



City Of Kenmore, Washington

Memorandum

Date: May 15, 2014

To: Mayor and City Council

From: Rob Karlinsey, City Manager

Re: Update on Pedestrian and Bicycle Safety

We continue to move forward with the pedestrian and bicycle safety actions you authorized at the March 24, 2014 City Council meeting. Attached is the updated schedule.

Near Term Actions

The rechannelization and restriping of 61st Avenue NE should happen in June, weather and contractor schedules permitting—see attached rechannelization plan for 61st Avenue NE. The crosswalk on 61st Avenue NE at NE 190th Street will move northward about 200 feet so that a pedestrian refuge island, with a Rectangular Rapid Flash Beacon (RRFB), can be installed. This relocation of the crosswalk will happen sometime after the restriping. When the crosswalk gets relocated, the existing crosswalk striping on 61st Ave NE at NE 190th Street will be ground out.

King County is also planning to relocate the crosswalk on Juanita Drive at NE 160th Street approximately 200 feet to the north, also for the purpose of being able to add a pedestrian refuge island with an RRFB. I have also asked them to design in and cost out a sidewalk connection on the east side of Juanita between NE 160th Street and where the new crosswalk will go. This relocation of the crosswalk at NE 160th Street will likely take place this summer after the Juanita Drive asphalt overlay is completed. In the meantime, if the RRFBs arrive prior to the asphalt overlay, we will install the RRFBs at the current NE 160th Street location and then move the RRFBs when the crosswalk gets relocated.

We have also directed King County to design a new striping plan for Simonds Road. We expect to show you this plan next month.

Our traffic engineer at King County has also completed a 4-way stop warrant analysis for the intersection at NE 181st Street and 67th Avenue NE. Based on the data, he believes the intersection meets warrants for a four-way stop, so we should be installing a four-way stop (along with “Stop Head” and “Traffic Revision Ahead” signage) later this year.

As I reported to you last month, King County has ordered the RRFBs and we expect them to arrive by mid June. Installation of the RRFBs should be soon thereafter.

We have also directed King County to review street lighting levels at arterial crosswalks. We will likely have recommendations, including costs, by the end of May with implementation (assuming adequate budget authority) this summer.

Arterial speeds also continue to be reviewed by King County. State law does not allow us to reduce arterial speed limits without conducting a speed/traffic study. King County has been directed to do so, which should be completed by the end of May. We expect City Council deliberation and resulting speed limit changes, if any, sometime this summer. We have a head start on several arterials because we already have recent speed and volume data for these several roads.

Target Zero

At your April 28, 2014 City Council meeting, you adopted Resolution 14-235 adopting a goal of zero pedestrian and bicycle fatalities by 2025 or sooner. This resolution provides vision for strategies and tasks that are ahead of us.

Sidewalk and Transportation Grant Applications

The last few weeks have been “grant application central” here at City Hall as we have continued to aggressively apply for sidewalk and other transportation safety grants. In the past week, City staff submitted six grant applications:

- Two Safe Routes to Schools (NE 155th Street between Inglemoor High School and Moorlands Elementary & NE 202nd Street to Kenmore Jr. High)
- Two West Samm Bridge grants (BRAC and STP)
- Pedestrian & Bicycle grant for a sidewalk on 68th Avenue NE along Rhododendron Park
- Federal Pavement Preservation grant for an asphalt overlay on Simonds (NE 165th Street to 92nd Avenue NE).

The week prior, City staff submitted a grant for a sidewalk on the south side of NE 181st Street between 68th Avenue NE and 73rd Avenue NE.

There are no guarantees that we will be successful with any of these grants—they are very competitive—but we continue to be hopeful. This grant application work is no small chore and has been a team effort.

Safety Improvements on Juanita Drive

Funded via a Federal grant, the contract has been awarded and signed to install pedestrian and ADA safety improvements at two intersections:

1. Juanita Drive and Arrowhead Drive (NE 153rd Street)
2. Juanita Drive and Simonds Road (NE 170th Street)

Improvements at these two intersections will include sidewalk and ADA ramp improvements as well as new pedestrian crosswalk signals and activation buttons. The project should be complete around the end of June.

Communication and Outreach

I also reported to you last month that I have assembled a team of my coworkers to draft a communication and outreach plan for pedestrian and bicycle safety. Attached is a draft of that plan, portions of which we are already implementing. This plan is both staff and volunteer-dependent. A temporary intern will assist with the creation of the materials, and we will need the community's help to make outreach a success. This plan is still in draft form because we welcome additional input and ideas from you and the community. I expect that the newly formed ad hoc Pedestrian and Bicycle Safety Committee should also have some great suggestions for the plan.

Ad Hoc Committee on Pedestrian and Bicycle Safety

Speaking of the Ad Hoc Committee, you appointed seven members of the committee on May 5, 2014. The committee members are:

Andrea Laltoo
Doug Levy
Mark Abersold
Victoria Chaussee
Robert Greene
David Maehren
Katrina Rose

Our City Engineer Kris Overleese will facilitate the committee with the help of a temporary intern to assist with the committee (we are currently in the process of recruiting for that intern).

Earlier this month we forwarded you a draft memo that outlines the committee's process and what they will be tasked with. This memo is attached—please review and let us know if you have any comments.

With the attached committee process memo as context, the meeting schedule for the committee is as follows:

Wednesday May 28 (6:30-8:00)
Thursday June 5 (6:30-7:30)
Thursday June 12 (6:30-7:30)
Thursday June 19 (6:30-7:30)
Wednesday August 13 (6:30-8:00)
Wednesday August 20 (6:30-7:30) RESERVE Date/Time

Long Term Actions for Pedestrian and Bicycle Safety

As directed by you, the City Council, during your goal setting session last January, we are working on options to “accelerate implementation of the Sidewalk Plan . . .” I believe it is the

City Council's intent to expand that goal to include multimodal safety, not just the addition of new sidewalks. To that end, and as I reported to you last month, we are in the midst of drafting a policy paper that would look at ways to finance both ongoing and capital project needs for bicycle and pedestrian safety. This policy paper will likely include some form of a voter-approved financing option, so stay tuned. We hope to have this policy paper drafted by the end of this month and begin discussions about it with you in June.

I believe that long term actions should be aggressive and meaningful—they should get at the heart of pedestrian and bicycle safety, a key pillar of which is calming motor vehicle traffic. Modern and proven traffic calming devices, including (but not limited to) roundabouts should be considered.

Thank you for giving us the resources and direction to move forward on these important next steps to improve safety in our community. We will continue to update you regularly.



City Of Kenmore, Washington

Memorandum

Date: May 9, 2014

To: Rob Karlinsey, City Manager

From: Kris Overleese, City Engineer

RE: Pedestrian/Bicycle Committee

Background: The City Council has established and directed staff to support a Pedestrian ad hoc committee to update the existing Bicycle Strategy document created in 2013. The updated document will be a strategy for improving bicycle and pedestrian safety and access.

Committee Intent: The Pedestrian Committee (committee) will update the Bicycle Strategy to make a combined Bicycle/Pedestrian Strategy document to guide City planning and budgeting. The committee will discuss and document goals and strategies, and methods to measure the success of the strategies, to positively influence the outcome of safety in the community. The updated Strategy should be drafted in the context of the City's other policy documents including the Comprehensive Plan. The committee will not make engineering decisions or recommendations, and they will not discuss solutions at a specific location (of course certain locations can be used as examples of an issue).

Schedule: The committee will meet approximately five times. Four meetings will be held in May and June to discuss goals, strategies, and monitoring. Staff will spend July making written modifications to the existing Bicycle Strategy. The committee will meet a final time (or two) in August to finalize the Bicycle & Pedestrian Strategy document. Council would then review the document in September. It is important for this work to be completed late summer so items may be discussed by Council for potential inclusion into the budget process.

Draft meeting Topics:

Meeting 1: kickoff, introductions, ground rules, committee's role, definition of problem (what negatively influences the outcome of safety?)

Meeting 2: discussion of strategies to positively influence the outcome of ped/bike safety

Meeting 3: strategies continued (if needed) & discussion of monitoring

Meeting 4: summary of items for inclusion in strategy document

Meeting 5: Final discussion of document and suggested tweaks.

City Council Review

Committee Staffing: The committee will be facilitated by the City Engineer with support from an intern (to be hired). The City Engineer will facilitate the meetings and the intern will do the bulk of the strategy update writing.

Community Education Plan: Pedestrian and Bicyclist Safety

2014 Community Education Plan Goal and Objectives

Goal:

- To increase awareness of pedestrian and bicycle safety to positively influence human behavior
- Target Zero: Achieve zero pedestrian and bicycle fatalities and serious injuries within our community by 2025.

Objectives:

- Create a sustainable community education program
- Recruit and train at least four (4) key volunteers for Pedestrian and Bicycle Safety Education Team
- Give at least four (4) presentations to community groups
- Participate in at least six (6) events
- Supply at least five (5) safety kits
- Receive at least one hundred (100) safety pledges
- Increase motorist yield rate (% TBD)
- Increase use of reflective gear (% TBD)
- Increase use of pedestrian crossing flags (% TBD)

Target Audiences

- Residents (seniors, adults, kids, families, students)
- Local business employees
- Bastyr University community
- Nonresidents
- Transit Users
- Motorists
- Bicyclists
- Pedestrians
- City employees and volunteers

Key Messages

- The City is taking a zero tolerance approach to enforcing pedestrian and bicycle safety laws for all road users – motorists, pedestrians, and bicyclists.
- It is important for all of us to be reminded of our individual responsibilities as a pedestrian, bicyclist, and motorist.
- (Additional key messages will be created during brochure content development)

Community Education Strategies and Tactics

1. **Target Zero:** Adopt Target Zero resolution as a goal and message to send to the community. Include Target Zero in our messaging.
2. **Brochure:** The brochure will serve as the main content generator. Develop a brochure that highlights ways to excel as a motorist, pedestrian and bicyclist. Display the brochure in the city hall lobby, hand out at events, link on website, include in pedestrian safety kits, and make available for other opportunities.
3. **Website:** Develop a single web page on the City's website for pedestrian and bicycle safety information. Main content will remain static but add items published by the City such as advertisements.
4. **Newsletter:** Highlight safety tips and laws in the City's printed newsletter.
5. **Advertising:** Publish advertisements in the Kenmore Reporter. Research other avenues such as online, high school newspaper, and buses.
6. **Presentation:** Create a canned presentation that could be presented to groups.
7. **Events:** The following is a breakdown of three types of events.
 - **Safety Fair:** The Northshore Fire Department hosts an annual open house and safety fair. The City can assist the fire department with securing safety related vendors to display information at a booth.
 - **City Events:** Have pedestrian and bicycle safety materials on display at City events. Or, have a custom booth specifically to promote pedestrian and bicycle safety.
 - **External Events:** The City will create a pedestrian safety kit that groups can use to promote pedestrian and bicycle safety. The kit may include a reflective bag, brochures, safety pledges, and a giveaway item.
8. **Pedestrian and Bicycle Safety Education Team:** This volunteer team would be trained by city staff to promote pedestrian and bicycle safety at events, community or business presentations, and special tasks.
9. **Safety Pledge:** Create a safety pledge form that encourages our target audiences to commit to being a safe pedestrian, bicyclist, and motorist. By signing the pledge, participants will receive a free reflective item. Request email address to allow for future follow-up communications.
10. **Schools:** Provide safety messages for school presentations and home room announcements. Utilize school PTA's to help.
11. **Social Media:** The City's Facebook page will be used to promote pedestrian and bicycle safety.

- 12. Reward Program for Children:** Recognize children under the age of 18 for wearing a safety helmet when riding their bicycle or skateboard or using a pedestrian crossing flag. Research potential rewards such as a McDonald's ice cream cone coupon.
- 13. Police Department:** The Kenmore Police Department organizes several activities with a focus on safety. These activities include 6th grade classroom visits, Junior High School Academy, bike rodeo, and National Night Out Against Crime.
- 14. Fire Department:** The Northshore Fire Department sells safety helmets for child bicycle helmets, toddler helmets and dual sport helmets at a subsidized rate. The City will promote the program via communication materials and website, and ask the fire department to sell safety helmets at city events.
- 15. Volunteers:** Utilize volunteers to execute tasks. A separate list of tasks will be created for this strategy. City staff will submit a volunteer request form to the City's Volunteer Coordinator for recruitment. See attached list for contact information.
- Northshore School District PTA parents
 - Girl Scouts
 - Boy Scouts
 - Kenmore Business Alliance
 - Kenmore Senior Center
 - Northshore Rotary
 - Bastyr University
 - Neighborhood Associations
 - Other interested groups and individuals

Potential Additional Community Education Strategies and Tactics for 2015

1. **Video:** Create a crosswalk safety video to include on the web page, play at events, share through Facebook, and other outlets. Ask high school students to help produce a video.
2. **Safety Mascot:** Research the possibility of creating a safety mascot to be present at community events

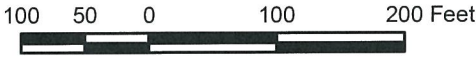
Resources

The City has allocated resources from the street fund to support community education and the hiring of a graduate student intern during the calendar year 2014. The graduate student intern will assist with the Pedestrian & Bicycle Safety Citizen Ad Hoc Committee and implementation of the community education plan.



61st Avenue NE

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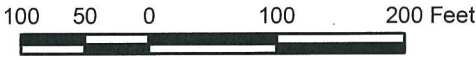


May 13, 2014



61st Avenue NE

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May 13, 2014