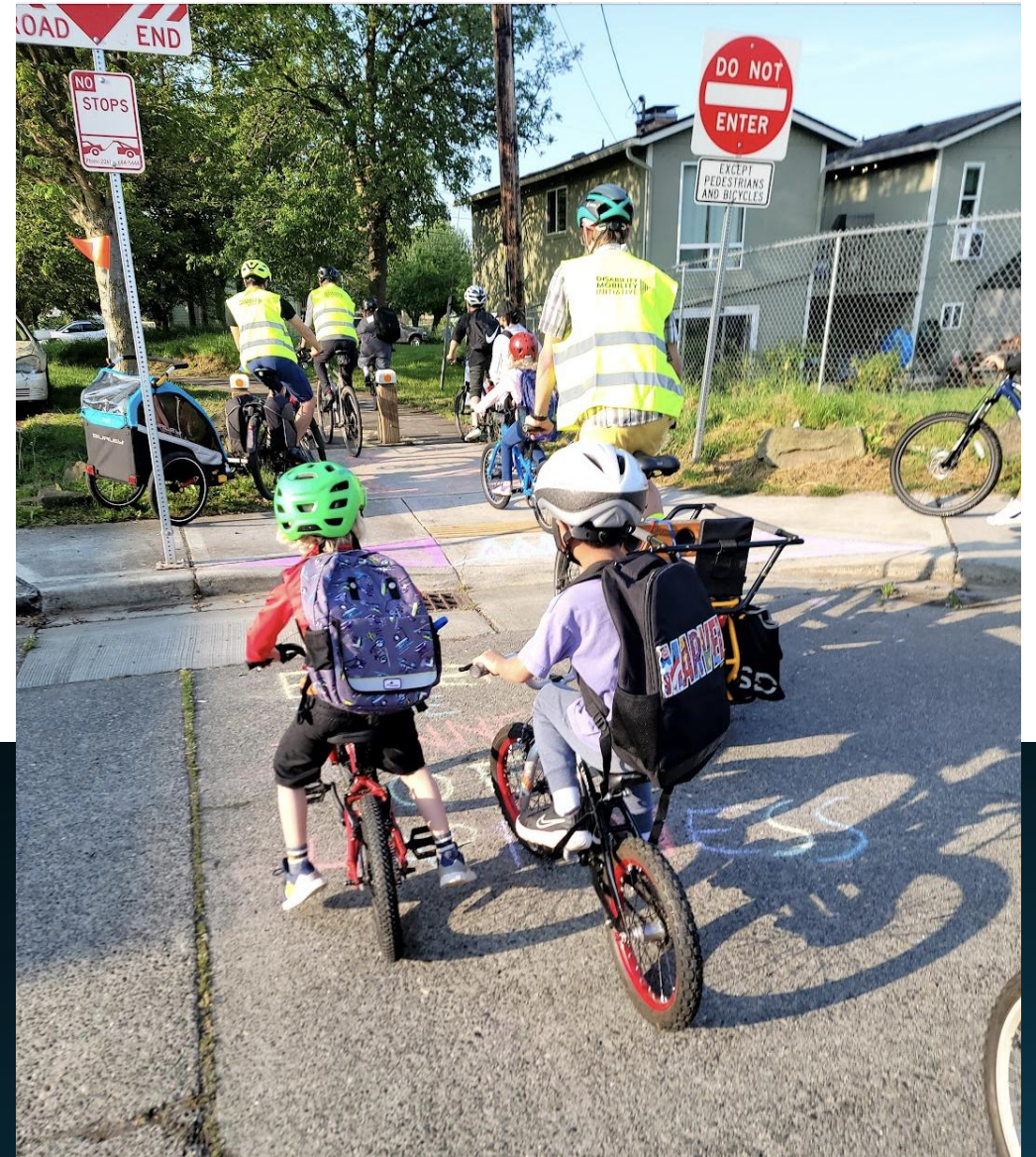


Seattle School Traffic Safety Committee

2024 Annual Report



Seattle City Council Transportation Committee

January 21, 2025

What is the School Traffic Safety Committee?

Established by council in 1975, the SSTC is a joint community volunteer and staff board that:

- Maintains working relationships between organizations that each have a role in ensuring safe routes to schools.
- Provides a forum for community members to raise multi-agency school traffic safety issues
- Defines elementary school walk boundary maps using SDOT and SPS information
- Identifies crossing guard assignments and works to improve crossing guard recruitment
- Reviews and advises on traffic circulation plans for new and/or renovated school
- Engages with and responds to emergent school traffic safety issues as they arise





Cross-agency coordination

The STSC is uniquely positioned to help foster collaborative work and holistic problem-solving across government agencies, such as:

Organized state and local walking tour covering safety concerns at John Stanford and Concord, near I-5 on/off ramps

Uses SDOT intersection data to systematically updating walk zones and for SPS K-8 & elementary schools

Advocated for SDOT funded Safe Routes to School Coordinator in SPS to support walking and biking at equity-priority schools

King County Metro and SDOT coordination to add trips and align bus capacity to bell times at Mercer Middle School

Improved timing between SPS and SDOT on identifying summer school sites which allows for school zone beacons to operate during summer

Supported expansion of the School Streets program to additional private and public schools requesting traffic calming measures

Efforts to update codes and regulations

Request from James Baldwin Elementary to add an all-way stop led to SDOT updating its intersection guidelines



Since 2022, STSC and the SPS capital project team have been working with SDCI staff to update outdated city codes that cost taxpayers >\$2.5MM annually

City of Seattle code Chapter 23.51B (on public schools in residential areas) and Chapter 23.54 (on parking requirements) reflect outdated car-centric thinking

Forces SPS to seek “special departures”, while regularly approved adds time/costs and allows a few individuals to contest and deliberately delay school construction.

STSC is looking forward to SDCI and Department of Neighborhoods submitting their proposed code updates and council enacting necessary changes

STSC objectives for the 2024-25 school year

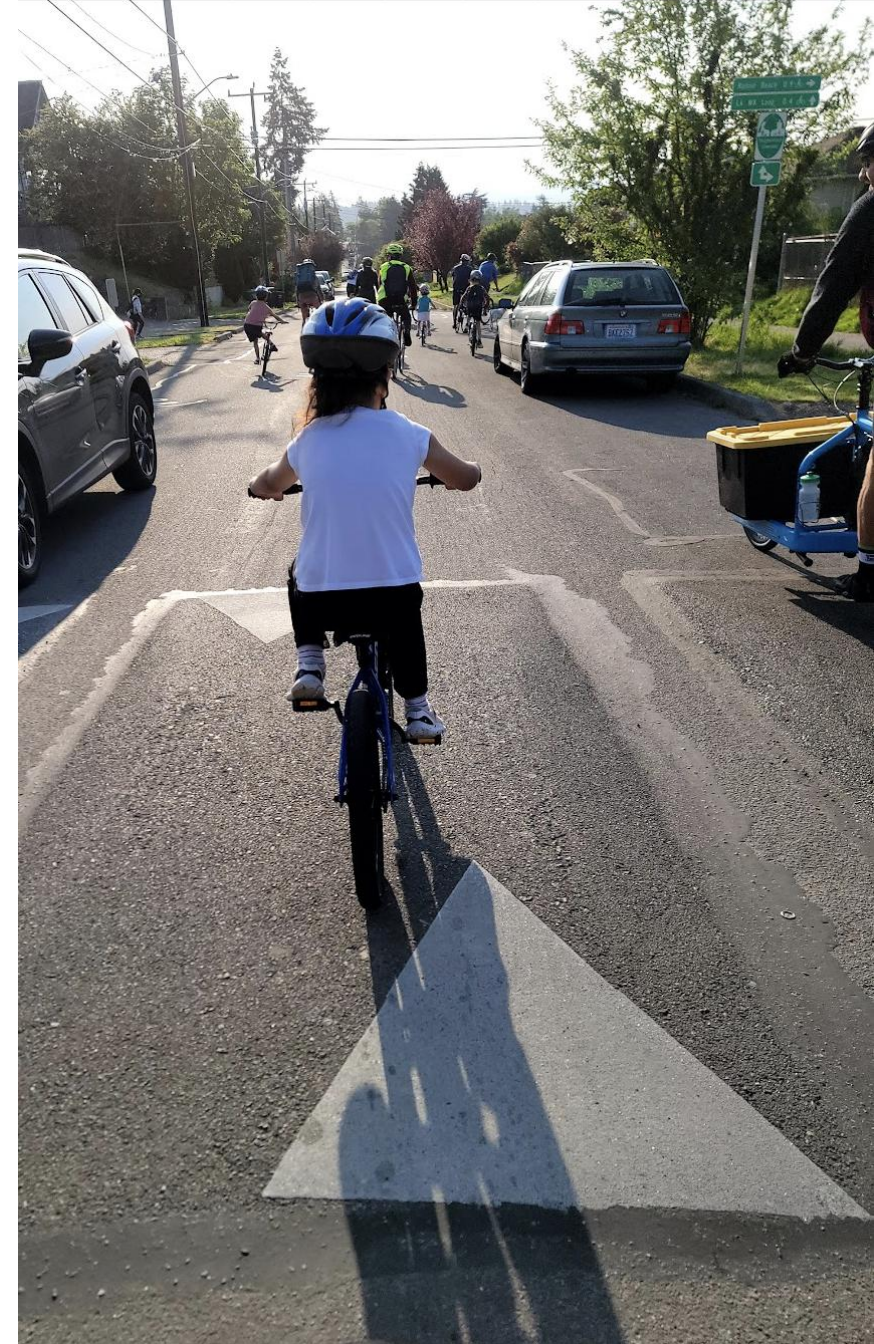
1. Finish updating all K-8 and elementary school walk zone boundaries
2. Add youth/student representation to STSC committee meetings, discussions, and work.
3. Better integrate with WSDOT to resolve traffic problems that cross City and State authority
4. Formal letter of support once draft city code updates and design guidelines are released
5. Continue to explore how to make Seattleites aware of STSC as a resource and venue.



What we need to be successful

City of Seattle and Seattle Police Department

1. Operationalize the work to review tickets from stop-paddle cameras on school buses
2. Bring back temporary enforcement patrols back to high-risk areas to adjust parent and other driver behavior
3. Get the school construction code change over the finish line and save taxpayers' money!
4. Build on SDOT/WSDOT collaboration to create comprehensive responses to dangerous traffic near freeway on- and off-ramps near schools
5. Continue to fund Safe Routes to Schools programs
6. Support expansion of school traffic safety cameras



What we need to be successful

Seattle Public Schools

1. Reduce crossing guard vacancy rate from unacceptable 55% to zero.
2. Establish a process to keep walk zones and maps updated as school attendance boundaries change
3. Create a clear path for existing schools to add bike parking
4. Institutionalize walking/biking on Safe Routes as part of Wellness Policy and in Continuous Site Improvement Plans
5. Build out systems for people to get involved in traffic safety at their school and in their neighborhood



... and from our other partners

WA State Legislature

1. Fund school crossing guards which is required by current state law ([RCW 28A.160.160](#)) but not allocated.
2. Prioritize funding for public transit, Safe Routes to Schools, and walking and rolling infrastructure.
3. Invest in Vision Zero.
4. Build on SDOT/WSDOT collaboration to create comprehensive responses to dangerous traffic near freeway on- and off-ramps near schools.

King County Metro ongoing adjustment of routes, capacity, and stops to accommodate student ridership.

General public support for systemic change and culture shifts in traffic safety:

1. Bike/walk buses and other non-car activity in the streets to help change driver behavior and expectations.
2. Emphasize walking, biking, rolling as part of the transportation experience (transportation isn't just cars)
3. Participate in other movement types and providing input into engineering, road design, and other physical aspects of safety.



Thank You

We appreciate your engagement and ongoing support!

Join us in at an upcoming meeting,
Third Friday of each month 8:30-10:30am
www.seattle.gov/school-traffic-safety-committee