

Target Zero & Neighborhood Transportation Plan Program Update

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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



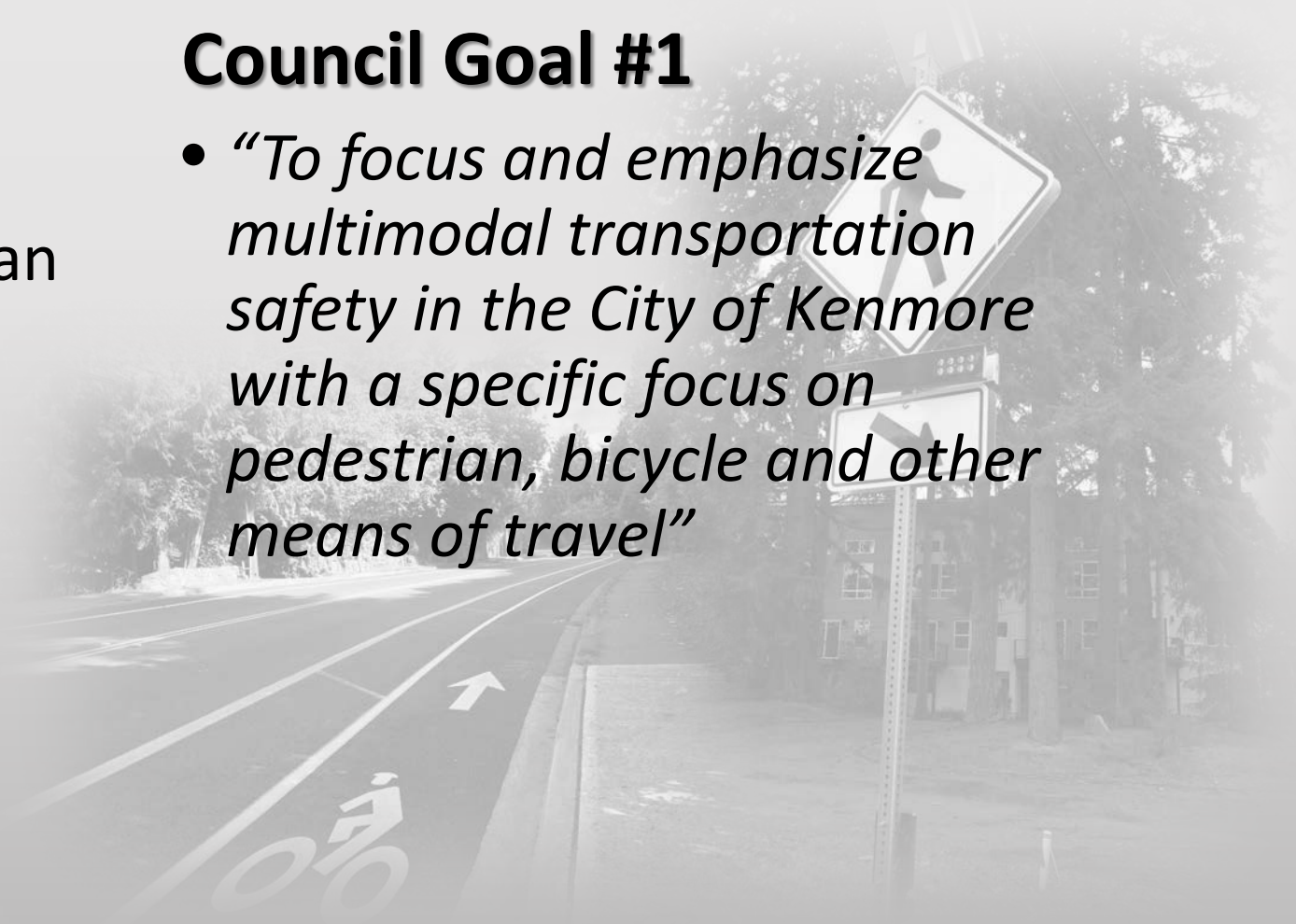
Kenmore City Council Actions

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 181st Street Sidewalks

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



62nd Avenue NE Sidewalks and Traffic Circles

- Approx. 1,400 linear feet
- NE 181st to NE 187th 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

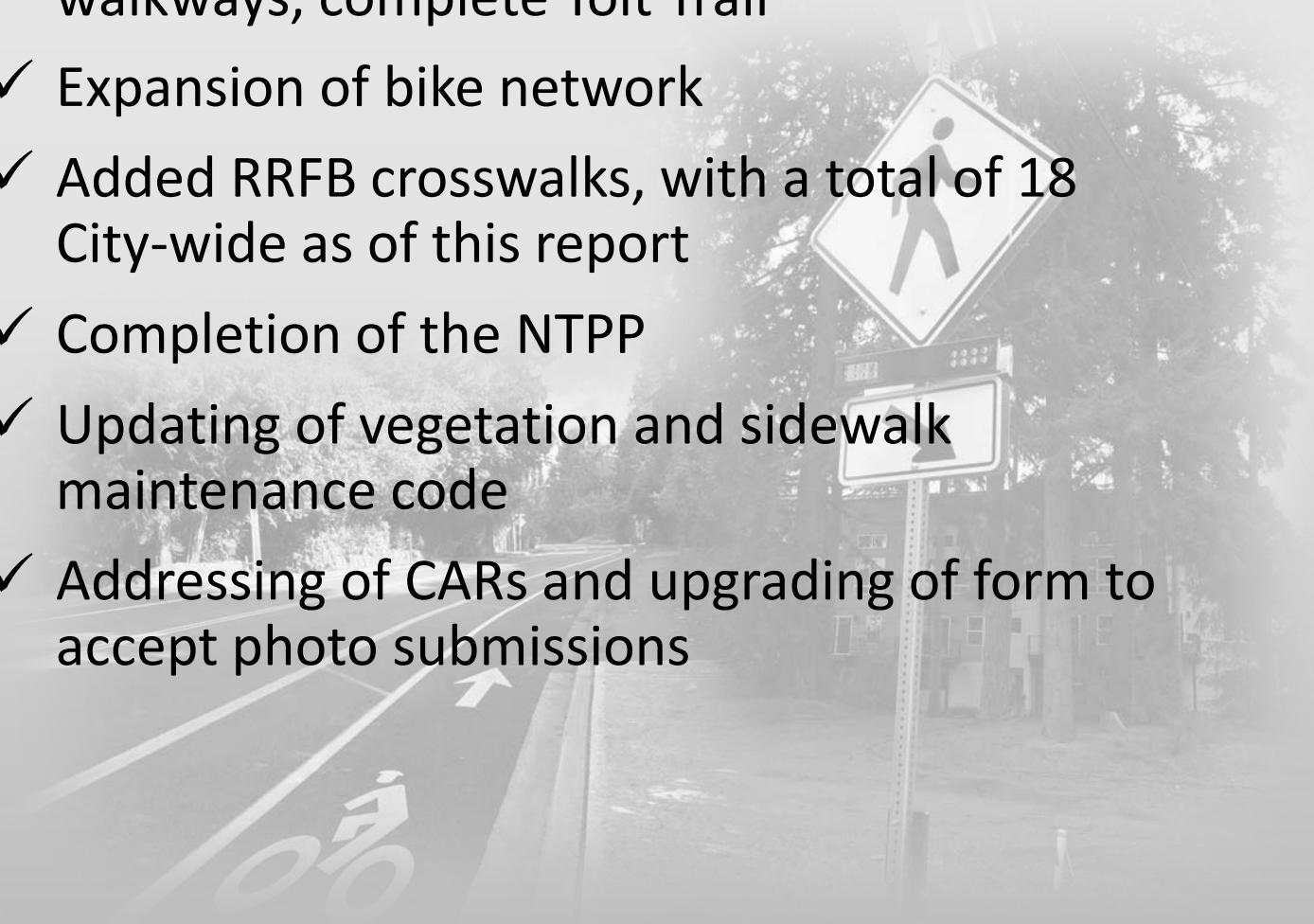


2014 Pedestrian and Bike Ad-Hoc Committee

- 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



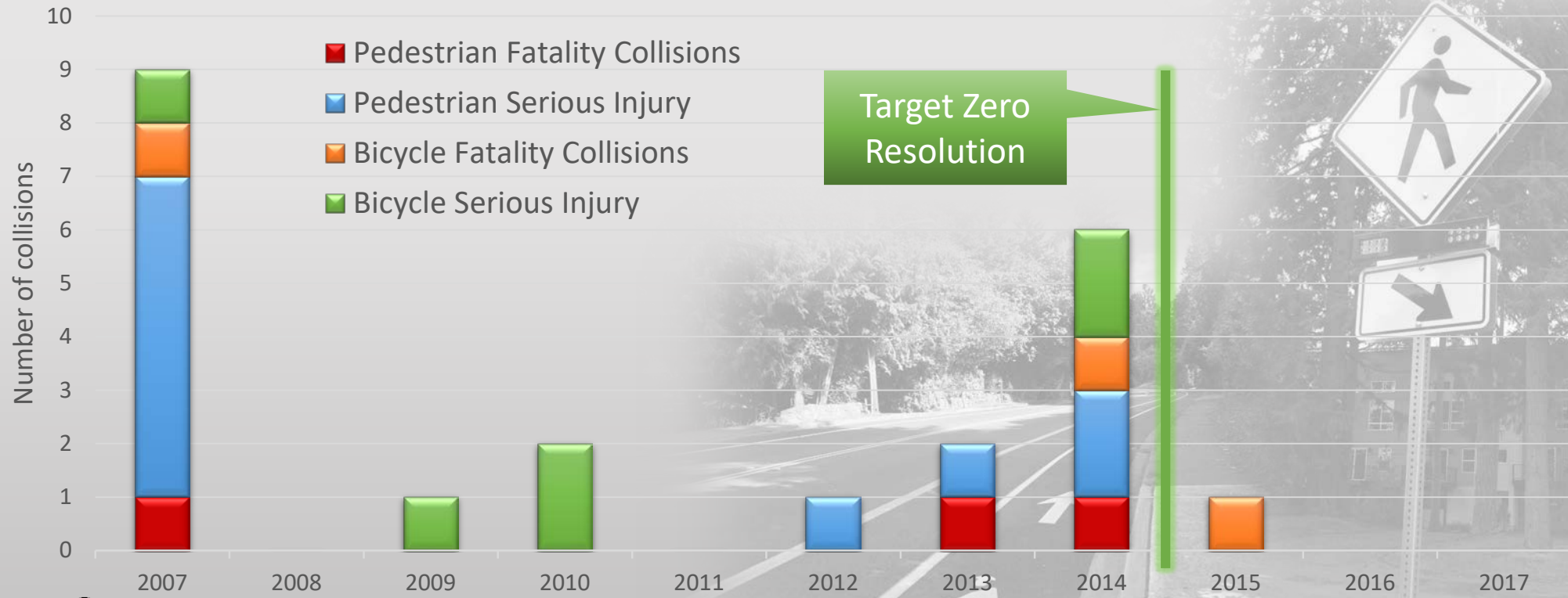
Target Zero Summary

- 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



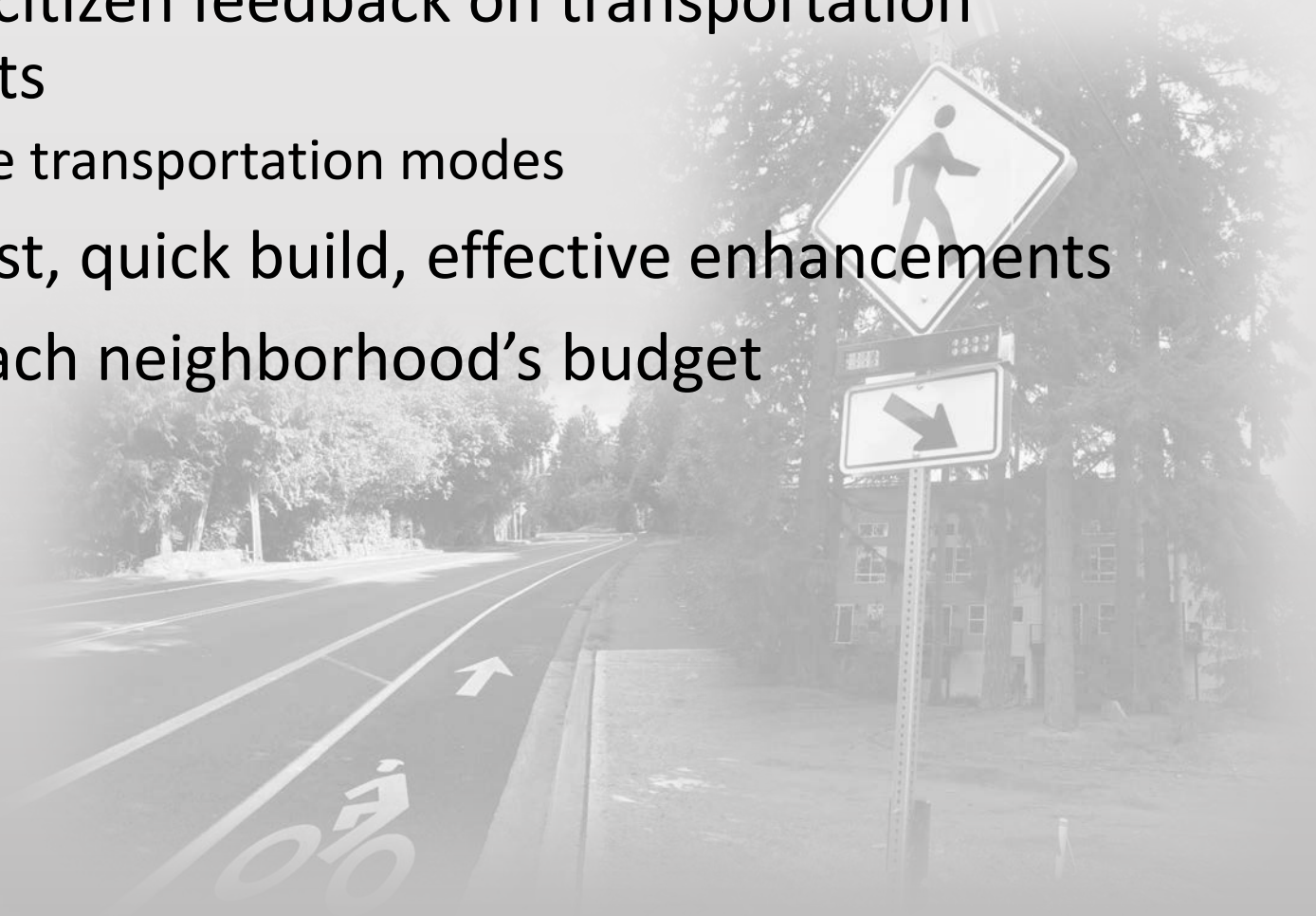
Neighborhood Transportation Plan Program

Program Wrap-up



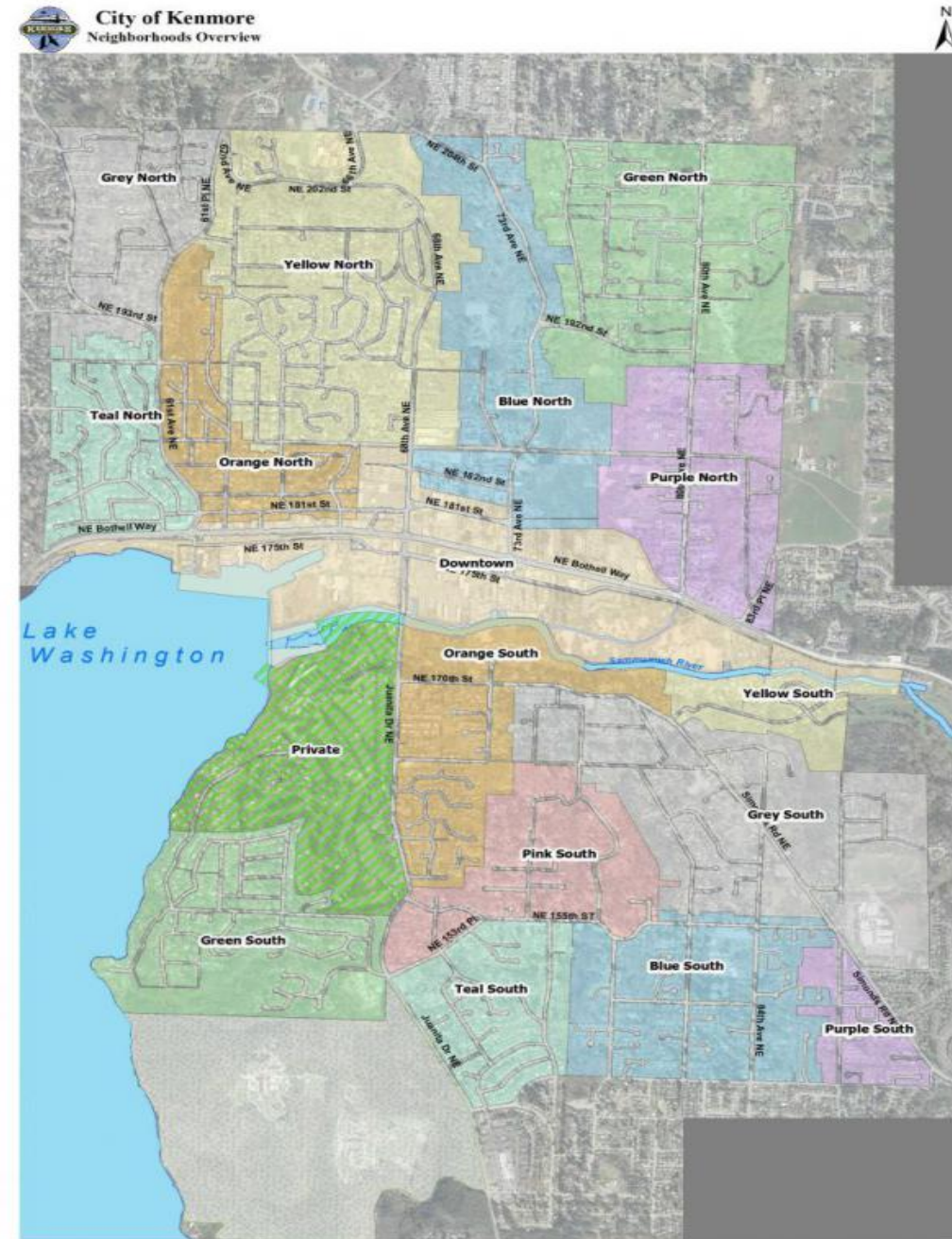
NTPP Program Review

- 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	
Pedestrian	Signs
Traffic	Visibility
Lighting	Other
Notes:	
1. Relative size of symbol indicates comment priority to that concern	
2. Relative size of symbol indicates comment priority to that concern	
3. Relative size of symbol indicates comment priority to that concern	

Presented 5/9/16



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



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



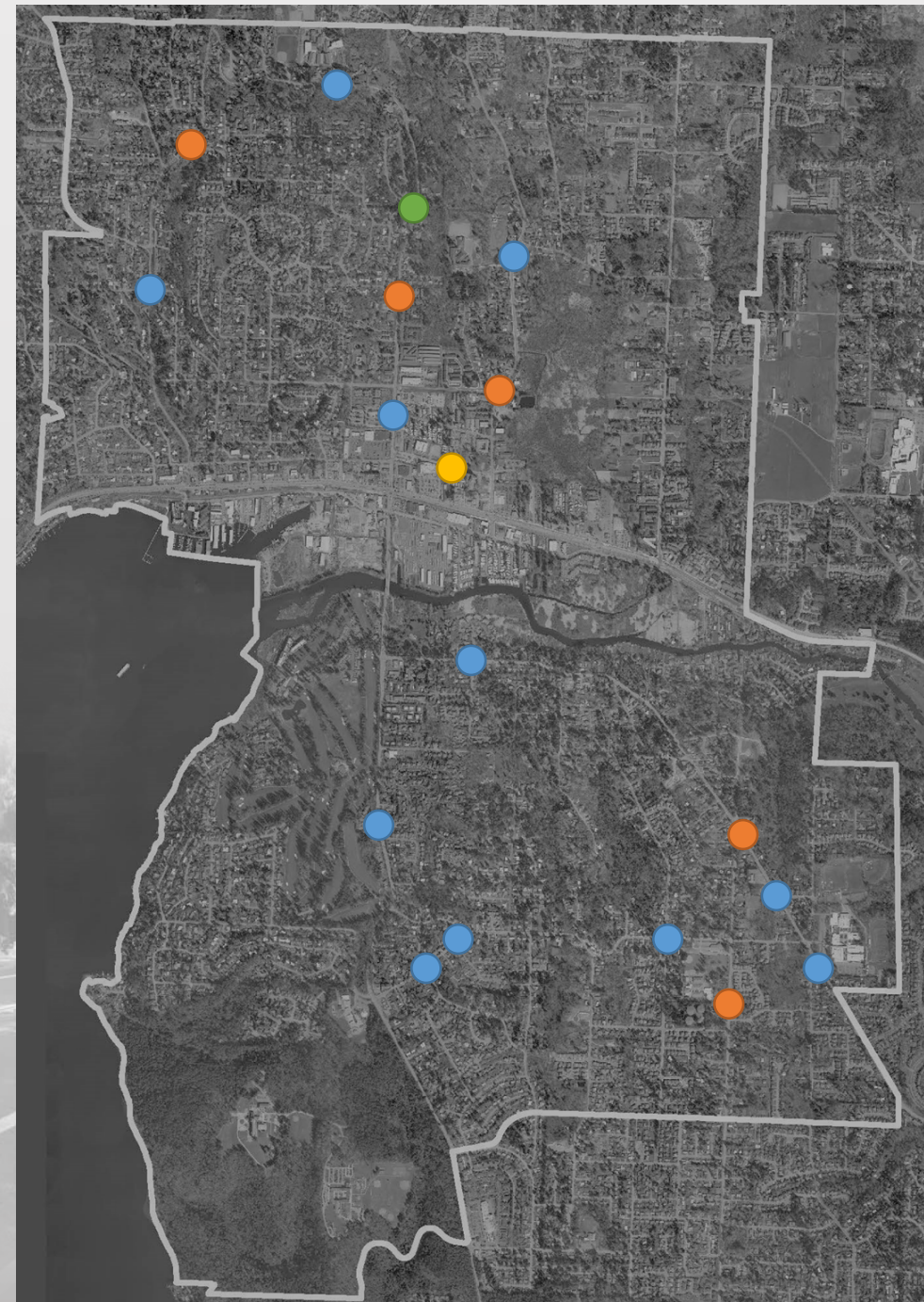
New RRFB Crosswalks

- 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



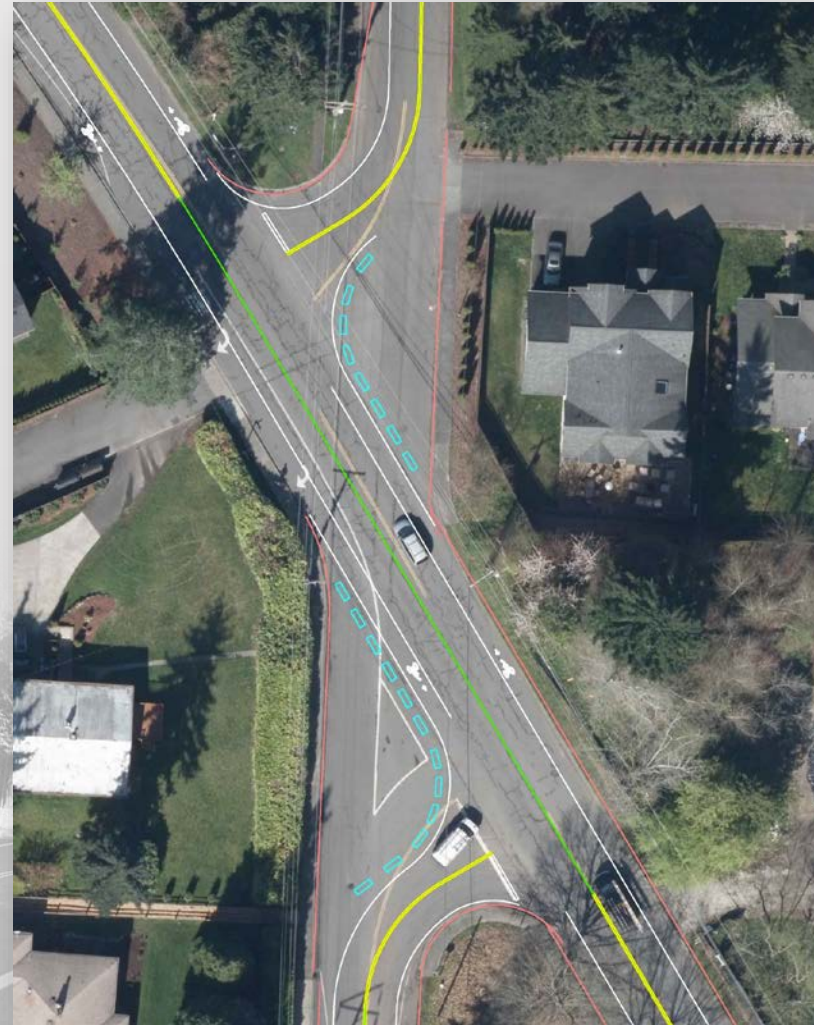
Kenmore RRFBs

- 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



62nd 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



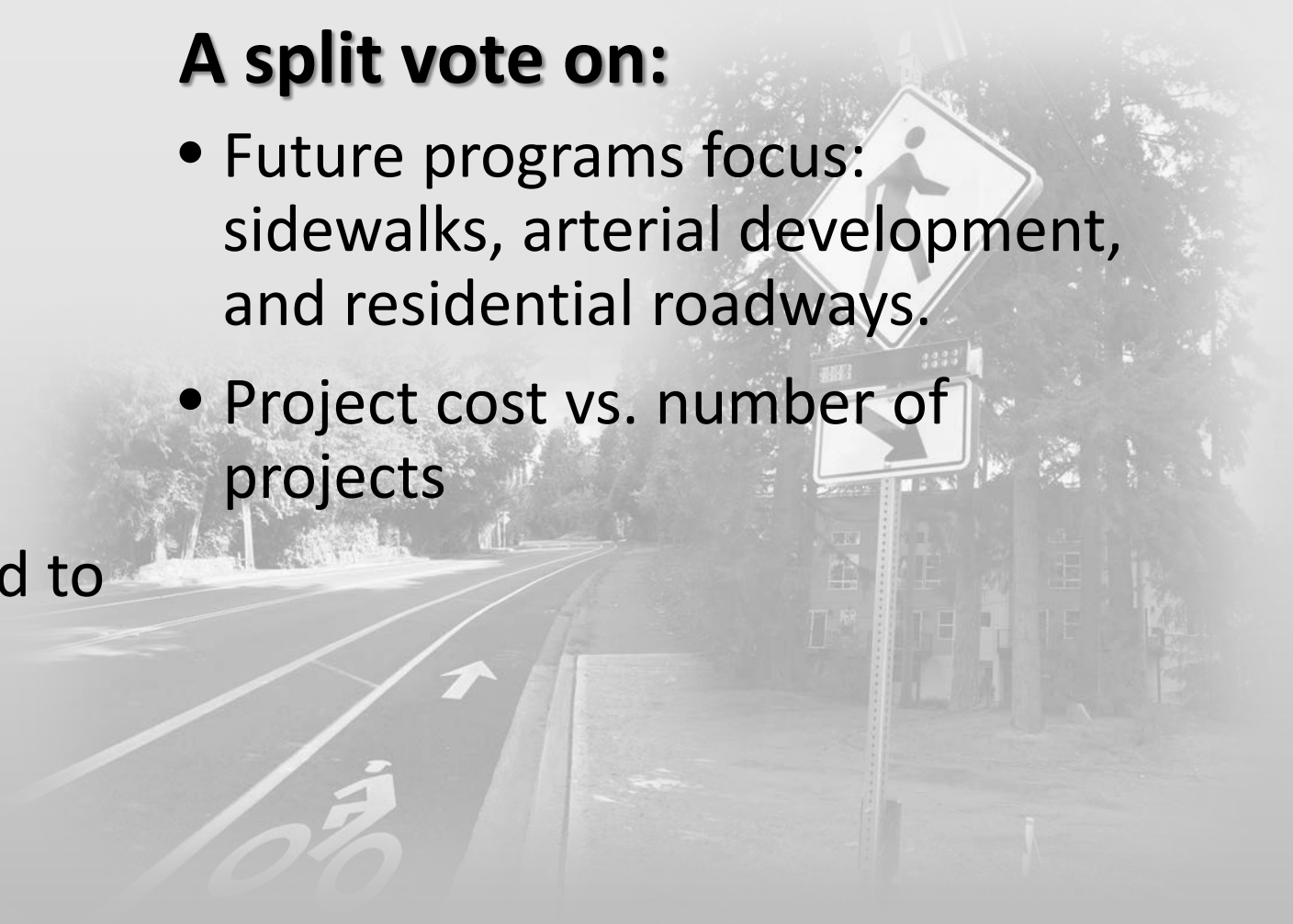
Survey Results

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!”

