John Stanford Center, Room 2765**

**October 26, 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
* Steve Jones (SPS transportation bus manager)

Yvonne Carpenter (SPS transportation crossing guard manager)

**Other Presenters/Public**

Dongho Chang (SDOT)
Mike Swires (WSDOT)
Jessica Knaster Wasse
Dawn Robinson
Linda Sebring

**Public comment**
None.

**September 2018 Minutes: Approved**
Reminder to take City of Seattle on-line ethics training.

**School Traffic Audits, Robin Randels, not present**Moved to November.

**School crossing zones on state highways,
Getting signage up on Aurora, Lake City Way, Dongho Chang & Mike Swires**Lee - 4 schools between 80th & Aurora and 90th & 92nd just west of Aurora (2100 students total). There is difficulty retaining crossing guards because of speeding. Can school zone signage be put in place?

Dongho – It‘s City’s call on whether to put in speed zone; coordination with WDOT is not the issue. SDOT generally doesn’t do school zones on state highways because it causes traffic to go to side streets. SDOT is seeking to revise speed on corridor as whole (currently 35MPH). Also need to careful about putting warning sign at signalization, because it distracts drivers from signal. For crossing improvements, SDOT looks at ped volume & number of turns. Other improvements being implemented:

* 92nd is getting a ped-triggered signal. As part of signal permit to WSDOT, asked for crosswalk.
* Studying crossing at 92nd & Stone Avenue based on parent concern.
* Implementing floating curb bulbs series all along 90th. Looking at signal timing.
* Leading ped interval going in at 80th; very effective generally.

**Action:** \_SDOT’s complete assessment anticipated for early summer 2019. Dongho will return to give full assessment

Dongho and Mike agree that working relationship is excellent, coordination is close.

**Eckstein MS, Crossing at 31st Ave NE, Dongho Chang**Principal & resource aid concerned regarding parent drop-off issues. There’s no marked crossing at 31st; SDOT will mark & eliminate some parking near crossing w/posts blocking parking 30 ft from corner, as standard. This will be implemented within the next couple of months.

**School Traffic Audits, Robin Randels**Moved to November.

**Thornton Creek crossing guard, Jessica Knaster Wasse & Tristin Osborne**40th Ave NE & NE 77th St & NE 80th St. Largest preK – 5 (1,000 kids). Largest special ed in NE. Lots of speeding. 20MPH blinking speed camera coming in 2020. In the mean time, can a crossing guard be assigned or other improvements?

Mitchell - 40th & 77th and 40th & 80th are ranked at 17 (scale – up to 12, kids can cross unassisted; 15 qualifies for crossing guard). Speed limit is 30MPH on 40th. No ped collisions. Qualifies for adult guard.

77th crossing makes most sense due to greenway improvements (curb bulbs).

Steven is crossing guard contact in Yvonne’s absence. Can get electronic file for application or link to down-loadable PDF to print out? Can’t currently print to give copy to people, or send link. Older folks won’t go on-line. Different start times for various schools on campus, so longer assignment for guard.

Dawn Robinson - Can augment pay to guards? Superintendent wouldn’t support it; equity issues. Wouldn’t be covered by SPS liability. Sand Point reimbursed PTA for crossing guard.

**Action: \_**Mary Ellen to send electronic crossing guard flier to Jessica.
\_ Stephen to figure out issues with crossing guard applications. Make sure the link online works, find a way to allow print or downloadable PDF application access for less computer savvy applicants.
\_STSC to look at assignment of guard.
\_Kevin to add to hot spot for enforcement.

**Eckstein Middle School Crossing Guard, 75th St and 31st Ave NE, Dawn Robinson**Parents heavily using 31st for drop-off & pick-up, because other streets are closed due to construction, making it very dangerous for kids to cross street. Security guard is currently directing traffic (has certification).

Parking at 75th & 31st to be blocked near crosswalk per Dongho. Will help with cruise along traffic.

Kevin - 35th & 75th was an even bigger mess due to re-paving . At 75th & 35th, SDOT was able to assign someone during construction. Previously no concern regarding 31st.

Part of budget for re-paving should be assignment of police for directing traffic. Need for temporary assignment.

SPS can pay for crossing guard and PTSA can reimburse district to meet contract? Richard – that is currently happening, but expanding focus on equity may change SPS response.

**Action:** \_Mitchell to find PM at SDOT to contact contractor regarding assignment of staff due to traffic impact.
\_Dawn to be invited to return in 3 mos. Once 35th re-paving is done & parking is blocked near intersection, guard may not be necessary.
\_Look at construction impacts more broadly near schools?

**Transportation funding from state, Linda Sebring (budget director)**Stop paddles revenues and how that dovetails with state funding for school transportation.
Richard – RCW says crossing guards/active transportation are 100% reimbursement from state. We understand there’s a formula that limits reimbursement to last year’s costs. How does state reimburse active transportation costs?

Linda - Money from state for transportation is lesser of eligible transportation costs from previous school year or state formula. In the past 5 years, 3 times it was the formula, 2 years past costs. So, a ceiling is imposed by the state formula. 3X/year, kids are counted based on home/school destinations on bus-only. Cabs don’t count. Black box multipliers. Only busses to valid sites count. There is no count of walking related expenses. So, funding is unpredictable from year to year.

17/18 enrollment up, bus ridership down. 18/19 enrollment down. State formula - 14/15, 16/17, 17/18. $2M less than costs (rec’d $32M from state total for transportation 31,685,000 minus other reimbursements) $29, 762,

If taxis were counted, that’s major. Lobbying for inclusion. Special education so under-funded across state, might work for lobbying.

$7M for taxis - 2017/18 special ed, homeless taxis. 14/15 – 17/18 biggest jumps in taxis. 3 tier to 2 tier schedule meant need for more drivers; Metro drain. Used to have contracts w/3 different providers to 1. Taxis are used in cases where it’s more efficient, often for special ed students where an appropriate bus isn’t available. Taxis are also used for homeless kids. Total came to more than $7 million in 17-18.

Taxis have almost doubled since moving to 2 tier due to issues staffing busses.

Decade ago, Seattle was reimbursed 4% of total state fund w/2% of kids, so considered over-funded. Option schools impact busing.

Deficit for next year will likely be in the neighborhood of $50 million. OSPI said it is one of their goals to change the formula for 19-20. SPS is excited about this, but it also adds another layer of uncertainty.

OSPI trying to change formula. Major uncertainty regarding how other revenues will be considered. SPS thinks in 18-19 that it may flip back to State reimbursement. There will likely be a significant increase in legislative adjustment to pay for increased expenses of hourly staff (including 1st student bus driver costs).

Stop paddle -$400K expenditures showed up. Paddle stop revenues come out of revenues.

2009 til last year, SPS paid for them with reimbursement from state.

Linda: 2017/18 budget, crossing guards were eliminated from budget. Paddle stop funding for crossing guards. Richard: stop paddle stop funding went to short-fall for 2-tierd bussing.

Linda doesn’t think busing qualifies for school safety purpose.

85% of kids live within walk zone.

Linda says that in 17-18 that crossing guard costs were covered by stop paddle costs, but this conflicts with Richard’s understanding. In 17-18 funding for crossing guards was eliminated from funding.

Stop Paddle cameras: $1.1 million revenue. It is unclear how much went out. Crossing guard budget is in the approx. $600k-$700k. Bills came out for KC sheriff, American traffic Solutions fees totaling about $400k. For 17-18 crossing guards were paid for by bus paddle funds, meaning that if the state flips back to actual expenditures the amount will be reduced by the amount spent on crossing guards.

Biggest problem with transportation costs is running partially filled buses.

Conversation w/ legislature: we would like to be rewarded for reducing busing, moving to neighborhood schools, supporting walking and active transportation.

Bus paddle money is about 1/3 of expected, is currently paying for crossing guards, any excess will go into a reserve fund.

Transportation Task Force report coming out soon.

**Action:** After cleaning up spreadsheet , Linda will send 17/18 costs/revenues.
\_Re-do this item regarding costs/revenues 2017/18. Stephen to help get transportation numbers.
\_Agenda item – Transportation Task Force outcomes

**Action:** team input on Annual Report!

**Future Topics:**

* Crossing guard recruitment process – How to keep things from stalling when Yvonne is unavailable, get recruitment posters put up whenever there is a vacancy, increase pay to match bus monitors
* SDOT street improvement requirements for schools – avoid schools paying for delivery truck turnarounds, focus school traffic studies on pedestrian safety instead of commuter capacity
* Annual Report to City Council (Margaret, November)
* Bus shortages, Metro and 1st student
* Open committee position
* School Traffic Audits (Robin Randels, November)
* Superintendent & City Council outreach
* Follow up on transportation funding discussion (Linda, November)
* SDOT Survey results report (Mitchell)
* Pogo (Richard, November)
* Toolkit for schools to make traffic plans
* Transportation Task Force Recommendations (Stephen, November)
* Speed Camera update with year over year comparison