

**Seattle School Traffic Safety Committee
John Stanford Center, room 2765
November 8, 2019 Minutes**

STSC Attendees

- ✓ Richard Staudt (SPS)
- ✓ Mary Ellen Russell, Chair (parent volunteer)
- ✓ Margaret McCauley (pedestrian safety advocate)
Kevin O'Neill (SPD)
James Wells (Metro)
- ✓ Jennie Meulenberg (SDOT, corridors and Ped transportation planner)
- ✓ Marilyn Firman (citizen-at-large)
- ✓ Lee Bruch (citizen-at-large)
- ✓ Yvonne Carpenter (SPS transportation crossing guard manager)
Charlie Simpson (bicycle advocate)
Brian Dougherty (SDOT)

Other Presenters/Public

Public Comment

No Public Comment.

Last Month's Minutes

ACTION_Richard will forward walking school bus info from Ashley to Emerson staff so that someone on site will have it if a parent is up for leading it.

ACTION_Jennie will look at SDOT equity survey results to try to find out which schools saw kids wanting to walk alongside afterschool groups. Once schools and groups are identified, Richard will explore whether SPS can do something to limit liability for afterschool groups to allow other students to walk along with them. For example, could SDOT grants provide a small fee to groups in exchange for this service? Then they could officially sign kids up and have them sign their standard waiver. Or is there some other way that SPS could keep this liability?

Richard followed up with design teams for renovating schools. Lee brought up that it's beneficial to meet early in the design process. Ideal meeting time would be after 30% submittal, as design teams are preparing 60% submittal, with time before the submittal to incorporate input. At that point they are getting more detailed in design responses but there is still time to make significant changes.

ACTION_Richard will keep reaching out to design teams, ask to schedule meetings when 30% design is complete, 60% at the latest.

ACTION_ Mary Ellen is having trouble getting a response from SDOT (Sara Zora and Diana Holloway) to schedule . meeting w/ SDOT, SDCI, SPS Capital Projects re: street improvement requirements for schools at both permitting and inspection stages. Jennie will ask about it.

ACTION_ Kevin will check on the possibility of getting motorcycle police to do outreach at intersections where guards have been hit or had near misses.

Mary Ellen touched base w/ Anat from OpenSidewalks. They have just completed a workshop, plan to have paper data collection forms available soon, an app within a year. Anat will send info when it becomes available.

ACTION_ Richard will look back through emails to find out which school responded as interested in police walk for Walk to School Day. STSC will reach back out for Bike to School Day in May.

S Henderson St and 14th Ave S, speeders coming off freeway make the intersection dangerous for kids at Concord Elementary School. Brian did a field visit w/ some SDOT folks. Says there aren't any civil improvements that are appropriate here.

ACTION_ Jennie will ask Brian to write up summary, Mary Ellen will forward to parent.

ACTION_ Kevin will request traffic enforcement for speed and running red light.

Mary Ellen and Lee observed morning drop-off period at John Marshall. There isn't enough traffic for a crossing guard here. Many parents are rolling through the stop sign. Kevin said he will put this on hot-spots lists. Will also ask for parking enforcement at bus zone. Mary Ellen referred parking issue to SDOT for 'No Parking' signage at corner.

Richard contacted SDOT asking what support they need regarding change in one-way street direction at Roosevelt High School. They said they aren't sure yet, will get back in touch. Lee alerted Brock Howell about this.

Annual work plan is available as a google doc. Please add to it!

ACTION_ Jennie will print and laminate crossing guard flyer and post at any locations where they are missing.

Crossing Guard Update

No new guards trained, none lost. Several guards who had planned to train bailed, one will be trained this month. 3 new applicants in background check and 3 other new applications.

Applicants need money to fingerprint (~\$45), if they don't have income this can be a problem. The applicants have to wait until they get paid, which can delay on-boarding. For applicants

interested in working 2 non-consecutive hours at \$16/hour \$45 represents a day and a half's wages.

SPS has a policy that requires employees to pay for their own fingerprinting. Marilyn said she did not pay for fingerprinting in Yakima.

Funding fingerprinting for crossing guards could help with recruitment and speed the onboarding process. SDOT mini-grant might be possible for this, but is supposed to be school specific. Stop paddle funds pay for crossing guards and have a \$93k surplus from 2018-2019. This seems like the most straightforward funding source.

Richard brought up a fairness concern that crossing guards would be the only SPS employees not expected to pay for fingerprinting. However, crossing guard recruitment is a huge outstanding problem exceeding recruitment issues for other employee categories, and stop paddle money is available for crossing guards but not other employee categories.

ACTION_ Richard will check with accounting to check that using stop paddle funds on crossing guard background checks is allowable. Is board action needed to do this, or is an internal policy change adequate?

West Woodland guard said has almost been hit several times, said stop lines in the crosswalk need to be repainted. Yvonne asked Kevin for enforcement, Ashley Rhead for fresh lines. Lines were painted within 2 days.

Last word from Mike O'Brien's office is that funding for Active Transportation Coordinator is likely to pass in the budget. Kelli Refer said SPS is onboard with housing the position at SPS. Richard said his understanding is that position will be housed at SDOT.

After the meeting closed Mary Ellen, Margaret, and Marilyn went to ask Fred Podesta about the status of the Active Transportation Coordinator. He said barring a last minute budget change at City Council, his understanding is that it will pass and the employee will be housed at SPS.

Process & Criteria for Placing Speed Zone Cameras – Jennie Meulenberg

In spring SDOT looks at data on arterials around schools, then looks at where traffic calming could be needed. They have a vendor (ATS) who analyzes data, also do analysis in house. First steps to calm traffic are improvements like striping changes, flashing beacons, etc. If problem continues over time then cameras are considered.

SDOT is conservative with camera placement to maintain public support. The ticket amount is very high. SDOT also wants to have geographic equity to avoid over-policing any portion of the city, or selectively under-enforcing speeds. The pause in camera placements last year was due to renegotiating contract with ATS. Consideration of new placements will likely continue soon.

Jennie referred school zone camera spreadsheet to SDOT to be analyzed. They are looking at some of the issues flagged in the spreadsheet. Since the cameras are a last resort intervention, there hasn't previously been an analysis done of changes to speed zone camera results over time.

At Mercer Middle there is a new project under consideration. Community engagement will begin early next year. New project will be paid for as paving project, not the neighborhood street fund.

Lee brought up the fact that higher speeds are much more dangerous than speeders 5 miles over speed limit. Schools that have a high proportion of tickets for higher speeds deserve special attention.

ACTION_ Jennie will pass along info from SDOT analysis when it is available. If analyst can come to the meeting themselves that would be great.

Safe Routes to School Action Plan & Project List – Jennie Meulenberg

SRTS typically do sidewalks, curb ramps, cross walks, etc. in conjunction with Vision Zero. Upcoming Lowell Elem & Meany is going to be a connection between those two schools. Wing Luke is going to be doing curb bulbs & cross walks.

Brian Dougherty is looking into changing the policy requiring warrants for all crosswalks. For Neighborhood Greenways they have started allowing "engineer's exception". It would make sense to allow the same exception at schools where changes to layout will result in changes to pedestrian circulation.

ACTION_ Jennie will check with Brian about status of change to crosswalk warrant rule.

SRTS project list goes out a year. Ashley Rhead develops list using prioritization criteria. Prioritization criteria don't currently include coordination with upcoming school projects.

ACTION_ Richard will re-send list of upcoming projects to Mary Ellen & Jennie.

ACTION_ Mary Ellen will reach out to Brian and Ashley about incorporating upcoming school projects into SRTS and Vision Zero selection criteria.

Stop Paddle Funds – Mary Ellen Russell

Fewer tickets this year and more revenue. Revenue is significantly lower than expected because schools projected 70% payment rate, but actual payments are 44%. \$202k surplus this year, paid back \$109k deficit from last year, leaves \$93k available. This means there is money to continue hiring crossing guards, possibly pay for fingerprinting.

It would be nice to find out whether 44% payment rate is in-line with other kinds of traffic tickets.

Site Plan Review Checklist – Mary Ellen Russell

Richard brought up the ADA accessibility issues on the checklist. Schools have recently requested ADA parking zones along streets and SDOT has said not allowed. But these zones do exist at some schools such as Green Lake Elementary and Lowell.

ACTION_ Jennie will check with Kelly Hall about getting ADA parking signage at Loyal Heights. (Fred Perez told Richard this was not possible.)

ACTION_ Margaret and Mary Ellen will take photos of curbside ADA parking and send them to Richard.

December 13th is next meeting. Meetings through May will be in room 2765.

Future Topics:

- SDOT micro-mobility program: how does planning around this affect schools? How can micro-mobility infrastructure be leveraged to improve SRTS? (December)
- Mercer Middle School (15th & Columbia) shelved safety project – invite middle school reps and SDOT rep. from capital projects group (December – Margaret confirm)
- School staff training as crossing guards for backup
- Coordination meeting w/ SDOT, SDCI, Schools Capital Projects to avoid future box truck turnarounds on school property (December)
- Circulation Plan Reviews – 1 each month
- SDOT shared mobility (December or January)
- Meet with new Transportation Director, Jeff Bronstein, (December)