

**Seattle School Traffic Safety Committee
John Stanford Center, Room 2750
May 10, 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)
- ✓ Mitchell Lloyd (SDOT)
- ✓ Marilyn Firman (citizen-at-large)
- ✓ Lee Bruch (citizen-at-large)
Rachel Osias (citizen-at-large)
Yvonne Carpenter (SPS transportation crossing guard manager)

Other Presenters/Public

- Stephen Jones (SPS transportation bus manager)
- Bruce Skowyra, Interim Director of Transportation
- Clara Cantor, Seattle Neighborhood Greenways
- Jeanett Imanishi (SPS)
- Marilu Byrne, Robert Lukevich, Bishop Blanchet
- ✓ Robin Randels

Public comment

None.

March 29, 2019 Minutes: Approved

Action: _Lee will send draft letter laying out what the committee would like to see in the Director's Rule for traffic studies to committee for edits.

Kevin asked whether lunch room and playground monitors could also be crossing guards. Richard said this was initially not allowed due to overtime concerns, but it allowed now.

Action: _Mary Ellen will ask Yvonne to send out emails to admin secretaries at schools with open positions.

Following up about Magnolia ES, Mitchell says flashing 20 MPH signs can be installed prior to the start of school. He will reach back out to Jeanette Imanishi to coordinate.

Mitchell says SDOT will pay for banners in front of Broadview Thompson, but requires maintenance agreement with the school prior to that.

Kevin asked whether it would be possible to paint a different type of crosswalk in front of schools that would be more eye catching. Mitchell says that this is difficult for SDOT, they do allow community painted crosswalks, but they don't meet standards, are hard to maintain. Leadership is no longer supportive.

Dongho has the authority to approve new standards. We should ask him about this when we follow up with him in June.

Kevin says SPD tracks high collision intersections, but nothing explicitly school related. His understanding is that this info is different from SDOT's.

Action: _Kevin will send high collision intersection info near schools to Mary Ellen.

SDOT Update, Bishop Blanchet

The mayor has asked SDOT to look at an e-scooter pilot, they had a presentation from Portland about their pilot program. In Portland scooters (and bikes) are not allowed on sidewalks, allowed in bike lanes only. People from the ADA community brought up issues of scooters parked on the sidewalks blocking accessibility. There have been changes at the company level that have improved this issue, they now require users to take photo of where they parked it. Scooters will probably be implemented by the end of the summer. These are shown to decrease demand for Uber and Lyft, improve 1st mile, last mile connections.

At Bishop Blanchet signs are going to be posted to pull back parking from the corners. Brian Dougherty agreed with Mitchell that building a curb ramp in that location could be difficult, but it will be referred to the curb ramp program for exploration.

Queen Anne Elementary

David Dahl - Mahlum Architecture, Elizabeth Swan – Heffron Engineers
Jeanine Roy, principal

Presented draft circulation plan. Elizabeth requested that SDOT review intersections adjacent to the school for conversion to 4 way stops, particularly Boston & 4th, Newton St & 4th Ave N, Newton & Bigelow. Jeanine says her number one concern is Boston & 4th.

Kevin mentioned that in the past Queen Anne has had a large number of parents acting as crossing guards.

Jeanine Roy says that at their current location there is valet style pickup/drop off that is functioning well.

Lee suggested that it would be helpful to suggest some park and walk locations.

Queen Anne ES is working with the PTA to form walking & biking groups. Info about this will be added to Traffic & Access Plan.

Jeanine said the PTSA had investigated POGO, found it wasn't a great fit. She will look into School Pool.

Action: _ Kevin will get QAES on hot spots list for fall, ask for extra attention since it is opening up.

Action: _ Mitchell will make sure Queen Anne Elem gets comprehensive signage review over the summer, taking a look at load/unload areas for drop off and signs pulling parking back from intersections/cross walks. SDOT will also explore the idea of placing bike corrals in the street adjacent to the cross walk striping to protect the crosswalk. Mitchell will check whether there is a different process for getting school bus signs on Bigelow because it is a historic boulevard owned by Parks. Jeanine and Mitchell will connect about signage, QAES will send plan showing where signs should go.

School Walk Audits – Robin Randels

Robin presented final walk audit reports. She said that at a presentation with SDOT Shauna Walgren (SDOT traffic calming) said recommendations would likely not be followed.

Robin would like to know what pieces of the reports are going to be considered/implemented.

Action: _ Mitchell will check whether any of the recommended improvements in the walk Audits are already in the work plan, and ask Ashley how this information is going to be incorporated into the planning process moving forward.

Ashley Rhead, (Safe Routes to School) initiated the walk audits. She will use the information in the reports to inform SFTS priorities.

Lee, Marilyn, and Robin all pointed out that getting hedge pruning to clear side walks is often very difficult. SDOT trims in some instances, but is often slow to respond. They send notices to home owners, but homeowners often disregard notices.

Robin pointed out that school walking access seems to be a low priority. Bus stop access or flashing light visibility seem to get reliably cleared, but crews won't continue down the street to allow easy ped access, or respond in areas where bus/signage are not impacted.

Robin brought up the neighborhood desire for a 4 way stop at 20th Ave NE & NE 90th. SDOT won't install speed humps because of hill, and says it doesn't meet 4 way stop criteria (which are very high). This leaves neighborhood without any traffic calming options. Mitchell says

SDOT still installs traffic circles, but not on arterials. Marilyn pointed out that there are some existing speed bumps on hills, such as at Roosevelt. Mitchell said curb bulbs might be an option to shorten the crossing distance.

Action Committee should bring this issue up with Dongho in June and ask how to get traffic calming at intersections like this, and whether standards can be changed.

Lee suggests that walk audits would be really most useful before schools are built/renovated, so that information can be used during planning process. Richard said that Brian Dougherty calls Richard to get info about new and renovated schools, so coordination with SDOT is already happening. School entrances often move during renovations, which makes it difficult to know where to focus street improvements in advance of design.

Richard pointed out that STSC is getting an opportunity to provide input on designs, and the bigger problem now might be how to find and address ongoing issues at existing schools.

Future Topics:

- Summer meeting schedule – need to reschedule due to vacations?
- SDOT detailed survey results and recommendations (June)
- Crossing guard recruitment – push in July/August for next school year
- School staff training as crossing guards for backup
- Follow up with Lee regarding development of Director's Report
- Open committee position
- End of year speed camera update with year over year comparison, (July or August)
- Several schools have unqualified people directing traffic and crossing students. How to communicate with schools to prevent this?
- SDOT's complete assessment anticipated for early summer 2019. Dongho will return to give full assessment
- Pilot project for school road closure
- Look through walk boundary decision spreadsheet for intersections that SDOT should review for improvements.
- Lee will follow up with Robert Eagle Staff PSTA about Aurora crossing at 90th that is currently a YVYC project
- Additional metrics for benchmarking our progress, i.e. number of missing crossing guards and number of missing sidewalks within ¼ mile of schools. (May or June)
- Possible to find funding for walking school bus leaders/ bus train leaders to have a paid position similar to crossing guards. In lower income portions of the City, where crossing guards are easier to recruit, this might be attractive position.
- Loyal Heights update (June)
- Bus stop paddle funds – 2nd year accounting

Marilu Byrne would like to be cc'd on info for next meeting.

Next meeting: June 14th.