

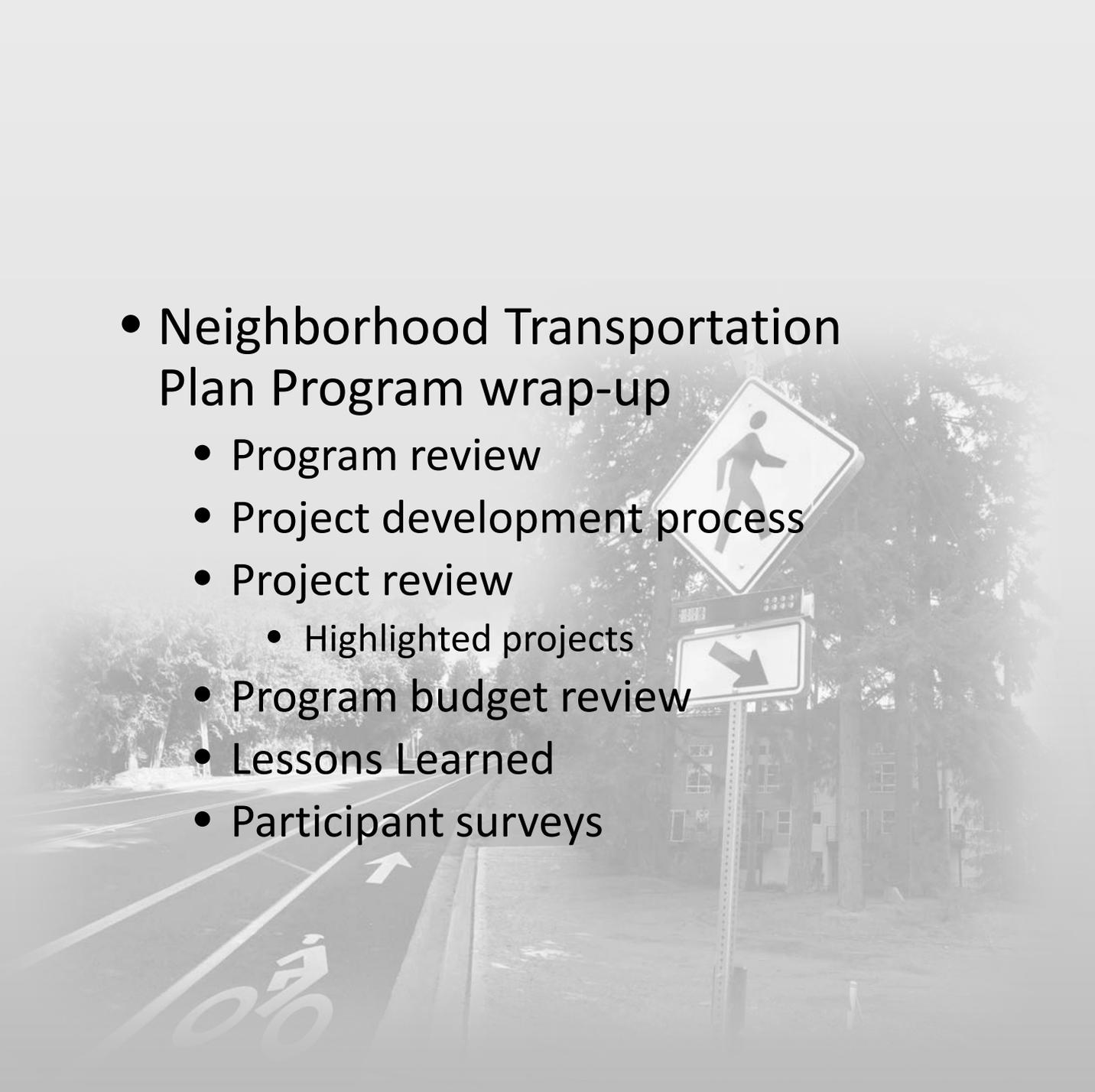
# Target Zero & Neighborhood Transportation Plan Program Update

Brett Schock, PE  
Traffic Engineer  
October 23, 2017



# Tonight's Agenda

- Target Zero program review
  - Pedestrian Projects
  - Bicycle Projects
  - Partnerships
  - Education and Enforcement
- Complete Streets Ordinance
- Neighborhood Transportation Plan Program wrap-up
  - Program review
  - Project development process
  - Project review
    - Highlighted projects
  - Program budget review
  - Lessons Learned
  - Participant surveys



# Target Zero

Target Zero Resolution

Pedestrian and Bike Ad-Hoc Committee



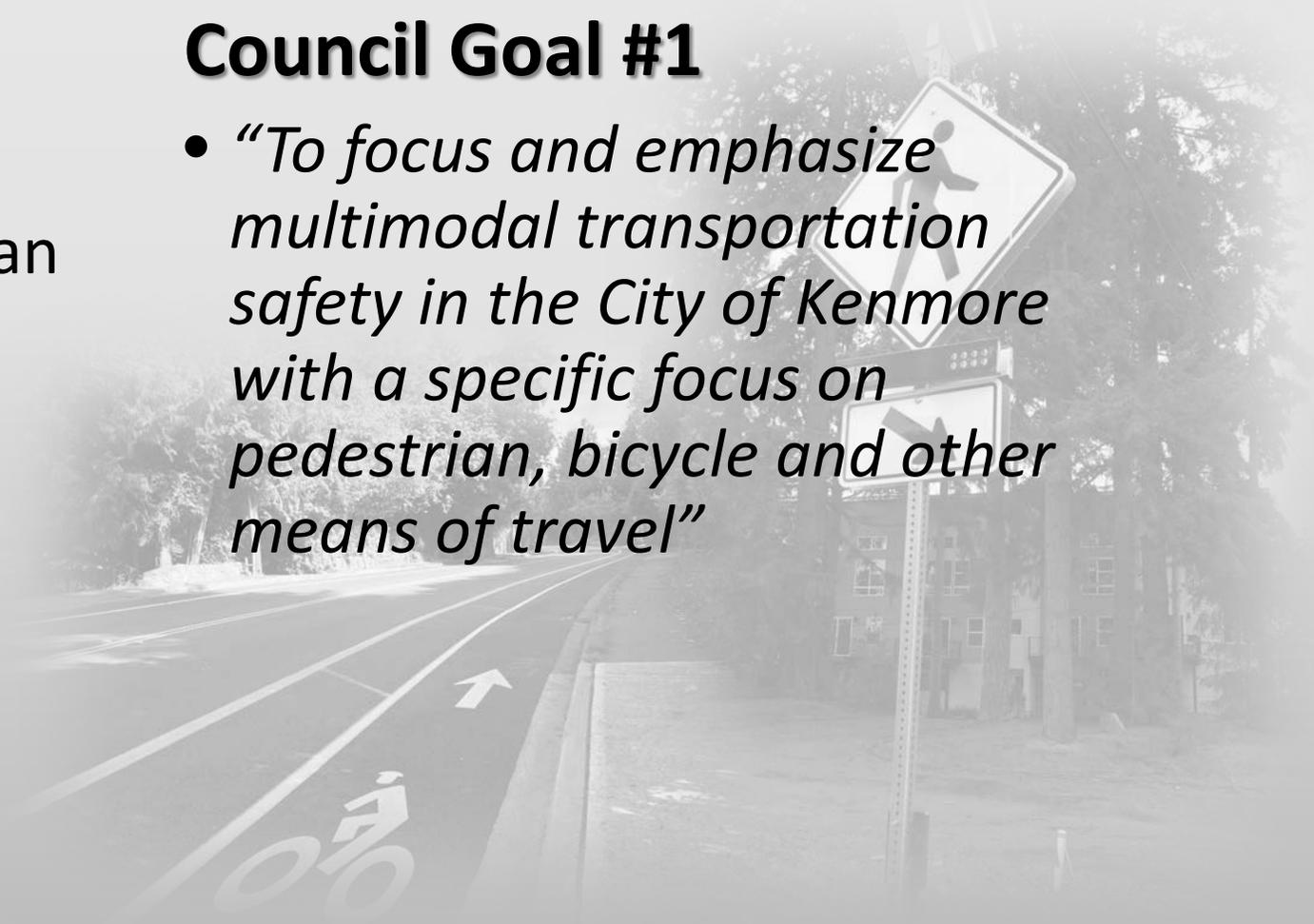
# Kenmore City Council Actions

## Target Zero

- 2014 Council Resolution
- In response to 2014 pedestrian and bicyclist fatalities
- Goal of zero pedestrian and bicyclist fatalities or serious injuries by 2025
- Traffic Engineer position

## Council Goal #1

- *“To focus and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicycle and other means of travel”*



# Capital Projects - Pedestrian Improvements

- 5,000 linear feet of sidewalk since June 2016
- 5 new RRFB-enhanced crosswalks (NTPP)
- Tolt Trail completion
- Opportunities afforded by overlays
- NTPP projects
- Reviewed by Traffic Engineer



# NE 181<sup>st</sup> Street Sidewalks

- Approx. 1,600 linear feet
- 68<sup>th</sup> Ave to 73<sup>rd</sup> Ave
- RRFB Crosswalk at Safeway driveway
- Grant funded



# 62<sup>nd</sup> Avenue NE Sidewalks and Traffic Circles

- Approx. 1,400 linear feet
- NE 181<sup>st</sup> to NE 187<sup>th</sup> St
- 3 traffic circles
- Grant funded



# NE 202<sup>nd</sup> Street & 66<sup>th</sup> Avenue NE Sidewalks

- Approx. 2,000 linear feet
- 66<sup>th</sup> Ave to NE 201<sup>st</sup> St
- Connects to Kenmore Middle School
- Grant funded



# Bicycle Improvements

- 61<sup>st</sup> Avenue and Burke Gilman Trail
- NE 170<sup>th</sup> Street and Simonds Road buffered bike lanes
  - Opportunity afforded by overlay



# Future Projects (in Development)

- Juanita Drive/68<sup>th</sup> Avenue NE sidewalks and bike lanes
  - Imagine Kenmore/Bond Measure
- West Sammamish River Bridge Replacement
- NE 153<sup>rd</sup> Place sidewalks
  - Safe Routes to School grant
- NE 181<sup>st</sup> Street sidewalks (65<sup>th</sup> to 67<sup>th</sup> Avenue)
  - Transportation Improvement Board grant
- Bicycle lane improvements – 61<sup>st</sup>, 73<sup>rd</sup> and 80<sup>th</sup> Avenues



# Target Zero – Education

- Safety tips and newsletters
- Presence at City Events, school events and pop-up events
- Continued helmet sales



# Target Zero – Enforcement

- Motorcycle officer
- Targeted crosswalk enforcement
  - 61<sup>st</sup> Avenue NE and Burke Gilman Trail
  - 75<sup>th</sup> Avenue NE and NE 192<sup>nd</sup> Street

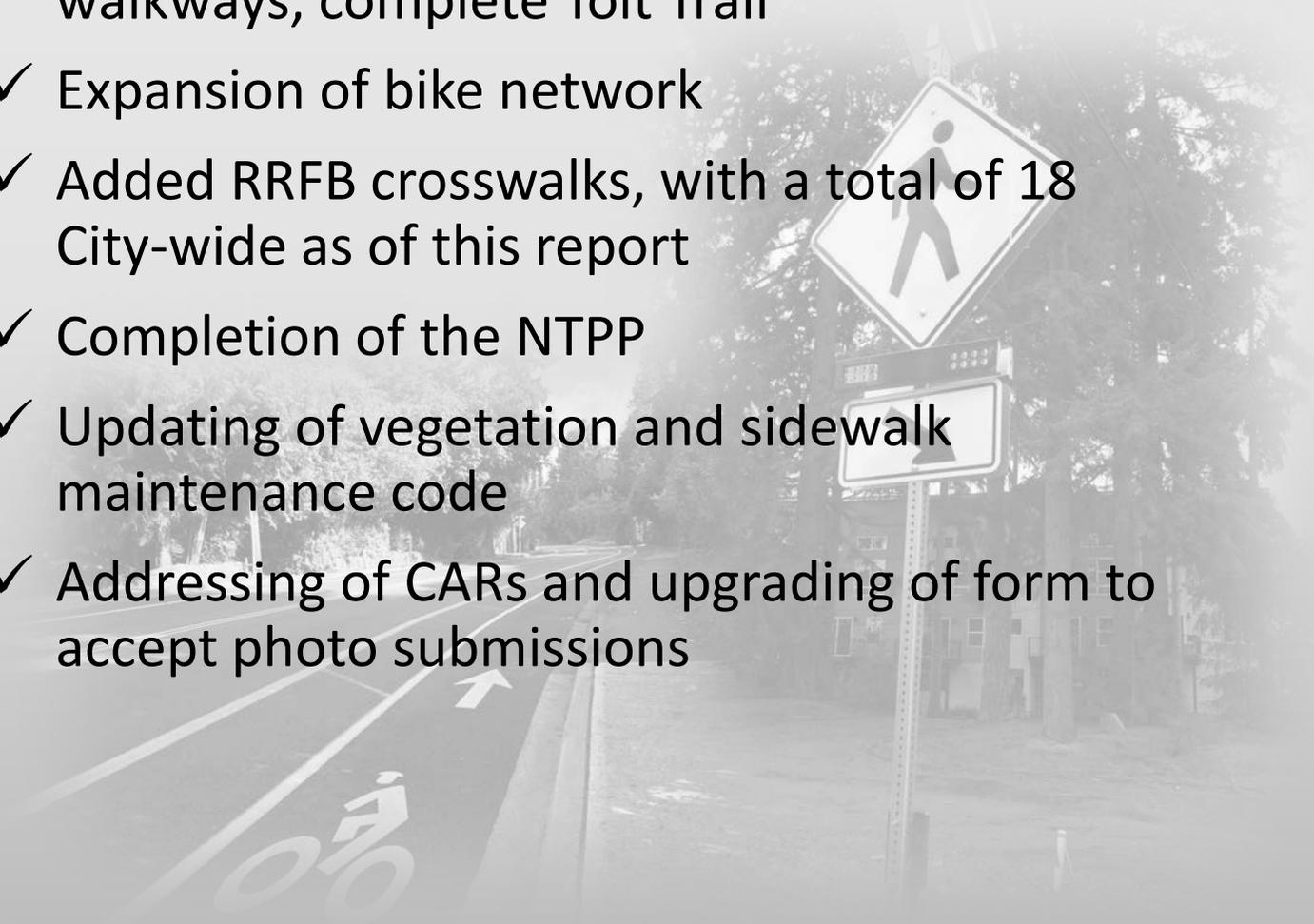


# 2014 Pedestrian and Bike Ad-Hoc Committee

- Committee made 14 recommendations to the City to improve bike and pedestrian safety
- All 14 recommendations have been addressed

## Highlighted Accomplishments:

- ✓ Significant investment in sidewalks and walkways, complete Tolt Trail
- ✓ Expansion of bike network
- ✓ Added RRFB crosswalks, with a total of 18 City-wide as of this report
- ✓ Completion of the NTPP
- ✓ Updating of vegetation and sidewalk maintenance code
- ✓ Addressing of CARs and upgrading of form to accept photo submissions



# Citizen Action Requests (CARs)

- 500+ citizen requests responded to since June 2016 update
- Resulted in numerous improvements and changes
- Coordination with police, partner agencies



# Traffic Data

- Traffic volumes and speeds
  - By request on residential streets – CARS responses
  - Arterial rotation
  - Bicycle counters
- Collision database
  - Monthly police reports



# Northshore School District

- Arrowhead Elementary
  - Signal changes
  - Walk route improvements
  - Schoolpool
- Inglemoor High School
  - Circulation for pick-up and drop-off
  - Parent holding lots



# Complete Streets

- Ordinance passed in 2016
  - Combines efforts of Target Zero, Council Goal #1
- City awarded \$500,000 grant based on ordinance, project history and Complete Streets “ethic”
  - One of six awardees at this level state-wide



# Walk Friendly Award

- Bronze-level awardee in 2016
- Award cited four City efforts
  - Target Zero
  - Neighborhood Transportation Plan program
  - Grant and bonds for sidewalks
  - Complete Streets ordinance



# Target Zero Summary

- 2025 goal of zero pedestrian or cyclist fatalities or serious injuries
- Guiding principal for public works
- Wrapped into Complete Streets policy



# Target Zero Progress

## Bicycle and Pedestrian Collisions - 2007-2017



# Neighborhood Transportation Plan Program

Program Wrap-up



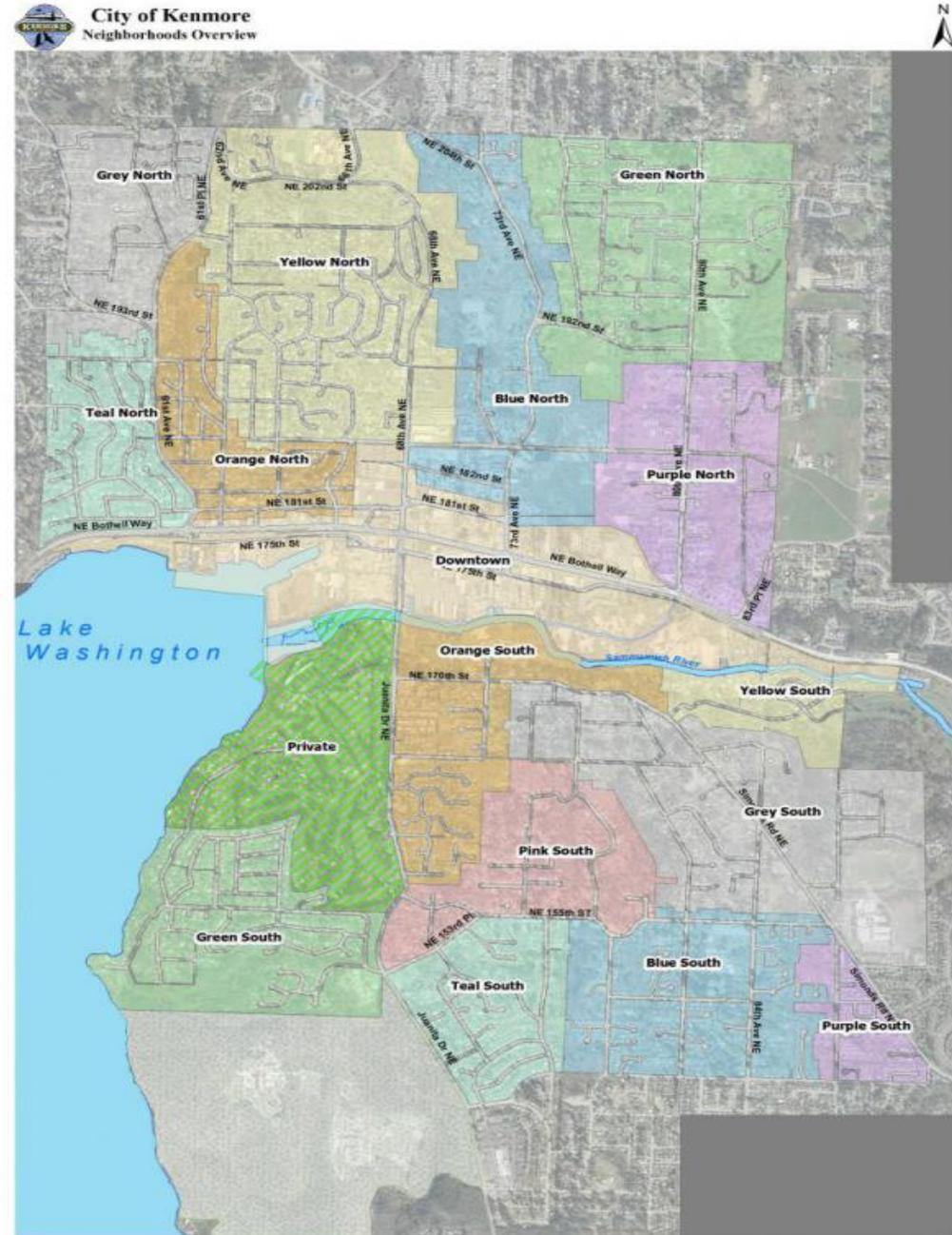
# NTPP Program Review

- Proactive program to gather citizen feedback on transportation concerns on residential streets
  - Focus on non-motorized active transportation modes
- Identify and prioritize low-cost, quick build, effective enhancements
- Implement projects within each neighborhood's budget



# Neighborhoods

- 15 neighborhoods
  - City-wide
- Divided by topography and access to arterials



# Neighborhood Meetings

- 2 meetings per participating neighborhood
  - September 2015 through June 2016
  - Total of 42 meetings held
- Participants write/draw concerns and suggestions on neighborhood maps
- 151 citizens participated



# Project Development

- Citizens and staff work together to identify low-cost, effective solutions
- Participants had an open comment period before projects were finalized

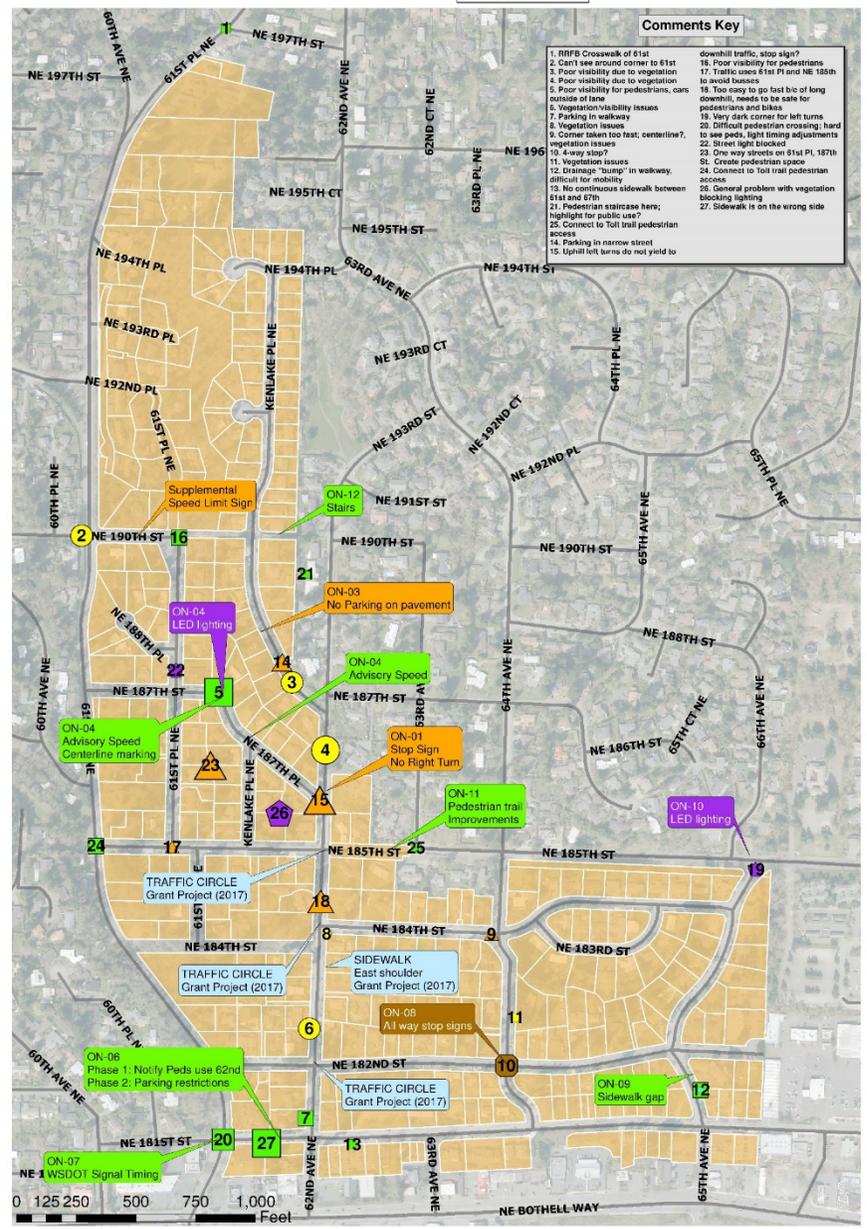


City of Kenmore  
Orange North Neighborhood  
Transportation Plan



Legend	
Comment and Project Types	
Prohibitions	Signs
Traffic	Visibility
Lighting	Other

Presented 5/3/16



# NTPP Projects

- Completed 90 projects in 18 months (late 2016 to mid 2017)
  - Includes revision of some projects to address citizen concerns
- Implemented using a variety of partners
  - King County
  - Puget Sound Energy
  - Contractors
  - In-House



New walkway



# Project Types

- Signing changes
  - Added/enhanced speed limit signs
  - Pedestrian signs
  - Electronic speed feedback signs
- Striping and marking changes
  - Reduce lane widths to create walkways
  - Bicycle lane extensions at intersections
  - On-pavement “SLOW” at curves



# Project Types

- Roadway lighting improvements
  - Energy-efficient LEDs
  - Increased lighting of walkways
- Vegetation trimming
- Crosswalks and curb extensions
- Traffic calming
- Mini-Roundabouts



# NTPP Highlight Projects



# Arrowhead Drive

- Reshaped curve to slow traffic and add up to 9 feet of pedestrian space
- Added lighting



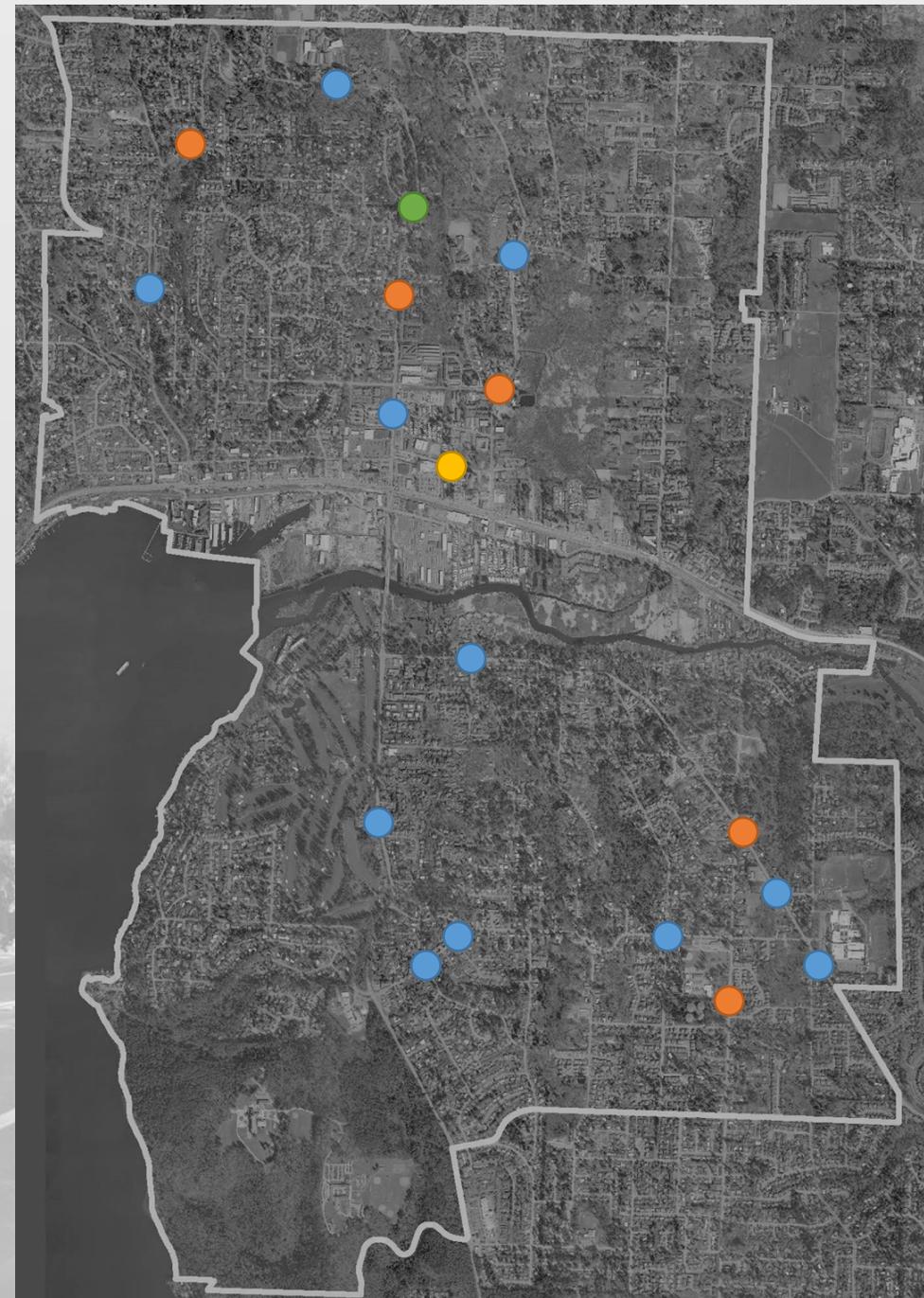
# New RRFB Crosswalks

- 68<sup>th</sup> Ave at NE 190<sup>th</sup> St
- 61<sup>st</sup> Ave at NE 197<sup>th</sup> St
- 73<sup>rd</sup> Ave at NE 185<sup>th</sup> St
- 84<sup>th</sup> Ave at Simonds Rd
- Moorlands Elementary
  - Added RRFB to existing crosswalk



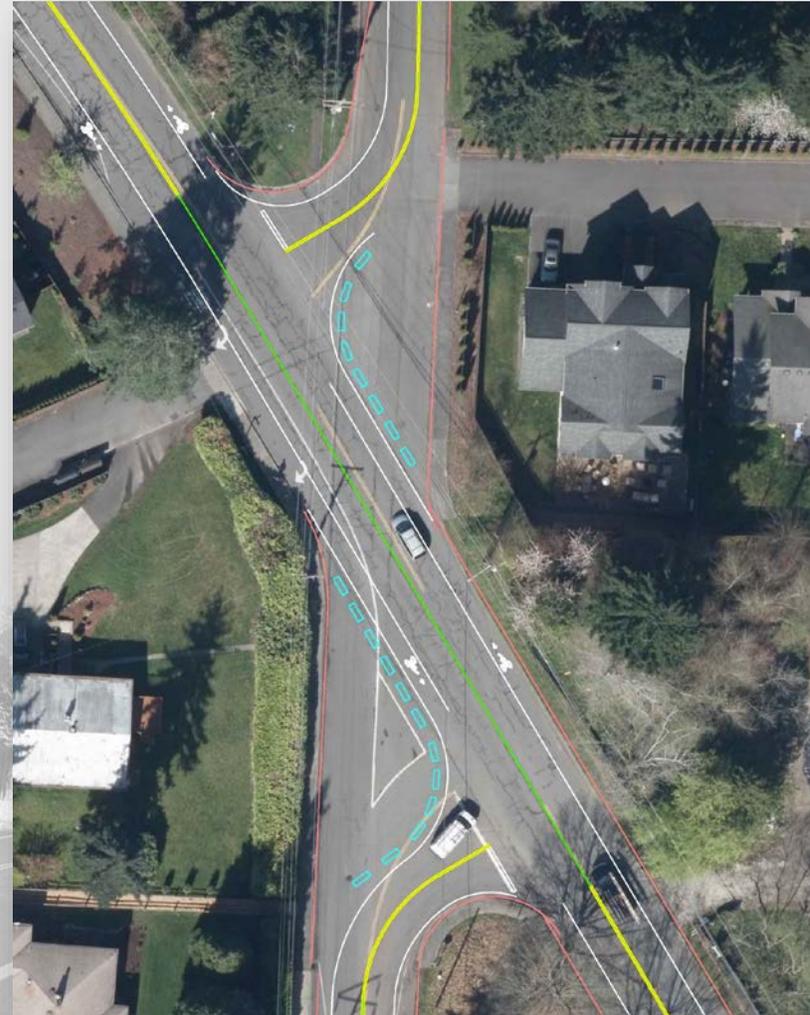
# Kenmore RRFBs

- Total of 18 City-wide
  - 11 installed in 2014
  - 1 installed in 2015
  - 1 installed in 2016
  - 5 installed in 2017 (NTPP)



# 84<sup>th</sup> and Simonds Intersection

- Reduce crossing distance (84<sup>th</sup>) for pedestrians
  - Previously 120'
  - Wider than SR 522 crossings
- Slow vehicle speeds
  - On Simonds Road
  - Making right turns to 84<sup>th</sup>



# 84<sup>th</sup> and Simonds Modifications

- Initial install involved striping and concrete planters
  - Citizen concerns
- Modified to use extruded curb and green bike lanes



# 84<sup>th</sup> and Simonds Student Art

- Over 400 votes from the public
- Artist has been contacted and we are working on an installation plan



# 62<sup>nd</sup> Avenue Roundabouts

- Addressing yielding and vehicle speeds through intersections
- Accommodates large vehicles
  - School busses
  - Long trailers
- Pedestrian space created at school bus stop



# Budget Review

- Council authorized \$350,000 in 2015-16 budget
- Total expenditures of \$341,563
  - Includes projects and meetings
    - Some project cost-sharing with other funds
  - Staff costs not charged to program



# Lessons Learned

- Public notification and setting of expectations
- Data thresholds and evaluation
  - No data requirements/thresholds for NTPP projects
- Participation rates
- Project types
  - Physical traffic calming devices
  - Street lighting



# Participant Survey

- Emailed to all participants
  - Available online or to print and mail
- 18% response rate
- Questions on the process and scope of the program



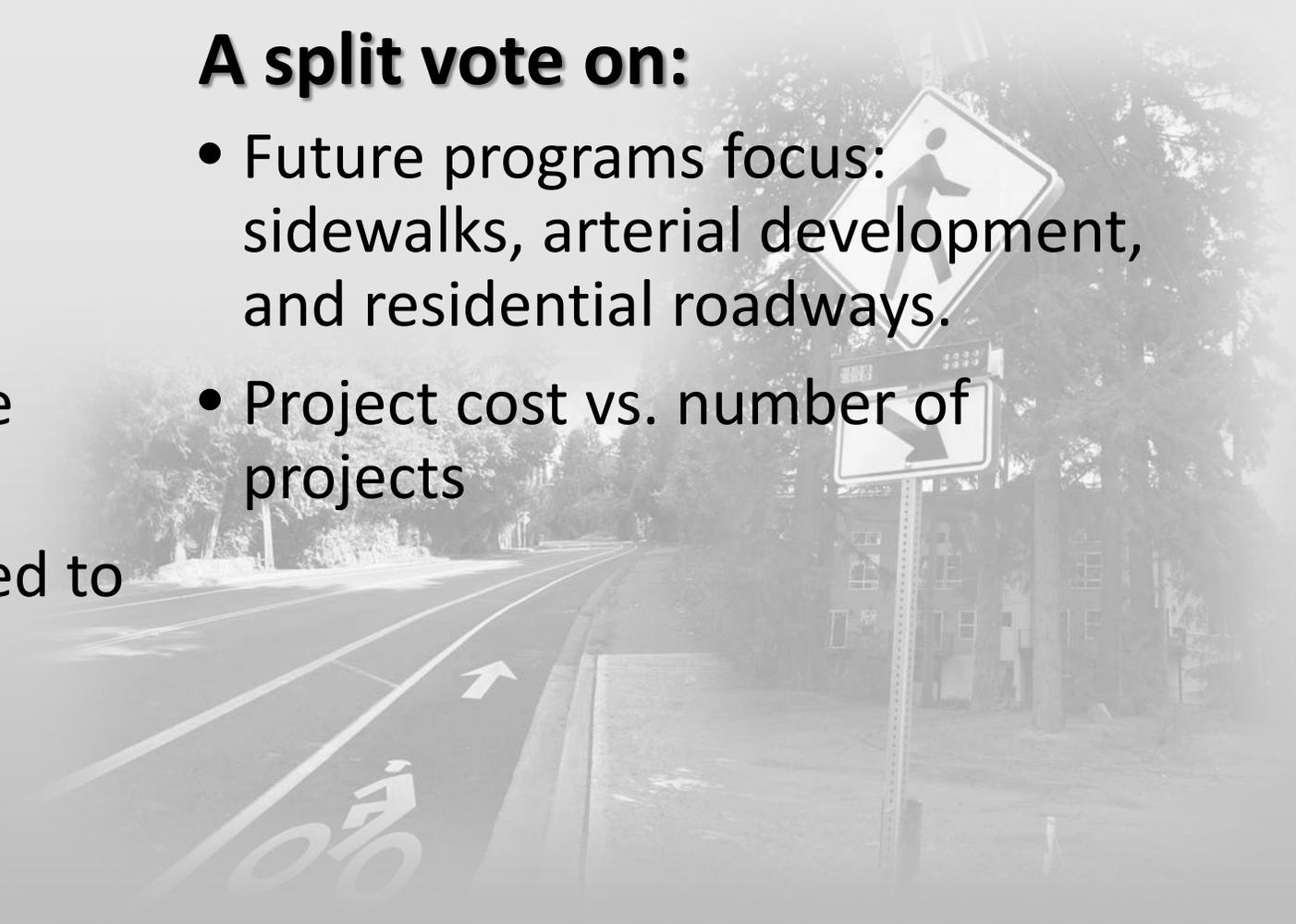
# Survey Results

## Majorities think:

- An appropriate number of meetings at City Hall
- Program and projects were adequately advertised to the public
- Some data should be required to confirm a need for projects

## A split vote on:

- Future programs focus: sidewalks, arterial development, and residential roadways.
- Project cost vs. number of projects



# Program Wrap-Up

- The NTPP was a successful, well-received program
- Overall improvement in multi-modal transportation
  - Recognized locally and regionally
- The program was a significant contributor to recent awards



*“Use every foot to accommodate the widest range of users, safely!”*

