Target Zero & Neighborhood Transportation Plan Program Update

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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 181st Street Sidewalks

- Approx. 1,600 linear feet
- 68th Ave to 73rd Ave
- RRFB Crosswalk at Safeway driveway
- Grant funded
62\textsuperscript{nd} Avenue NE
Sidewalks and Traffic Circles

- Approx. 1,400 linear feet
- NE 181\textsuperscript{st} to NE 187\textsuperscript{th} St
- 3 traffic circles
- Grant funded
NE 202nd Street & 66th Avenue NE
Sidewalks

• Approx. 2,000 linear feet
• 66th Ave to NE 201st St
• Connects to Kenmore Middle School
• Grant funded
Bicycle Improvements

- 61st Avenue and Burke Gilman Trail
- NE 170th Street and Simonds Road buffered bike lanes
  - Opportunity afforded by overlay
Future Projects (in Development)

• Juanita Drive/68th Avenue NE sidewalks and bike lanes
  • Imagine Kenmore/Bond Measure
• West Sammamish River Bridge Replacement
• NE 153rd Place sidewalks
  • Safe Routes to School grant
• NE 181st Street sidewalks (65th to 67th Avenue)
  • Transportation Improvement Board grant
• Bicycle lane improvements – 61st, 73rd and 80th 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
  - 61st Avenue NE and Burke Gilman Trail
  - 75th Avenue NE and NE 192nd 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

- Pedestrian Fatality Collisions
- Pedestrian Serious Injury
- Bicycle Fatality Collisions
- Bicycle Serious Injury

Target Zero Resolution
Neighborhood Transportation Plan Program

Program Wrap-up
NTTP 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
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

- 68th Ave at NE 190th St
- 61st Ave at NE 197th St
- 73rd Ave at NE 185th St
- 84th 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)
84th and Simonds Intersection

- Reduce crossing distance (84th) for pedestrians
  - Previously 120’
  - Wider than SR 522 crossings

- Slow vehicle speeds
  - On Simonds Road
  - Making right turns to 84th
84th and Simonds Modifications

- Initial install involved striping and concrete planters
  - Citizen concerns
- Modified to use extruded curb and green bike lanes
84th and Simonds Student Art

- Over 400 votes from the public
- Artist has been contacted and we are working on an installation plan
62\textsuperscript{nd} 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!”