

**Seattle School Traffic Safety Committee**  
**Meeting held at City Hall, 600 4<sup>th</sup> Ave, Room 370**  
**And Online**  
**December 16, 2022**

**SSTSC Attendees**

- X Richard Staudt (SPS)
- X Lee Bruch (community volunteer)
- X Mary Ellen Russell, Chair (parent volunteer)
- X Margaret McCauley (pedestrian safety advocate)
- X Marilyn Firman (citizen-at-large)
- Robin Schwartz (parent volunteer)
- X Robbie Frankel (Metro Representative)
- X Noa Guter
- X Gary Davenport, SPD Liaison
- X Yvonne Carpenter, SPS field staff supervisor, crossing guard supervisor
- X Diane Walsh, SDOT Representative

**Other attendees**

Mathew Campbell, SDOT Intern  
Ryan Packer  
Sara Colling, Safe Routes to School Coordinator  
Bradley Topol (SDOT)  
Aly Teeter  
Vivian Song Maritz (School Board Member)  
Marni Campbell (SPS Executive Director of Operations)  
Hem Nalini Morzaria Luna, Parent, John Stanford International School

**John Stanford International Elementary School:**

Hem Nalini Morzaria Luna, parent of a 4<sup>th</sup> grader at John Stanford International Elementary School. She came to comment on the dangerous traffic situations near the school. The I 5 Express Ramp is at the back of the school and crossings at 40<sup>th</sup> Ave are dangerous. Also, there are speeding issues at the 45<sup>th</sup> Ave crossings. Her home is seven blocks from school across 45<sup>th</sup>. It is a short walk to school but zoned for buses because it's too dangerous to cross 45<sup>th</sup> Ave. On 45<sup>th</sup> many cars run through the lights rushing to get to the freeway on-ramp. They go around other cars passing on the left. Leading pedestrian intervals have already been installed at the lights on 45<sup>th</sup>. There are no traffic camera lights. There are no school signs except at 40<sup>th</sup>. There is blind curve heading to the express ramp. There is even a speed bump but cars still speed.

Hem points out that SDOT doesn't address the dangerous conditions around the freeway because the freeway is owned by WSDOT. The worst problems are in the morning because rush hour intersects with bell times.

As PTSA president Hem requested a speed study in 2017, it was completed by SDOT in 2018, crosswalk striping has been installed since then.

Mary Ellen asked if SDOT has a tool kit for dealing with high speed locations near freeway on/off ramps. Brad Topol (SDOT Vision Zero) suggested reducing the number of lanes, adding curb bump-outs, adding more median islands (refuge islands) to eliminate high speed passing in the median. He says there are a lot of tools, but the most important thing is reducing that ability to pass so that the slowest driver controls the speed through the corridor. The committee wonders what is the pathway for implementing those tools for locations like the area around John Stanford. There's not currently a group at SDOT specifically working on issues related to high speeds near freeways, so the process is the same sort of grab bag the committee has seen at many locations.

Marilyn asks about crossing guards. There's supposed to be one at 40<sup>th</sup> and Latona.

Potential solutions:

1. Installing a school zone camera. **Action: Diane** will find out if there are proposed school zone camera locations in near John Stanford. If no camera is proposed, Diane will ask about locating one of the temporary school zone cameras on the east side of John Stanford to pick up speeders heading to the freeway.
2. Installing red light cameras on 45<sup>th</sup> Ave. Gary said there is no information on new cameras. Brad Topol said there have been no new cameras installed since 2013. He is in the process of a racial equity study of automated enforcement which will be published in the spring. **Action: Diane** will coordinate with Brad to relay the outcome of the red light camera racial equity study to the committee when it is available in the spring and to track the pathway for requesting red light camera locations as it is developed.
3. 40<sup>th</sup> and Latona is eligible for a crossing guard but is an unfilled position. Suggestions were made to Ms. Morzaria about recruiting at the school.

We will check back on this problem next month.

**Intersection Score Comparisons: Brad Topol**

	previous	new
14 <sup>th</sup> and S Henderson	13	20
12 <sup>th</sup> Ave S. And S. Henderson	11	12
Claremont Ave S and S Walden Ave.	10	10
Rainier Ave. and S. Walden	17	21
Aurora Ave. N and N 90 <sup>th</sup>	16	24
Linden Ave N and N 91st (slope issue)	7	12

There is an elevation change on Henderson.

Brad's suggestions included:

1. An equity metric, possibly using Title One schools as a metric. There is always an equity metric on city plans. This is good suggestion, STSC has previously looked at bringing this in through transportation service standards. Does it make sense to put it in intersection scoring rubric instead? **Action: Mary Ellen** will reach out to Marni Campbell to get SPS's view on including an equity metric in the transportation service standards vs. the intersection scoring rubric.
2. Distance to freeway on/off ramps should be standardized in feet rather than blocks because blocks are variable.
3. Actual speeds instead of posted would be great to use, but are only available for the blocks immediately around the school, so using actual speeds is not practical. However lane width, crossing distance, proximity to freeways, and other metrics do capture many locations where speeds far exceed posted limit.
4. Marked crosswalks do not make as much difference in wider roads. Drivers tend to look forward rather than out to the side. Richard wanted us to make sure we didn't have crossing distance subsumed under a two-lane metric. Large shoulders can create more danger.
5. Brad suggests that sight distance is very difficult to collect, not very consistent between locations. Matt Campbell reported how difficult it was to collect data about this. No one seems to know how this was calculated in the past. There are no sections with significant horizontal curves but there are curves around hilly areas. It would make sense to pull this one out and instead have separate categories for slope and horizontal curvature.
6. Traffic calming and crossing distance are easier to calculate. 2 lanes, 25 feet or less across the street are the safest.
7. Calculate all collisions. An extended discussion ensued. Should we measure bike collisions, fire department medical responders' numbers? Police have a publicly available Data Set. Measuring all collisions seems to capture the craziness of the area. Adding points for fatal and serious accidents is also a good idea. The consensus was to add 1 point for each car crash, 2 points for any crash that includes a bike or pedestrian. This will really spread out the scores between low and high crash intersections.
8. Mary Ellen said we had enough information and **ACTION: the Intersection Scoring Subcommittee** will revise the metric into a working draft and start looking at the appropriate cut-off scores for walk boundaries.

### **Greg Spotts: SDOT Director**

Greg told us his vision had been formed at his first school as parent and practitioner. There was a catchment area of about 10 blocks and almost everyone walked or biked. This created a vibrant community, almost a festival atmosphere at the school.

Greg has been in Seattle since Labor Day weekend, hasn't brought his car. He has been on a listening tour getting to know Seattle neighborhoods. Greg did a walking school bus at Bailey Gatzert walking west from the central district. He noticed there is not a single ADA means to get from the sidewalk to the school. The entire organizing principal of the design around the school is for the staff parking at the school. A sidewalk repair project had been identified at Bailey Gatzert but not funded, so Greg funded it and the sidewalks have been replaced. The ADA problem remains on the school property however.

Greg says he is concerned with Vision Zero, why are the outcomes going in the wrong direction with more accidents? The first thing he did was order a review of this to come out in 90 days which should be next week. The goal for all SDOT staff is to focus on "Safety First", which the mayor agreed to support.

Greg shared his experience running a large organization, he thinks this may be a way in which he is different from his predecessors in the role. The collaboration between SDOT and WSDOT should be improved. Already the Green Lake bike lane was approved using a lane on Aurora. He wants change to happen faster. The motto for 2023 will be "Delivery, Fast and Flavorful".

Ms. Mozaria invited him to visit John Stanford International School and he agreed.

Greg asks us to write a few sentences defining problem of high speed traffic around freeways. He also suggests a meeting in the spring with him, Dongho Chang, and Venu Nemani.

**Action – Mary Ellen** will write language defining the problem of high speed traffic around freeways for review at the next meeting. Then it will be sent to Greg Spotts, Dongho Chang, and Venu Nemani asking for a meeting focused on this issue in the spring.

#### **Sara Colling: Safe Routes to School Coordinator:**

Balance bikes are going to all SPS kindergartens. PE teachers run bike and walk safety programs. Traffic gardens are being painted on playgrounds so they can practice. New request is that a bus stop also be included in traffic gardens so children can learn transit safety.

Bike and walk safety education is planned to be expanded to Kindergarten. Each Kindergarten class will get 6 balance bikes to practice balancing and make later bike education modules more effective.

#### **Yvonne Carpenter: Crossing Guard Supervisor:**

There are 17 applications from September to follow up on. 3 people were staffed but they found other jobs. There are 54 open positions. Lost Sacajewea, Hazel Wolf, BF Day, Madrona, Salmon Bay, Concord, Leschi, Cascadia/Eaglestaff. **Action: Yvonne will send Mary Ellen** a list of crossing guard locations lost since August to keep the map up to date.

Vivian asked if it's possible to hire high schoolers for the AM crossing guard positions. Yvonne said it is district policy not to hire anyone under 18.

#### **Last Month's Minutes and Action Item Updates**

1. Mary Ellen got parent quotes for Marni. The busing has turned around since last year and parents are happy.
2. **Action: Margaret, Richard and Sara** will meet again with VA in January and pull Ashley in.
3. The meeting with Richard Best and Melody Berry (SIP review team) was productive. Several more meetings will come out of this. **Action: Lee, Mary Ellen and Richard** will present progress report in February.
4. **Action: Noa and Marilyn** will present Updated annual calendar & updated list of subcommittees in January.
5. **Action: Ashley** has scheduled a meeting with parking enforcement to talk about a hot spot list, parking, and other issues. **Gary** agreed to attend. Meeting rescheduled for January 4<sup>th</sup>.

6. Stop Paddle Situation: **Action: Mary Ellen** will talk to Marni about the status of the stop paddle cameras. Margaret will coordinate outreach to KC representatives to ask for help getting the Sheriff's office to resume reviewing ticket data.
7. Yvonne will continue as SPS's second voting member.
8. Sara has asked that transit education be incorporated into traffic playgrounds.

Mary Ellen motioned that the November minutes be approved, and Margaret seconded. Minutes were approved.

**Bylaws:**

Noa moved and Margaret seconded to approve the minutes as amended by Margaret. The Bylaws were approved unanimously.

**Action: Diane** will bring name cards for the next in person meeting and we will begin with introductions so visitors will know us.

**Future Topics:**

- Bus Stop Paddle Tickets & KC Sheriff (Jan)
- All transportation providers & snow routes (parent specifically asked about Ever Driven)
- Metro Criteria for bus shelter placement (Jan)
- Voting for Chair & Secretary
- Discuss Freeway Problem Exits with Greg Spotts
- Annual Report presented by Noa and Marilyn
- Regular report from Sara Colling

**Next Meeting: January 20<sup>th</sup> Primarily Remote**