

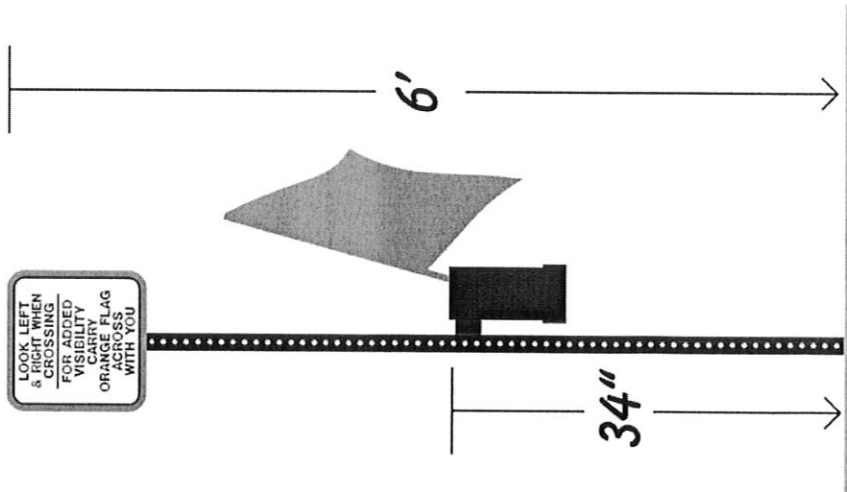
EQUIPMENT & INSTALLATION

Installation of the flags is quick and simple using readily available materials. The flag holders are black ABS plastic pipes 10" long by 4" in diameter with caps placed on one end. Flag holders are usually banded or bolted to new or existing U-Channel or Telspar poles. Flags are obtained locally at traffic or construction related supply stores. The cost to the city to install two

flag holders, each with an instructional sign and six flags is approximately \$100.

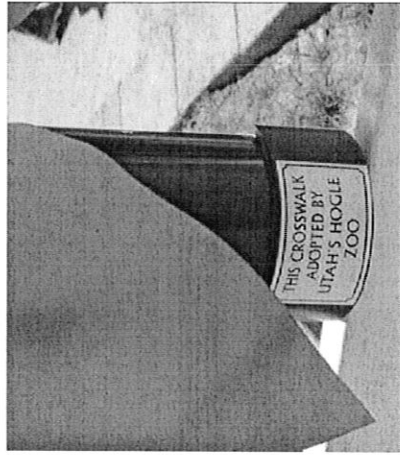
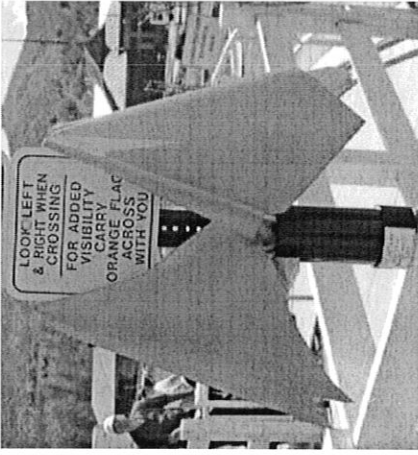
As of November 15, 2005, the success of this program has led to installations of crossing flags at 40 city maintained locations, 46 school maintained locations and 88 resident/business maintained locations.

If you would like to sponsor a crosswalk in your neighborhood or would simply like additional information about crosswalk flags, contact the Salt Lake City Transportation Division at the number provided below.



SALT LAKE CITY CORPORATION

CROSSWALK FLAGS



Salt Lake City Transportation Division

349 South 200 East, Suite 450
Salt Lake City, UT 84111
Phone (801) 535-6630
www.sictrans.com

CROSSWALK FLAGS

Pedestrian safety is important to everyone. As such, safety initiatives are readily supported by the public and elected officials and need not be difficult or expensive to implement. Crosswalk flags are simple and cheap to implement and are proving to be effective and popular at improving pedestrian safety.

In mid-2000, Salt Lake City created a Pedestrian Safety Committee to identify and implement pedestrian safety measures. The committee is comprised of city staff from the Transportation, Police, Attorney, ADA, Street Maintenance and Mayor's offices. One of the first and perhaps most dramatic

pedestrian safety initiatives implemented by this committee is also one of the most basic: the installation of

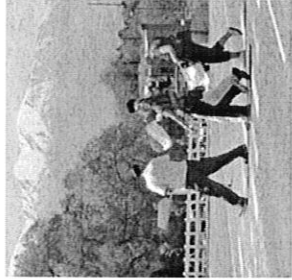


orange flags at crosswalks to improve pedestrian visibility. Pedestrians simply pick up a bright orange flag and carry it with them while crossing and leave it on the other side. Admittedly a low-tech initiative, it is highly effective and one that has achieved significant and continuing media coverage and public comment.

In January 2001, observations and interviews of pedestrians at the initial six flag locations, installed in August of 2000, revealed that 14% of pedestrians were using the flags. Since then, the popularity of the flags has dramatically increased and pedestrians can be seen routinely using the flags throughout the city.

EFFECTIVENESS

Although to date, no formal engineering studies have been undertaken, city staff has noted a dramatic



increase in the willingness of drivers to yield to pedestrians carrying orange flags. Informal

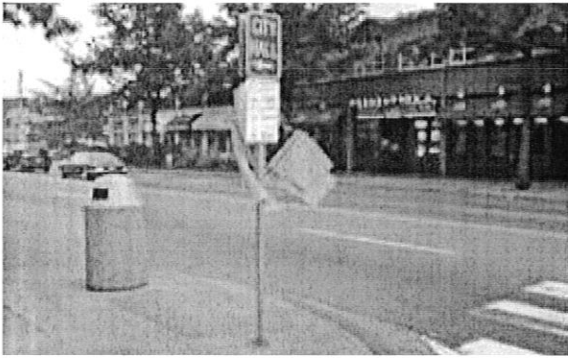
observations and discussions with pedestrians also instill confidence that the numbers of near miss accidents between pedestrians and vehicles have been reduced. In addition, just having the flags sitting in their holders raises motorist awareness of pedestrians by making the crosswalk locations more visible. Over time we are confident statistical data will prove the effectiveness of this simple initiative.

ADOPT-A-CROSSWALK PROGRAM

Crosswalk flags were initially installed at all marked midblock crosswalk in the

downtown area. As the number of city maintained flag locations downtown increased, so did public interest in having them installed outside of the downtown. Due to the difficulties in maintaining numerous outlying flag crossings, the Adopt-a-Crosswalk program was created in January 2001. The Adopt-a-Crosswalk program allows individuals or businesses residing within approximately 700 feet of a marked crosswalk to install crosswalk flags by “adopting” or “sponsoring” the crosswalk. To adopt a crosswalk, the sponsor agrees to occasionally monitor the flags to insure they are available at both ends of the crosswalk and to provide replacement flags as needed. In return, the City installs the flag holders, and an initial supply of flags at no cost to the sponsor. The Adopt-a-Crosswalk program has also been expanded to include elementary schools where the city agrees to provide all replacement flags at no cost as long as the school agrees to pick them up from the city when needed. For all other sponsors, the city provides replacement flags to sponsors at \$.50 each – subsidizing part of the cost.





TRANSACTION REPORT

P. 01

OCT-23-2007 TUE 05:18 PM

FOR: KETCHUM POLICE

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PAGE 04

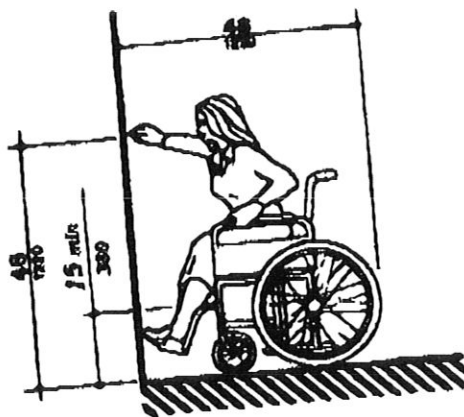
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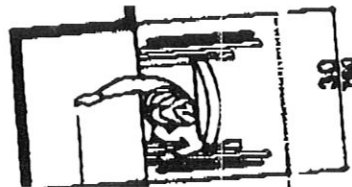
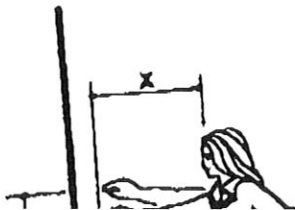
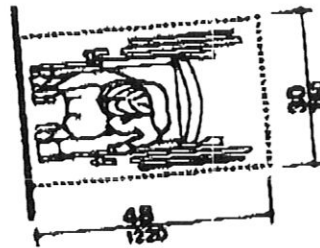
Pt. 36, App. A

Department of Justice

4.3 Accessible Route



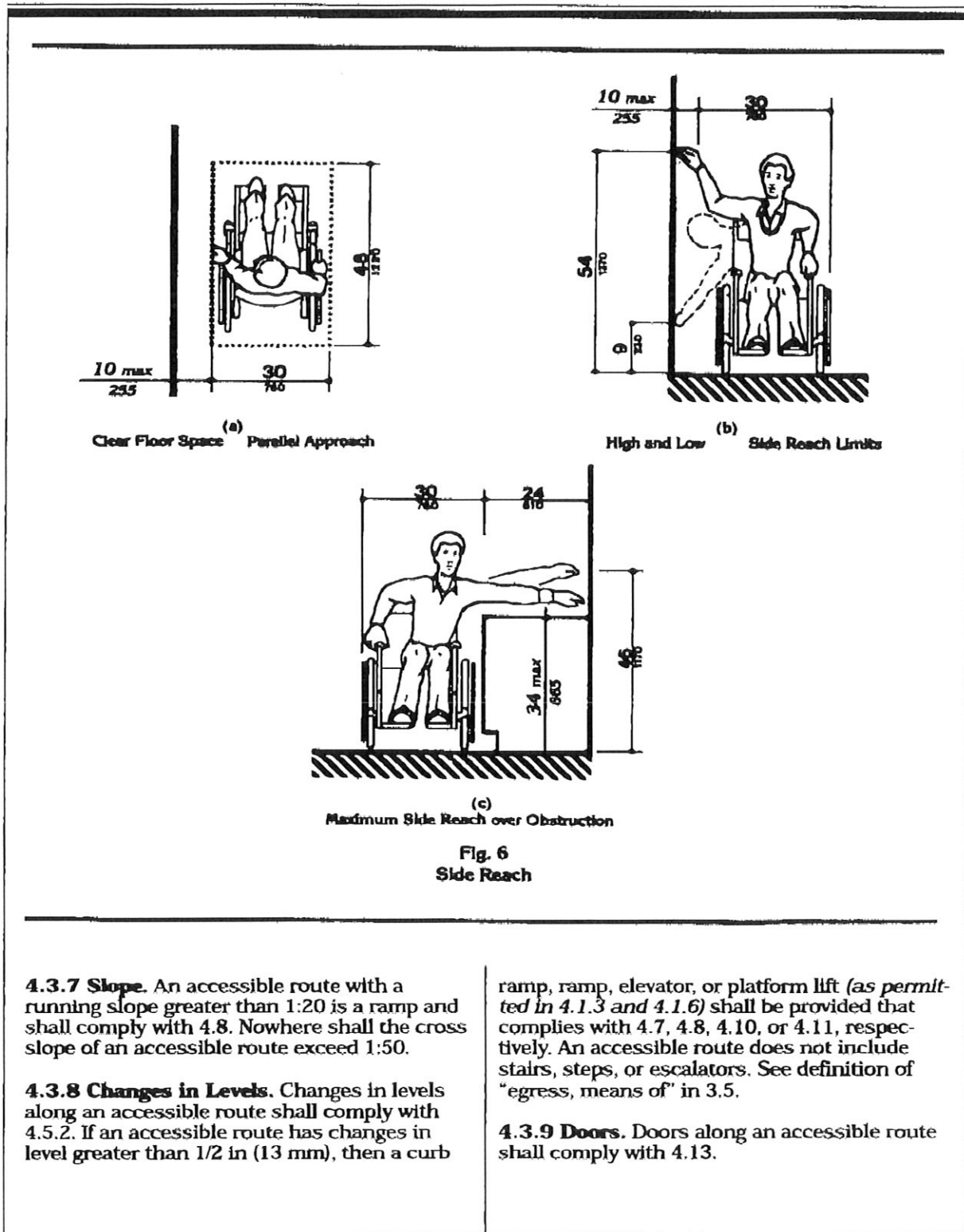
(a) High Forward Reach Limit



Pt. 36, App. A

28 CFR Ch. I (7-1-94 Edition)

4.3.7 Slope



4.3.7 Slope. An accessible route with a running slope greater than 1:20 is a ramp and shall comply with 4.8. Nowhere shall the cross slope of an accessible route exceed 1:50.

4.3.8 Changes in Levels. Changes in levels along an accessible route shall comply with 4.5.2. If an accessible route has changes in level greater than 1/2 in (13 mm), then a curb

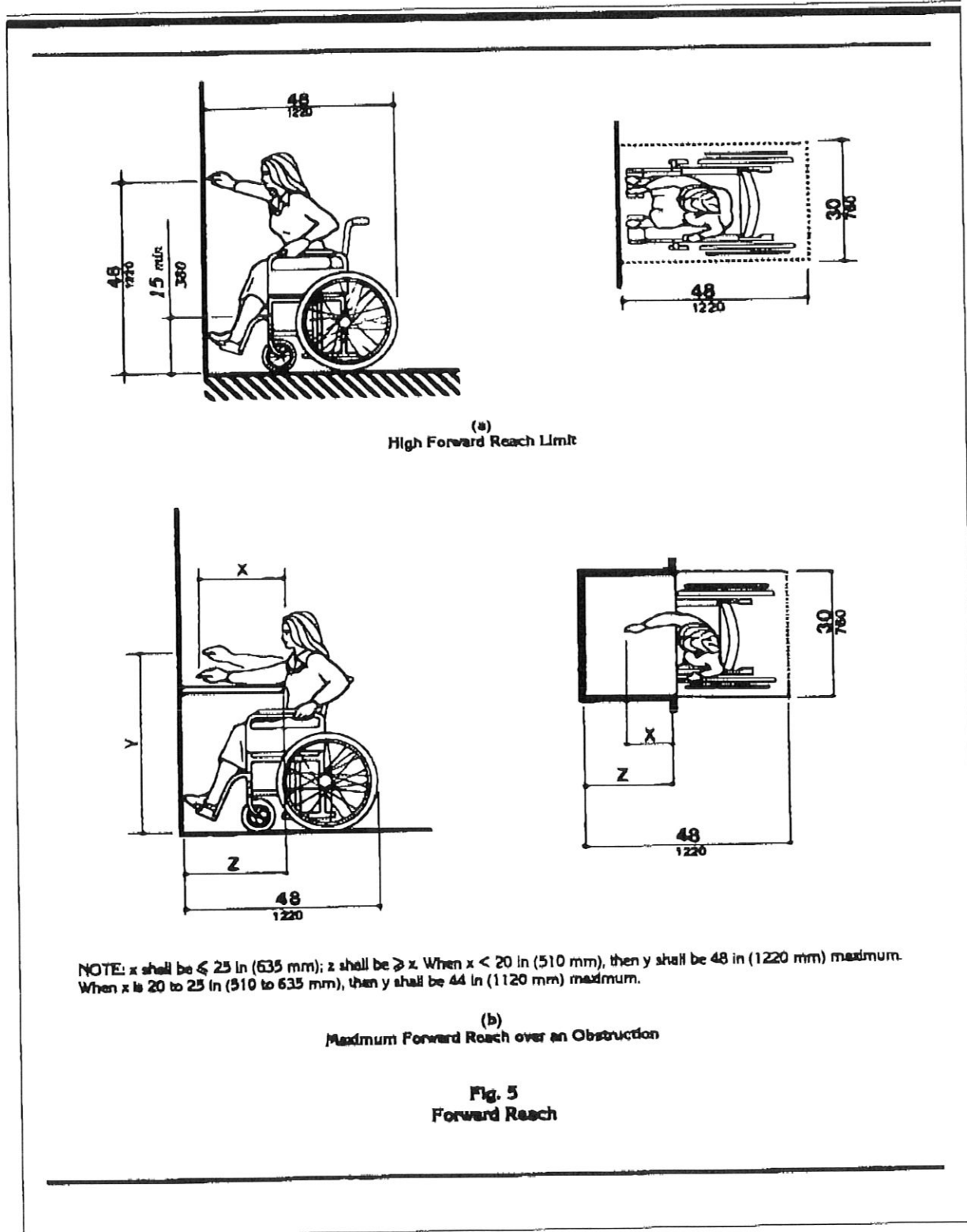
ramp, ramp, elevator, or platform lift (as permitted in 4.1.3 and 4.1.6) shall be provided that complies with 4.7, 4.8, 4.10, or 4.11, respectively. An accessible route does not include stairs, steps, or escalators. See definition of "egress, means of" in 3.5.

4.3.9 Doors. Doors along an accessible route shall comply with 4.13.

Department of Justice

Pt. 36, App. A

4.3 Accessible Route



NOTE: x shall be \leq 25 in (635 mm); z shall be \geq x. When x < 20 in (510 mm), then y shall be 48 in (1220 mm) maximum. When x is 20 to 25 in (510 to 635 mm), then y shall be 44 in (1120 mm) maximum.

Work Underway on Kirkland's 1997-2002 Capital Plan

The Kirkland Performance Center takes center stage in the first year of the city's preliminary 1997-2002 Capital Improvement Plan (CIP).

The theater is to start construction in 1997, with city reserve funds underwriting about one-fourth of the estimated \$3.7 million project. Grants and donations from the private sector will pay for the balance.

Although some \$62.4 million in projects were requested for the six-year period, available resources — primarily revenue from gas and sales taxes and vehicle license fees, cash reserves, debt, grants and other outside contributions — total only \$30.6 million. Several park projects listed as unfunded in the preliminary document may be moved into the "funded" category if the King County recreation and conservation initiative passes Sept. 17. Similarly, an estimated \$2.5 million in stormwater management projects could get the green light if the City Council approves formation of a stormwater utility (*see related article, page 4*).

"The 1997 to 2002 CIP reflects a balanced program of high-quality capital projects which respond to the many diverse needs of a diverse community. New decision-making criteria have been proposed for both transportation and parks projects, which should help make decision-making even better in these key areas in the future," said City Manager Terry Ellis.

Use of the new criteria has resulted in the addition of new projects as well as a reshuffling of project schedules over the six-year period. Some listed as funded in earlier capital plans have been pushed back into later years, or cancelled. Transportation project criteria will be used to reprioritize projects for consideration by the City Council. A public hearing will be held and changes may be made prior to final plan adoption.

Another noteworthy project proposed to begin in 1997 is completion of major improvements to Juanita Drive — widening the street and adding bicycle lanes and sidewalks along both sides of the street within the city limits. The project will also allow for improvements to the entrance to Juanita Beach,


Now You Can Be Your Own Crossing Guard

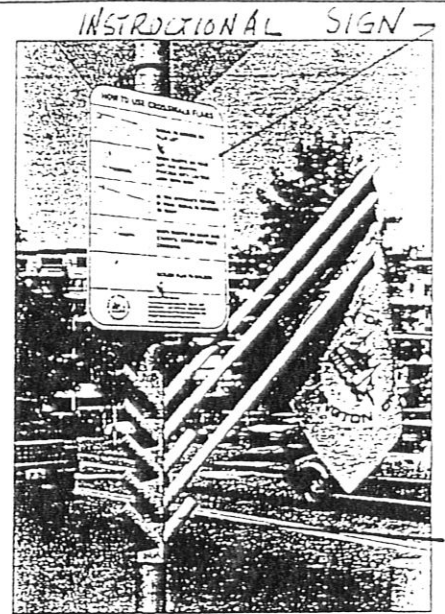
Pedestrians now can act as their own "crossing guard" to help ensure safer passage across major downtown Kirkland intersections.

Four intersections were selected to serve as the test group for the pilot program that began in August: Lake Street, south of Central Way; Central at 2nd Place; Central at 1st Street, and Market Street at 7th Avenue, according to Public Works Department Traffic Engineer Dave Godfrey.

"We've installed holders at both sides of the intersections. Inside the holders are orange plastic flags with the City of Kirkland logo, mounted on wooden handles," Godfrey said.

"The idea is that as a pedestrian, you pick up one flag and use it to attract the attention of motorists as you cross. When you get to the other side, you put it in the holder on that side of the street."

Godfrey said the four test sites were selected because of their relative popularity with pedestrians. If successful, the program will be expanded to other locations "relatively quickly," he added. 















The city's new pedestrian safety device is easy to use — and fun!

FLAG
HOLDER

add a signal at NE 97th Street, and allow for undergrounding of utility lines.

Under the proposed plan, the project would be completed over a three-year period at a total cost of \$1.54 million, including a state grant for \$925,000.

Here's a look at some other projects slated to receive funding in the preliminary plan, their cost and scheduled year:

-  Central Way Bridge improvements (seismic upgrades), \$55,000; 1997;
-  Peter Kirk Pool-Phase II, \$281,000; 1997;
-  NE 68th Street Corridor improvements, \$309,000; 1997;
-  ADA (Americans With Disabilities Act) bus zone improvements: \$120,000; 1997;
-  New traffic signal at 98th Avenue NE/NE 120th Place, \$169,000; 1997;
-  116th Way NE/NE 132nd Street intersection improvements: \$650,000; 1997-98;
-  Water main replacement, various locations: \$2 million; 1997;
-  Lakeshore Plaza sewer lift station replacement: \$1.27 million; 1997;
-  Fire engine replacement: \$250,000; 1997;
-  Fire ladder truck replacement: \$598,000; 1997;
-  Houghton Fire Station renovation: \$195,000; 1997. 


Marina Park Restrooms New & Improved in '97

By this time next year, Marina Park patrons will have access to larger, fully handicapped-accessible restroom facilities. The new building should reduce, if not eliminate, the long lines that can occur during performing arts and other well-attended events at the popular park, says Parks and Community Services spokesman Marc Connelly.

"It's one of the more heavily used facilities in the park system," he noted.

The new restrooms will be located in the Kirkland Avenue right of way, in the area now occupied by the Argosy Cruises ticket booth. The women's side of the approximately 800-square-foot structure will include five stalls, compared with two in the present facility. Construction is expected to begin by mid-1997 and should be completed within 90 days.

"The project was originally scheduled for 1996, but the design review process took longer than expected," explained Connelly.

The park will not be without restroom facilities in the interim, since the old building will not be demolished until the new one is finished. 

Ketchum imports pedestrian safety idea

By C.J. KARAMARGIN
Wood River Journal

The old way to cross Main Street in Ketchum was to say a quick prayer and run like hell.

That approach still works, unless you happen to be at one of Main Street's lighted intersections. At Sun Valley Road or First Street, you push the shiny silver knob that's supposed to change the light, wait for what seems like an eternity, then you pray and run like hell.

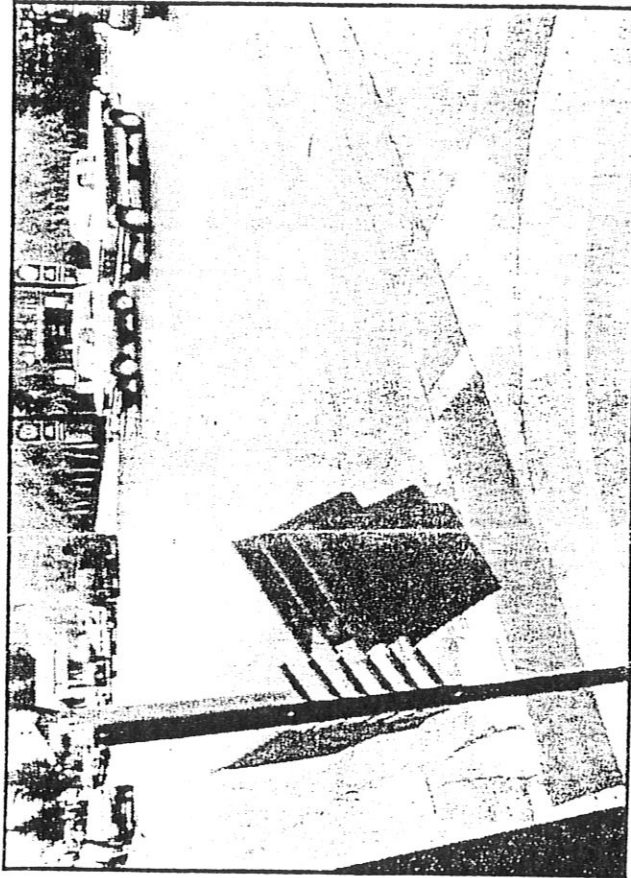
Being a pedestrian was never very easy in Ketchum. Motorists are obligated by law to stop for pedestrians in a crosswalk, but there's no assurance they will. Even for the fleet of foot, crossing a street can turn into a hair-raising game of chicken — not that there's much competition between a human being and a Ford Explorer.

Those risky, take-your-life-in-your-hands days, however, could be a thing of the past, at least for pedestrians who cross Main at Fourth Street. For them, every day is now flag day.

The new way to get across Ketchum's busiest and most dangerous street is with a bright orange flag. At each of the intersection's four corners, the police department has placed a pole festooned with flags on short sticks. A pedestrian picks up a flag on one side of the street, carries it to attract the attention of motorists while crossing the street, and leaves it in the pole on the other side.

The idea is simple, if not somewhat odd. The pedestrian, flag in hand, becomes more visible. And greater visibility, the thinking goes, means fewer accidents. Assuming pedestrians can get past the goofy, self-conscious aspect of being their own crossing guard, the idea has proven successful in at least one other city.

Ketchum's flag poles were put in place last Wednesday. They represent what Ketchum Police Chief Carl Nevland hopes



DO-IT-YOURSELF — A pedestrian planning to cross Main Street in Ketchum can carry one of these orange flags to get a driver's attention. (Journal photo by Jerry Hadam)

will be a low-cost, low-tech solution to a problem that has plagued city planners for years: making Ketchum more pedestrian friendly.

"That's the worst intersection," Nevland said of the bustling nexus of activity that is Main and Fourth. With about three pedestrian-motorist accidents per summer, "the potential for a fatality is there."

"A lot of people are really scared to cross with that traffic," Nevland said. "Maybe this will make them feel safer."

As for motorists, the chief said "these flags will definitely get their attention."

The total cost of the flag program so far is about \$475, including \$100 for the flags, which cost \$1 each. The city street depart-

ment built the poles.

Mayor Guy Coles and the city council were notified of the flag program earlier this year by Beverly Hedin, the police department's code enforcement officer.

With proper attention, Hedin told city leaders, a "test run" of the program "could get strong public backing."

The idea of "flagging" an intersection was brought to the police department from a part-time Ketchum resident who also lives in Kirkland, Wash. In that booming Seattle suburb of about 45,000, the "Ped Flag" program has been in place for two years. Though it started slowly, the program is now viewed as a success.

"When you've got a flag in your hand,

you feel more empowered," said Tony Mazzella, Kirkland's coordinator for neighborhood traffic control programs. The flags "gave pedestrians another bit of protection."

Kirkland, Mazzella said, has "a commitment to making our city as walkable as possible." The flag program was viewed as a simple, inexpensive way to balance the needs of pedestrians and motorists. Flags are now in place at 10 downtown Kirkland intersections. Similar programs exist in California and Japan.

A study done before the flags were made available showed that Kirkland motorists yielded to pedestrians 65 percent of the time; Mazzella said. "We saw that percentage really jump up" after the flags were put in place. Now, motorists yield to pedestrians at least 95 percent of the time. Often, he said, motorists slow down even when the crosswalk is free of pedestrians because they notice the pole of brightly colored flags on the corner.

The only drawback to the program is the popularity of the flags. "They steal them," Mazzella said. "The first year we went through hundreds of flags."

Indeed, the biggest ongoing cost to the program is flag replacement, he said. "We're always replacing flags."

The flags, though, are nowhere near as costly as Kirkland's latest experiment in enhancing pedestrian life: flashing crosswalks. With a price tag of \$13,000 each, the flashing crosswalk uses small lights embedded in the pavement. When a pedestrian wants to cross the street, a button is pressed and the lights begin to flash. The lights can be seen from hundreds of feet away, Mazzella said, and have proven to be "very successful."

Two flashing crosswalks are now in place and another 15 will be installed this year.

Do-it-yourself safety: flags for pedestrians

IN this time of high-tech solutions, there's a certain charm to simple, low- or no-tech remedies.

The latest example is in Kirkland. The booming city on the east shore of Lake Washington has both natural and man-made amenities that invite people to get out of their cars and walk — to lakeside parks and piers, to shops and galleries, to coffee shops and restaurants.

But what about all those cars with drivers still inside?

Cities spend thousands, hundreds of thousands — even millions — of dollars to slow down or divert drivers or otherwise make city centers friendly (as in *safe*) for pedestrians. Kirkland took the suggestion of a resident rather than a traffic planner and spent a mere \$1,000 for a do-it-yourself pedestrian safety plan.

Here's how it works. Flags are placed in holders at five busy intersections. When a pedestrian comes along, she takes a flag, draws the attention of oncoming drivers, waits to see that cars are stopping, crosses the street and puts the flag in the holder on that side of the intersection.

It's a twist on the time-tested safety measure at many schools, the crossing guard — an adult or older student who flags traffic to insure safe passage for youngsters near schools.

Times East Bureau reporter Keith Ervin reported this week that after about three weeks, use of the flags is still spotty in downtown Kirkland. At first, not surprisingly, some flags disappeared. Collectors items? One pedestrian who shunned the flags told Ervin "it's not the in thing to do."

OK, being your own crossing guard is not cool. Neither is an unfashionable pair of good walking shoes, but they *are* safe and sensible. Other small cities and neighborhood commercial districts looking for cost-effective ways to keep both cars and pedestrians on their streets should pay attention to Kirkland's flag idea. It's an idea worth stealing.

Seattle Times editorial writers are Ross Anderson, Joni Balter, Mindy Cameron, Lance Dickie, Michelle Maikin, Terry Tang and James Vesely. Other members of the editorial board are Frank A. Blethen, William H. Blethen, Robert C. Blethen, Chris Britt and Carolyn S. Kelly. Reader response line, 464-8479.

Seattle Times 5/27/96