

34225 BRIDGEVIEW DR. N.E.
KINGSTON, WASHINGTON 98346

Phone (360) 638-1179

Fax (360) 638-1779

Cell (360) 271-0359

e-mail: mpendleton@telebyte.com

pendletonconsultingllc@msn.com

www.pendleton-consulting.com

THE KENMORE CITY COUNCIL ANNUAL RETREAT

January 8th and 9th
2016

Summary Report

Introduction

The Kenmore City Council annual retreat was held on January 8th and 9th, 2016 at the La Conner Channel Lodge in La Conner, Washington. The retreat is located and structured to provide an uninterrupted forum for in-depth discussion of selected issues. The purpose of this retreat was to discuss, in depth, key projects and policy issues identified by the participants during a pre-retreat interview to establish the agenda. In addition, this retreat focused on establishing goals and objectives for 2016 and 2017. The following agenda guided the discussions during this council retreat:

1. Progress on 2015-16 Goals
2. Affordable Housing
3. Budget and Finance
4. Imagine Kenmore
5. Lakepointe
6. General City Issues
7. Downtown: How to Make It a Success?
8. Goals for 2016 and 2017

The following report is a summary of the discussions and outcomes of the retreat (a complete recording of this retreat was made and is retained by City officials):

Progress on 2015-16 Goals

The retreat opened with a review of the agenda and brief discussion of progress on the current City Council Goals. Much of the progress noted was reviewed, in detail, during the City Manager Performance Review conducted in November of 2015. See Appendix Two for a review of goal accomplishments.

Affordable Housing

This discussion module began with an overview of a memo and data prepared and presented by staff. The memo included review of relevant regulations and a number of charts and graphs that provide a detailed look at the nature of housing, both in Kenmore and King County. Participants reviewed and discussed the data to obtain a more clear understanding of the housing profile in Kenmore. Participants discussed how downtown development might impact housing and the specific need to possibly provide relocation assistance to those displaced by development. Types of housing such as “microhousing” were discussed, as well as the need for parking. Participants noted it would be best for the City to take the lead on some of these issues rather than being in the position to play “catch-up” after the problem has taken shape. The impacts to property taxes were discussed, and it was noted that

affordability for some means costs for others. It was noted that the Planning Commission will play a key role in any discussion and decision made on this important issue. It was noted that this issue will be addressed in the coming year and that comprehensive data will be needed to inform the coming discussions.

Budget and Finance

The next discussion focused on a review of fiscal projections and various approaches to managing future fiscal demands.

6-Year Financial Forecast. Staff presented a comprehensive review of projected revenues and expenditures for the next six years. Fund balances for the General and Street funds were reviewed and discussed, along with the basic assumptions behind the projections. Participants discussed various “what if” scenarios to better understand possibilities that could occur in the future. Various revenue sources were noted and discussed. The participants noted the importance of maintaining a conservative budgeting and expenditure philosophy.

Priority-Based Budgeting. Participants next reviewed the recent budgeting exercise, known as Priority-Based Budgeting, which was conducted in 2014. It was noted that this process will be used again as part of the 2017-18 budget development. It was noted that this process could be usefully applied to the Capital Budget in the future. The participants agreed to the following:

AGREEMENT ONE: Staff will prepare a memo outlining the process and a calendar for applying the Priority-Based Budgeting process to capital projects.

Imagine Kenmore

The participants next were presented with the results of a statistically valid survey of Kenmore citizens conducted by a professional polling organization. The purpose of the survey was to provide citizen opinions and desires for additional pedestrian, bicycle, and parks and recreation facilities. Dominic Martin of EMC Research presented his findings to Council via phone. Participants reviewed the findings, asking numerous questions about the methodology and meaning of the results. A more detailed work session is planned for the City Council in coming weeks.

Lakepointe

City Manager Karlinsey provided an update on the Lakepointe project, noting the interest of a highly respected developer in working with the community and the City to develop the lake front property. The vision for the project, the organizational activities, and

the various roles for the City in the project were discussed. Additional topics considered were the potential impacts and role of State Highway 522 on the project and the eco-friendly approach which may be driving much of the developer's thinking and approach to the project. All participants recognized, and were encouraged that there is developer interest in this project.

General City Issues

Heavy Industry Regulations. Participants next discussed the impacts of heavy industry business operating within Kenmore. Participants reviewed a staff memo updating the Council on odor complaint investigations, regulatory business licensing, and noise levels. Specifically, it was noted that these industries have a substantial impact on roads and the environment. Various ways to tax these industries to ensure they share in paying for their impacts were discussed.

Apartments in residential zones. Participants next discussed the issue of allowing apartments within single-family residential zones. Participants reviewed a staff memo that addressed current regulations, use within specific zones, and both height and setback requirements. It was noted that currently a 75' high structure can be built within residential areas, and that is not desirable. Consensus was to eliminate apartment use in residential zones and have staff come back to Council with a residential height reduction proposal.

Tree Regulations. Participants next discussed the current tree regulations within the City. Staff presented a memo providing background to the current tree ordinances. It was noted that there still may be areas of importance not covered by the current Ordinances. It was noted that this issue has been addressed a few times and that the best course of action for now would be to give some time for the current Ordinances to work and see how they impact the issue.

Saint Edward State Park. Participants next discussed the need to rehabilitate the historic seminary building. The proposal for the City to lease and improve the ball field was discussed.

Emergency Preparedness. Participants next discussed the current emergency preparedness activities. Staff presented a memo that provided an overview of activities to date. In particular, it was noted that the City has joined forces with surrounding jurisdictions in this effort. It was noted that this effort is a lot of work but vitally important to the safety of the community.

Municipal Broadband. Participants next discussed the need and nature of City-provided broadband internet access. It was noted that communities are increasingly looking at this access as a basic service. Participants noted that there is a need for more information

on this topic, but all seemed interested in the possibility of providing this service. After a discussion participants agreed to the following:

AGREEMENT TWO: Staff should prepare an RFP for a consultant to look at what it would take to provide a municipal broadband system for Kenmore citizens.

Code of Ethics. Participants next discussed the importance of knowing and applying the code of ethics in everything employees and elected leaders do. Participants reviewed the current City Council code of ethics. It was noted that the current code of ethics should also be extended to the Planning Commission. After a discussion, the participants agreed to the following:

AGREEMENT THREE: Staff will schedule a work session on the code of ethics with a particular focus on conflict of interest.

Creativity Week. Participants next discussed the idea of citizen-based innovation and participation in creative possibilities within the city. Participants viewed a YouTube video of another city's approach to citizen-based creativity and innovation. Participants discussed the possible linkage of this idea to the new Town Green project and the incubator projects. After discussion, the participants agreed to the following:

AGREEMENT FOUR: A Councilmember will follow up on the idea by looking at similar activities in Tacoma and contacting the participants in the city viewed in the video. Future considerations of this idea may include the use of a part-time person to program these activities.

Sound Transit 3. Participants next discussed the upcoming meeting on the Sound Transit 3 project. It was noted that his meeting will include representatives from other city councils, along with Sound Transit staff. It was noted that it will be most important to be very positive and supportive of the staff and project and to not be diverted into other topics during the discussion.

Philosophy of Government vs. Business. Participants next discussed ideas from the book Start-Up City: Inspiring Private and Public Entrepreneurship, Getting Projects Done, and Having Fun, by Gabe Klein with David Vega-Barachowitz, regarding the differing philosophies that drive government and business, the former being somewhat slow and risk averse, and the latter being nimble and willing to take risks. It was noted that the two types of entities are fundamentally different in purpose and mandate, which often explains their differing approaches to solving problems and creating outcomes. It was noted, however, that government can learn from business and should constantly strive to be effective in both process and creating outcomes.

Moorlands Park. Participants next discussed Moorlands Park and its status with both the community and the adjacent school. It was noted that the proposed renovations to the ball fields and the need for effective maintenance is important. Currently the school district

uses the park and is tasked with maintenance. Further discussion included the need for signage, the need to examine shared use by the school district, the need to keep the parking lot available, and the possibility of working with a nearby church concerning parking. After a discussion it was agreed:

AGREEMENT FIVE: To look at the current lease agreement and make necessary adjustments.

Downtown: How to Make It Happen?

Participants next discussed the current efforts to enhance and create the downtown of Kenmore. The City Manager presented and reviewed a memo that detailed plans and ideas for downtown development. It was noted that creating a vibrant, walkable downtown has been a Council priority for some time. The memo included various ideas and efforts to address this priority. The memo included discussion of how to “Make the Town Green Sing,” facilitating the ripple effect, and efforts to connect the downtown to the south side of town. Participants discussed numerous ideas and topics, including the renaming of Kenmore Village, the need for parking, the potential to partner with adjacent businesses, connecting bike paths to the downtown, and other ideas.

City Council Goals

The participants next reviewed and discussed the “long list” of City Council goals established at last year’s retreat. The participants eliminated goals that had been accomplished and decided that a few new goals were needed for this coming year. Using a combination of consensus and discussion, the 2016-17 goals were established (see below).

The top five goals will comprise a portion of the City Manager’s annual performance review. Goals will be addressed to generally reflect their priority; however, opportunity and/or necessity may require an emphasis on selected goals outside the priority listed in this report.

**Long List
2016-2017 Council Goals**

- 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.
-Implement the Sidewalk Plan**
- 2. To continue to implement the Economic Development Plan, with an emphasis on the following key points:**
 - Promote the image of Kenmore**
 - Create a vibrant walkable downtown**
 - Support existing businesses**
 - Advance the public's access and connection to the waterfront**
- 3. To continue to seek funding and mitigation for State impacts on the City's transportation system.**
- 4. To continue to seek opportunities to complete a successful Lakepointe project.**
- 5. To actively pursue Sound Transit 3 projects for SR 522.**
- 6. To continue to implement a Parks Improvement and Financial Plan.**
- 7. To address watershed and water quality issues affecting the City.**
- 8. To continue to establish a contemporary Information Technology Program**

APPENDIX ONE
Retreat Participants

Mayor
David Baker

Deputy Mayor
Alan Van Ness

Councilmember
Brent Smith

Councilmember
Laurie Sperry

Councilmember
Milton Curtis

Councilmember
Nigel Herbig

Councilmember
Stacey Denuski

City Manager
Rob Karlinsey

Assistant City Manger
Nancy Ousley

Finance and Administration Director
Joanne Gregory

Community Development Director
Debbie Bent

Public Works Director/City Engineer
Kris Overleese

Development Services Director
Bryan Hampson

City Clerk
Patty Safrin

APPENDIX TWO
Progress on 2015-2016 Council Goals
(as of November 2015)

1. To focus on and emphasize multimodal transportation safety in the City of Kenmore, with a specific focus on pedestrian, bicycle, and other means of travel.

The following efforts summarize how the City is advancing pedestrian and bicycle safety:

- ✓ Target Zero initiative
- ✓ Imagine Kenmore
- ✓ State and Regional Funding/ Advocacy (Sound Transit 3, State transportation package, recently awarded sidewalk grants, etc.)
- ✓ Transportation Planning Documents:
 - Transportation Element of the Comprehensive Plan
 - Road Standards Update
 - Capital Improvement Program

Our City team is aggressive, innovative, and timely in delivery of meaningful policies, plans, and actions aimed at pedestrian and bicycle safety. Our traffic engineer has brought local control and improved customer responsiveness to our traffic safety efforts.

For a more comprehensive report of how Council Goal #1 has been advanced by the City team, please see Attachment A, “Council Goal #1 Update.” The “Council Goal #1 Update” document was presented at the October 19, 2015 City Council meeting.

2. To continue to implement the Economic Development Plan with an emphasis on the following key points:

- Promote the image of Kenmore

- ✓ First City to receive three consecutive AWC Excellence Awards. This year: Coolest City Hall.
- ✓ Transitioned from Allison Partners to Gallatin for public affairs services. We have seen our staff’s and Gallatin’s story-pitching efforts result in more positive media exposure for Kenmore, such as stories in 425 Magazine and City Dog Magazine, the go-to publication for dog lovers.
- ✓ By being proactive in laying out the red carpet for new businesses (through policies and processes) as well as pitching our story to the

media, Washington Beer Blog, P-I, and other publications, which picked up on Gallatin's pitched story on growing the craft brew scene in Kenmore, resulting in an inquiry from another brewery.

- ✓ Kenmore Business Incubator is more successful than ever and advances our efforts to promote Kenmore as an innovation hub.
- ✓ Successful State of the City address – sold out and first of its kind for Kenmore.
- ✓ Hackathon and Hack Night received positive feedback and caught the attention of neighboring jurisdictions, the State, and the open data community.
- ✓ Continue to reinforce great customer service when responding to developers, builders and homeowners.
- ✓ Promotion of Kenmore as a natural health hub continues.

- Create a vibrant, walkable downtown

- ✓ Kenmore Village – Spencer68 certificates of occupancy; Spencer Square development agreement negotiations, site plan approval, and groundbreaking.
- ✓ Town Green final design, funding, permitting, contract award, and start of construction.
- ✓ New downtownkenmore.org website and blog.
- ✓ City Hall skate court completion.
- ✓ Food Trucks!
- ✓ Why I Love Kenmore event in June.
- ✓ Three sidewalk grants to complete sidewalk between 68th and 73rd Avenues on NE 181st Street; design is underway.
- ✓ Tolt Trail Phase 1 project will create a paved pedestrian trail between 68th and 71st Avenues; in permitting & Seattle City Light approval process.

- Support existing businesses

- ✓ The virtual incubator continues to see success, grow, and send a clear, positive message about Kenmore and its support for local businesses.
- ✓ The findkenmore.org business directory continues to grow and become more of a useful tool to showcase our local businesses and encourage buying local.
- ✓ New Kenmore Air seaplane hangar was completed in 2015. We received positive feedback from Kenmore Air and its contractor about our speedy permitting and good customer service.

- ✓ We helped Kenmore Air prevail in their dock replacement project that was appealed to the hearing examiner.
- ✓ Kenmore Business Alliance continues to see increased participation from Local businesses (KBA outgrew its meeting space at Key Bank). Assistant City Manager Ousley is working on finalizing an agreement with the Chamber to provide support for KBA events and activities.

- Advance the City's connection to the waterfront

- ✓ See #4 below.

- Other economic development efforts

- ✓ Provided leadership in promoting and advancing key new development projects – St. Edward Seminary building rehabilitation, Lakepointe, and Kenmore Village.
- ✓ Completed the Comprehensive Plan Update, which supports implementing the Economic Development Plan.
- ✓ Finally completed the Transit Oriented District (TOD) overlay, which also supports implementation of the Economic Development Plan and our Downtown Plan.
- ✓ Adopted an ordinance to reduce impact fees and parking requirements to promote business re-use of certain buildings on NE 175th Street.

3. Continue to seek funding and mitigation for State impacts on the City's transportation system.

- ✓ Obligated funding (\$1.2m) from the Bridge Rehabilitation Advisory Committee (BRAC) for the West Sammamish River Bridge design.
- ✓ Successfully persuaded three levels of PSRC boards and committees, including the PSRC Board (final step) to transfer \$723k from ROW to construction for the SR 522 West A project.
- ✓ Received \$8m within the State Transportation package for the West Sammamish River Bridge construction.
- ✓ Received \$12m in the State Transportation Package for SR 522 West B (57th to 61st Avenues).
- ✓ Led effort to form 522 Transit Now! Coalition, and achieved success in adding Kenmore SR 522 projects to the Sound Transit 3 project candidate list.
- ✓ Leading cooperative and strategic efforts of North End cities to jointly advocate for ST3 and other transportation needs.
- ✓ Made the top of the list for potential Water Taxi ports.

4. Advance the public's access and connection to the waterfront.

- ✓ Waterfront programming and participation exceeded expectations at Squires Landing this last spring/summer/fall. The dragon boat program is going strong, and youth participation in paddling programs was higher than expected for the first summer season (still working on getting accurate numbers). Currently encouraging and facilitating, under KWAC's initiative, the addition of Stand-Up Paddling programming at Squires Landing.
- ✓ Worked with KWAC to amend their agreement with the City to adjust for on-the-ground conditions, thereby improving the function of the agreement and enabling KWAC to succeed.
- ✓ Making progress on Log Boom Park pedestrian bridge project; prevailed in an appeal to the hearing examiner. The permit process for this bridge is still underway, with a goal for project construction in 2016.
- ✓ Developing an updated concept for Log Boom Park waterfront improvements, including a real beach and facilities for hand carry watercraft. Concept to be presented to the public and the City Council on December 14.
- ✓ Rhododendron Park float is continuing through the permit process. Project construction estimated in 2016-2017 (dependent on federal/State/tribal agencies).
- ✓ Completed the land use permit process for Rhododendron Park shell house and boardwalk. Sought funding for the shell house in the State Capital budget; will try again during the 2016 State legislative session.
- ✓ Continuing to work through the permit process for Squires Landing (Twedt) dock replacement, with a goal of project construction 2016-2017.
- ✓ Received an RCO grant to offset costs of property acquisition for the Twedt property.
- ✓ Developing two concepts for Squires Landing (focusing around the lagoon and Twedt property) waterfront improvements, including facilities for hand carry watercraft. Concepts will be presented to the public and the City Council on December 14.

5. Accelerate implementation of the Sidewalk Plan and pursue various funding options.

- ✓ Secured over \$2.5m in sidewalk grants. See "Council Goal #1 Update" for more detail; next major funding cycles in 2016.
- ✓ Design is underway for the grant-funded sidewalks.

- ✓ Filled several sidewalk gaps.
 - ✓ SR 522 West A project includes new sidewalks.
 - ✓ Funding for SR 522 West B and Sammamish River Bridge, includes new sidewalk approaches.
 - ✓ The Imagine Kenmore project is facilitating discussion on sidewalk needs with the community to determine if extra funding could be assessed for projects.
6. Identify, develop, and actively promote a walkable area in downtown.
- ✓ Had discussions with several key property owners near the “bull’s eye” of our downtown. These property owners include Breckrenridge (cell tower property), Stoner (trailer park property next to City Hall), Chocko (property next to Post Office), and Holtz (Peoples’ Storage and adjacent vacant parcel). Discussions with the property owners have been productive and encouraging and have included discussions on pedestrian connectivity and walkability.
 - ✓ Received three sidewalk grants on 181st Street to complete sidewalk between 68th and 73rd Avenues.
 - ✓ Progress on Kenmore Village.
7. Continue to seek opportunities to complete a successful Lakepointe project
- ✓ In discussions with property owner and potential developer to extend Commercial Site Development Permit and identify achievable milestones.
 - ✓ Completed a consultant selection process to hire a team to assist the City with Lakepointe coordination.
 - ✓ Working with the Lakepointe team to prepare for and conduct a charrette on transportation configurations and connecting the downtown with Lakepointe and the waterfront.
 - ✓ In the process of assembling the City’s Lakepointe team, including the project manager.
8. Continue to implement a Parks Improvement and Financial Plan
- ✓ Imagine Kenmore.
 - ✓ Bastyr ball field lease extension to 2025.
 - ✓ Landed RCO grants for Moorlands Park and Squires (Twedt) property acquisition.
 - ✓ Adjusted the Parks CIP to accelerate the Moorlands Park project.
9. Continue to establish a contemporary Information Technology Program.
- ✓ First phase of transition to MS Office 365 with test group has begun.

- ✓ Purchased and installed a new permit tracking software system.
- ✓ Rolled out newly remodeled website with new features.
- ✓ Completed Cityworks implementation, including citizen action requests system, and oriented City staff and the City Council to the new software.
- ✓ Implemented live video of City Council meetings.
- ✓ Released RFP for Financial Management System software (no budget appropriated for this yet).

10. Establish a 6-year financial plan for the future.

- ✓ Maintaining up-to-date financial forecast model. Next update to the model will be presented at the retreat in January. Continuing to work on financial sustainability plan.
- ✓ Working with an MPA student team to identify trends in budget variances and potential improvements in forecasting and budgeting, which will help us with our financial sustainability plan.

11. Address watershed issues affecting the City.

- ✓ Completed Surface Water Master Plan and Surface Water Element of Comprehensive Plan updates.
- ✓ Completed Swamp Creek study and presented findings to Council. This study concluded that the Swamp Creek swamp is functioning as nature intended, reducing our cause for concern and expensive measures (like dredging the river channel).
- ✓ Aggressive monitoring of upstream projects in Snohomish County by establishing Kenmore as a party of record and commenting (and threatening appeal) on Snohomish County projects that affect downstream flow and sediment transfer.
- ✓ Completed annual inspections of surface water system and facilities.
- ✓ Completed surface water facility maintenance, including cartridge replacement for all water quality vaults.
- ✓ Conducted education and outreach at City events.
- ✓ Conducted water quality monitoring on Swamp Creek and Lake Washington District and got the boundary proposal adjusted to recognize Kenmore's identity as a city and a community; and to acknowledge Inglemoor High School as Kenmore's High School.



Council Goal #1 Update

Attachment A

The City of Kenmore has created a number of programs, policies, and implemented projects in support of City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel*. These programs, policies and improvements generally fall into the three categories of engineering, education, and enforcement. These “Three Es” make up the foundation of the City’s approach to transportation concerns and solutions. These programs, policies and improvements have been initiated in the last 18 months and some are in the early stages of design and will continue into 2016.

Engineering

Engineering solutions can compliment education and enforcement to enhance the safety of the city’s transportation facilities. The City of Kenmore has policies in place to react to citizen concerns and evolving issues from new development and changing regional traffic patterns. The City has also recently taken a more proactive approach to transportation and is looking to address potential motorized and non-motorized transportation issues before they become a problem. By expanding city staff, upgrading systems to record and address citizen concerns, and updating planning and design standards and documentation, the City’s engineering approach to transportation has been strongly guided by Council Goal #1.

Sidewalk Project In Design (62nd Avenue NE)

The City successfully secured an \$828,000 grant to install sidewalks on 62nd Avenue NE from NE 181st Street to NE 187th Street. The 62nd Avenue NE project includes sidewalks on one side of the street and traffic circles to address vehicle speeds, in addition to improving the available pedestrian facilities. This project is in design phase and is expected to go to construction in 2017.

Sidewalk Project In Design (NE 181st Street)

The City successfully secured grants totaling \$874,830 to install sidewalks on the north and south side of NE 181st Street from 68th Ave NE to 73rd Ave NE. The sidewalks on NE 181st Street will add to the safety of pedestrian facilities to downtown Kenmore and major services. These projects are in design phase and are expected to go to construction in 2016 and 2017.

Sidewalk Project In Design (NE 202nd Street)

The City successfully secured a \$1,017,570 grant to install sidewalks on NE 202nd Street from 68th Ave NE to Kenmore Junior High. The sidewalks on NE 202nd Street will add to the safety of pedestrian facilities accessing Kenmore Junior High school and connect to the walkway improvements on 68th Avenue NE. The project is in design phase and is expected to go to construction in 2017.

Sidewalk Gaps Projects Completed

In 2015, the city’s sidewalk gap project completed three sections of sidewalk connecting other continuous walkways and improving pedestrian access to schools, school bus stops, and public facilities. 57 feet of sidewalk was completed along 68th Avenue NE near the Washington Department of Fish & Wildlife boat launch driveway, completing the pedestrian walkway along 68th Ave NE and improving access to the city’s waterfront properties. 110 feet of sidewalk was completed on 72nd Avenue NE, connecting to continuous sidewalks along NE 170th Street near a school bus stop. 111 feet of sidewalk was completed on NE 155th Street connecting continuous sidewalks along Simonds Rd and an improved crosswalk over Simonds for Inglemoor High



Council Goal #1 Update

Attachment A

School students. Each of these projects improved connections and mobility for pedestrians and furthered Council Goal #1.

Hiring of a City Traffic Engineer

Historically, the City of Kenmore had used King County for traffic engineering services. To improve on response times and allow additional focus on the multi-modal transportation in the City, a traffic engineer was hired in May of 2015. As a City staff member, the traffic engineer is able to respond directly to concerns raised by citizens, Council and staff, and administer programs to reach out to the community and provide proactive improvements.

Neighborhood Transportation Plans

Addressing the Ad Hoc committee recommendation #6, the City Council authorized funding for a Neighborhood Transportation Plan program in the current biennial budget. This program is administered by the City traffic engineer. As of this report, five neighborhoods have met to begin proactively addressing traffic, mobility and connectivity issues in their neighborhoods. Other neighborhoods will be meeting through the rest of 2015 and into early 2016. Citizens are encouraged at these meetings to identify concerns on residential streets, especially those that make walking and cycling more difficult. Citizens then work with city staff to identify appropriate tools and are beginning the process of prioritizing improvements. At the end of a series of three meetings, each neighborhood will have produced a prioritized map of projects which the City will implement with available funding.

Pedestrian Signal Phasing – 68th Avenue NE and NE 181st Street

The signal, managed by WSDOT, at the intersection of 68th Avenue NE and NE 181st Street, had pedestrian “lead time” incorporated. This provides three seconds of pedestrian walk signal in the east-west direction prior to the signal turning green for vehicles. The three seconds allows time for pedestrians to enter the crosswalk and be more visible to traffic at this busy intersection.

Pedestrian Signal Phasing – Juanita Drive and Arrowhead Drive/NE 153rd Place

For the 2015-16 school year, the signal at the intersection of Juanita Drive and Arrowhead Drive/NE 153rd Place has been modified to include a new pedestrian-only phase. This ensures that as students are crossing Juanita Drive to walk to Arrowhead Elementary, no vehicles have a green light. A “no turn on red” restriction for Arrowhead Drive only during this pedestrian phase will be in place in the fall of 2015. Additional bright, reflective signage for use by the school crossing guard has also been provided to increase the visibility of this heavily used school crossing.

Reduced Speed Limit on NE 175th Street

Reducing speed limits without accompanying engineering changes or additional enforcement has shown, through research and practical experience on 80th Avenue NE in Kenmore, to have little effect on overall vehicle speed. King County traffic engineers performed an analysis of NE 175th Street, which was reviewed by the city traffic engineer, and confirmed that the physical characteristics of NE 175th Street accommodated a 30 mph speed limit. This reduction from 35 mph to 30 mph on this street which parallels the Burke Gillman trail was approved by City Council on September 19, 2015 and work is underway to modify the signage on the street indicating the change.



Council Goal #1 Update

Attachment A

SR 522 West A: New Sidewalks

As part of the construction on SR 522, new sidewalks are being completed between 61st and 65th Avenues NE. These sidewalks connect the Kenmore downtown with the Burke Gillman trail, bus stops on 522, and existing infrastructure east of 65th Avenue. Construction on the project is ongoing.

Tolt Trail Design

The Tolt Trail is scheduled for construction in summer of 2016 and will provide approximately 1500 feet of paved multi-use trail within the Tolt pipeline right-of-way. This right-of-way is in line with NE 185th St, between 68th Ave NE and 73rd Ave NE. The project will pave an existing dirt footpath in the undeveloped right of way which is subject to seasonal flooding. The project includes drainage improvements which will allow for continual use of the trail throughout the year, in all seasons.

Arterial Crosswalk Rapid Flashing Beacons

In June 2014, the City of Kenmore installed rapid-flash rectangular beacon (RRFB) and enhanced signage at 11 crosswalks in the city. The crosswalks selected for RRFB enhancement were those at unsignalized locations on arterials and collectors, especially those near schools. Following citizen requests and an evaluation by the City traffic engineer, a 12th RRFB was installed in 2015 at the entrance to Swamp Creek Park, crossing 68th Avenue NE at NE 195th Street. This location provides access to Kenmore Elementary school. Additional RRFB installations are under consideration for locations which meet the original criteria and may be installed in 2016, or as part of the neighborhood transportation plans.

61st Avenue Rechannelization

61st Avenue NE in Kenmore was rechannelized in June 2014. This changed the road to one lane in each direction with a center left turn lane and shoulder bicycle lanes. This change occurred between NE 193rd Street and the approximate location of NE 185th Street. City staff are planning to evaluate expanding these bicycle lane markings and signage following completion of a project to address voids under the sidewalks on 61st Avenue NE in the early part of 2016.

Juanita Drive Walkway Improvements

The lane widths on Juanita Drive were reduced from NE 170th Street to the Kenmore/Kirkland border to provide additional walkway width on the west, southbound side. The northbound shoulder of Juanita Drive is of variable width and at some points drops to less than 2 feet, even with reduced vehicle lane widths. Because of this, the northbound lane of Juanita Drive has been marked with “sharrow” bicyclist markings. These markings indicate for cyclists where to be in the lane and advise drivers that bicyclists may be using the lane. Additional signage warns drivers of the presence of cyclists northbound. In the southbound direction, a much wider shoulder allowed designation of the shoulder of Juanita Drive as a shared use walkway. On-road symbols designating the shoulder as a bicycle and pedestrian facility have been placed along the length of Juanita Drive in Kenmore. Additional measures, such as raised pavement markers, wide edge strips and “candlestick” vertical markers have been placed along the southbound shoulder to increase safety. A project to replace the existing extruded curb at the curve near NE



Council Goal #1 Update

Attachment A

155th Street is currently being advertised and will replace this curbing with full-height “Jersey”-style barrier set back from the edge line.

68th Avenue Walkway Improvements (NE 182nd Street to NE 189th Street)

Following the programmed overlay of 68th Avenue NE from NE 182nd Street to near NE 198th Street, the existing lane width on 68th Avenue NE was reduced to match that on Juanita Drive. The use of a double-width line and raised pavement markers, along with the wider available shoulder, helps to provide a safer pedestrian facility. The sidewalk project on NE 202nd Street will help to connect this widened and improved shoulder to Kenmore Junior High School.

Implementation of CityWorks

The Pedestrian and Bicycle Ad Hoc committee recommendation #11 was for expanded use of the existing Citizen Action Request System (CARS). CARS allows citizens to electronically inform the city of concerns and requests through a web form. In 2015, the City implemented a software package called CityWorks. This software collects the CARS, plots them on an interactive map, attaches citizen contact information, and dispatches the request to the appropriate City staff. City staff has a goal of responding to citizens within one week to discuss concerns and any actions that can be undertaken. A number of improvements to vehicular, pedestrian and cyclist safety have been implemented in direct response to issues raised through CARS. Temporary signage, data collection efforts, use of the city’s Traffic Calming policy, and signing and striping changes have all resulted from responding to these requests.

City of Kenmore Roadway Standards Update

City staff has been, throughout 2015, updating the City of Kenmore roadway standards. The current standards follow the King County 2007 standards. The updated Kenmore standards include significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. A minimum requirement for sidewalks, reduced lane widths, and encouragement of traffic calming devices as part of future developments will all provide for an evolving environment of improved pedestrian and cyclist facilities. The roadway standards will be applied to private and City developed projects.

West Sammamish River Bridge Replacement: New Sidewalks

The design phase for the West Sammamish River Bridge will be starting at the end of 2015 and into 2016. As part of this design, a new pedestrian and bicycle facility will be constructed adjacent to the vehicle travel lanes on the new structure. This facility will connect to existing facilities on 68th Avenue NE and Juanita Drive. The separated facility will be wide enough to accommodate bi-directional non-motorized traffic. Upon completion, the facility will form a critical link in Kenmore’s bicycle and pedestrian priority routes.

Education

Education programs seek to educate both the public inside and outside of Kenmore, and city staff on the importance of focusing on the safety of multimodal transportation. These programs have increased the public visibility of the City’s commitment to this goal, and established Kenmore as a regional leader in multimodal transportation safety. Education initiatives are in place to guide current and future engineering improvements and development in Kenmore to be in line with Council Goal #1.



Council Goal #1 Update

Attachment A

Adoption of Target Zero

The Kenmore City Council adopted Target Zero as a city policy on April 28, 2014. Target Zero states that it is the goal by 2025 to have no pedestrian or bicycle deaths or series injuries as the result of a collision with a motorized vehicle. This policy has become a guiding principal for all transportation related projects in Kenmore, and city staff make an effort to publically promote the Target Zero initiative.

Target Zero, which is similar to Vision Zero language in use in other regional cities, is a current trend among cities in the Puget Sound region and across the country. Kenmore is one of the first cities in the Puget Sound region to formally adopt this policy, and is recognized for being a leader in addressing pedestrian and cyclist safety issues.

City Staff Target Zero Training

As part of the process of implementing Target Zero, city staff, including city management, has attended training sessions on Vision Zero objectives and principals, best practices for pedestrian and cyclist accommodations through NACTO and ITE standards, and viewed webinars by worldwide leaders in Vision Zero design.

Pedestrian and Bicycle Safety Ad-Hoc Committee

In 2014, an ad hoc committee of citizens and City staff was assembled to address concerns with bicyclist and pedestrian safety in Kenmore. This committee met a number of times and produced a report outlining 14 key recommendations, many of which have been addressed by other programs and projects described below.

Community Outreach

The Target Zero outreach team has prioritized attending community events and promoting the educational component of the Initiative. City staff strives to reach a wide variety of audiences and in 2015 to date we have had a presence at events including the Northshore Fire District Pancake Breakfast, Bastyr Herb and Food Fair, Bike to Work Day, Kenmore Summer Concert Series, Kenmore Play Day, National Night Out, Northshore School District Back to School Fair, Arrowhead Elementary PTA Welcome Back Event, and Walk to School Day. The City helps educate kids and adults alike through the popular Target Zero spin-wheel, an interactive game that gives participants the opportunity to land on bike, walk, or drive and answer a corresponding safety related question, and with a large Target Zero safety education display board. The City's outreach efforts have increased Target Zero's visibility within the Kenmore community.

New this year, the City was able to expand our outreach efforts with the help of volunteers. The trained volunteers assisted with outreach at city and community events, including when city staff were not available to attend such as the Arrowhead Elementary PTA Welcome Back Event.

The City has also organized "Pop Up Parties" to promote the Target Zero Initiative. These include giving the public a few days notice through social media channels and then setting up the Target Zero tent either along the Burke-Gilman Trail or in a local park. Our three pop-up parties have targeted afternoon trail users, morning bike commuters, and children/families. The City received positive feedback on the events and they have helped strengthen relationships between



Council Goal #1 Update

Attachment A

the City and the public. This fall, we are planning to host a Pop Up Party at the Park & Ride to remind bus commuters of simple tips to be seen better while walking to and from their destination.

Safety tips have also been shared through the City's publications, school publications, local newspaper, and social media.

Bicycle Helmet Sales

The City of Kenmore has offered low cost bike helmets to adults and children since July 2014. This program has provided around 100 helmets to help all Kenmore cyclists stay safe. Safety among cyclists, independent of concerns related to vehicles, was identified as one of the barriers by the ad hoc committee.

City of Kenmore Roadway Standards Update

A 2015 update of the City of Kenmore roadway standards includes significantly expanded provisions for pedestrian and cyclist facilities on city roadways, both residential and arterial. These standards are used to educate developers and the public on the requirements for improvements to the transportation network. More detail on the roadway standards update is included in the engineering section, below.

Transportation element update

The City's comprehensive plan update in 2015 includes an update of the Transportation Element. The Transportation Element, which guides the capital improvement projects of the city for the next six years, includes three sections which directly address Council Goal #1. The inclusion of bicycle priority routes, pedestrian priority routes and identification of a layered network concept for Kenmore roads all directly address a multimodal approach to transportation safety. The layered network concept builds on the Complete Streets concept by providing pedestrian and cyclist facilities where appropriate and effective, not just in all locations. The use of a layered network acknowledges that some roads are better suited to vehicle or freight usage, while many others need to safely accommodate cyclists and pedestrians. This creates a wider roadway network that is overall safer for all motorized and non-motorized users. Identification of bicycle and pedestrian priority routes ensures that future development and projects enhances these routes. This will lead to continuous non-motorized access across Kenmore in an organized network.

Enforcement

Enforcement of traffic laws, for motorized and non-motorized users, is a critical component of keeping all users safe. The Kenmore police department has always had a strong commitment to keeping Kenmore as one of the safest places to live in the state of Washington. Council Goal #1 has reinforced the police department's commitment to enforcing existing laws and ensuring compliance with changes made by engineering projects.

Kenmore Police Chief Statement

Since the date of incorporation the top priority of the Kenmore Police Department (KPD) has always been to make the City of Kenmore the safest place to live in this State. KPD continues to enforce all laws, traffic and criminal, to achieve our goal.



Council Goal #1 Update

Attachment A

KPD is placing a special focus on the detection and enforcement of traffic laws relating to the safety of all road users. We will continue issuing notice of infractions (tickets) to motorists who fail to yield to pedestrians and distracted driving violations; to pedestrians who fail to follow the laws relating to crossing roadways; and to bicyclist who fail to obey the rules of the road and safety equipment violations. This emphasis is in support of the adoption of Kenmore's Target Zero initiative.

Evaluation of Automated School Zone Speed Camera System

The Ad Hoc committee's recommendation #2 was for the implementation of school zone camera systems. These systems automatically ticket vehicles exceeding the speed limit in school zones. City Staff have been evaluating the use of these cameras prior to proceeding with installation in any of Kenmore's school zones. Data on vehicle speeds was collected at the end of the previous school year. Data is being collected and analyzed at the beginning of the current school year to verify and compliment results obtained in the first measurements. City staff met with representatives of the third party vendors of the automated camera systems to gather information. A final report and recommendation on school zone cameras is expected to be presented to City Council for consideration by the end of 2015.

Reward Program for Children

The Target Zero Reward Program, held during the spring and summer months, strived to encourage children and teens under the age of 18 to be safer bicyclists and pedestrians. While out on patrol, KPD "cited" children and teens for displaying good traffic safety behavior such as wearing protective and reflective gear, signaling turns while riding a bike, using yellow crossing flags at crosswalks, and many other positive safety actions. These coupons were good for free small snacks courtesy of McDonalds and Kidd Valley in Kenmore.

6th Grade Classroom Visits

The KPD makes special presentations to 6th grade classrooms at Moorlands Elementary in the fall and Kenmore Elementary in spring. The presentation includes information on personal safety, including walking and biking safely to and from school.