

An illustration of a park scene. In the foreground, a person wearing a blue shirt and a yellow helmet is riding an orange bicycle from left to right. In the center, a man in an orange shirt and blue pants is riding a blue bicycle. To the right, a woman in a pink top and green skirt is walking, holding the hand of a small child in a purple top and orange pants. In the background, a person in a green shirt and pink pants is sitting on a white bench. There are several stylized trees in shades of green and brown, a black lamppost, and a sun in the sky.

Slow-on-Grow

*A Vision & One Step Toward a Better BI
Community & Neighborhood Life*

A presentation to COBI by representatives of the
Grow Ave Neighborhood

6 July 2023

(DRAFT Slides)

Vision: Enhancing BI Community via Calmer Neighborhood Streets

Objectives (support values)

- Better Island Community
- Collaboration/Cohesiveness
- Greener Mobility
- Autonomy ('FRK', Haidt, et al.)
- Wellness
- Safety
- Beauty
- Affordability
- Sustainability



Vision: *Enhancing BI Community via Calmer Neighborhood Streets*

The Challenge

- Excessive Motorist Traffic (volume/speed) on Residential Streets with Near-Zero Separation to Human-Powered Transport (HPT)

The Risks/Impacts*

- Discourages HPT (Walking, Cycling, Scooters)
- Adverse Safety, Wellness, Autonomy
- Adverse Green Mobility, Sustainability
- Adverse Neighborhood Gatherings



Slow-on-Grow: *Enhancing BI Community via Calmer Neighborhood Streets*

Grow Ave Neighborhood Efforts

- Significant Neighborhood Concern of Public Safety Risk to Ped/Cyclists/Pet-Walkers (including children & seniors)
- 10+ Years of Advocacy for Effective Traffic Calming with COBI (2005-present)
- 2017 Petition (> 110 Signed Grow Neighbors)
- COBI Collaboration
 - ✓ COBI Public Works (Chris W)
 - ✓ BICC (Schneider, Nassar, Deets)
 - ✓ BIPD (3X Chiefs, Sgt. Sias, Temp Radar Sign)
- Grow Ave Yard/Post Signage



Slow-on-Grow: *Enhancing BI Community via Calmer Neighborhood Streets*

COBI Efforts (past 3 years)

- Public Works
 - Developed objective scoring matrix to prioritize 77(?) streets for calming
 - Upper Grow Ave Ranked #2 (Lower Grow #4)
 - CW presented multiple plans for Grow calming that have not passed BICC (budget, etc.)
 - CW Still Working to Put in Capital Plan
- BICC
 - Rep. Nassar & Schneider Engagement
- BIPD - Post Occasional Patrols/Temp Radar Sign When Neighbors Appeal

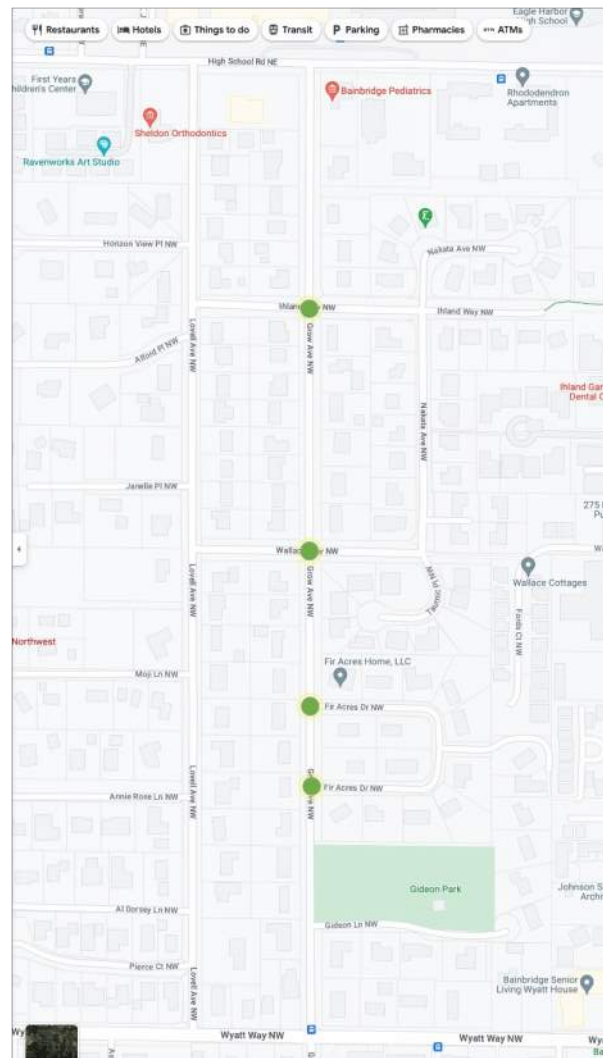


No Net Calming Impacts After 10+ Years

Slow-on-Grow: *Enhancing BI Community via Calmer Neighborhood Streets*

New Proposal: ‘Innovation Incubator’ Experiment

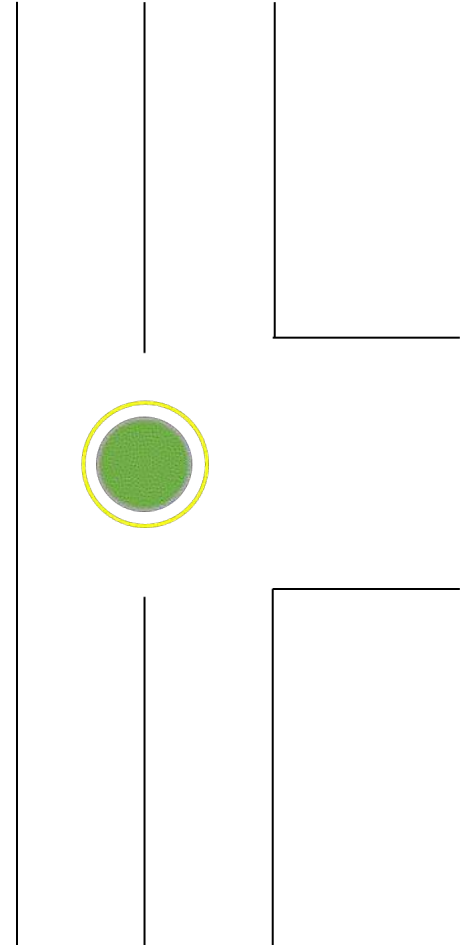
- What? Implement ‘temp’ mini traffic islands at 4X intersections on Upper Grow
- Why?
 - Retain original neighborhood objectives
 - Increase Public Safety
 - Beautify Street (green islands with plants/flowers)
 - Foster Neighborhood Collaboration (care of green mini-Islands)
 - Affordability
- When?
 - Plan/Install Before School Resumes Fall 2023



Slow-on-Grow: *Enhancing BI Community via Calmer Neighborhood Streets*

New Proposal: ‘Innovation Incubator’ Experiment – How?

- **Install mini traffic circles @ 4X Upper Grow Ave intersections**
- **Utilize affordable COTS materials from Home Depot/Lowes – ROM Est. \$1K/intersection**
 - ✓ Round galvanized steel tubs
 - ✓ Soil
 - ✓ Shrub/Flowers
- **Grow neighbors install with COBI support**
- **COBI provides appropriate signage, painting, comms**
- **Plan & Design – July 2023**
- **Install (week of 8/28) – before school starts (close to thru traffic during install)**



Vision: *Enhancing BI Community via Calmer Neighborhood Streets*

Recap

- Slow-on-Grow ‘Innovation Incubator’ Proposal Supports BI Community Values
- Can Be Implemented Near-Term and Adapted for Other Candidate BI Streets
- We Request COBI Partnership to Implement in Aug 2023



Thank You For Considering Our Proposal for a Better BI

BACKUP Slides

Vignette Photos of Upper Grow
Traffic with Peds/Student Cyclists







Vignette of COBI Supporting Info

Traffic Calming Project Location Ranking

Location	Ranking
1 Madison SO New Brooklyn	37
2 Grow Lovell HS to Wyatt	32
3 Madison btwn Wyatt & High School	29
4 Grow SO Wyatt	28
5 Miller Rd SO Bergman	28
6 New Brooklyn WO Sportsman Club	27
7 Sportsman Club SO New Brooklyn	27
8 Bucklin Lynwood	26
9 Lynwood Ctr Rd Btwn Emerald n Golden	25
10 Sportsman Club NO New Brooklyn	25
11 Blakely SO Old Mill	24
12 Day Rd E of Madison	24
13 Day Rd W of Madison	24
14 Fletcher Bay Road SO Island Center Rd	24
15 Battle Point Dr @ Park Entrance	23
16 Country Club Rd @ Blakely Harbor	23
17 Finch @ Sportsman	23
18 High School EO Sportsman Club	23
19 Miller Koura to Tolo	22
20 Point White Drive	22

Project History/Recap

- 2005 – Grant \$ for Lower Grow sidewalk
- 2017 - Petition submitted by Upper Grow residents
- 2019 – Council created traffic calming program/funding
- 2020 – Upper Grow closed to thru traffic
- 2021 – Grow Ave public meeting on traffic calming
 - Top concern was pedestrian safety
 - Secondary concern was vehicle speeds
 - One-way option received some positive feedback



Design Proposal – One-Way Couplet with Traffic Calming



Chris Wierzbicki (Bainbridge)

MINI ROUNDABOUT

WHAT ARE THEY? Circular intersection control with mountable raised center island, and minimal raised or marked-only splitter islands. Active mode accommodations similar to stop-controlled intersections.



GOALS & EXPECTATIONS

- ▶ Designed to be navigated at 10-15 mph
- ▶ Reduce crash rates and severity in intersection

CONSIDERATIONS

- ▶ Intersection volume needs to be evaluated for feasibility



ISSUES ADDRESSED



PHASE 2

COST \$\$\$\$\$

MEDIAN ISLANDS

WHAT ARE THEY? Raised curbed islands in the center of the roadway which narrow lanes, provide side friction and can be pedestrian refuges for crosswalks.



GOALS & EXPECTATIONS

- ▶ Minor calming effect

CONSIDERATIONS

- ▶ Maintenance of hardscape or plantings
- ▶ Can increase roadway width
- ▶ Can divert vehicles onto shoulders and conflict with active modes using shoulders

ISSUES ADDRESSED



PHASE 2

COST \$\$\$\$\$

Design Proposal – One-Way Couplet with Traffic Calming



Grow/Lovell Avenue Open House

May 4, 2022



Design Proposal – Other traffic calming options



- Speed humps



- Neighborhood-roundabouts



- Median islands



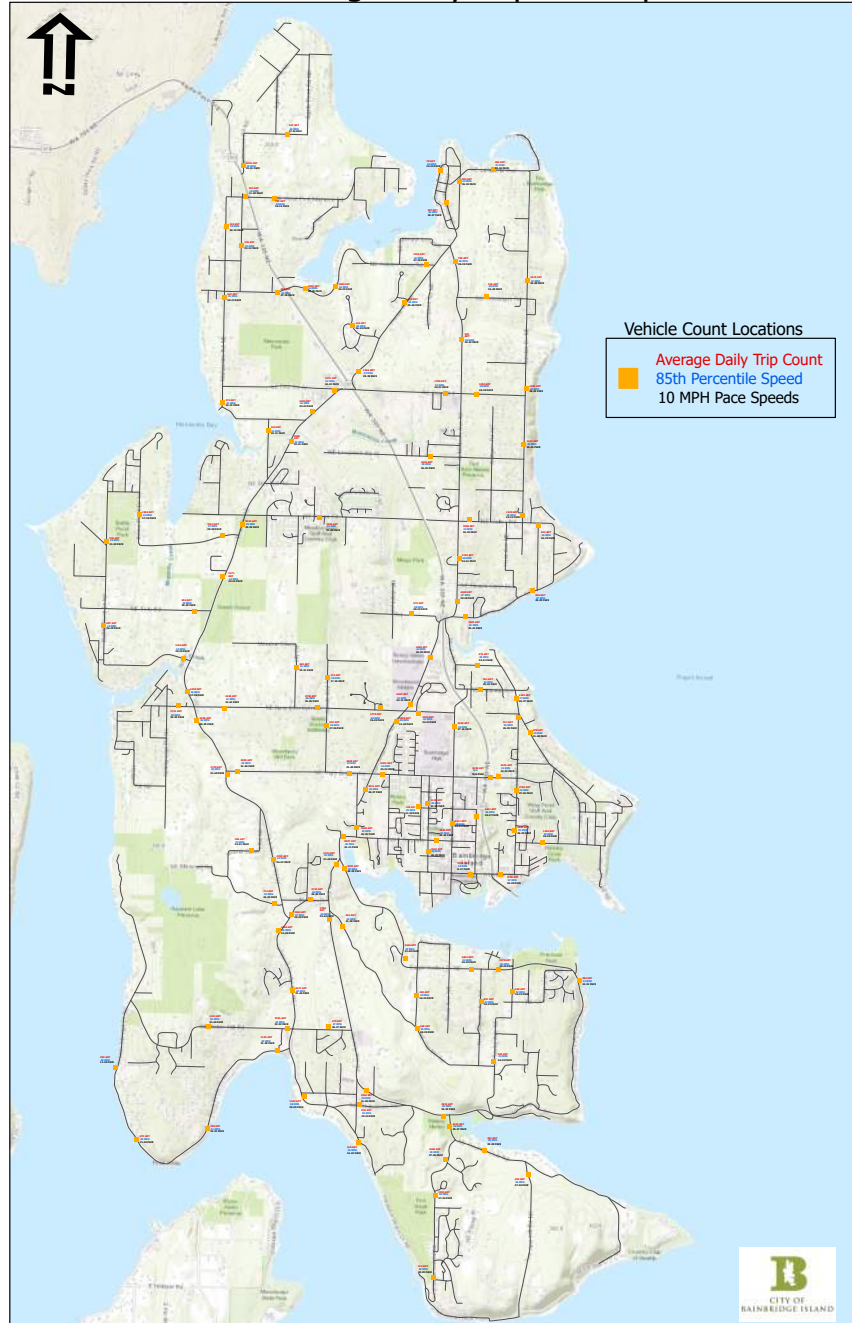
- Pinch points



- On-street painting



2021 Average Daily Trips and Speeds



BS Ben Sias

November 1, 2018 at 6:35 PM

RE: Traffic Emphasis Request: Speeding on Grow Avenue

To: Daniel Miller, Cc: Jeff Horn, Ken Lundgren

[Details](#)

Sir,

Since the traffic emphasis was initiated on 10-8-2018, our officers have worked the area exclusively three times for a total of 3.5 hours, and as recently as yesterday. This doesn't count shorter times or other stops where a supplemental report was not written. There have been numerous traffic stops and at least one traffic ticket issued. We will continue to be out there as staffing allows. I have cc'd Parking Enforcement Office Lundgren who is in charge of the speed sign deployment as I am not sure where your street is in the current rotation.

Ben Sias, Sergeant

Bainbridge Island Police Department
625 Winslow Way East
Bainbridge Island, WA 98110
www.bainbridgewa.gov
206.842.5211 (Office)
206.780.4679 (Desk)
206.730.8990 (Mobile)



From: Jeff Horn <horn@bainbridgewa.gov>

Sent: Thursday, November 1, 2018 6:25 PM

To: Ben Sias <bsias@bainbridgewa.gov>

Subject: Fwd: Traffic Emphasis Request: Speeding on Grow Avenue

BS Ben Sias

January 11, 2019 at 5:32 PM

RE: Traffic Emphasis Request: Speeding on Grow Avenue

To: Daniel Miller, Jeff Horn, Cc: Matthew Hammer, Ken Lundgren, Trevor Ziemba, Chip McDermott

[Details](#)

Dear Daniel,

You are correct that people are speeding on Grow Avenue. I worked radar in the 1000 block today from 1527 hours to 1630, at which time I ceased monitoring speed to stop a motorist traveling at 34 miles per hour. Of the 146 cars that passed my position, only 49 (1/3) were at or below the speed limit. Fortunately, most vehicles exceeding the speed limit were doing so by only a few miles per hour. I acknowledge that since it was daylight, speeds were reduced by people seeing the marked patrol car.

As far as pedestrian safety is concerned, I did note two groups of three students walking three abreast on Grow after leaving school. As you know, there is not room for this, and cars were driving into the oncoming lane to avoid them. In order to stay safe, our recommendation is that pedestrians follow the state law and clear the roadway upon the approach of vehicles. I have attached the law below. "Highway" is a general term in the RCW that means a publicly maintained road.

RCW 46.61.250

Pedestrians on roadways.

(1) Where sidewalks are provided it is unlawful for any pedestrian to walk or otherwise move along and upon an adjacent roadway. Where sidewalks are provided but wheelchair access is not available, disabled persons who require such access may walk or otherwise move along and upon an adjacent roadway until they reach an access point in the sidewalk.

(2) Where sidewalks are not provided any pedestrian walking or otherwise moving along and upon a highway shall, when practicable, walk or move only on the left side of the roadway or its shoulder facing traffic which may approach from the opposite direction and **upon meeting an oncoming vehicle shall move clear of the roadway.**

I want you to know that the staff at BIPD are working hard to help your neighborhood deal with this problem. Please note that there are presently eighteen other equally concerned citizens who have contacted us about traffic concerns (mostly speeding) in their neighborhoods. We will continue our monitoring and enforcement as time and staffing allow. I hope you have a safe and relaxing weekend!

Ben Sias, Sergeant

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Seattle Use or Mini Traffic Island
for Neighborhood Traffic Calming

Seattle Department of Transportation

About SDOT Getting Around Permits and Services **Projects and Programs**

Home > Projects & Programs > Programs > Home Zone Program > Traffic Calming



Traffic Circles

Traffic circles guide vehicles through an intersection around a central island, forcing vehicles to slow down. These slower speeds help reduce the number and severity of collisions. Landscaping in and around the traffic circle further improves neighborhood livability.

Neighborhood Traffic Operations

Phone: [\(206\) 684-0353](tel:2066840353)

Email: Neighborhood.Traffic@seattle.gov





Traffic Circles



Private Member
City of Seattle GIS Program

Summary

Traffic Circle locations in the City of Seattle

View Full Details

Download

Details



Dataset
Feature Layer



July 14, 2022
Info Updated



July 14, 2022
Data Updated



September 19, 2017
Published Date



Records: 1,066
[View data table](#)



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