



City Council Business Agenda Item City of Kenmore, WA

Subject/Topic: Update on Council Goal #1:
To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle, and other means of travel

Proposed Council Action/Motion:
Receive and file

For Council Meeting Agenda of: October 19, 2015

Department: Public Works, Police & City Manager's Office

Prepared by: Brett Schock, PE, Leslie Harris, Kris Overleese, PE, Police Chief Cliff Sether, Jenny Pazar

Initial & Date
Approved by Department Head: KMD 10/8/15
Approved by City Attorney:
Approved by Finance Director: pre 10/8/15
Approved by City Manager: A&K

Exhibits/Attachments:
Attachment A – details of projects and initiatives

Expenditure Required
N/A

Amount Budgeted
N/A

Appropriation Required
N/A

INFORMATION/BACKGROUND:

The City of Kenmore has created a number of programs, policies, and implemented projects in support of City Council Goal #1, to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel. These programs, policies and improvements generally fall into the three categories of engineering, education, and enforcement. These “Three Es” make up the foundation of the City’s approach to transportation concerns and solutions. These programs, policies and improvements have been initiated in the last 18 months and some are in the early stages of design and will continue into 2016.

The following list is a summary of the City’s significant efforts in education, enforcement, and engineering to support Council Goal #1 over the last 18 months. Detailed information on each of these programs, projects and initiatives is included in Attachment A.

Engineering

- Sidewalk Projects in Design (62nd Avenue NE, NE 181st St, and NE 202nd Street)
- Sidewalk Gaps Project Completed
- Hiring of a City Traffic Engineer
- Neighborhood Transportation Plans
- Pedestrian Signal Phasing (68th Avenue NE and NE 181st Street)
- Pedestrian Signal Phasing (Juanita Drive and Arrowhead Drive/NE 153rd Place)
- Reduced Speed Limit on NE 175th Street
- SR 522 West A (61st to 65th Avenues NE) Construction: New Sidewalks
- Tolt Trail Design
- Arterial Crosswalk Rapid Flashing Beacons
- 61st Avenue Rechannelization

- Juanita Drive Walkway Improvements
- 68th Avenue Walkway Improvements (NE 182nd Street to NE 185th Street)
- Implementation of CityWorks and Expanded use of Citizen Action Request System (CARS)
- Roadway Standards Update
- Design of West Sammamish River Bridge Replacement: New Pedestrian/Bicycle Facility

Education

- Adoption of Target Zero Policy
- City Staff Target Zero Training
- Pedestrian and Bicycle Safety Ad-Hoc Committee
- Community Outreach
- Bicycle Helmet Sales
- City of Kenmore Roadway Standards Update
- Transportation Element Update

Enforcement

- Detection and Enforcement of Traffic Laws Relating to Safety of all Road Users
- Evaluation of Automated School Zone Speed Camera System
- Reward Program for Children
- 6th Grade Classroom Visits

Future projects and programs will continue to focus on multimodal user safety as a priority. City Council Goal #1 has been an important statement to help guide the efforts of City staff in selecting projects that benefit all users of the public right of way. Target Zero is the ultimate goal in Kenmore, a benchmark to strive for through the effective use of engineering, education, and enforcement working together to create a safe transportation environment for all users of the public right of way.

FISCAL CONSIDERATION:

None.

COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel.



Council Goal #1 Update

Attachment A

The City of Kenmore has created a number of programs, policies, and implemented projects in support of City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel*. These programs, policies and improvements generally fall into the three categories of engineering, education, and enforcement. These “Three Es” make up the foundation of the City’s approach to transportation concerns and solutions. These programs, policies and improvements have been initiated in the last 18 months and some are in the early stages of design and will continue into 2016.

Engineering

Engineering solutions can compliment education and enforcement to enhance the safety of the city’s transportation facilities. The City of Kenmore has policies in place to react to citizen concerns and evolving issues from new development and changing regional traffic patterns. The City has also recently taken a more proactive approach to transportation and is looking to address potential motorized and non-motorized transportation issues before they become a problem. By expanding city staff, upgrading systems to record and address citizen concerns, and updating planning and design standards and documentation, the City’s engineering approach to transportation has been strongly guided by Council Goal #1.

Sidewalk Project In Design (62nd Avenue NE)

The City successfully secured an \$828,000 grant to install sidewalks on 62nd Avenue NE from NE 181st Street to NE 187th Street. The 62nd Avenue NE project includes sidewalks on one side of the street and traffic circles to address vehicle speeds, in addition to improving the available pedestrian facilities. This project is in design phase and is expected to go to construction in 2017.

Sidewalk Project In Design (NE 181st Street)

The City successfully secured grants totaling \$874,830 to install sidewalks on the north and south side of NE 181st Street from 68th Ave NE to 73rd Ave NE. The sidewalks on NE 181st Street will add to the safety of pedestrian facilities to downtown Kenmore and major services. These projects are in design phase and are expected to go to construction in 2016 and 2017.

Sidewalk Project In Design (NE 202nd Street)

The City successfully secured a \$1,017,570 grant to install sidewalks on NE 202nd Street from 68th Ave NE to Kenmore Junior High. The sidewalks on NE 202nd Street will add to the safety of pedestrian facilities accessing Kenmore Junior High school and connect to the walkway improvements on 68th Avenue NE. The project is in design phase and is expected to go to construction in 2017.

Sidewalk Gaps Projects Completed

In 2015, the city’s sidewalk gap project completed three sections of sidewalk connecting other continuous walkways and improving pedestrian access to schools, school bus stops, and public facilities. 57 feet of sidewalk was completed along 68th Avenue NE near the Washington Department of Fish & Wildlife boat launch driveway, completing the pedestrian walkway along 68th Ave NE and improving access to the city’s waterfront properties. 110 feet of sidewalk was completed on 72nd Avenue NE, connecting to continuous sidewalks along NE 170th Street near a school bus stop. 111 feet of sidewalk was completed on NE 155th Street connecting continuous sidewalks along Simonds Rd and an improved crosswalk over Simonds for Inglemoor High



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School students. Each of these projects improved connections and mobility for pedestrians and furthered Council Goal #1.

Hiring of a City Traffic Engineer

Historically, the City of Kenmore had used King County for traffic engineering services. To improve on response times and allow additional focus on the multi-modal transportation in the City, a traffic engineer was hired in May of 2015. As a City staff member, the traffic engineer is able to respond directly to concerns raised by citizens, Council and staff, and administer programs to reach out to the community and provide proactive improvements.

Neighborhood Transportation Plans

Addressing the Ad Hoc committee recommendation #6, the City Council authorized funding for a Neighborhood Transportation Plan program in the current biennial budget. This program is administered by the City traffic engineer. As of this report, five neighborhoods have met to begin proactively addressing traffic, mobility and connectivity issues in their neighborhoods. Other neighborhoods will be meeting through the rest of 2015 and into early 2016. Citizens are encouraged at these meetings to identify concerns on residential streets, especially those that make walking and cycling more difficult. Citizens then work with city staff to identify appropriate tools and are beginning the process of prioritizing improvements. At the end of a series of three meetings, each neighborhood will have produced a prioritized map of projects which the City will implement with available funding.

Pedestrian Signal Phasing – 68th Avenue NE and NE 181st Street

The signal, managed by WSDOT, at the intersection of 68th Avenue NE and NE 181st Street, had pedestrian “lead time” incorporated. This provides three seconds of pedestrian walk signal in the east-west direction prior to the signal turning green for vehicles. The three seconds allows time for pedestrians to enter the crosswalk and be more visible to traffic at this busy intersection.

Pedestrian Signal Phasing – Juanita Drive and Arrowhead Drive/NE 153rd Place

For the 2015-16 school year, the signal at the intersection of Juanita Drive and Arrowhead Drive/NE 153rd Place has been modified to include a new pedestrian-only phase. This ensures that as students are crossing Juanita Drive to walk to Arrowhead Elementary, no vehicles have a green light. A “no turn on red” restriction for Arrowhead Drive only during this pedestrian phase will be in place in the fall of 2015. Additional bright, reflective signage for use by the school crossing guard has also been provided to increase the visibility of this heavily used school crossing.

Reduced Speed Limit on NE 175th Street

Reducing speed limits without accompanying engineering changes or additional enforcement has shown, through research and practical experience on 80th Avenue NE in Kenmore, to have little effect on overall vehicle speed. King County traffic engineers performed an analysis of NE 175th Street, which was reviewed by the city traffic engineer, and confirmed that the physical characteristics of NE 175th Street accommodated a 30 mph speed limit. This reduction from 35 mph to 30 mph on this street which parallels the Burke Gillman trail was approved by City Council on September 19, 2015 and work is underway to modify the signage on the street indicating the change.



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SR 522 West A: New Sidewalks

As part of the construction on SR 522, new sidewalks are being completed between 61st and 65th Avenues NE. These sidewalks connect the Kenmore downtown with the Burke Gillman trail, bus stops on 522, and existing infrastructure east of 65th Avenue. Construction on the project is ongoing.

Tolt Trail Design

The Tolt Trail is scheduled for construction in summer of 2016 and will provide approximately 1500 feet of paved multi-use trail within the Tolt pipeline right-of-way. This right-of-way is in line with NE 185th St, between 68th Ave NE and 73rd Ave NE. The project will pave an existing dirt footpath in the undeveloped right of way which is subject to seasonal flooding. The project includes drainage improvements which will allow for continual use of the trail throughout the year, in all seasons.

Arterial Crosswalk Rapid Flashing Beacons

In June 2014, the City of Kenmore installed rapid-flash rectangular beacon (RRFB) and enhanced signage at 11 crosswalks in the city. The crosswalks selected for RRFB enhancement were those at unsignalized locations on arterials and collectors, especially those near schools. Following citizen requests and an evaluation by the City traffic engineer, a 12th RRFB was installed in 2015 at the entrance to Swamp Creek Park, crossing 68th Avenue NE at NE 195th Street. This location provides access to Kenmore Elementary school. Additional RRFB installations are under consideration for locations which meet the original criteria and may be installed in 2016, or as part of the neighborhood transportation plans.

61st Avenue Rechannelization

61st Avenue NE in Kenmore was rechannelized in June 2014. This changed the road to one lane in each direction with a center left turn lane and shoulder bicycle lanes. This change occurred between NE 193rd Street and the approximate location of NE 185th Street. City staff are planning to evaluate expanding these bicycle lane markings and signage following completion of a project to address voids under the sidewalks on 61st Avenue NE in the early part of 2016.

Juanita Drive Walkway Improvements

The lane widths on Juanita Drive were reduced from NE 170th Street to the Kenmore/Kirkland border to provide additional walkway width on the west, southbound side. The northbound shoulder of Juanita Drive is of variable width and at some points drops to less than 2 feet, even with reduced vehicle lane widths. Because of this, the northbound lane of Juanita Drive has been marked with "sharrow" bicyclist markings. These markings indicate for cyclists where to be in the lane and advise drivers that bicyclists may be using the lane. Additional signage warns drivers of the presence of cyclists northbound. In the southbound direction, a much wider shoulder allowed designation of the shoulder of Juanita Drive as a shared use walkway. On-road symbols designating the shoulder as a bicycle and pedestrian facility have been placed along the length of Juanita Drive in Kenmore. Additional measures, such as raised pavement markers, wide edge strips and "candlestick" vertical markers have been placed along the southbound shoulder to increase safety. A project to replace the existing extruded curb at the curve near NE



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155th Street is currently being advertised and will replace this curbing with full-height “Jersey”-style barrier set back from the edge line.

68th Avenue Walkway Improvements (NE 182nd Street to NE 189th Street)

Following the programmed overlay of 68th Avenue NE from NE 182nd Street to near NE 198th Street, the existing lane width on 68th Avenue NE was reduced to match that on Juanita Drive. The use of a double-width line and raised pavement markers, along with the wider available shoulder, helps to provide a safer pedestrian facility. The sidewalk project on NE 202nd Street will help to connect this widened and improved shoulder to Kenmore Junior High School.

Implementation of CityWorks

The Pedestrian and Bicycle Ad Hoc committee recommendation #11 was for expanded use of the existing Citizen Action Request System (CARS). CARS allows citizens to electronically inform the city of concerns and requests through a web form. In 2015, the City implemented a software package called CityWorks. This software collects the CARS, plots them on an interactive map, attaches citizen contact information, and dispatches the request to the appropriate City staff. City staff has a goal of responding to citizens within one week to discuss concerns and any actions that can be undertaken. A number of improvements to vehicular, pedestrian and cyclist safety have been implemented in direct response to issues raised through CARS. Temporary signage, data collection efforts, use of the city’s Traffic Calming policy, and signing and striping changes have all resulted from responding to these requests.

City of Kenmore Roadway Standards Update

City staff has been, throughout 2015, updating the City of Kenmore roadway standards. The current standards follow the King County 2007 standards. The updated Kenmore standards include significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. A minimum requirement for sidewalks, reduced lane widths, and encouragement of traffic calming devices as part of future developments will all provide for an evolving environment of improved pedestrian and cyclist facilities. The roadway standards will be applied to private and City developed projects.

West Sammamish River Bridge Replacement: New Sidewalks

The design phase for the West Sammamish River Bridge will be starting at the end of 2015 and into 2016. As part of this design, a new pedestrian and bicycle facility will be constructed adjacent to the vehicle travel lanes on the new structure. This facility will connect to existing facilities on 68th Avenue NE and Juanita Drive. The separated facility will be wide enough to accommodate bi-directional non-motorized traffic. Upon completion, the facility will form a critical link in Kenmore’s bicycle and pedestrian priority routes.

Education

Education programs seek to educate both the public inside and outside of Kenmore, and city staff on the importance of focusing on the safety of multimodal transportation. These programs have increased the public visibility of the City’s commitment to this goal, and established Kenmore as a regional leader in multimodal transportation safety. Education initiatives are in place to guide current and future engineering improvements and development in Kenmore to be in line with Council Goal #1.



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Adoption of Target Zero

The Kenmore City Council adopted Target Zero as a city policy on April 28, 2014. Target Zero states that it is the goal by 2025 to have no pedestrian or bicycle deaths or series injuries as the result of a collision with a motorized vehicle. This policy has become a guiding principal for all transportation related projects in Kenmore, and city staff make an effort to publically promote the Target Zero initiative.

Target Zero, which is similar to Vision Zero language in use in other regional cities, is a current trend among cities in the Puget Sound region and across the country. Kenmore is one of the first cities in the Puget Sound region to formally adopt this policy, and is recognized for being a leader in addressing pedestrian and cyclist safety issues.

City Staff Target Zero Training

As part of the process of implementing Target Zero, city staff, including city management, has attended training sessions on Vision Zero objectives and principals, best practices for pedestrian and cyclist accommodations through NACTO and ITE standards, and viewed webinars by worldwide leaders in Vision Zero design.

Pedestrian and Bicycle Safety Ad-Hoc Committee

In 2014, an ad hoc committee of citizens and City staff was assembled to address concerns with bicyclist and pedestrian safety in Kenmore. This committee met a number of times and produced a report outlining 14 key recommendations, many of which have been addressed by other programs and projects described below.

Community Outreach

The Target Zero outreach team has prioritized attending community events and promoting the educational component of the Initiative. City staff strives to reach a wide variety of audiences and in 2015 to date we have had a presence at events including the Northshore Fire District Pancake Breakfast, Bastyr Herb and Food Fair, Bike to Work Day, Kenmore Summer Concert Series, Kenmore Play Day, National Night Out, Northshore School District Back to School Fair, Arrowhead Elementary PTA Welcome Back Event, and Walk to School Day. The City helps educate kids and adults alike through the popular Target Zero spin-wheel, an interactive game that gives participants the opportunity to land on bike, walk, or drive and answer a corresponding safety related question, and with a large Target Zero safety education display board. The City's outreach efforts have increased Target Zero's visibility within the Kenmore community.

New this year, the City was able to expand our outreach efforts with the help of volunteers. The trained volunteers assisted with outreach at city and community events, including when city staff were not available to attend such as the Arrowhead Elementary PTA Welcome Back Event.

The City has also organized "Pop Up Parties" to promote the Target Zero Initiative. These include giving the public a few days notice through social media channels and then setting up the Target Zero tent either along the Burke-Gilman Trail or in a local park. Our three pop-up parties have targeted afternoon trail users, morning bike commuters, and children/families. The City received positive feedback on the events and they have helped strengthen relationships between



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the City and the public. This fall, we are planning to host a Pop Up Party at the Park & Ride to remind bus commuters of simple tips to be seen better while walking to and from their destination.

Safety tips have also been shared through the City's publications, school publications, local newspaper, and social media.

Bicycle Helmet Sales

The City of Kenmore has offered low cost bike helmets to adults and children since July 2014. This program has provided around 100 helmets to help all Kenmore cyclists stay safe. Safety among cyclists, independent of concerns related to vehicles, was identified as one of the barriers by the ad hoc committee.

City of Kenmore Roadway Standards Update

A 2015 update of the City of Kenmore roadway standards includes significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. These standards are used to educate developers and the public on the requirements for improvements to the transportation network. More detail on the roadway standards update is included in the engineering section, below.

Transportation element update

The City's comprehensive plan update in 2015 includes an update of the Transportation Element. The Transportation Element, which guides the capital improvement projects of the city for the next six years, includes three sections which directly address Council Goal #1. The inclusion of bicycle priority routes, pedestrian priority routes and identification of a layered network concept for Kenmore roads all directly address a multimodal approach to transportation safety. The layered network concept builds on the Complete Streets concept by providing pedestrian and cyclist facilities where appropriate and effective, not just in all locations. The use of a layered network acknowledges that some roads are better suited to vehicle or freight usage, while many others need to safely accommodate cyclists and pedestrians. This creates a wider roadway network that is overall safer for all motorized and non-motorized users. Identification of bicycle and pedestrian priority routes ensures that future development and projects enhances these routes. This will lead to continuous non-motorized access across Kenmore in an organized network.

Enforcement

Enforcement of traffic laws, for motorized and non-motorized users, is a critical component of keeping all users safe. The Kenmore police department has always had a strong commitment to keeping Kenmore as one of the safest places to live in the state of Washington. Council Goal #1 has reinforced the police department's commitment to enforcing existing laws and ensuring compliance with changes made by engineering projects.

Kenmore Police Chief Statement

Since the date of incorporation the top priority of the Kenmore Police Department (KPD) has always been to make the City of Kenmore the safest place to live in this State. KPD continues to enforce all laws, traffic and criminal, to achieve our goal.



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KPD is placing a special focus on the detection and enforcement of traffic laws relating to the safety of all road users. We will continue issuing notice of infractions (tickets) to motorists who fail to yield to pedestrians and distracted driving violations; to pedestrians who fail to follow the laws relating to crossing roadways; and to bicyclist who fail to obey the rules of the road and safety equipment violations. This emphasis is in support of the adoption of Kenmore's Target Zero initiative.

Evaluation of Automated School Zone Speed Camera System

The Ad Hoc committee's recommendation #2 was for the implementation of school zone camera systems. These systems automatically ticket vehicles exceeding the speed limit in school zones. City Staff have been evaluating the use of these cameras prior to proceeding with installation in any of Kenmore's school zones. Data on vehicle speeds was collected at the end of the previous school year. Data is being collected and analyzed at the beginning of the current school year to verify and compliment results obtained in the first measurements. City staff met with representatives of the third party vendors of the automated camera systems to gather information. A final report and recommendation on school zone cameras is expected to be presented to City Council for consideration by the end of 2015.

Reward Program for Children

The Target Zero Reward Program, held during the spring and summer months, strived to encourage children and teens under the age of 18 to be safer bicyclists and pedestrians. While out on patrol, KPD "cited" children and teens for displaying good traffic safety behavior such as wearing protective and reflective gear, signaling turns while riding a bike, using yellow crossing flags at crosswalks, and many other positive safety actions. These coupons were good for free small snacks courtesy of McDonalds and Kidd Valley in Kenmore.

6th Grade Classroom Visits

The KPD makes special presentations to 6th grade classrooms at Moorlands Elementary in the fall and Kenmore Elementary in spring. The presentation includes information on personal safety, including walking and biking safely to and from school.