TRANSPORTATION ELEMENT

INTRODUCTION

Since its incorporation in 1998, the City of Kenmore has continuously made investments that enhance its position as a vibrant community in which to live, work, and play. New civic facilities in downtown and multimodal transportation facilities throughout the City have been key contributors to the City's vitality. Building on previous improvements, this Transportation Element aims to support the vision of Kenmore as a high-capacity transit community with an activated, thriving downtown, as described in the Land Use Element. It also describes a network that supports travel by walking, biking, and riding transit throughout Kenmore, in addition to supporting adequate mobility when traveling by car in Kenmore through 2044. The Element supports the City's Diversity, Equity, and Inclusion Policy, adopted in 2020, to allocate resources in areas with historically disadvantaged communities. Recognizing that vehicle emissions are Washington State's largest contributor to greenhouse gases, the Element reflects the goals and policies described in Kenmore's Climate Action Plan (CAP), emphasizing a shift to transportation modes and technologies that reduced vehicle emissions.

Purpose

The purpose of the Transportation Element is to describe the City's vision for a safe, balanced, and efficient multi-modal transportation system that supports the Land Use element. The Transportation Element includes goals, policies, and objectives for maintenance and development of Kenmore's transportation system. It also identifies future transportation investments needed to realize the city's vision for multi-modal mobility within Kenmore. The Transportation Element informs the development of the Capital Improvement Program (CIP) by identifying the types of projects the City should undertake to support future transportation needs in the 6- and 20-year horizons. The plan also evaluates how these projects coincide with the City's financial resources.

This Transportation Element includes the following sections:

- ***Existing Conditions***: Describes conditions for all travel modes in the existing transportation system. This section also identifies current challenges and trends that will affect Kenmore's transportation network in the future.
- ***Goals, Objectives, and Policies***: Explains Kenmore's vision for transportation and the goals that serve as the basis for the Transportation Element.
- ***Future Transportation System***: Describes the City's layered transportation network concept to create a complete, multimodal transportation network in Kenmore. This section also establishes the City's level of service (LOS) standards.
- ***Near Term and Long Term Capital Projects:*** Provides near-term and long-range project lists based on the community values expressed in the transportation goals and layered network.

- ***Implementation Strategies***: Evaluates Kenmore's financial conditions over the next 20 years and provides guidance on plan implementation.

Regional Context

The Transportation Element sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Kenmore achieve its land use vision. Kenmore's regional setting, shown in **Figure T-1**, is important. Nestled on the north shore of Lake Washington, the City forms the northern edge of King County and is bisected by State Route 522 (SR 522), a Highway of Statewide Significance. Given this strategic location, transportation conditions in the City are strongly influenced by pass-through traffic travelling between Seattle and east side cities, as well as growth in Snohomish County. The Kenmore Air Harbor provides connections to additional regional destinations, such as the Olympic Peninsula, the San Juan Islands, and British Columbia. The City must coordinate its transportation planning with a variety of jurisdictions, including neighboring cities, King County (including King County Metro), Sound Transit, the Puget Sound Regional Council (PSRC), and the Washington State Department of Transportation (WSDOT).

Figure T-1: City of Kenmore and Surrounding Area

Growth Management Act (GMA)

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan consistent with the City's Land Use Element. Specific GMA requirements for the Transportation Element include addressing:

- Land use assumptions used in estimating travel
- Estimated traffic impacts to state-owned transportation facilities resulting from growth
- Future transportation facilities and services needs, including those for air, water, and ground transportation
- LOS standards for arterials, state highways, and transit routes
- Specific actions and requirements for bringing locally owned transportation facilities and services into compliance with established LOS standards
- Forecasts of future traffic based on the adopted land use plan
- State and local system needs to meet current and future demands
- Financing capability to judge needs against probable resources
- A multiyear financing plan based on needs, which will serve as the basis for the City's six-year transportation program
- Strategies to address issues if probable funding falls short of meeting identified needs
- Intergovernmental coordination efforts
- Demand-management strategies
- Bicycle and pedestrian improvements

This Transportation Element addresses the required transportation components of the GMA.

VISION 2050

PSRC is the region's metropolitan planning organization. Comprising cities, towns, counties, ports, tribes, transit agencies, and major employers, PSRC sets regional growth policies for King, Pierce, Snohomish, and Kitsap Counties. Adopted in 2020, VISION 2050, establishes the long term goals for growth management, economic, and transportation issues. This Transportation Element is consistent with the VISION 2050 priorities.

VISION 2050 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety** – Maintain, preserve, and operate the existing transportation system in a safe and usable state.

- **Support the Growth Strategy** – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access** – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

Countywide Planning Policies (CPPs)

The Regional Growth Strategy identifies a network of walkable, compact, and transit-oriented communities, including the City of Kenmore, that are the focus of urban development. The Regional Growth Strategy envisions an efficient, multimodal transportation system that provides various options for moving people and goods into and among centers.

The overarching transportation goal in the Countywide Planning Policies (CPPs) is that "the region is well served by an integrated, multimodal transportation system that supports the regional vision for growth, efficiently moves people and goods, and is environmentally and functionally sustainable over the long term". The CPPs support the transportation vision in the Regional Growth Strategy with policies focused on:

- Supporting Growth – focusing on serving the region with a transportation system that furthers the Regional Growth Strategy;
- Mobility – addressing the full range of travel modes necessary to move people and goods efficiently within the region and beyond; and
- System Operations – encompassing the design, maintenance, and operation of the transportation system to provide for safety, efficiency, and sustainability.

Other Plans

WSDOT controls SR 522, which runs east-west through Kenmore. As such, the City coordinates with WSDOT and neighboring communities regarding impacts to and needed investments on SR 522.

Sound Transit provides regional, high capacity transit service throughout the Puget Sound via Link light rail, Sounder commuter rail, and ST Express bus service. Sound Transit is currently advancing the capital and service investments included in the ST2 and ST3 ballot measures approved in 2008 and 2016, respectively. The ST2 ballot measure included funding for the Lynnwood Link light rail extension, planned for completion in 2024. The Shoreline South/148th Street and Shoreline North/185th Street stations will be the closest light rail stations to Kenmore, providing nearby access for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's Stride bus rapid transit (BRT) service on SR 522 was funded by the ST3 ballot measure. Planned for implementation in 2026, Stride will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405.

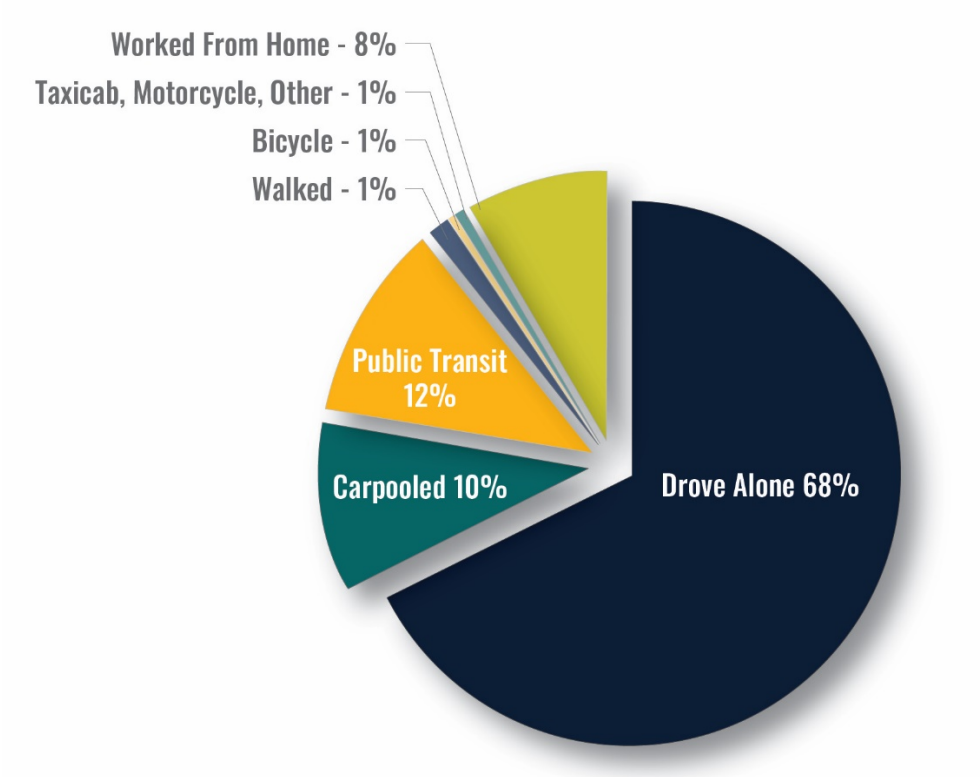
Metro Connects is King County Metro's (Metro's) 30-year vision for mobility. It is a long-range service and capital vision that describes planned future service networks and the capital investments needed to support those networks. The plan envisions multimodal connections to the places people want to go with safe and secure operations and facilities for passengers, employees, and communities. Metro Connects emphasizes Metro's core values of safety, equity, and sustainability, incorporates the recommendations of the King County Metro Mobility Framework, and aligns with Metro's Strategic Plan for Public Transportation and its Service Guidelines. The service networks envision changes to Kenmore's transit services, particularly in relation to the implementation of Sound Transit's investments in the regional high capacity transit (HCT) system.

EXISTING CONDITIONS

Transportation Network Overview

Kenmore's transportation network accommodates many modes of travel, including walking, bicycling, public transit, driving, and flying. Vehicular travel for commuting to work, which generally occurs during the morning (AM) and evening (PM) peak when traffic volumes are highest, is the primary choice for many travelers in and around Kenmore, as shown in the Census journey-to-work data (see **Figure T-2**). The peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. For example, areas near schools are influenced by the start and end of classes, resulting in increased pedestrians and vehicles volumes during these times.

Figure T-2: Commute Mode to Work



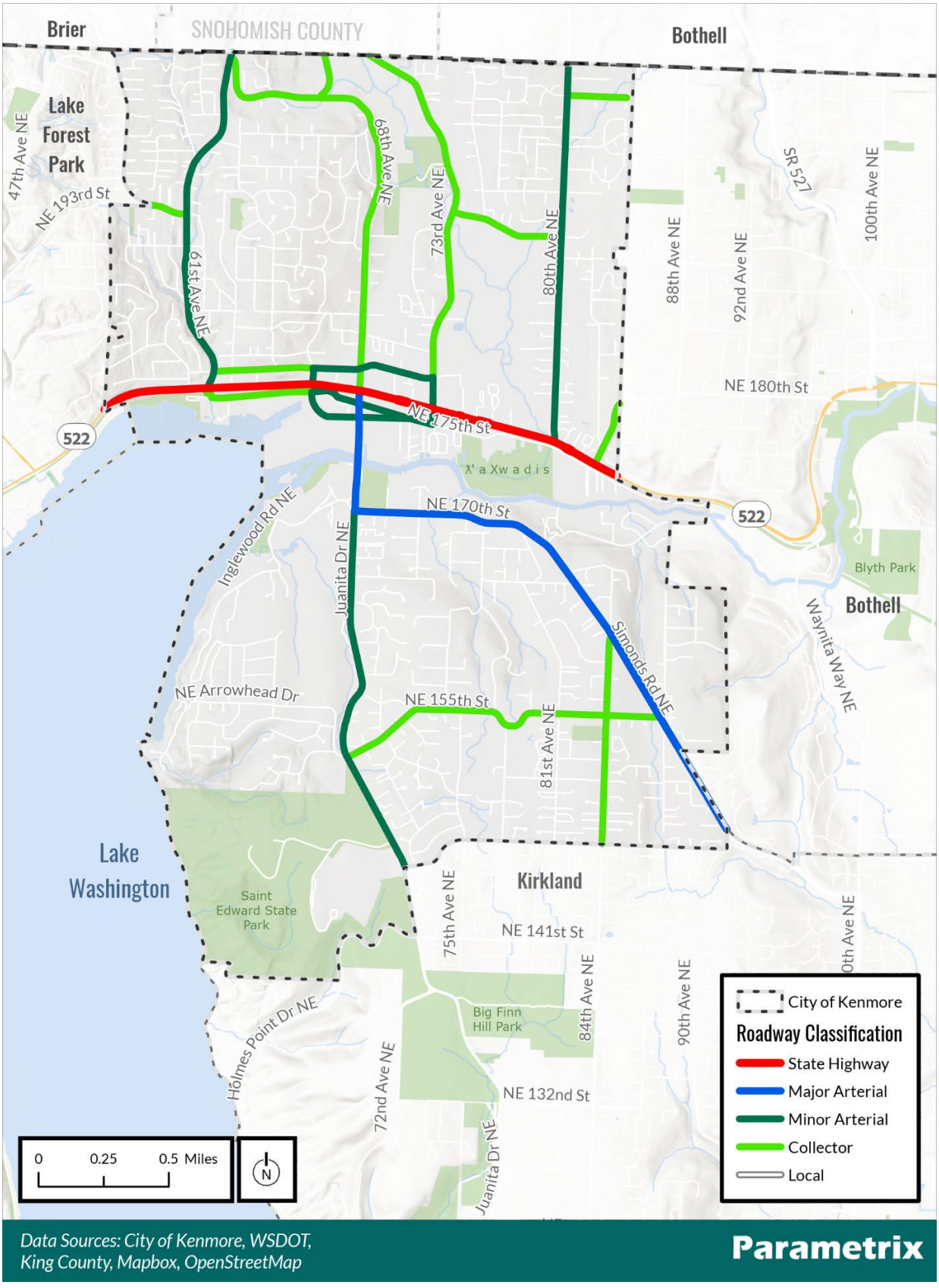
Source: American Community Survey 2019 5-Year Journey to Work Data

City streets form the backbone of the transportation framework with roadways shaping how residents and visitors experience Kenmore. The City of Kenmore currently classifies its roadways into major arterials, minor arterials, collectors, and local streets, as shown in **Table T-1** and displayed in **Figure T-3**. Examples of each roadway type and the intended uses served are described in **Table T-1**.

Table T-1. Functional Classification of Roadways

Roadway Type	Description / Purpose	Example
Major Arterial	A roadway that serves through trips and connects Kenmore with the rest of the area.	• Simonds Road NE • 68th Avenue NE (SR 522 to NE 170th Street)
Minor Arterial	Minor arterial streets provide inter-neighborhood connections and serve both local and through trips.	• 61st Avenue NE • NE 181st Street (65th Avenue NE to 73rd Avenue NE) • Juanita Drive NE
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from residential areas.	• 68th Avenue NE (north of SR 522) • 73rd Avenue NE • NE 153rd Place
Local	Local streets provide circulation and access within residential neighborhoods.	• 62nd Avenue NE • NE 150th Street

Figure T-3: Roadway Functional Classification



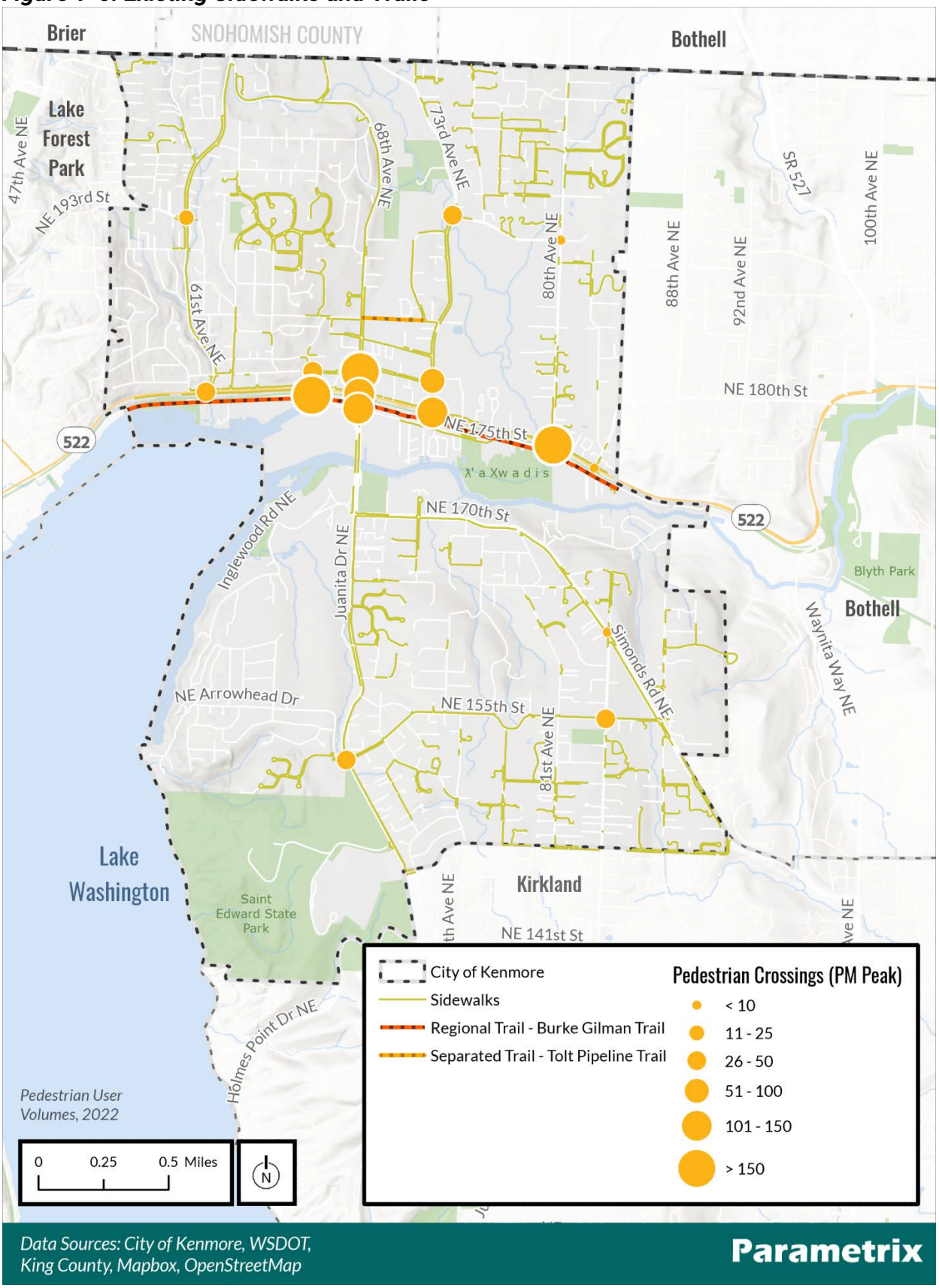
There are approximately 45 linear miles of concrete sidewalks and 120 marked crosswalks in the City, but sidewalks are still absent from many streets. On quiet residential streets, sidewalks may not be necessary; however, Kenmore has a number of arterials connecting residents from their homes to commercial areas, employment centers, schools, and transit stops that lack adequate pedestrian facilities.

Figure T-4 displays different types of existing pedestrian infrastructure in Kenmore. **Figure T-5** shows where existing sidewalks and trails are located, as well as average pedestrian volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-4: Existing Sidewalks and Trails

Source: Google Maps, City of Kenmore

Figure T-5: Existing Sidewalks and Trails



Kenmore hosts a section of the Burke-Gilman Trail, a regional multi-use trail that connects residents to Seattle and other area cities. However, for many Kenmore residents, connecting from home to the Burke-Gilman Trail or other non-motorized facilities can be challenging due to the topography and curvilinear streets in parts of the city. SR 522 and 68th Avenue NE / Juanita Drive NE create additional barriers to bicycling in Kenmore due to their high traffic volumes and difficult crossings. **Figure T-6** presents Kenmore's existing bicycle facilities, well as average bicyclist volumes (2022) at key intersections during the 2-hour evening peak for vehicular traffic.

Figure T-6: Existing Bicycle Facilities and Volumes

Many Kenmore residents and employees use public transit for trips around and outside of the City. Public transit in Kenmore consists of fixed-route and dial-a-ride bus service provided by Metro and Sound Transit. Metro also provides on-demand, point-to-point transportation between south Kenmore, North Kirkland, and downtown Bothell. The Northshore Senior Center also provides door-to-door shuttle service to many of its patrons.

Figure T-7 and **Table T-2** display the Spring 2019 transit routes serving Kenmore, average daily boardings at each stop, and park and ride utilization. These volumes reflect a high level of bus ridership in the City, particularly on routes that serve SR 522. SR 522 and the corridor south of SR 522 currently served by Route 225 (previously served by Routes 234 and 244) have been designated as high capacity transit lines by PSRC. The Kenmore Park and Ride and the park and ride at the Vine Church, both located on SR 522, were 100 and 96 percent full, respectively, on an average weekday. As shown, there was no service in the City north of SR 522/NE 181st Street.

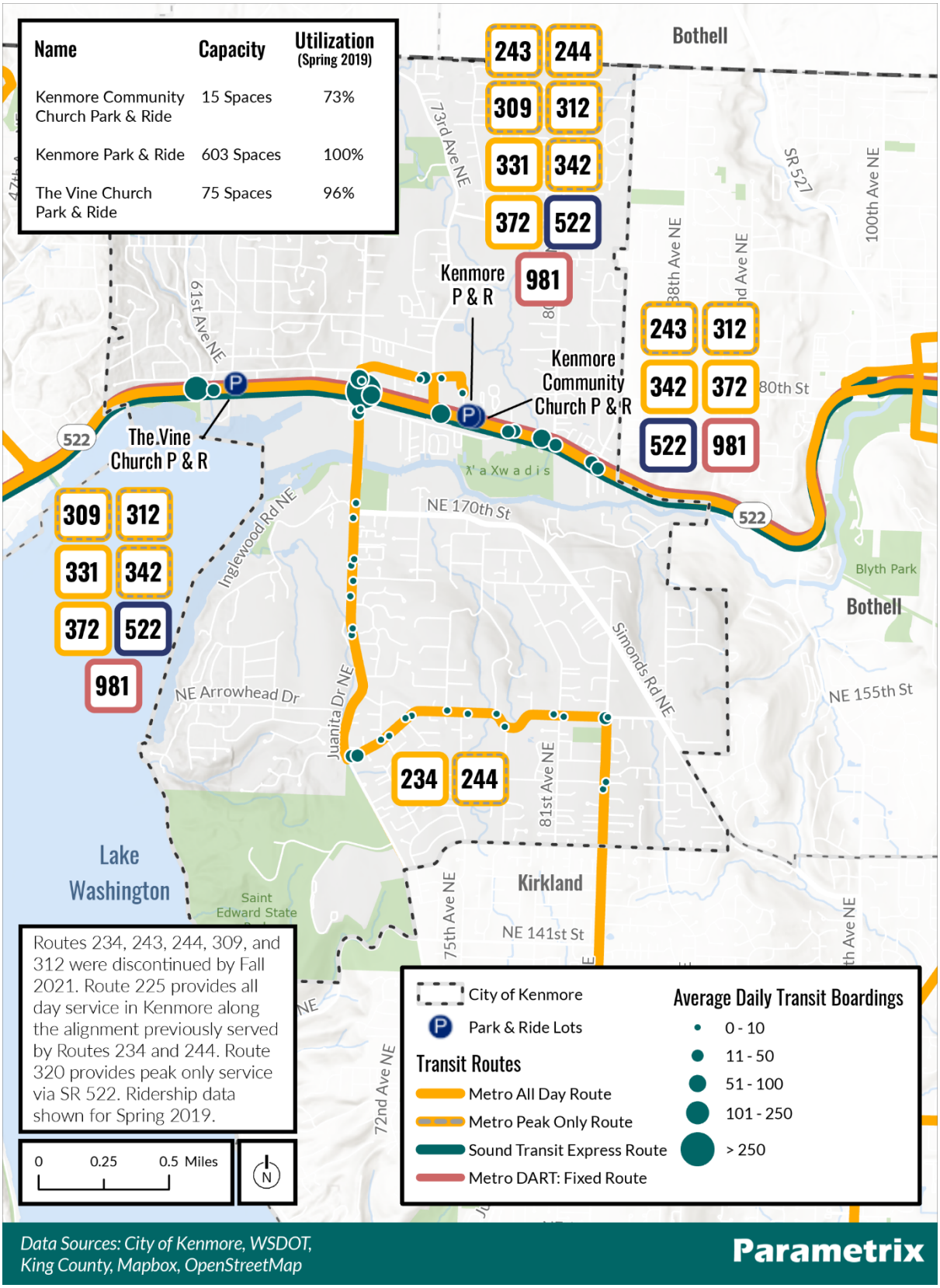
Transit ridership declined dramatically throughout the Puget Sound region during the COVID-19 pandemic. Metro and Sound Transit reduced service levels across their networks, including the elimination of several routes in Kenmore. Additionally, both transit agencies restructured several routes that serve the city in conjunction with the opening of the North Link light rail extension in October 2021. Sound Transit Route 522, which previously provided service between Woodinville and downtown Seattle, was revised to serve the Roosevelt Link station. This change required riders to transfer to light rail to continue to downtown Seattle. A new peak only route, Route 320, was created, providing service connecting Kenmore to the Northgate Link station, South Lake Union, and downtown Seattle. Fall 2021 ridership in Kenmore is summarized in **Table T-2.**

Table T-2. Bus Service in Kenmore

Route	Service Type	2019 Average Daily Weekday Spring Boardings	2021 Average Daily Weekday Fall Boardings
225	All Day	N/A	100
234	All Day	249	N/A
243	Peak Only	1	N/A
244	Peak Only	28	N/A
309	Peak Only	110	N/A
312	Peak Only	440	N/A
320	Peak Only	N/A	21
331	All Day	98	72
342	Peak Only	36	8
372	All Day	527	204
522	All Day	680	154
981	DART	1	2

Source: King County Metro; Routes 234, 243, 244, 309, and 312 were discontinued in Fall 2021.

Figure T-7: Existing Transit Routes, Facilities, and Boardings (2019)



Washington State's Freight and Goods Transportation System (FGTS) classifies the state's freight corridors by modes based on annual freight tonnage moved through truck, rail and waterway freight corridors. Goods movement in Kenmore runs predominantly along the City's major arterials of 68th Avenue, NE 170th Street, Simonds Road NE, and SR 522. Because 68th Avenue provides the only Sammamish River crossing option in Kenmore, this roadway plays a particularly important role in facilitating commerce. FGTS classified routes in the City of Kenmore are shown in **Figure T-8**.

Beyond these primary routes, delivery vehicles use many other streets to reach their final destination. For example, although it is not an FGTS classified route (and thus not displayed on **Figure T-8**), NE 175th Street sees a fair amount of freight traffic due to the nature of the surrounding land uses it serves. Additionally, a wide array of freight companies provide deliveries to residents and businesses using all types of roadways, including local streets.

The Kenmore Air Harbor is also a facility of the City's transportation network. The location of the Kenmore Air Harbor is displayed on **Figure T-9** and a description of its area, fleet size, operations, and travel take-off and landing areas on Lake Washington and general aircraft flight paths used on take-off and landing can be found in the Land Use element.

Figure T-8: WSDOT FGTS Classified Truck Routes

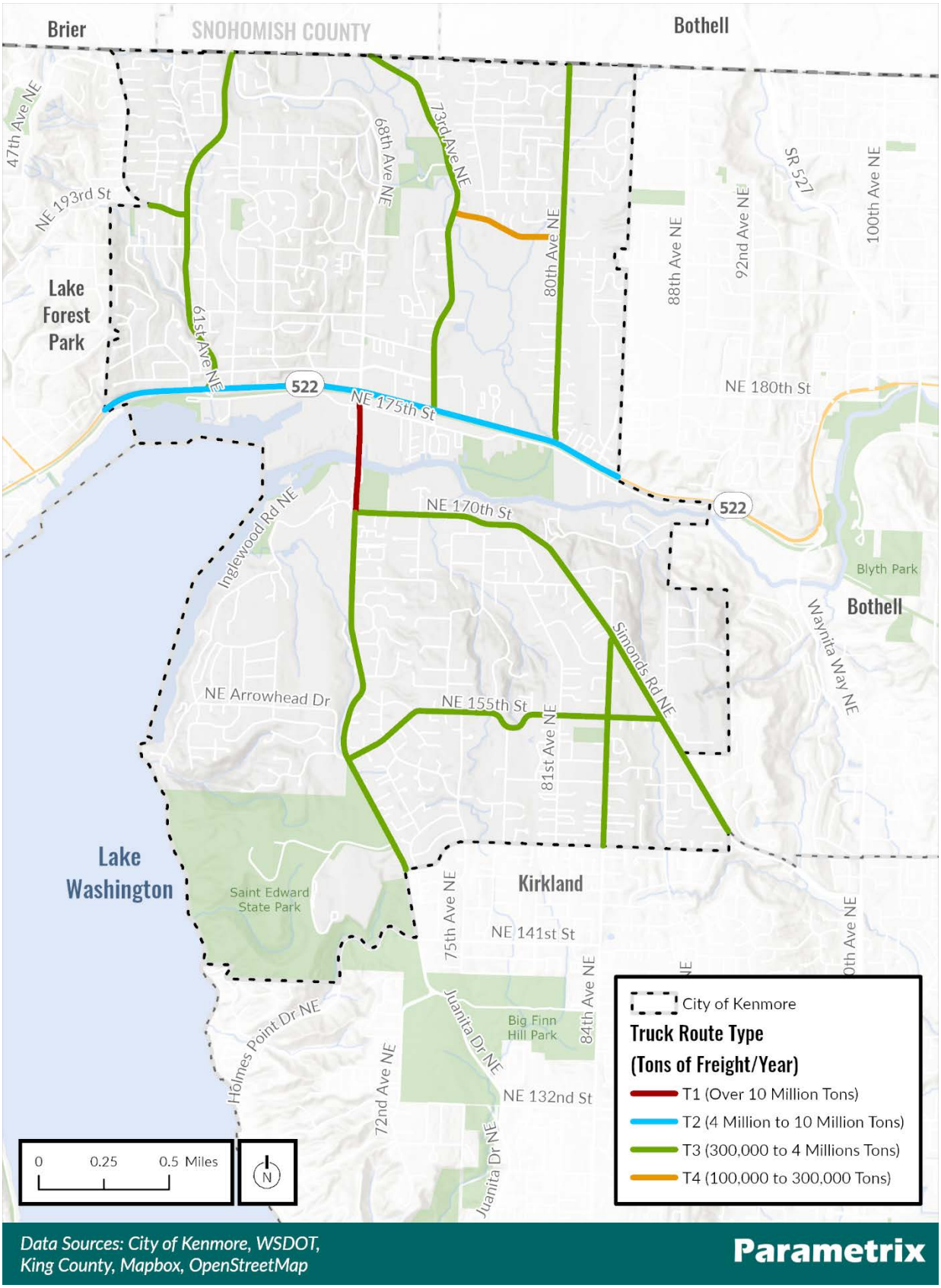
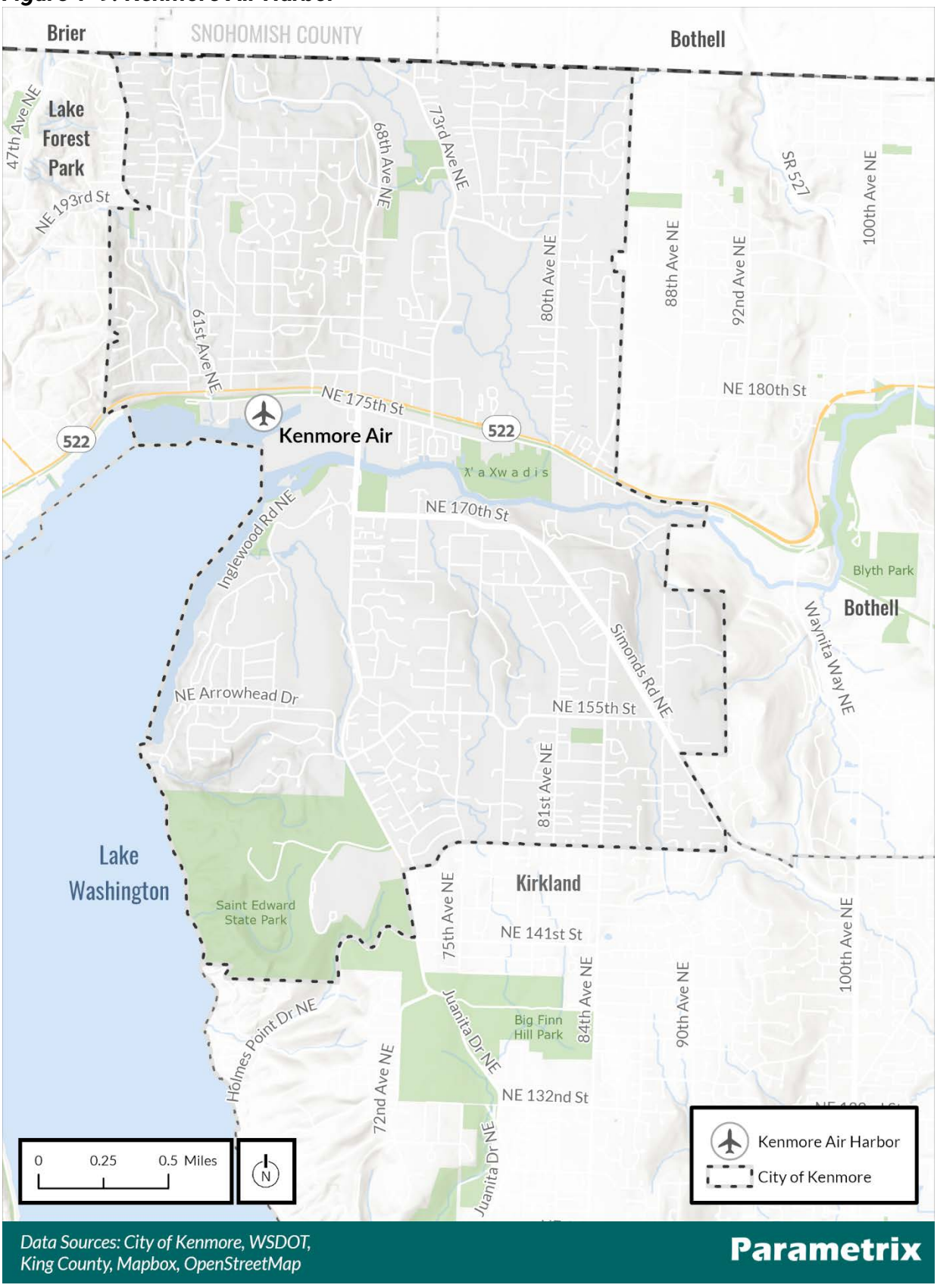


Figure T-9: Kenmore Air Harbor



Most Kenmore residents (about 68 percent) choose motor vehicles as their primary mode of transportation to work. Moreover, many more non-resident travelers pass through the City on SR 522 / 68th Avenue / Juanita Drive / Simonds Road. Severe congestion during peak hours illustrates this issue with many intersections experiencing long delays (see **Figure T-10**).

Analysis of Kenmore's congestion for motorists is based on the traffic counts collected in January 2022. Since March 2020, traffic volumes have decreased in response to COVID-19 related initiatives. As future traffic volumes are built from forecasting from baseline conditions, the goal is to model an existing 2022 baseline condition that best reflects overall trends from the past several years. Overestimating volumes can lead to future forecasts that may be too high, potentially leading to infrastructure that is overbuilt for future conditions. Conversely, underestimating baseline conditions could lead to future forecasts that may be too low, leading to infrastructure that would be potentially underbuilt for future conditions.

To monitor changes in travel volumes related to the COVID-19 pandemic, the City of Kenmore collected weekly travel data between May 2020 and August 2021. The data shows as of August 2021, the annual average daily traffic volumes in 2021 were 7 percent lower than 2019 volumes. Therefore, to be conservative, traffic counts collected in January 2022 for this analysis were adjusted upward by 7 percent.

To understand the level of congestion experienced during the evening commute, 19 intersections were evaluated based on their ability to accommodate PM peak hour demand in their existing configuration (number of lanes, traffic control, etc.). As noted previously, the peak volumes for vehicles, pedestrians, bicyclists, and transit can occur during different times by location. The PM peak period in Kenmore generally ranges between 3:00 PM and 6:00 PM. The PM peak period for each analyzed intersection is summarized in **Appendix D-1**. Based on this analysis, intersections were scored into one of six LOS categories that describe their operations in terms of vehicle delay. **Table T-3** describes the LOS definitions laid out in the Highway Capacity Manual 6th Edition (Transportation Research Board, 2016), which is the methodology currently applied to Kenmore's transportation network.

Table T-3. Level of Service Definitions

Level of Service	Description	Average Control Delay at (seconds per vehicle)	
		Signalized/Roundabout Intersections	Unsignalized Intersections
A	Free-flowing conditions.	< 10	< 10
B	Stable operating conditions.	> 10 and < 20	> 10 and < 15
C	Stable operating conditions, but individual motorists are affected by the interaction with other motorists.	> 20 and < 35	> 15 and < 25
D	High density of motorists, but stable flow.	> 35 and < 55	> 25 and < 35
E	Near-capacity operations, with speeds reduced to a low but uniform speed.	> 55 and < 80	> 35 and < 50
F	Over capacity, with delays.	> 80	> 50

The City's LOS policy sets the following standards for its roadways:

- Major Arterials – LOS E or better
- Minor Arterials and collectors – LOS D or better
- Local roads – LOS C or better
- Roadways in Kenmore Countywide Growth Center
    - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
    - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

It should be noted that as a highway of statewide significance, SR 522 is exempted from the City's LOS standards.

Figure T-10 shows weekday traffic volumes and **Figure T-11** shows the calculated LOS at each of the 19 intersections. As the figures show, Kenmore's major arterials see high traffic volumes and lower levels of service. Detailed reports of LOS are available in **Appendix D-1**.

Figure T-10: Auto Average Daily Volumes

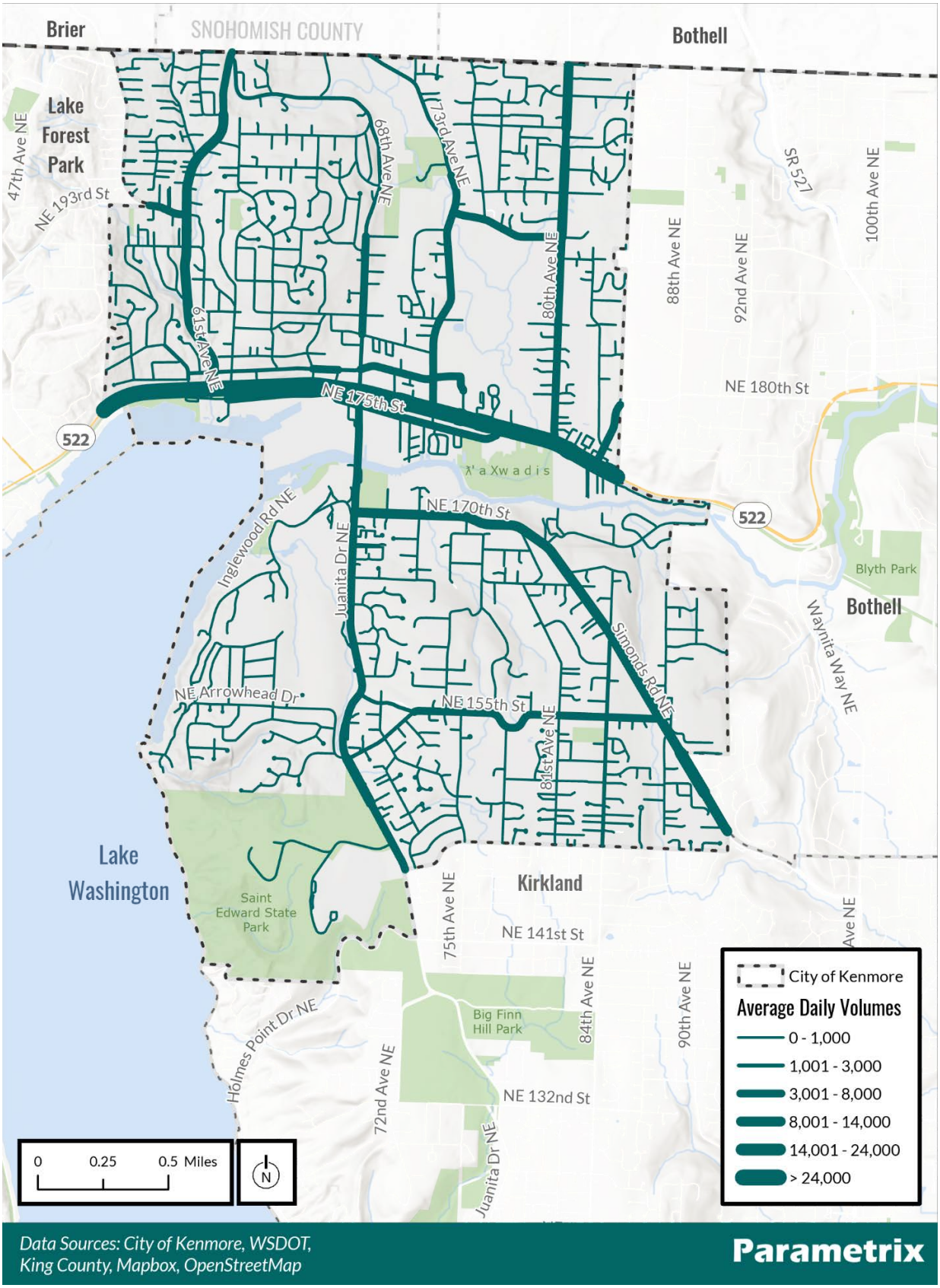
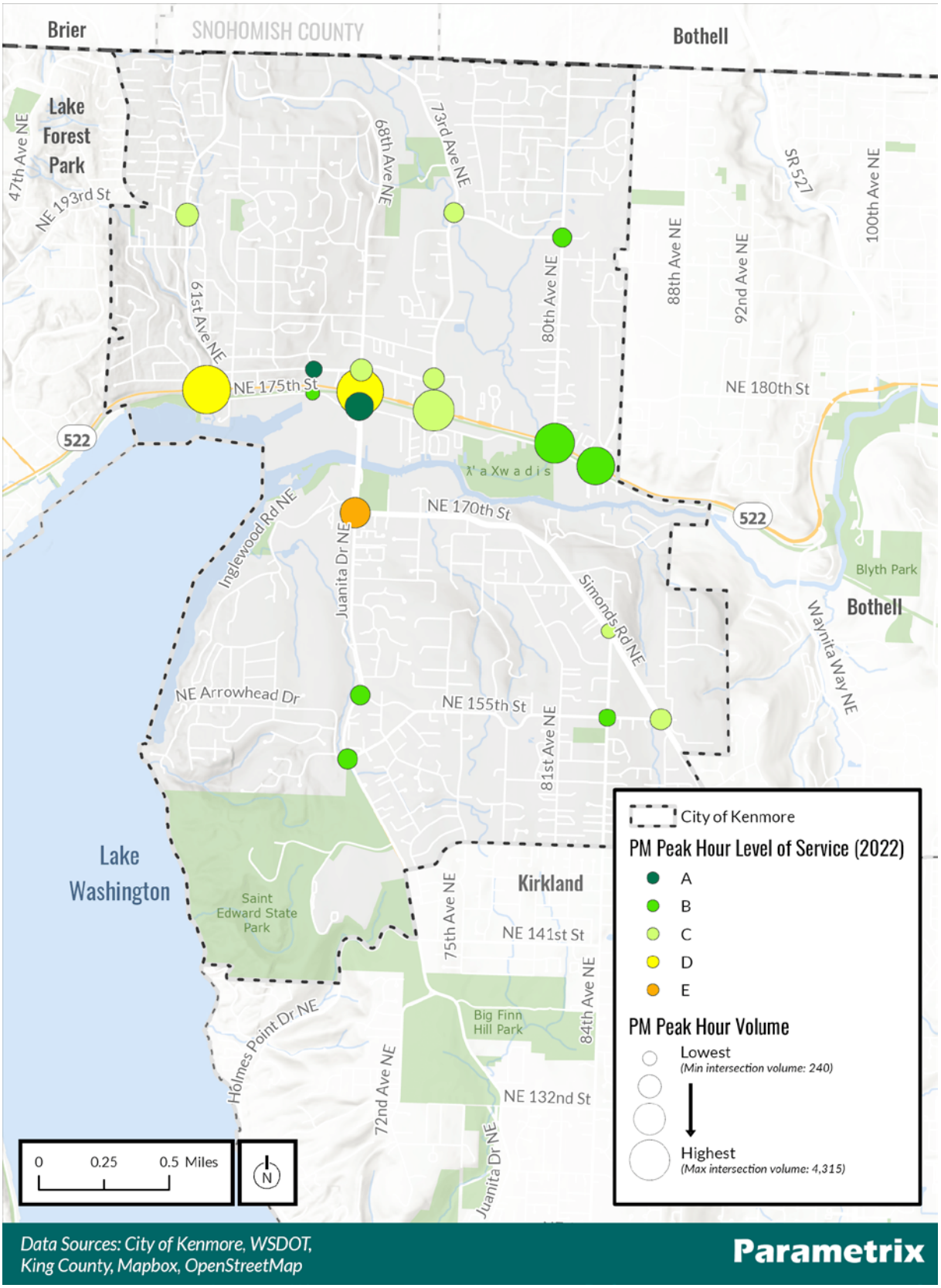


Figure T-91: Auto Level of Service and Volumes



Current Challenges and Observations

The City of Kenmore has several important challenges to face as it prepares for future growth and the development of its downtown core. Although Kenmore continues to invest in its multimodal transportation system, motor vehicle travel dominates the City's transportation framework currently and many travelers view Kenmore as a "pass-through town." Kenmore is planning to be a walkable, bikeable, high-capacity transit community with a vibrant downtown and addressing the following transportation challenges will be a key to the City's success:

- Safety and comfort, especially for pedestrians and bicyclists
- Transit availability and access to high capacity transit
- Limited connectivity for all users

Bicycle and Pedestrian Safety

Since 2017, Kenmore has experienced nearly 175 traffic collisions per year. Of the 871 collisions in Kenmore from January 2017 to August 2021, 325 occurred on SR 522 and 207 occurred on the 68th Avenue / Juanita Drive corridor – 61 percent of the total city-wide.

Highlighting this issue, the period from Winter 2017 through Summer 2021 saw 41 crashes that involved vehicles hitting pedestrians and bicyclists, including one pedestrian fatality. **Figure T-12** displays traffic crashes for all modes within the City, **Figure T-13** shows injury severity and **Figure T-14** shows crashes involving bicycles and pedestrians over a five-year period spanning 2017-2021.

Crash severity is categorized by WSDOT into the following five categories:

- Fatal Injury: Any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred.
- Suspected Serious Injury: Any injury other than fatal which results in one or more of the following: Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10 percent or more of the body); or unconsciousness when taken from the crash scene.
- Suspected Minor Injury: Any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).
- Possible Injury: Any injury reported or claimed which is not a fatal injury, suspected by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

- No Apparent Injury: Situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

Figure T-12: Crash Density

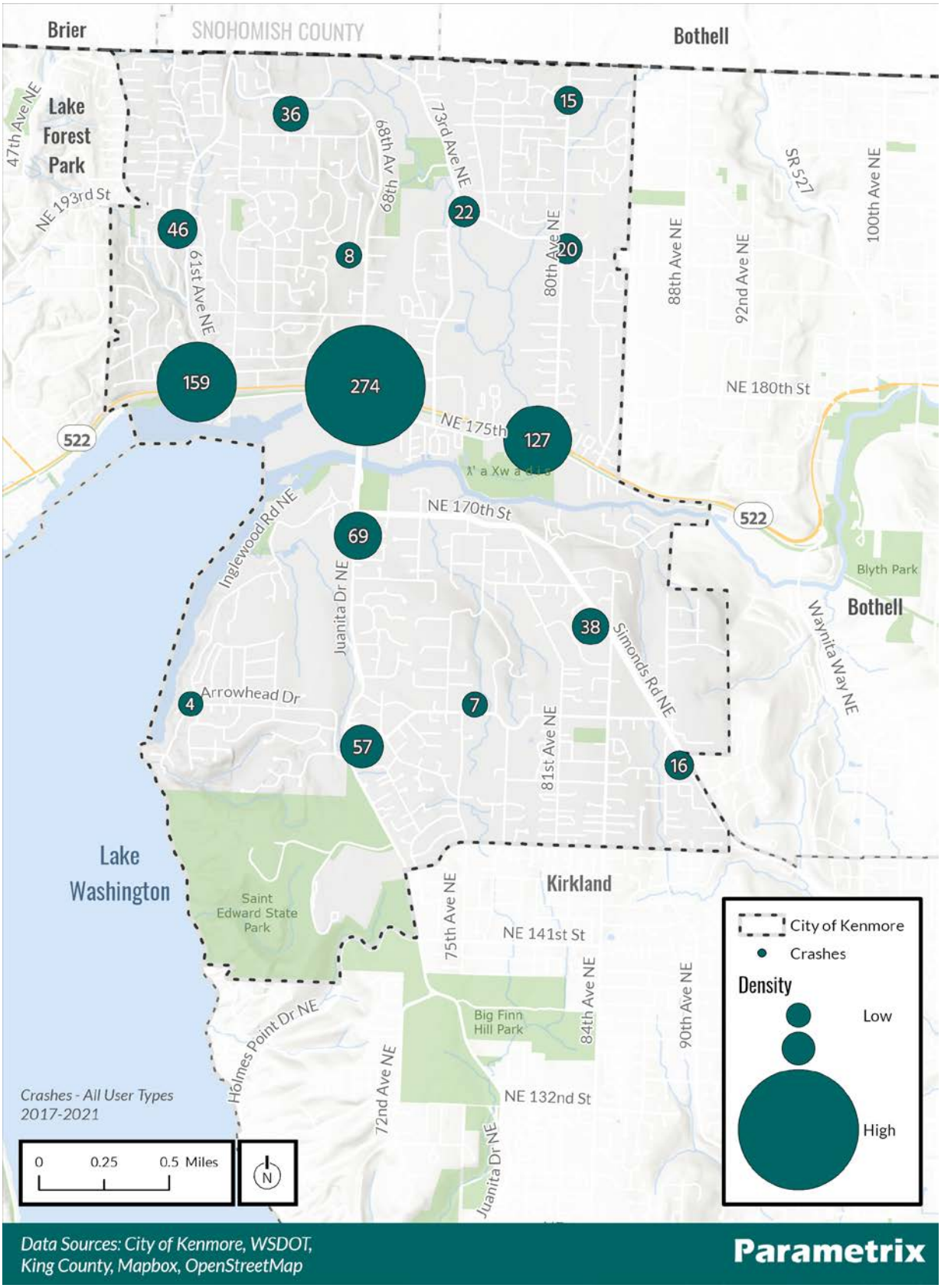


Figure T-13: Crash Severity

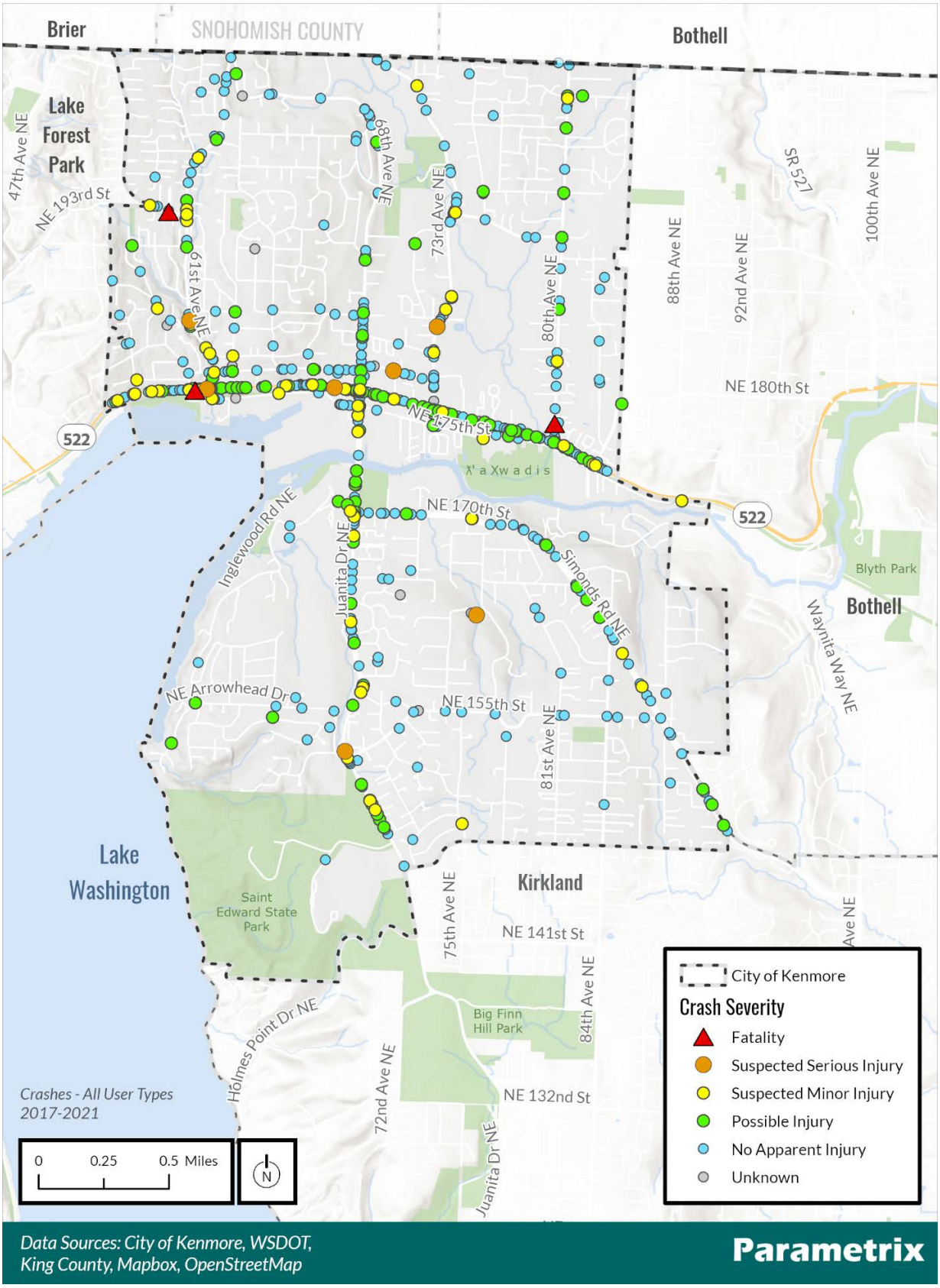
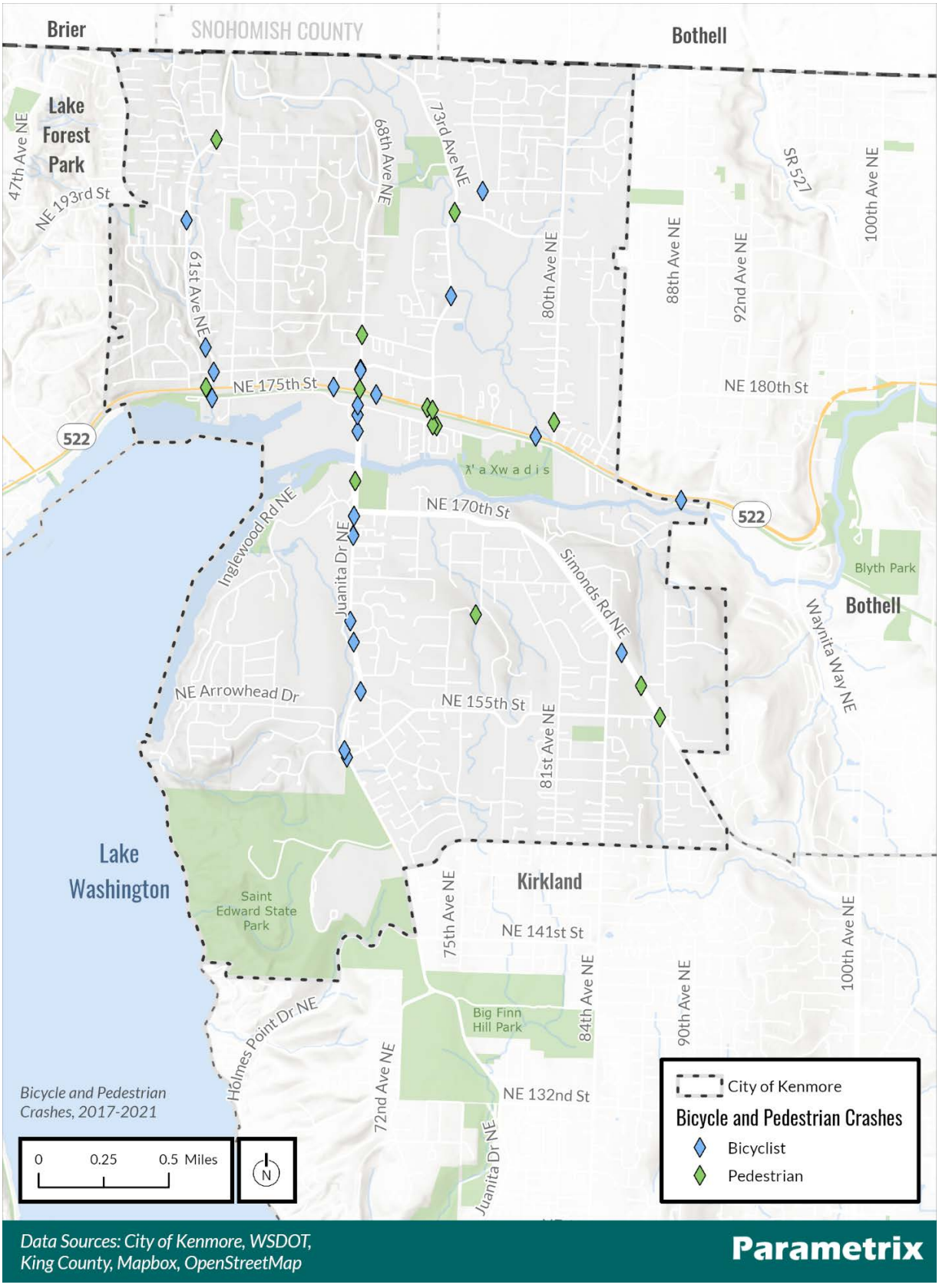


Figure T-14: Crashes Involving Bicycles and Pedestrians



The City of Kenmore's Target Zero Initiative was adopted in April of 2014. The goal of this program is to achieve zero pedestrian and bicyclist fatalities and serious injuries in Kenmore by 2025 by increasing awareness of pedestrian, bicyclist, and driver safety issues. The City works toward its Target Zero goal by engaging the Three E's: Engineering, Enforcement, and Education. These efforts include creating safer pedestrian and bicycle pathways, offering helmets at a low price, educating bicyclists, pedestrians, and drivers through events and pamphlets, offering safety vests annually at no charge (while supplies last), and enforcing traffic safety laws for all road users - among many other citywide improvements.

Kenmore has made many pedestrian improvements in recent years as the City strives for a more walkable/bikeable city. Sidewalk and crosswalk improvements along SR 522 have created a better environment for pedestrians moving around the City's commercial areas and connecting with public transit services or the Burke Gilman Trail. There are seven pedestrian actuated crossings that are also Americans with Disabilities Act (ADA) compliant. Four are located near SR 522 and 61st Avenue NE and three are located near Juanita Drive and NE 170th Street.

The Burke-Gilman Trail provides a major bicycle route through Kenmore and is a major asset to the community for both transportation and recreational purposes. Creating safer and more attractive connections from neighborhoods to the trail will encourage residents to make more walking and biking trips and visitors to patronize local businesses near the trail.

As a part of Walkways & Waterways, a voter-approved bond passed in 2016, the 68th Avenue/Juanita Drive corridor received pedestrian and bicycle safety treatments:

(1) Juanita Drive NE Pedestrian and Bicycle Safety Improvements: 1.5 miles of new sidewalk on the east side of Juanita Drive from 143rd Street to NE 170th Street, buffered bicycle lanes in each direction, bus stop improvements, improved lighting, and some traffic signal modifications.

(2) The 68th Avenue NE Pedestrian and Bicycle Improvements: 1.5 miles of new sidewalk on one side of 68th Avenue NE from NE 182nd Street to 61st Place NE, new bicycle lanes in each direction, and lighting improvements.

In addition to the Walkways and Waterways projects, several other projects were initiated and completed that provided sidewalk and/or bicycle safety treatments:

(1) The West Sammamish River Bridge Replacement Project: New sidewalk and bike facilities on the west side of the road between NE 170th Street and NE 175th Street, lighting improvements and some traffic signal improvements.

(2) SR522 West A Project: New sidewalk on the north and south side of SR522 from 61st Avenue NE to 65th Avenue NE along with street lighting and traffic signal improvements.

(3) Simonds Road Overlay: New bike lanes added from 92nd Avenue NE to 84th Avenue NE.

(4) 62nd Avenue NE Sidewalk Project: New sidewalk on the east side of 62nd Avenue NE from SR522 to 185th Avenue NE.

(5) NE 181st Street Sidewalks: New sidewalk along the north and south side of NE 181st from 68th Avenue NE to 73rd Avenue NE and new sidewalk on the north side from 65th Avenue NE to 67th Avenue NE. Improvements included new street lighting.

(6) 73rd Avenue NE Overlay: New bike lanes added from NE 181st St to NE 192nd St.

(7) NE 153rd Street Sidewalks: New sidewalks on the south side of NE 153rd Street from 70th NE to Juanita Drive.

Transit Availability and Access to High Capacity Transit

Many people use public transit in Kenmore, as evidenced by 2019 ridership and park-and-ride occupancy levels. The opening of the Lynnwood Link light rail extension in 2024, particularly the Shoreline South/148th Street station, will provide an opportunity to greatly expand options for Kenmore residents wishing to ride transit to destinations throughout the Puget Sound region. Sound Transit's BRT Stride service on SR 522, planned for implementation in 2026, will provide high-capacity transit service directly in Kenmore, providing residents with a direct connection to light rail in Shoreline and Stride service on I-405. There are no planned improvements to parking capacity in Kenmore, by Sound Transit or Metro, until 2034. Robust local transit options and nonmotorized access improvements that connect Kenmore neighborhoods to bus service on SR 522 will be critical components to facilitating reliable access to these regional transit investments.

Kenmore is also interested in creation of a Metro-operated water taxi route that would connect the City to destinations along Lake Washington and Lake Union, providing another transit option for residents to access this regional employment and education center.

Service cuts are likely to hurt public transit as an attractive travel mode so the City should closely monitor these developments and advocate for its desire to maintain quality service. Additionally, infrequent or poorly timed service connections might further dissuade residents from using transit if it does not provide a fast and reliable trip compared with auto travel. While Kenmore cannot control transit service levels, the City's land use vision is designed to create a supportive environment for transit.

Limited Nonmotorized Connectivity

The existing transportation network in Kenmore was developed with limited facilities that can accommodate travel across the City. The 68th Avenue Bridge is the only public crossing over the Sammamish River in the City and currently acts as one of Kenmore's most congested points for all roadway users. In 2022, the City completed replacement of the southbound bridge, which included construction of new sidewalk and bicycle facilities on the west side of the road between NE 170th Street and NE 175th Street. Even with the

bridge improvements, the intersection with SR 522 frequently backs up traffic for long stretches during peak hours.

Similarly, SR 522 serves as another major barrier to north-south connectivity. Its wide cross-section and limited number of signalized crossings affect all modes of travel, particularly pedestrians and cyclists. Additional signalized mid-block pedestrian crossings where warranted would improve crossing options for nonmotorized travelers.

East-west travel is also challenging, particularly north of SR 522 east of 73rd Avenue NE. A lack of walkways or paths for non-motorized users results in long, circuitous routes for pedestrians and cyclists wishing to travel in this area. Development of new non-motorized facilities could help to provide these connections.

Trends

Aside from existing conditions and challenges, there are other factors that will affect Kenmore's transportation system. Growth in downtown Kenmore and throughout the region generally plays a role in how the City will plan the improvements to its transportation network for the future.

Transportation Related Climate Impacts

The City of Kenmore's CAP establishes a multi-faceted approach for reducing greenhouse gas (GHG) emissions associated with transportation. The CAP describes policies, programs, and infrastructure investments that will help the City achieve its goal of net zero GHG emissions by 2050. Changes to municipal operations, construction of dense, mixed-use, and transit-oriented development (TOD), reduced single-occupancy vehicle (SOV) trips, and incentives for drivers to use electric vehicles (EVs) are the key transportation-focused strategies included in the CAP.

Downtown Development

In 2021, King County updated the 2021 Countywide Planning Polices to include a new category—Countywide Growth Centers—with zoned densities that support high capacity transit along existing or planned transit corridors. Designated countywide growth centers make efficient use of urban land by sufficiently providing housing, employment, and services in a compact form and density near the high capacity transit areas. Additionally, designated countywide growth centers use strategies to mitigate identified displacement impacts of residents and businesses, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees; low-income populations; people with disabilities; and other communities at greatest risk of displacement.

Downtown Kenmore is preliminarily designated as a Countywide Growth Center. Policies focus on mixed use, higher density development, including affordable housing, in the downtown area as it develops along the SR 522 high capacity transit corridor. Future redevelopment will add mixed use projects to provide housing, dining, shopping, and

other services in the downtown. These land uses will generate additional travel in the downtown area and, while many people will be able to walk or use public transit for these trips, the transportation network must be able to support this concentrated growth.

Regional Growth

Regional development outside of the City itself is the other major aspect of growth affecting Kenmore by 2044. South Snohomish County, Bothell, and Woodinville are all expected to add a substantial number of residents and jobs during this time period and many of them travel through Kenmore en route to other regional destinations. The continued tolling of SR520 bridge and expected regional growth south of Kenmore are likely to have a continued impact on SR522.

Kenmore Travel Demand Forecasting

The GMA requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Kenmore's transportation network. A description of the travel demand modeling process is summarized below with more detail about land use assumptions in **Appendix D-2.**

- **The Tool.** The PSRC regional Activity Based Travel Demand model was used for travel demand forecasting.
- **Estimate Land Use Growth in the City.** The City is planning for expected growth in housing units and employment over the next 20 years through 2044. The City allocates the growth throughout Kenmore based on adopted zoning, observed development patterns, and other city policies.
- **Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Kenmore's streets.
- **Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- **Model Refinements.** The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Kenmore's downtown, by recognizing that some short trips could be made by walking and biking, rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of the Simonds Road / 170th Corridor over Juanita Drive.

GOALS, OBJECTIVES, AND POLICIES

Kenmore has established eight goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while objectives and policies lay out specific actions. The consolidated set of goals, objectives, and policies is included in this chapter.

GOAL 1. PROVIDE A COMPREHENSIVE TRANSPORTATION NETWORK THAT SAFELY ACCOMMODATES LOCAL AND REGIONAL TRAVEL FOR PEDESTRIANS, BICYCLISTS, TRANSIT USERS, AND MOTORIZED VEHICLES.

OBJECTIVE 1.1: Develop and maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience. Classify streets as State Highways, Major Arterials, Minor Arterials, Collectors, and Local Roads.

Policy T-1.1.1: Ensure that the Layered Network continues to provide for all varieties of street uses including regional mobility and cross-town trips, commuting, shopping, recreational travel, property and business access, and parking, regardless of mode.

Policy T-1.1.2: Guide the development of new streets and maintenance of existing streets to form a well-connected network that accommodates safe, direct, and convenient access to the existing roadway network for pedestrians, bicyclists, transit, and automobiles. Prioritize non-motorized connections to reinforce the City's vision of a pedestrian-friendly and robust downtown.

Policy T-1.1.3: New development should be consistent with the Future Roadway Network. Cul-de-sac construction should require the approval of the City Engineer. Pedestrian facilities identified in the City's Sidewalk Priority Network should be prioritized using the Pedestrian Facilities Plan. Bicycle facilities should be considered for streets identified within the Bicycle Priority Network.

Policy T-1.1.4: Coordinate with park-and-ride and transit service providers to reinforce the City's designation as a high capacity transit community, attracting residential and employment densities that support ridership along the high capacity corridors. Pursue improvement projects that are consistent with the Layered Network and which benefit transit users in Kenmore.

Policy T-1.1.5: Continue to enhance the City's Layered Network by using the following methods:

a. Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;

b. Request donations of rights-of-way to the public;

c. Purchase rights-of-way in accordance with State laws and procedures

d. Acquire development rights and easements from property owners; and

e. Implement traffic impact fees with new development consistent with the City's Traffic Impact Analysis Guidelines to allocate funding for new multimodal facilities.

Policy T-1.1.6: Maintain criteria to consider street vacations. Criteria should address:

a. State laws regarding street vacations;

b. Consistency with the Layered Network, including the effects of the street vacation on existing and future circulation;

c. Ability to utilize excess right-of-way for other public purposes such as parks, recreation, waterfront access, viewpoints, stormwater management, or affordable housing;

d. Public benefit of the street vacation; and

e. Fair compensation.

OBJECTIVE 1.2: Design and maintain transportation facilities consistent with the community vision.

Policy T-1.2.1: Consider the environmental consequences of street design standards and maintenance practices. Design City-sponsored transportation projects to minimize impacts to wildlife habitat, the environment and water quality to the greatest extent feasible. When preparing City-sponsored transportation project designs or reviewing development proposals, the City should follow steps outlined in the *Street Planning Toolkit (**Figure T-15**)*.

Policy T-1.2.2: Require new development to minimize and consolidate access points along all major and minor arterials, especially along SR 522 and any new arterials that may be developed. Coordinate this effort with local businesses, property owners, and WSDOT.

Policy T-1.2.3: Protect rights-of-way from encroachment by structures, fences, retaining walls, substantial landscaping, or other obstructions to preserve the public's use of the right-of-way, safety, and mobility. Protection methods may include minimum setback requirements for property improvements allowing future roadway expansion, street use agreements, and development of specific guidelines regarding installation and maintenance of landscaping within the public right-of-way.

Policy T-1.2.4: Maintain a right-of-way use permit application process and criteria to ensure that temporary development and utility construction activities do not create adverse safety, environmental, or traffic impacts.

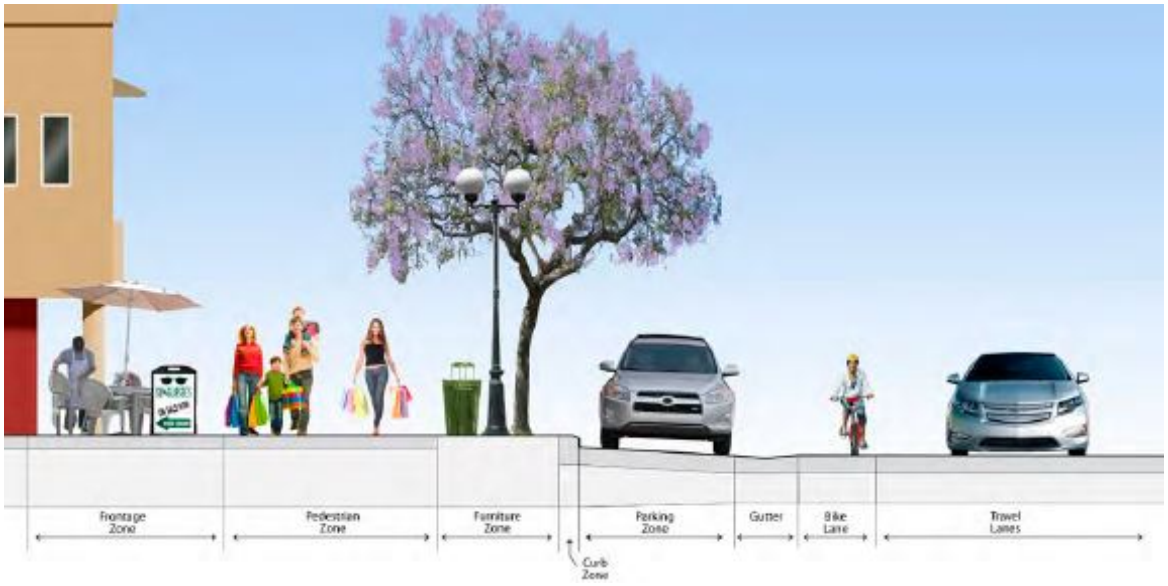
Policy T-1.2.5: Ensure pedestrian facilities are designed consistent with ADA guidelines and that existing infrastructure is updated per the city's *ADA Transition Plan* to accommodate users of all ages and abilities. Design curb cuts, ramps, and other facilities to accommodate pedestrians with a disability or mobility challenges.

Policy T-1.2.6: Implement the Street Planning Toolkit to provide uniform street design and maintenance methods that enhance safety for pedestrians, bicyclists, and motorists.

Policy T-1.2.7: Ensure structured parking facilities incorporate context sensitive, preemptive designs that can accommodate changing parking demand as a result of increased walkability in high-density areas, such as downtown.

Figure T-15: Street Planning Toolkit

When planning for new or existing roads, the City should implement uniform designs and maintenance methods that create a safe, effective, environmentally sensitive, and welcoming transportation system for all users in line with the City's vision and Comprehensive Plan policies. Throughout this process, the City must consider the various financial and non-financial costs of development and operation of the transportation system in addition to the concerns of the users.



- Align and locate transportation facilities away from environmentally sensitive areas, consistent with other Comprehensive Plan policies;
- Minimize and mitigate significant environmental impacts whenever possible, including the incorporation of improvements, such as larger stormwater treatment facilities, to respond to the impacts of climate change. Minimize and mitigate impacts from the transportation network to the environment, terrestrial animal habitat, and aquatic habitats.
- Whenever practical, incorporate native grasses, shrubs, and trees, and drought-resistant species in the design of roads, planting strips, and medians.
- Enhance the safety of pedestrians, bicyclists, and motorists through sidewalk or other separated pedestrian facilities and on-street facility location, design, and maintenance, lighting requirements, signs, lane widths and geometrics, and access to properties using the Layered Network as a guide.
- Consider the conflicts between different users in the design of multi-purpose paths, including the use of separate paths, striping different lanes for pedestrians and cyclists, speed limits, and increased use of protected bicycle facilities on streets to provide additional options for cyclists.
- Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel.

OBJECTIVE 1.3: Improve street safety and function with a particular reference to the "Target Zero" goal (adopted City Resolution 14-235) to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Policy T-1.3.1: Continue to collect data on traffic speed and volume and collisions to support studies, operational changes, and designs, enhance efforts when possible.

Policy T-1.3.2: Include emergency service providers in review of roadway designs to ensure emergency vehicle passage. Design considerations include dead-end street lengths, turn-arounds, travel lane widths, maximum road grades, and parking location.

Policy T-1.3.3: Implement the City's Target Zero strategy to focus on transportation improvements, education, and enforcement measures to improve safety conditions for pedestrians and bicyclists on Kenmore's streets. Use the Local Road Safety Plan to identify and prioritize low-cost, quick build, effective enhancements.

OBJECTIVE 1.4: Develop a transportation system that achieves the following LOS metrics:

Policy T-1.4.1: Vehicular LOS:

- Major Arterials: LOS E or better
- Minor Arterials and Connectors: LOS D or better
- Local Streets: LOS C or better
- Roadways in the Kenmore countywide growth center
    - Signalized intersections shall operate at LOS F or better and not exceed 100 seconds of average total vehicle delay of all movements
    - Unsignalized intersections shall operate at LOS F or better on the minor street approach until a signal warrant is met using the current version of the Manual for Uniform Traffic Control Devices

LOS along SR 522 and 68th Avenue (south of SR 522) / Juanita Drive will be measured as average delay at the corridor level rather than the intersection level.

Policy T-1.4.2: Pedestrian LOS as described in Table T-4, bicycle LOS as described in Table T-5, and transit LOS as described in Table T-6

Table T-4. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without a buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and paved shoulders protected by a raised curb.

Table T-5. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Table T-6. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

OBJECTIVE 1.5: Perform periodic review and monitoring (every 2-4 years) of the transportation system to ensure it adequately serves existing and future land uses.

Policy T-1.5.1: Forecast travel to identify needed transportation improvements. The forecasts should:

a. Account for expected changes in personal travel behavior, funded capital improvements, and feasibility of mode choices;

b. Use current data and policies;

c. Be compatible with other jurisdictions and the regional growth strategy; and

d. Reflect the Vision Statement and land use policies.

Policy T-1.5.2: Identify the improvements and strategies needed to fully implement the City's *Layered Network* and meet LOS requirements for transportation.

Policy T-1.5.3: Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.

Policy T-1.5.4: Require construction of necessary transportation improvements from the private or public sector at the time of development or within six years of development.

GOAL 2. COORDINATE WITH LOCAL, REGIONAL, STATE, AND FEDERAL AGENCIES AS WELL AS NON-GOVERNMENTAL ENTITIES TO DEVELOP AND OPERATE THE TRANSPORTATION SYSTEM.

OBJECTIVE 2.1: Support and complement the transportation functions of the State of Washington, transit agencies, and other entities responsible for transportation facilities and services to meet Kenmore's needs.

Policy T-2.1.1: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities. This coordination will be achieved by:

a. Participating in the transportation-related activities of King County and other advisory committees;

b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and

c. Making transportation decisions consistent with the City's adopted transportation plans in coordination with the State,

PSRC, transit agencies, King County, Snohomish County, and neighboring jurisdictions.

Policy T-2.1.2: Support increased transit service for the Kenmore Downtown area based upon existing and future population and employment densities. Support additional market demand for TOD along the SR 522 corridor to promote Kenmore's status as a High Capacity Transit community and provide residents with access to regional transit.

Policy T-2.1.3: Work with private property owners to create multimodal transportation options around the Downtown area to achieve a walkable city center that reinforces the community identity and provides connections to housing and community destinations.

Policy T-2.1.4: Coordinate planning, construction, and operation of transportation facilities and programs with the State, Counties, neighboring cities, PSRC, Metro, Sound Transit, and other entities to minimize impacts to the environment and aquatic habitats and ensure critical infrastructure is in place to respond to both natural disasters, human-caused disasters, and climate change impacts.

OBJECTIVE 2.2: Cooperate with neighboring cities, King and Snohomish Counties, transit agencies, PSRC, and WSDOT to address regional transportation issues.

Policy T-2.2.1: In partnership with State, regional and local agencies, address regional transportation issues. These include:

d. Regional air, rail, and water transportation facilities and services;

e. Operation of and improvements to the State highway network, including SR 522;

f. Improvements to roadways connecting Kenmore to the surrounding region, including SR 522;

g. Improvements to major roadways bordering, yet having an influence upon internal traffic flows within Kenmore, including those located in Snohomish County;

h. Improved access to I-5 and I-405 corridors and other employment corridors;

i. Regional pedestrian and bicycle facility needs;

j. Transit access to meet the diverse needs of residents for populations of all income levels; and

k. Consideration of last-mile connection to transit stops for local and regional users.

Policy T-2.2.2: Work with neighboring jurisdictions to ensure that new development outside of Kenmore does not unreasonably affect transportation systems, transportation LOS, and the quality of life in Kenmore. Utilize the following approaches:

a. Promote thoughtful planning by neighboring jurisdictions consistent with comprehensive plans and the regional growth strategy; and

b. Support the establishment of regional traffic planning, expanded access to transit, improved non-motorized facilities, and mitigation payment system.

Policy T-2.2.3: Coordinate transit levels of service with Metro, Sound Transit, and private transit operators.

Policy T-2.2.4: In partnership with state and other agencies, support development of a corridor plan for SR 522 to consistently maintain travel conditions for all users along this route.

OBJECTIVE 2.3: Ensure regional transportation improvements and services are compatible with the Comprehensive Plan and the City's *Layered Network*.

Policy T-2.3.1: Continue to take a lead role in the planning, design, and implementation of SR 522 improvements within Kenmore. Encourage multi-agency cooperation (such as WSDOT and Sound Transit) and ensure that improvements in Kenmore are coordinated with adjacent communities.

Policy T-2.3.2: Work with the adjacent jurisdictions to coordinate planned improvements along connecting roads.

Policy T-2.3.3: Work with WSDOT to identify and mitigate the impact that reconstruction and existing and planned toll projects have on Kenmore; particularly on SR 522.

OBJECTIVE 2.4: Work with business leaders, private owners, and other local organizations to support transportation efforts in reaching mutual goals.

Policy T-2.4.1: Attract and retain future development to Kenmore by directing growth into its Countywide Growth Center and providing multi-modal connections to downtown and equitable access to regional transit.

Policy T-2.4.2: Provide additional incentives to minimize surface parking within walkable areas, such as downtown. Ensure that regulations require appropriate parking for business customers.

Policy T-2.4.3 Provide local transit connections from the City's residential areas to the regional high capacity transit system along the SR 522 corridor.

OBJECTIVE 2.5: Position Kenmore to respond to technological innovations, such as EVs, connected/autonomous vehicles, and intelligent transportation systems.

Policy T-2.5.1: Coordinate with PSRC and other regional entities to understand regional plans for EV charging and accommodation of other alternative fuel sources.

Policy T-2.5.2: Review vehicle regulations periodically to ensure accordance with current technologies that can support Kenmore's transportation system.

Policy T-2.5.3: Keep pace with evolving technologies to understand their impacts on the financing, expansion, and evolving operational and maintenance needs for transportation facilities.

Policy T-2.5.4: Explore micromobility transportation options as an alternate transportation mode to SOVs. Implement policies and pilot programs in coordination with other jurisdictions to test their efficacy in Kenmore.

GOAL 3. PROMOTE A TRANSPORTATION SYSTEM THAT IS SUSTAINABLE FROM FISCAL, ENVIRONMENTAL, AND EQUITY PERSPECTIVES WITH PARTICIPATION FROM BOTH THE PUBLIC AND PRIVATE SECTORS.

OBJECTIVE 3.1: Emphasize priorities of the community when prioritizing transportation system improvements needed to fully implement the City's *Layered Network*, including safety, multi-modal mobility, access to transit, maintenance, and congestion relief.

OBJECTIVE 3.2: Regularly prepare and adopt a Six-Year Transportation Improvement Program to implement the Transportation Element.

Policy T-3.2.1: In preparation of specific planning and implementation documents, including the Six-Year Transportation Improvement Program, the City will involve the public, interested agencies, and other jurisdictions through a clearly stated process that provides

opportunities for review and comments regarding the City's priorities and recommendations.

Policy T-3.2.2: Ensure that plans consider the best available lifecycle cost of an improvement, including operation and maintenance costs; environmental, climate change, economic, and social impacts; and any replacement or closure costs.

OBJECTIVE 3.3: Leverage City resources and secure adequate funding sources for transportation improvements and services through a variety of mechanisms, including those required as a result of development.

Policy T-3.3.1: Seek to secure adequate funding sources for transportation through a variety of methods. These methods may include:

a. Seeking federal and state funds;

b. Encouraging public/private partnerships for financing transportation projects that remedy existing transportation problems or foster economic growth in Kenmore; and

c. Encouraging the use of Local Improvement Districts (LIDs) by property owners to upgrade roads to meet City road standards.

Policy T-3.3.2: Ensure shared responsibility of mitigating development impacts between the public and private sector. Require that developers contribute their fair share toward transportation improvements needed to accommodate development through implementation of the City's Traffic Impact Fee program, by providing additional transportation facilities and services in proportion to the impacts and needs generated by the development and encouraging developers to design projects that generate less traffic.

Policy T-3.3.3: Require traffic analyses for new development proposals consistent with the City's *Traffic Impact Analysis Guidelines* that determine the need for transportation improvements that address traffic impacts. Ensure new developments are accordant with the City's vision as a high capacity transit community.

OBJECTIVE 3.4: Ensure improvements to the transportation network occur concurrently with development.

Policy T-3.4.1: Allow development only when those proposals are concurrent with specific documentation or plans showing how the transportation system can adequately support existing and proposed development needs.

OBJECTIVE 3.5: Cooperate regionally and strive locally to mitigate transportation impacts to air quality through interconnected land use and transportation strategies.

Policy T-3.5.1: Support ongoing efforts for improving air quality throughout the Kenmore area and develop a transportation system compatible with the goals of the Federal and State Clean Air Acts.

Policy T-3.5.2: Support local and regional efforts to reduce vehicle emissions. Support installation of EV charging stations on local privately owned property and explore options for the development of charging facilities on publicly owned property. Reduce emissions from City fleet by implementing a green vehicle selection process, identifying green fleet resources for new or replacement vehicles, and installing electric car charging stations in City-owned facilities.

Policy T-3.5.3: Coordinate with Metro, Sound Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Kenmore.

Policy T-3.5.4: Reduce vehicle miles traveled (VMT) of SOVs by implementing Transportation Demand Management (TDM) programs and strategies.

OBJECTIVE 3.6: Reduce impacts to water quality with new development and maintenance of the existing transportation system.

Policy T-3.6.1: Design roadway improvements to be consistent with the City's Surface Water Management Plan, CAP, and stormwater regulations. Implement, where feasible, green stormwater infrastructure to reduce stormwater runoff and minimize and mitigate water quality impacts to aquatic habitats.

Policy T-3.6.2: Determine potential surface water retrofitting or treatments that could be applied in conjunction with transportation improvements.

Policy T-3.6.3: Support expanding stormwater facilities along with new projects to accommodate stormwater runoff adjacent to the project area, when feasible, to expand treatment to undisturbed but currently untreated areas.

GOAL 4. ENCOURAGE PUBLIC TRANSPORTATION, NON-MOTORIZED TRAVEL, AND OTHER TRANSPORTATION STRATEGIES THAT REDUCE THE NEED FOR AUTOMOBILE TRAVEL, ESPECIALLY BY SOVs.

OBJECTIVE 4.1: Support expansion of transit service within Kenmore that provides connections to local destinations as well as the regional high capacity transit network.

Policy T-4.1.1: Support the implementation of Sound Transit's planned and funded regional BRT along SR 522 and prioritize investments that support high capacity transit stations.

Policy T-4.1.2: Work with Metro and other transit providers to establish local transit service that provides Kenmore residents access to the regional high capacity transit network, as well as connections to the Downtown, major commercial and mixed centers in Kenmore, and other key destinations in the City, and destinations in surrounding communities.

Policy T-4.1.3: Examine the opportunities for increasing transit service with Metro and Sound Transit with priorities tailored to meet the needs of the community by:

a. Requiring transit facilities as mitigation where appropriate for new developments;

b. Identifying and developing locations that are accessible to public transportation for use as park-and-pool or park-and-ride lots;

c. Requiring adequate right-of-way, sidewalk, and roadway improvements where transit stops are located;

d. Adopting design standards that promote safety and aesthetics in accordance with the *Street Planning Toolkit*; and

e. Encourage development and maintenance of passenger ferry, water taxi, and or other water-based transportation services on Lake Washington to connect Kenmore to other regional destinations

Policy T-4.1.4: Maintain business access and transit (BAT) lanes on SR 522 for use by transit and business access only to encourage transit usage and improvements, and to preserve its use for transit over the long term.

OBJECTIVE 4.2: Work with local and regional transit agencies to site, size, and design park-and-ride facilities that reflect the land use vision for the areas in which they are located.

Policy T-4.2.1: Design structured parking facilities as integrated elements of mixed use developments with ground floor uses that support TOD, improve transit access to support the downtown plan, and improve and encourage non-motorized travel to and from high capacity transit areas.

Policy T-4.2.2: Explore the potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.

OBJECTIVE 4.3: Create an accessible sidewalk and pedestrian trail network linking neighborhoods, the Downtown, and key community destinations consistent with that laid out in the *Pedestrian Priority Network*.

Policy T-4.3.1: Focus early sidewalk improvements on the *Pedestrian Priority Network*. Prioritize sidewalk investments consistent with the *Pedestrian Facilities Plan*, which rank projects based on safety, community connections, network connectivity, proximity to schools, connections to opportunities, and potential population served.

Policy T-4.3.2: Prioritize implementation of the Americans with Disabilities Act (ADA) Transition Plan.

Policy T-4.3.3: Require development to provide sidewalks along one side of the roadway or pay a contribution to a sidewalk fund to complete missing links, increase pedestrian safety, and provide linkages to key destinations in accordance with the *Pedestrian Priority Network*.

Policy T-4.3.4: Design and construct accessible pedestrian facilities in accordance with the *Pedestrian Priority Network*, *ADA Transition Plan,* and street classification system.

Policy T-4.3.5: As part of the *Pedestrian Priority Network*, provide crosswalks at key locations such as in the Downtown, on SR 522 near park-and-ride lots and transit stops, near schools, and at other locations with significant pedestrian volumes.

Policy T-4.3.6: Explore opportunities to utilize undeveloped rights of way to develop and maintain safe pedestrian connections.

Policy T-4.3.7: Consider future bond measures to fund pedestrian projects that expand the pedestrian network.

OBJECTIVE 4.4: Implement a comprehensive *Bicycle Priority Network* in Kenmore.

Policy T-4.4.1: Require roadway development to include bicycle facilities in accordance with the *Bicycle Priority Network*.

Policy T-4.4.2: Prioritize future bicycle facility improvements that increase safety for bicyclists, link to key destinations, promote multi-modal trips, complete gaps in the existing bicycle system, provide linkages to the Burke-Gilman Trail and other key off-road facilities, and meet other priorities for bicyclists in Kenmore.

Policy T-4.4.3: Encourage off-road non-motorized vehicle facilities on designated trails. Promote the on-going maintenance and use of the Burke-Gilman Trail.

Policy T-4.4.4: Promote non-motorized vehicle trails in utility corridors or undeveloped rights of way where consistent with environmental constraints.

Policy T-4.4.5: Allow for a secondary pedestrian and bicycle loop around the downtown area with connections to the waterfront and high capacity transit areas.

Policy T-4.4.6: Accommodate bicycles and non-motorized vehicles in the design and management of the City's *Layered Network* in accordance with the *Bicycle Priority Network*.

OBJECTIVE 4.5: Implement programs and regulations that help reduce the use of SOVs.

Policy T-4.5.1: Create and implement development standards that:

a. Encourage continuous, direct, convenient non-motorized linkages;

b. Provide sufficient illumination in parking lots and along travel routes to increase visibility and security for non-motorists;

c. Minimize front yard parking along commercial street fronts, particularly in the Downtown;

d. Establish standards that discourage excessive parking. Provide options or incentives to reduce underutilized parking lots and encourage alternate modes of travel;

e. Promote mixed-use development in the Downtown; and

f. Require minimum densities through floor area ratios, employment levels, and / or business retention and expansion activities in the Downtown and major commercial areas to support transit.

Policy T-4.5.2: Implement the City's CTR Ordinance applicable to large employers in accordance with State laws.

Policy T-4.5.3: Support the goals of the PSRC's Regional TDM Action Plan to manage travel behavior and reduce vehicle trips.

Policy T-4.5.4: Encourage the use of carpools and other non-motorized modes of travel as an alternative to SOVs and implement educational programs to expand awareness of available programs.

GOAL 5. MAINTAIN THE AVAILABILITY OF SAFE AIR TRAVEL SERVICES IN KENMORE.

OBJECTIVE 5.1: Support the continued operation of the Air Harbor to provide private air transportation services to the region and community.

Policy T-5.1.1: Recognize the Kenmore Air Harbor as a business that is economically and historically significant to the community.

Policy T-5.1.2 Provide multimodal connections from Kenmore Air Harbor to downtown commercial areas.

OBJECTIVE 5.2: Plan for appropriate uses and activities in the vicinity to minimize impacts to and from the Air Harbor.

Policy T-5.2.1: In consultation with the State and the Air Harbor operator, comply with State laws requiring plans and regulations that discourage the siting of incompatible uses adjacent to the Air Harbor.

Policy T-5.2.2: Ensure plans and regulations address the Air Harbor as an allowed use and, where appropriate, acknowledge compatibility issues including height hazards, safety, and noise that can affect the long-term viability of the Air Harbor. Consider WSDOT guidelines addressing airports and compatible land use as well as guidance from the PSRC Airport Compatible Land Use Program. Allow compatible uses, buildings, or land or water activities in the vicinity that do not present safety problems to normal Air Harbor operations, or that would not be sensitive to noise from the Air Harbor operations.

Policy T-5.2.3: Support the use of non-leaded aviation fuel to reduce the risk of potential health impacts in areas near the Air Harbor.

OBJECTIVE 5.3: Work with the Air Harbor to ensure compliance with appropriate noise and safety standards.

Policy T-5.3.1: Work in partnership with the Air Harbor to address noise management and compliance with Federal, State and local noise ordinances. Consider a special overlay or property title process that identifies the noise-related impacts of the Air Harbor.

Policy T-5.3.2: Work in partnership with the Air Harbor to ensure safe operations in compliance with Federal and State aeronautic safety requirements.

GOAL 6. ***PROVIDE A TRANSPORTATION SYSTEM THAT FACILITATES FREIGHT MOBILITY AND ECONOMIC PROSPERITY.***

OBJECTIVE 6.1: Support the efficient movement of goods in Kenmore's commercial areas to support the local economy.

Policy T-6.1.1: Consider the needs for delivery and collection of goods at local businesses by truck and ensure future transportation improvements address the needs of large trucks in accordance with the *Freight Priority Network*.

Policy T-6.1.2: Monitor commercial truck traffic to ensure use of appropriate corridors to support efficient movement of goods and safety of local streets. Utilize the WSDOT classification system to determine freight and goods movement routes.

OBJECTIVE 6.2: Accommodate local deliveries and other goods movement that are necessary to serve Kenmore residents.

Policy T-6.2.1: Work with local industries and freight companies to understand their needs for adequately moving goods.

Policy T-6.2.2: Ensure roadway improvements do not unnecessarily impede delivery vans and other small freight trucks.

GOAL 7. ***PROMOTE TRANSPORTATION EQUITY THROUGH SERVICES AND INFRASTRUCTURE IMPROVEMENTS.***

OBJECTIVE 7.1: Promote transportation improvements that provide equitable access and benefits for all Kenmore residents.

Policy T-7.1.1: Support transportation improvements that provide broad access to jobs, healthcare, goods and services, and social opportunities.

Policy T-7.1.2: Perform periodic review and monitoring of socio-demographic, economic, and geographic population trends to identify transportation facilities and services needed for all Kenmore residents.

Policy T-7.1.3: Ensure transportation improvements do not impose external impacts on historically marginalized or underserved communities, such as increased air pollution, infrastructure costs, or crash risk.

Policy T-7.1.4: Prioritize implementation of the ADA Transition Plan

OBJECTIVE 7.2: Provide a transportation network that promotes inclusive and affordable services to all Kenmore residents, regardless of mode choice.

Policy T-7.2.1: Promote projects that expand bicycle and pedestrian facilities and access to transit for historically marginalized or underserved communities.

Policy T-7.2.2: Promote inclusive transportation modes and accessible community development that provide basic mobility to historically marginalized or underserved communities.

Policy T-7.2.3: Incorporate environmental justice criteria into the transportation improvement program review process to identify disproportionate effects on historically marginalized or underserved communities.

OBJECTIVE 7.3: Promote collaborative planning processes through authentic, active partnerships with historically underrepresented community groups.

Policy T-7.3.1: Work with historically marginalized or underserved communities and local organizations to identify transportation facilities improvements.

Policy T-7.3.2: Recognize and support individuals or groups who have historically been underrepresented in transportation planning and/or infrastructure development, such as people of color, indigenous and immigrant populations, to identify and correct structural or system inequities in the transportation network to promote social justice.

GOAL 8. SUPPORT TRANSPORTATION INVESTMENTS THAT MINIMIZE, MITIGATE, AND RESPOND TO THE EFFECTS OF CLIMATE CHANGE.

OBJECTIVE 8.1: Balance transportation demands with environmentally sustainable growth strategies consistent with the City's CAP to minimize long-term climate impacts.

Policy T-8.1.1: Prioritize dense, mixed-use, and transit-oriented development to reduce SOV travel and GHG emissions.

OBJECTIVE 8.2: Reduce VMT by promoting alternative transportation modes and access to high capacity transit.

Policy T-8.2.1: Implement TDM programs and strategies that facilitate transit use.

Policy T-8.2.2: Prioritize infrastructure improvements that include new bicycle and pedestrian connections through project selection.

Policy T-8.2.3: Provide amenities that support bicycle and pedestrian users, such as bike storage, bike parking, and wayfinding signage near the downtown area.

Policy T-8.2.4: Provide educational and encouragement programming that improves public awareness of Kenmore's bicycle and pedestrian networks.

FUTURE TRANSPORTATION SYSTEM

Kenmore envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways that connect neighborhoods and provide access to transit. This section describes Kenmore's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this element, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular LOS standard, most of the future improvements focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users.

Introduction to the Layered Network

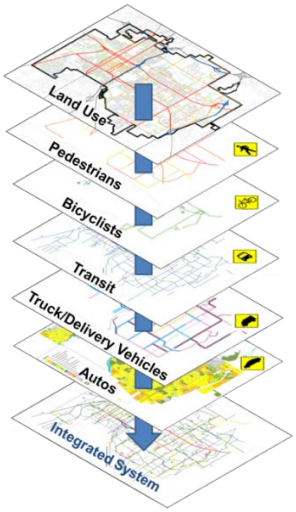
It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. Accommodating all users and modes could result in wide or large roadways that are expensive to develop and maintain and do not necessarily reflect the neighborhood character. Alternately, trying to minimize roadway widths and infrastructure costs can result in a lack of facilities and thus less safe conditions for users.

In response to this challenge, the City of Kenmore has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. This approach promotes a balanced transportation system to serve diverse user needs including sidewalk and bicycle

investments, improved access to transit, and roadway improvements for vehicles. **Figure T-16** illustrates the concept of a layered network.

The City implements this layered network through a system of roadway typologies that define each street's user priorities and associated infrastructure needs.

Figure T-16: Layered Network Concept



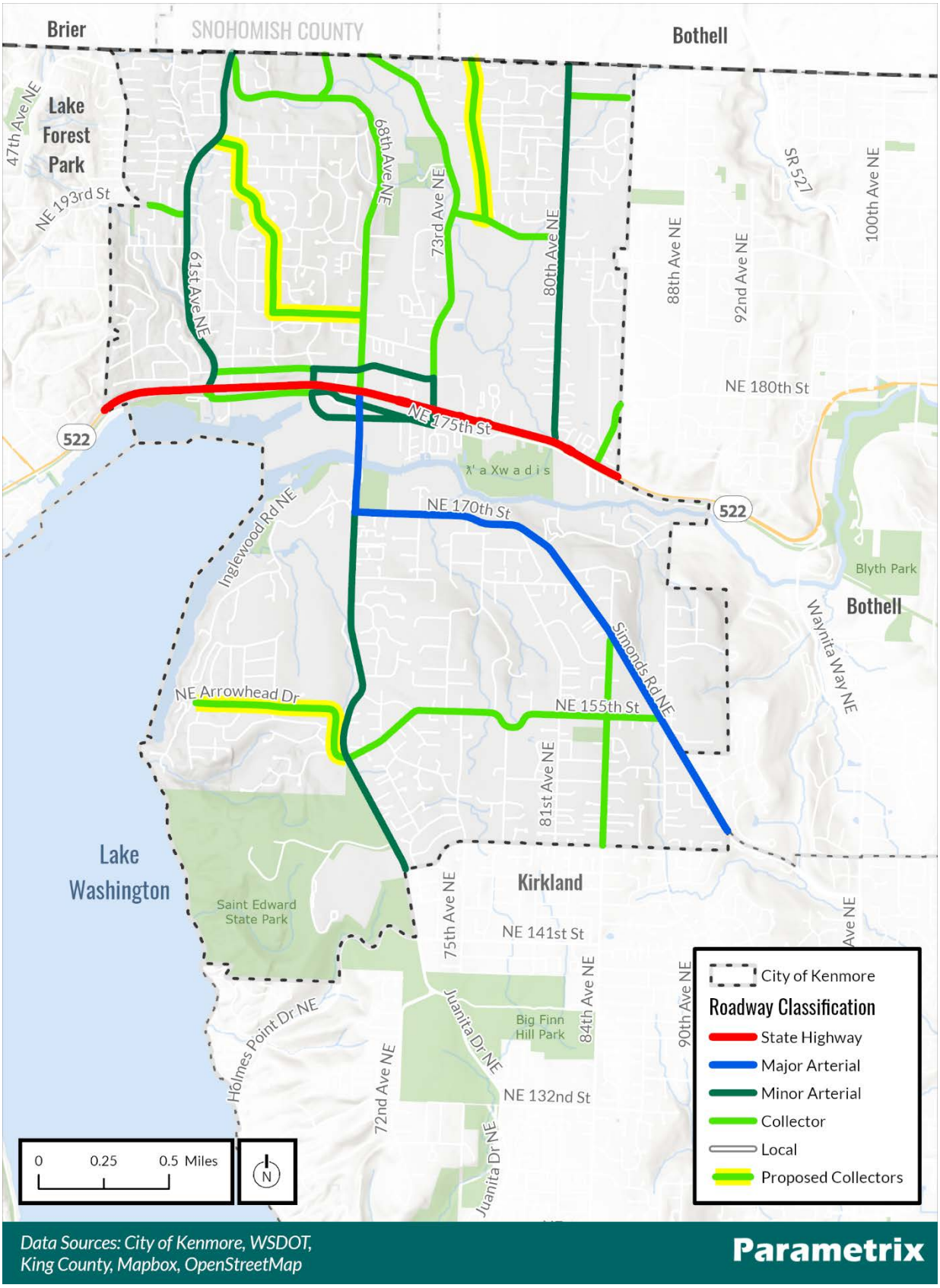
Roadway Typologies

The following street typologies dictate the form and intended functions of roadways in Kenmore. While some roadways are intended to serve regional travel and vehicle circulation, other facilities provide safe options for a more multimodal user base. A description of each roadway type follows and detailed fact sheets are available in **Appendix D-3**.

The roadway types are as follows and are displayed in **Figure T-17**. In addition to existing classifications, **Figure T-17** displays roadways proposed for reclassification from Local to Collector.

- State Highway/Major Arterial – Most conducive for crosstown trips and focus on transit, freight, and auto mobility.
- Minor Arterial – Signals the entry into a higher-density commercial or residential zone. Emphasizes multimodal interactions and travel experience.
- Collector – Provides a connection between local streets and arterials for a safe travel experience for bicycles and pedestrians.
- Local Street – Prioritizes local access (driveways, on-street parking) and pedestrian travel. Bicycles share the roadway.

Figure T-17: City's Street Network



Modal Networks

Each roadway type focuses on and prioritizes a different balance of users, both in terms of trip purpose and travel mode. The transportation network in Kenmore was developed by identifying desirable roads for each mode, combining them to locate overlaps, and then assigning priority to certain modes. The following sections review the priority networks for each mode and establish their LOS standards.

Walking

While Kenmore's local streets generally tend not to need fully separate sidewalks or paths due to their low traffic volumes and slow speeds, the City's state routes, arterials, collectors, and some local streets do warrant pedestrian infrastructure. **Figure T-18** highlights the Pedestrian Priority Network, indicating whether pedestrian infrastructure should be provided on both sides or one side of the street. The Pedestrian Facilities Plan identifies prioritized sidewalk projects throughout the city based on extending the existing sidewalk network, connections to the existing sidewalk network, and creating sidewalk on both sides of arterial and collector roads.

Building on the Pedestrian Priority Network above, **Table T-7** establishes the LOS standard for pedestrian facilities around the City. The best LOS for walking, indicated as the green standard, would provide walkways with buffers as shown in the Pedestrian Priority Network. The yellow LOS standard, which meets the basic needs for safe walking around the City, requires sidewalks or paved shoulders protected by raised curbs on one side of all the streets called out in the Pedestrian Priority Network. Incomplete or missing pedestrian facilities would fall into the red category and not satisfy the City's LOS for walking. The pedestrian LOS standard does not pertain to local streets, as low-volume roadways may be adequate for pedestrians without separated facilities based on their characteristics and should be evaluated on a case-by-case basis.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown and within ½ mile of schools, the City looks to provide enhanced crossings at regular intervals

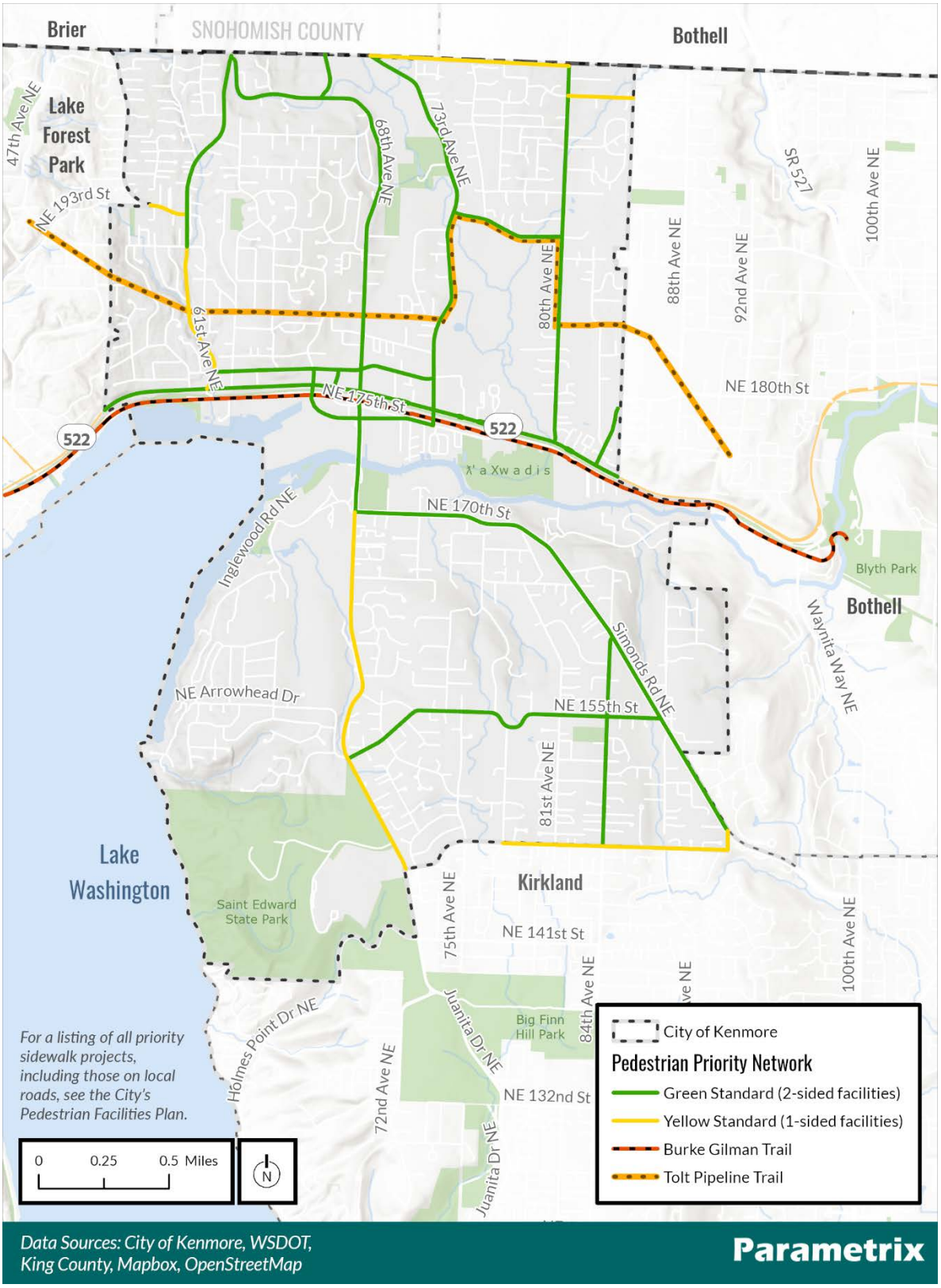
Table T-7. Pedestrian LOS – Sidewalk Requirements

LOS	Within Pedestrian Priority Network*
	Pedestrian facility** on both sides of the street with a buffer as indicated in Pedestrian Priority Network
	Pedestrian facility** provided on one side of the street with or without buffer as indicated in Pedestrian Priority Network
	No pedestrian facility

* The pedestrian LOS standard does not pertain to local streets outside downtown

** Pedestrian facility includes sidewalks and shoulders protected by a raised curb.

Figure T-18: Pedestrian Priority Network – Future Vision



Bicycling

Kenmore already sees significant levels of bicycling along the Burke-Gilman Trail and Juanita Drive, which serve as major commuter and recreational corridors. Connecting to these routes from other areas of the City can be difficult, however, due to challenging topography and limited through streets in some neighborhoods. Key mobility corridors for bicyclists include 68th Avenue / Juanita Drive / Simonds Road which have buffered bicycle facilities.

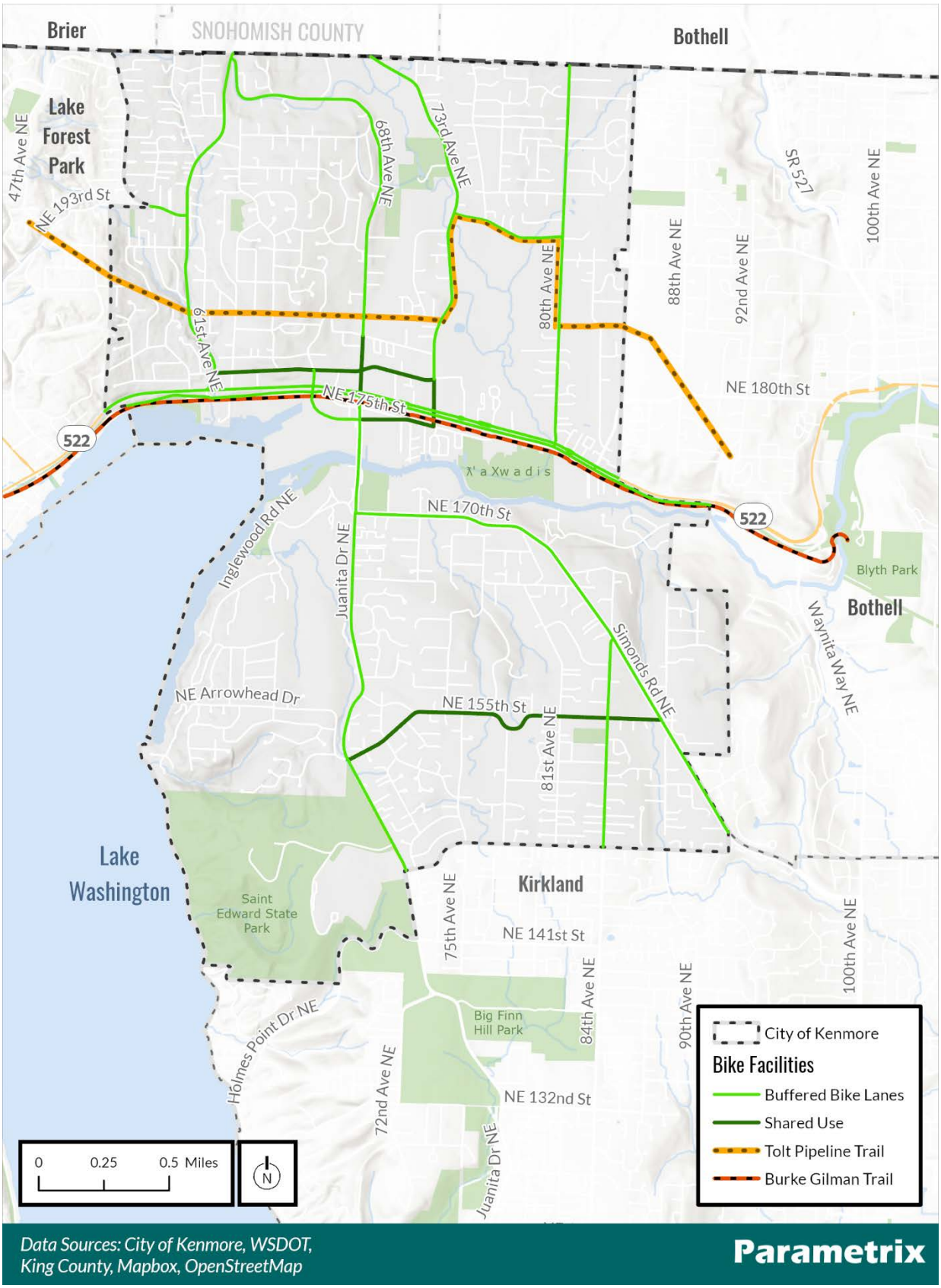
Similar to Pedestrian LOS, the City of Kenmore can strive for the green LOS for bicycling by installing the bicycle facilities depicted in the Bicycle Priority Network or a facility that offers more separation from vehicle traffic. At a minimum, the City plans to provide the yellow LOS by installing some sort of bicycle infrastructure on the streets identified in the Bicycle Priority Network (see **Figure T-19**). These facilities would be signed bike routes. Incomplete or missing bicycle facilities would fall into the red standard and not meet the City's LOS for bicycling. The LOS standards for bicycle facilities are described in **Table T-8.**

Table T-8. Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown within Bicycle Priority Network
	Provides a lower-level facility* than recommended in the Bicycle Priority Network
	No bicycle facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Figure T-19: Bicycle Priority Network – Future Vision



Transit

Transit operations are out of the City's direct control, but Kenmore can still aim to create corridors that are welcoming to transit. The Transit Priority Network identifies the corridors that the City should focus their efforts on and is shown in **Figure T-20**. The City can improve the transit user's comfort and safety by providing:

- Street lighting
- Right of way for bus shelters and benches or requiring installation of transit facilities as a condition of private development
- Safe routes for accessing transit stops

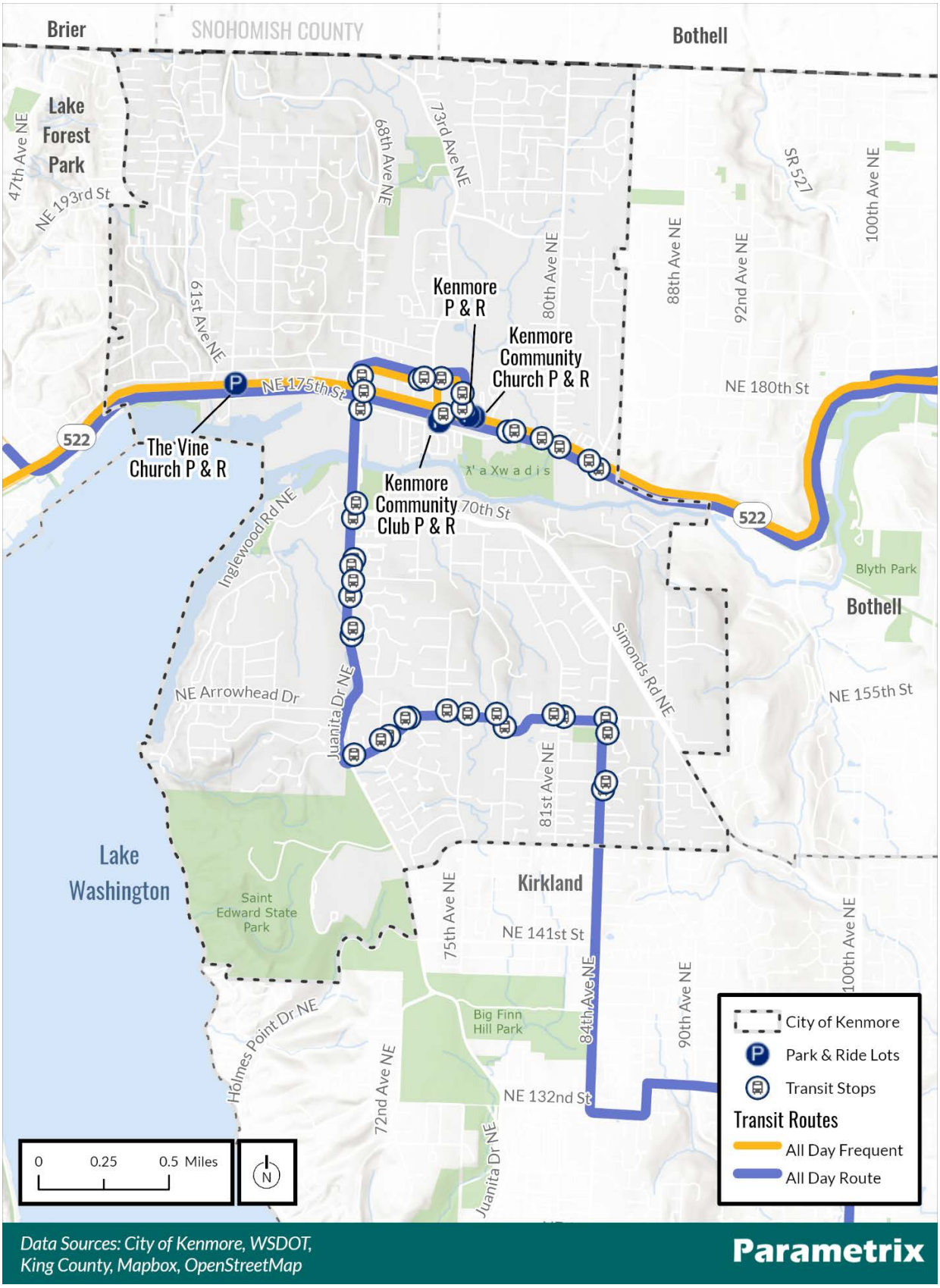
Kenmore's transit LOS is defined based on the amenities, access, and service frequencies discussed above. The City can achieve the green LOS standard by providing a high level of the transit supportive amenities at major stops, installing sidewalks and marked crosswalks at all stops, and encouraging and permitting housing and employment densities that support frequent, all day transit service, including Sound Transit's planned SR 522 BRT service. The yellow standard, which the City has adopted as its minimum target, includes some transit stop amenities, sidewalks and marked crosswalks at some stops, and all day service with headways of 30 minutes or less during the peak hour and 60 minutes or less during midday. Kenmore's measurement of transit LOS is summarized in **Table T-9**.

Table T-9. Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Few or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

While the City itself does not operate transit, providing amenities and transit supportive uses and densities can encourage residents and employees to use transit and therefore justify additional service hours from Metro and Sound Transit.

Figure T-20: Transit Priority Network



Freight and Auto

Residents and workers in Kenmore use nearly every street in the roadway network at some point each day to access their homes, jobs, and other destinations. The highest volumes of automobile traffic currently occur on arterial and collector roadways whereas local streets do not see significant traffic volumes throughout the day. Similarly, goods movement predominantly utilize arterial and collector roadways, with local streets used mostly for residential deliveries~~.~~

Figure T-17 identifies the classification of each of Kenmore's streets, in terms of whether it is a state route, arterial, collector, or local road. These classifications indicate the intended function of each street, specifically in terms of its intended function in facilitating vehicle and freight mobility as well as other models. These classifications (further described in **Appendix D-3**) ~~should~~ guide future investments in streetscape and LOS objectives.

The expected growth in Kenmore and across the region over the next 20 years will generate higher auto volumes on City roadways and increase delay at several intersections. **Figures T-21 and T-22** displays the forecast level of service performance at several intersections in Kenmore's street network in 2030 and 2044, respectively.

While delays are forecasted to increase at some intersections, with the exception of several along SR 522, all intersections in Kenmore are forecast to perform at or better than the adopted LOS standard described in Policy T-1.4.1.

As noted in Policy T-1.4.1, the City measures LOS at the corridor level on SR 522 and 68th Avenue (south of SR 522) / Juanita Drive / Simonds Road rather than at the intersection level. Although several individual intersections on these corridors are forecast to experience longer delays than indicated by the standard, the safety and comfort of pedestrians and bicyclists is prioritized at intersections throughout the city. For this reason, average delay along the corridor is a more meaningful LOS standard than the experience at a single intersection.

The forecasted level of service along SR 522 in Kenmore does not meet WSDOT's current LOS standard of D but it does meet the City's concurrency standards of LOS E for Major Arterials. As a Highway of Statewide Significance, SR 522 is not subject to City concurrency standards and the City is not responsible for the regional traffic impacts that reduce the performance of the highway. The City notes that WSDOT considers exceeding LOS D to be an operational deficiency and will work with WSDOT as it addresses LOS conditions along SR 522.

Figure T-10: 2030 Forecasted Auto Level of Service and Volumes

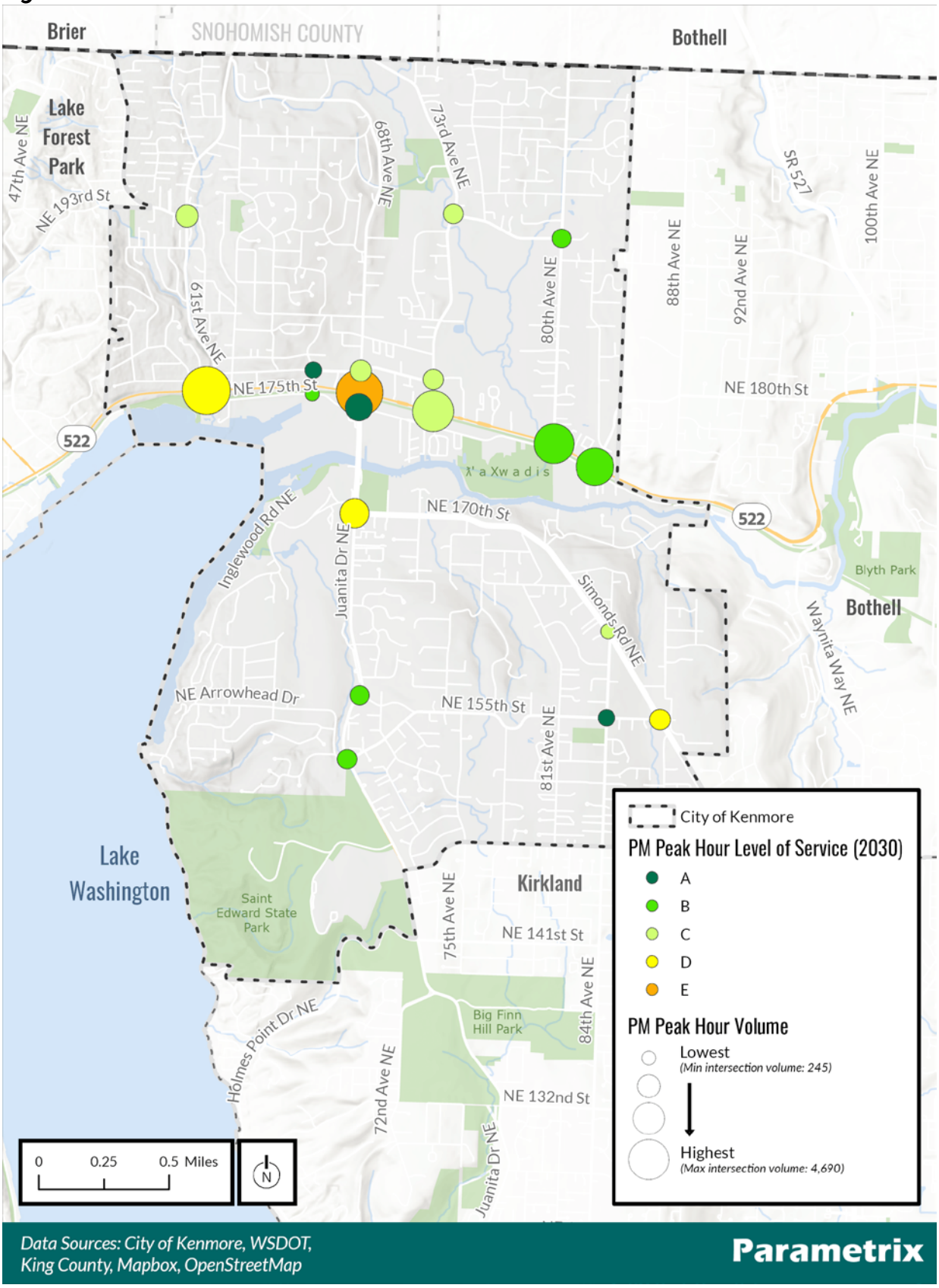
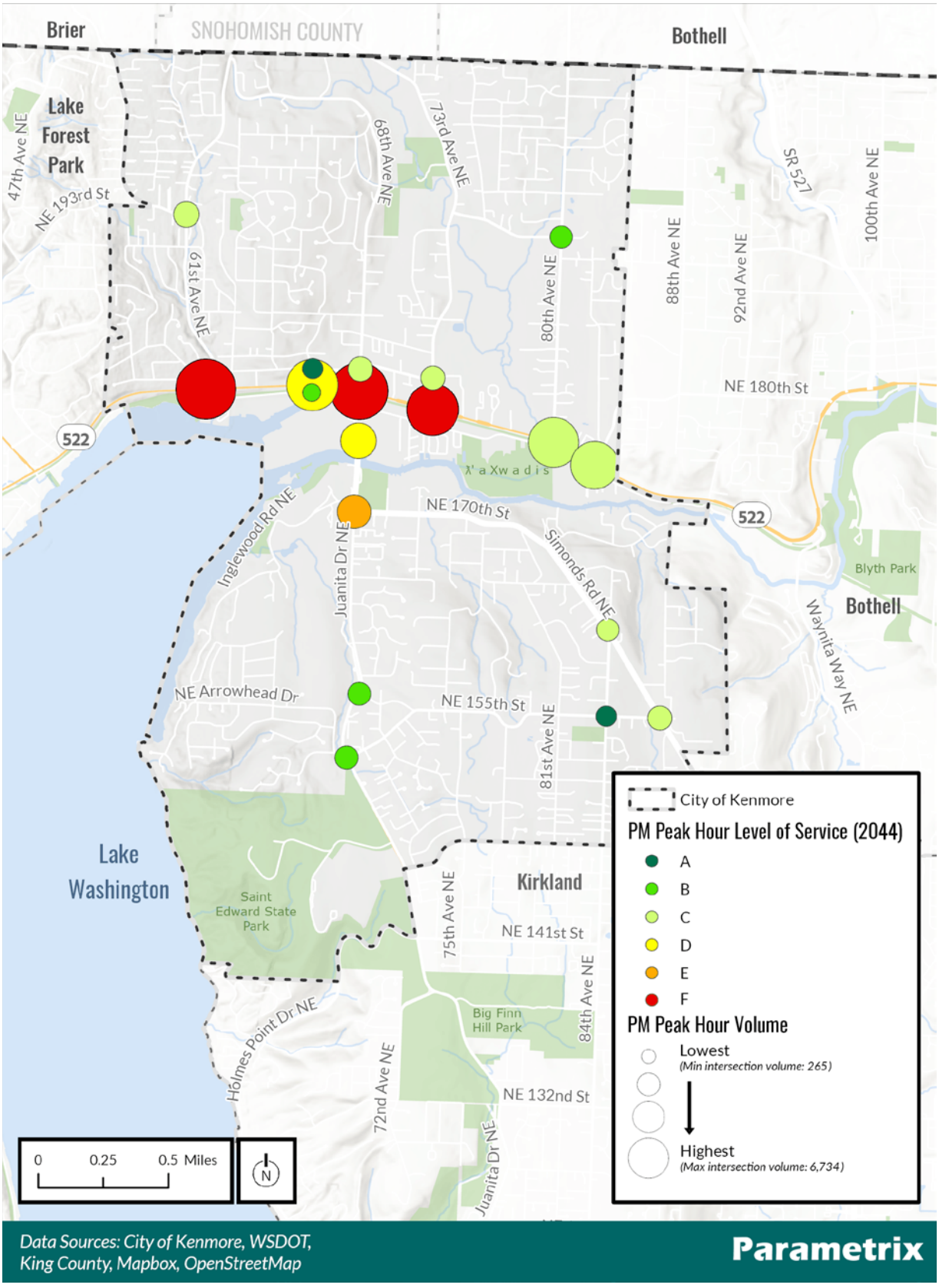


Figure T-22: 2044 Forecasted Auto Level of Service and Volumes



Downtown Parking

The City's on-street parking supply is currently available on a first-come, first-served basis, with time restrictions. Anticipated development in the Downtown quadrants may necessitate more active parking management in the future as demand for parking increases. The City should monitor parking use in downtown and consider the following actions, as appropriate, to manage demand:

- If parking spillover is perceived as an issue on nearby residential streets, consider establishing residential parking zones to maintain curb space for neighborhood residents.
- As downtown develops, review the City's parking code to ensure it is aligned with an urban setting.
- Consider encouraging more shared parking by developing a public parking facility that promotes a "park once" concept in the downtown.
- Consider installation of nonmotorized facilities to help balance demand.
- Develop structured parking standards to encourage the design of facilities that can adapt over time as parking demand changes.

There are 693 designated park and ride spaces in Kenmore of which 603 spaces are provided in the Kenmore Park and Ride at 73rd Avenue NE. The remainder of spaces in the City are distributed in two church parking lots. The spaces are reserved for transit users who then access Metro and Sound Transit bus service. During weekdays in 2019, total utilization at these facilities were typically filled to 90 percent capacity, with the Kenmore Park and Ride being filled to 100 percent capacity. This results in overflow parking on adjoining streets and properties in the downtown area, thereby reducing the availability of downtown parking. Planned expansion to park and ride capacity may not occur until 2034 and the City will need to continue working with Metro and Sound Transit to identify opportunities to address park and ride demand for high capacity transit areas.

NEAR TERM AND LONG TERM CAPITAL PROJECTS

This section identifies projects that will support implementation of the City's transportation vision. Collectively, this program adds up to over $118 million in transportation projects to be constructed over the next few decades. Projects are planned across two time frames. The Six Year (near term) list represents years 0 to 6 (2024-2030) and is financially constrained to only those projects that could realistically receive funding over the next six years[1]. The Twenty Year (long term) list reaches out to

[1] It should be noted that it is unlikely that all of the projects on the 6-year list would receive funding. However, at this time, it is uncertain which ones will move forward in the near term and which will not. All of these projects are high priority projects that the City would move forward with if funds are available.

the 20 year time horizon (through 2044) and includes unfunded projects that may stretch beyond this time period. Detailed cost estimates are provided in Appendix D-4.

Table T-10 describes the Six and Twenty Year Project Lists and **Figure T-23** displays the locations of these projects around the City. These projects represent a balance of safety, maintenance, and operational improvements for all modes, with a focus on those that provide the most benefit to Kenmore residents and leverage outside funds to the greatest extent possible. The full set of projects would help complete the layered network and realize the City's transportation vision. The Pedestrian Facilities Plan and ADA Transition Plan will inform the sequence of projects for the Sidewalk Program and ADA Transition Plan Program, respectively, undertaken in both the six and twenty year time horizons. No projects are identified to maintain LOS, as all streets are forecast to operate within the City's adopted LOS standards.

Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. These projects provide a starting point for the City in developing its financially constrained Six Year CIP, which is updated every two years, and the annually updated 6-year Transportation Improvement Plan, and are developed based on more updated knowledge related to project feasibility and funding availability.

The Twenty Year Project List also represents important projects, but these projects tend not to have identified funding. While the scope of the 20-year project list exceeds revenues from exclusively city sources over the next few decades, it has been sized to fit within reasonable assumptions for grants and other outside funding sources.

The expected City contribution noted in Table T-10 includes anticipated grant funds. It is recognized that the availability of outside funds is not always predictable. As a result, the projects included in the Six and Twenty Year Project Lists could be advanced should funding become available.

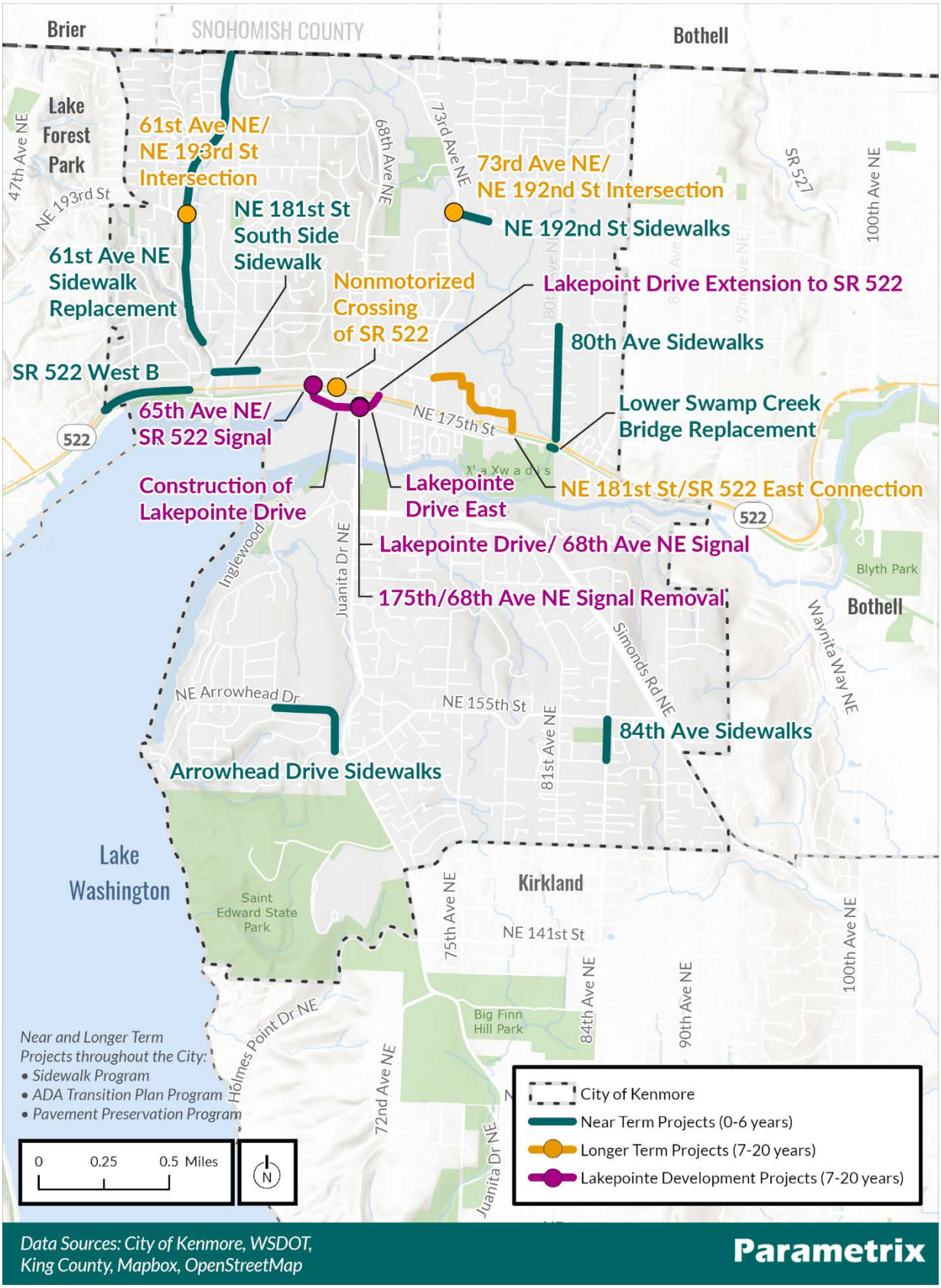
Table T-10. Six- and Twenty-Year Project List

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Near Term (0-6 year) Projects					
SR 522 West B (West boundary to 61st Ave NE)	Improve pedestrian and bicycle accessibility, improve safety	Regional, Local	$2,200,000	$200,000	1, 3, 4, 7, 8
NE 181st St South Side (61st Ave NE-63rd Ave NE) Sidewalk	Improve pedestrian safety and encourage walking	Local	$1,300,000	$200,000	1, 3, 4, 7, 8
61st Ave NE Sidewalk Replacement (NE 181st St-62nd Ave NE)	Improve pedestrian safety, add accommodation for bicycles, enhance stream environment	Local	$5,110,000	$247,000	1, 3, 4, 7, 8
80th Ave NE Sidewalks (SR 522-NE 185th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	$2,470,000	$247,000	1, 3, 4, 7, 8
NE 192nd St Sidewalks (73rd Ave NE - 75th Ave NE)	Improve pedestrian accessibility, improve safety	Local	$800,000	$39,000	1, 3, 4, 7, 8
Arrowhead Drive Sidewalks (NE 151st St - 64th Ave NE)	Improve pedestrian accessibility, improve safety	Local	$2,220,000	$222,000	1, 3, 4, 7, 8
84th Ave NE Sidewalks (NE 150th St - NE 155th St)	Improve pedestrian and bicycle accessibility, improve safety	Local	$2,370,000	$237,000	1, 3, 4, 7, 8
Lower Swamp Creek Bridge Replacement	Safely accommodate all uses by replacing aging bridge, maintain public access to residents.	Local	$4,100,000	$50,000	2, 6, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	$5,360,000	$5,360,000	2, 6, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	$2,750,000	$2,750,000	1, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	$4,000,000	$1,000,000	1, 3, 4, 7, 8
	Total		**$32,680,000**	**$10,552,000**	
	Longer Term (7-20 year) Projects				
Pedestrian Facilities Plan Program (Sidewalk Program)	Improve pedestrian circulation, accessibility, safety, and encourage walking.	Local	$31,000,000	$19,000,000	1, 3, 4, 7, 8
ADA Transition Plan Program	Improve pedestrian safety, access, and accommodation for all users	Local	$8,750,000	$8,750,000	1, 3, 4, 7, 8
Pavement Preservation Program	Maintain the city's investment in roads and the safety for users	Local	$12,000,000	$12,000,000	2, 6, 8
Lakepointe Development Mitigation	Intersection, pedestrian, bicycle, and access improvements to accommodate increased volumes related to the Lakepointe development. Improvements include: • Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE • Extending Lakepointe Drive east of 68th Avenue NE • Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal • Elimination of the signal at 175th Street/68th Avenue • Installation of a signalized full-access intersection at 65th Avenue/SR 522	Local	To be determined	$0	1, 2, 3, 4, 7, 8

Projects	Benefit to Kenmore	Primary Benefit	Total Cost	Expected City Contribution	Goal Met
61st Ave NE/NE 193rd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	$2,200,000	$220,000	1, 2, 4, 6, 7
73rd Ave NE/NE 192nd St Intersection	Intersection treatment to improve safety and vehicle operations	Local	$3,700,000	$740,000	1, 2, 4, 6, 7
Nonmotorized crossing of SR 522	Improved nonmotorized access across SR 522 in the vicinity of 67th Avenue NE	Local	$17,160,000	$3,430,000	1, 2, 4, 6, 7
NE 181st Street/SR 522 East Connection	Improved local access between future developments near the Kenmore Park & Ride, SR 522, and downtown Kenmore	Local	$14,000,000	$2,800,000	1, 2, 4, 7
	Total		$88,810,000	$46,940,000	

Figure T-23: Six- and Twenty-Year Transportation Improvement Projects



Non-City Projects

State Facilities

There are projects outside of Kenmore's purview that will also affect travel in and around the City. WSDOT oversees planning and operations of SR 522, a Highway of Statewide Significance and Kenmore's major east-west corridor. The City coordinates with WSDOT and provides input on potential roadway projects on SR 522, but the State ultimately has control of this corridor.

Another State-controlled project affecting travel in Kenmore is the tolling of the SR 520 Bridge across Lake Washington. Future increases in this toll, or potential tolling of I-90, may cause additional drivers to divert along Lake Washington, adding volume to Kenmore's already busy 68th Avenue / Juanita Drive and SR 522 corridors. The City will continue to monitor congestion changes along these corridors and work with the State to identify potential solutions.

Downtown Development South of SR 522

The southern two downtown quadrants between SR 522 and the Sammamish River (including the Lakepointe properties, Glacier/Cal Portland properties and properties within the Plywood Supply Special Study Area) have long been envisioned as sites for future master planned urban mixed-use development. These properties are subject to additional development regulations called P-Suffix regulations. P-Suffix regulations are property specific and include requirements for transportation infrastructure improvements that would need to be in place to accommodate full development.

Transportation infrastructure improvements described within the P-Suffix regulations include:

- Construction of a new road (Lakepointe Drive) from 65th Avenue/SR522 to 68th Avenue NE
- Extending Lakepointe Drive east of 68th Avenue NE
- Construction of the new Lakepointe Drive/68th Avenue intersection, including a new traffic signal.
- Elimination of the signal at 175th Street/68th Avenue.
- Installation of a signalized full-access intersection at 65th Avenue/SR 522.
- Construction of a pedestrian overcrossing of SR 522.

The approved Master Plan for the southern two downtown quadrants was originally approved in 1998 and did not account for many of the existing and planned transportation investments that currently and will influence travel to, from, and within Kenmore. For example, Sound Transit's Stride BRT service was not a consideration when assessing the impacts of these developments. Additional traffic modelling would be required in accordance with future planned development for these sites. Modifications to the transportation infrastructure improvements described within the P-Suffix regulations

and/or new projects or additional improvements, including revised SR522 connection points, may be necessary.

The City assumes that the Lakepointe property will redevelop within the next 20 years, accompanied by construction of the required transportation improvements. All of the required improvements are expected to be fully funded by the developer(s) of the Lakepointe properties, with the exception of the SR 522 pedestrian crossing. The City anticipates contributing to the cost of this improvement, which may include securing grant funding. Should the redevelopment not be fully realized in the 20-year horizon, the associated transportation improvements would not be implemented in that time frame.

IMPLEMENTATION STRATEGIES

The Transportation policies would require new, continuing, or increased commitments of City resources to implement projects and programs, create educational or incentive programs, or coordinate with adjacent jurisdictions. Implementing the Transportation Element will require close coordination among the City departments, citizens, businesses, and other agencies within the region.

In order to guide the City's implementation of the transportation element, project priorities should be assigned to assist in assembling an updated six-year CIP, working toward the 2044 planning horizon. This section summarizes the recommended future projects and documents the criteria used to prioritize them.

The Transportation Element is a living document and serves as the blueprint for transportation in Kenmore over the next several years. Several implementation steps should be initiated over the next couple of years to determine if changes are needed, or to reaffirm a particular strategy.

Overview of Costs and Revenues

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the Transportation Element, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for the City of Kenmore contains a variety of projects that will likely cost the city approximately $118.5 million over 20 years. **Table T-11** summarizes the costs of the major types of transportation improvements. The Transportation Element focuses on capital projects that will complete the layered network plan. The Transportation Element also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

Table T-11. Costs of Kenmore Transportation Element (20 years)

Project Needs	*Description*	*Estimated Costs*			
		2024-2030	*2030-2044*	*Total*	*Expected City Cost*
Auto/Truck Priority Projects	Bridges, traffic signals, intersection channelization, SR 522 improvements	$6,300,000	$19,900,000	$26,200,000	$3,810,000
Pedestrian Projects	Sidewalks, crossings	$21,020,000	$39,750,000	$60,770,000	$32,692,000
Multimodal Projects	Multimodal corridors, SR 522 crossings	$0	$17,160,000	$17,160,000	$3,430,000
Pavement Maintenance	Overlay and pavement repair	$5,360,000	$12,000,000	$17,360,000	$17,360,000
	Total			**$121,490,000**	**$57,492,000**

*Costs denoted in millions; 2022 dollars used (no escalation)

Revenues for transportation capital and operations include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, photo enforcement fees, and gas tax receipts. If the city were able to maintain this level of revenue, the City could afford between $80-$100 million in transportation projects over the next 20 years. Other potential revenue sources include:

- Proceeds from General Obligation Bonds
- Creation of LIDs
- Reciprocal impact fees with adjacent jurisdictions
- Business license fee per employee

Table T-12 identifies the anticipated funding sources for transportation projects in the City through 2044.

Table T-12. Costs of Kenmore Anticipated Transportation Funding Sources (20 years)

	Estimated Funding Level		
Funding Sources	***2024-2030***	***2030-2044***	***Total***
Local (City), including Transportation Impact Fees	$12,552,000	$46,940,000	$57,492,000
Other Agencies/Jurisdictions (State and Local)	$0	$0	$0
Grants (State and Federal)	$20,128,000	$41,870,000	$61,998,000
New Taxes and Fees	$0	$0	$0
Total	**$32,680,000**	**$88,810,000**	**$121,490,000**

The comparison of revenues to costs indicates that the city will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue.
- Lower the LOS standard, and therefore reduce the need for some transportation improvements.

The city can explore the feasibility and likely revenue amounts from these or other sources as the Transportation Element is implemented over the next several years. A summary of potential project funding sources is included in Appendix D-5.

Setting Priorities

Project prioritization is needed to help identify when best to fund and implement the projects since funding is limited. Criteria were established to help prioritize the projects and implementation. These unweighted criteria include:

(1) Meets City's transportation goals

(2) Maintains/improves safety of traveling in Kenmore

(3) Provides improved mobility and accessibility within Kenmore

(4) Leverages non-city (federal, state, private) funds freeing up city revenues for additional projects

(5) Responds to capacity needs using strategies identified in the Comprehensive Plan.

Using these criteria, the identified projects will need to be evaluated and ranked based on how well each could meet the criteria. Since one of the criteria relates to funding availability, priorities may shift over time as fund sources change.

High priority projects for Kenmore are those that meet multiple criteria in terms of effectiveness, benefit to the community, and ability to be implemented. These attributes will allow the City to take advantage of a variety of public and private funding sources to complete key projects.