



City Council Business Agenda Item  
City of Kenmore, WA

**Subject/Topic:** Update on Target Zero and the Neighborhood Transportation Plan Program

**For Council Meeting Agenda of:** October 23, 2017

**Department:** Public Works

**Prepared by:** Brett Schock, PE

**Proposed Council Action/Motion:**  
No proposed action.

**Initial & Date**  
**Approved by Department Head:** @ 10/13/17  
**Approved by City Attorney:** \_\_\_\_\_  
**Approved by Finance Director:** \_\_\_\_\_  
**Approved by City Manager:** POK \_\_\_\_\_

**Exhibits/Attachments:**

Attachment A – Status Update on Target Zero Initiative Memo  
Attachment B – Wrap Up of the Neighborhood Transportation Plan Program Memo

**Expenditure Required**  
\$0

**Amount Budgeted**  
\$0

**Appropriation Required**  
\$0

**INFORMATION/BACKGROUND:**

The first goal of the City of Kenmore Council for 2017-2018 remains, as it has been since mid-2014, to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist, and other means of travel. The City Council adopted a Target Zero resolution in 2014 in support of this goal, aiming for zero serious injuries and fatalities among non-motorized transportation users by 2025. This report provides an update on the status of work towards Target Zero, the improvements to bicycle and pedestrian infrastructure that have occurred since the last update in June of 2016, and a program wrap-up for the Neighborhood Transportation Plan Program (NTPP). See Attachment A for the status update on Target Zero.

The NTPP has been a critical component of the City's work towards Target Zero, providing an opportunity to address concerns for pedestrian and bicycle safety on residential roads with proactive outreach and dedicated project funding. In total, the NTPP completed ninety projects across the City of Kenmore, addressing striping, signage, street lighting, crosswalk distances and traffic calming. The City has been recognized as a Bronze-level Walk Friendly City and received a \$500,000 grant as an "Implementer" of Complete Streets by the Washington State Transportation Improvement Board. In recognizing the City for both awards, the NTPP was cited as a significant contributor to the City's efforts to improve bicycle and pedestrian safety and facilities. See Attachment B for the summary of the NTPP.

**FISCAL CONSIDERATION:**

None.

**COUNCIL GOAL/BUDGET OBJECTIVE BEING ADDRESSED:**

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



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**TO:** Rob Karlinsey  
City Manager

**FROM:** Brett Schock, PE  
Traffic Engineer

**DATE:** October 23, 2017

**SUBJECT:** Status Update on Target Zero Initiative

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The City of Kenmore continues to advance our progress towards Target Zero and City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel.* Since the last update, the City has also adopted a Complete Streets policy, which works alongside our Target Zero programs to address Council Goal #1. Programs and projects the City has undertaken since last October fall into the “Three Es” categories of engineering, education, and enforcement.

*Engineering*

- Sidewalk, walkway, crosswalk and bicycle lane improvements
- Completion of the Neighborhood Transportation Plan Program
- Ped-Bike Ad Hoc Committee recommendations review

*Education and outreach*

*Enforcement review*

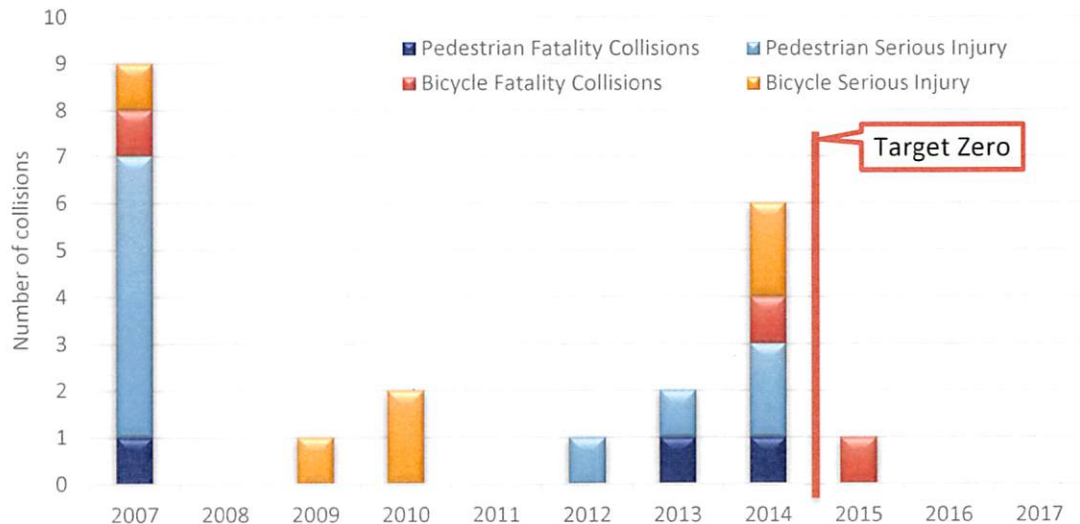
In the last 15 years, the City saw a steady rise in the number of pedestrian and bicycle serious injuries and fatalities, culminating in the pedestrian and bicycle fatalities in 2014 which resulted in the Target Zero resolution, a shift in priorities and focus on non-motorized transportation safety. Since that time, there has been a sharp decline in these collisions, as seen in the chart below, documenting the last 10 years of serious injuries and fatalities among non-motorized users. With zero serious injuries or collisions in 2016 and none to date in 2017, Kenmore is well on its way towards the goals of Target Zero and City Council Goal #1.





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## Bicycle and Pedestrian Collisions - 2007-2017



The following sections describe the major accomplishments since June 2016 in support of Target Zero. Projects in support of Target Zero and Complete Streets are planned and will continue in future years.

### City of Kenmore Traffic Engineer

The 2017-18 City Manager's budget message included a continuation of the Traffic Engineer position at the City. Since the last Target Zero update in June of 2016, the City Traffic Engineer has;

- ✓ Implemented and completed the Neighborhood Transportation Plan Program
  - The public outreach portion of the Neighborhood Transportation Plan program (NTPP) was completed in 2016. Plans were approved by participants and projects began to be implemented in 2016. Project implementation continued through 2017, including some projects that required revisiting and adjusting the original approach.
  - The Traffic Engineer worked with concerned citizens and kept City Council informed through the process of quickly evaluating and designing revisions to these projects that addressed the original concern, but changed the approach to a more conventional design.
  - By the end of the program, 90 projects were implemented ranging from signing and striping to lighting, traffic calming and roundabouts.
  - The Traffic Engineer designed almost all NTPP projects in-house and utilized a combination of King County crews, Puget Sound Energy crews and competitively bid contractors to implement the various projects.
  - More information on this program can be found in the NTPP section of this document.
  - The Traffic Engineer will be presenting a summary of the program to the City Council before the end of 2017.



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- ✓ Responded to citizen traffic safety inquiries and concerns.
  - The Traffic Engineer has become the “go-to” for citizen action requests (CARs) related to a variety of transportation concerns in the City. Over 500 citizen requests have been addressed since June of 2016, and nearly 700 requests since May of 2015. The Traffic Engineer addresses concerns with traffic calming, roadway markings, signage, parking, pedestrian concerns and crosswalks, vegetation trimming, sidewalk conditions and capital project inquiries. The Traffic Engineer responds directly to citizens, within a few days of the request being received, evaluates the concern and develops solutions while keeping the original requestor up to date on progress.
  - The Traffic Engineer frequently works directly with the Kenmore Police when CARs are received that include an enforcement component to address the complaint. The Traffic Engineer and Police partner on appropriate clear and enforceable signage, areas of concern (even those that are not brought up via CARs) and targeted enforcement for traffic calming.
  - Many CARs result in minor changes to signing, striping, lighting or other minor adjustments to the right of way. The Traffic Engineer develops design drawings and exhibits for these changes in-house and sends the requests to King County for implementation or develops packages for contractors to competitively bid. The Traffic Engineer works with the County or contractors in the field to ensure compliance with the intended designs and make field adjustments when necessary. The Traffic Engineer notifies the public, when necessary, of coming operational changes and alerts residents when new signs will be placed on their property.
  - A number of CARs have resulted in significant improvement projects since the June 2016 Target Zero update, including median barriers preventing left turns to address collisions at driveways and pedestrian safety on 68<sup>th</sup> Avenue NE and 73<sup>rd</sup> Avenue NE between SR 522 and NE 181<sup>st</sup> Street, restriped 73<sup>rd</sup> Avenue NE at NE 181<sup>st</sup> Street to include left turn pockets for north and southbound traffic and installing centerlines at intersections and horizontal curves where oversteer was causing concern for oncoming traffic and pedestrians
- ✓ Analyzed and provided reports on traffic accidents and other traffic data.
  - The Traffic Engineer maintains the city’s database of collision history and works with the police to keep informed of collisions and trends. This database has been used to provide data to support crosswalk analysis, stop-control warrant analyses, intersection safety analyses, grant applications and the NTPP.
  - The city’s traffic count program, using the radar traffic counter, is maintained by the Traffic Engineer. The count program includes keeping current (less than 18 months old) data on volumes and speeds on City arterials (except SR 522), and responding to CARs for traffic calming on residential streets. The Traffic Engineer is developing a public website to allow the public to see all traffic data gathered since 2013.
  - The Traffic Engineer applied for and was selected for a WSDOT grant to fund placement of two automated bicycle and pedestrian counters within the City. These counters, located on the Burke-Gilman Trail and Juanita Drive give near real-time data on bicycle and pedestrian usage in the City. They are part of a statewide network of counters to increase the available data on non-motorized transportation usage.





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- ✓ Managed on-street parking through responses to CARs, rechannelization projects and overlays, capital improvement projects and the NTPP.
  - No parking signage has been added or messages modified to maintain clear pedestrian walkways, clear intersection sight distance, implement 2-hour parking in the downtown core, implement 4-hour parking at Log Boom Park, restrict park-and-ride parking and maintain clear lanes for emergency access.
  - Out-of-date or unclear parking signage identified in the field, or through collaboration with the police, has been updated.
  - Temporary “a-frame” signs are used to remind drivers of legal parking setbacks from driveways, crosswalks and intersections, time limits on parking and keeping drive aisles and sidewalks clear of parked vehicles. These signs are deployed on an as-needed basis, usually in response to CARs.
- ✓ Used wider edge markings, pedestrian symbols and raised, reflective pavement markers, enhancing the visibility of several shoulder walkways throughout the City.
  - These changes are implemented in response to CARs and during overlay projects due to City improvements, utility construction or new private development affecting the roadway.
- ✓ Ensured compliance and consistency of roadways, signage and striping with national and state traffic safety regulations and standards, including MUTCD and AASHTO, as well as modern publications such as the NACTO guide for urban streets.
- ✓ Worked with capital improvement project teams and project managers to:
  - Work with the construction management team and contractor to design and implement the curb extensions and RRFB-enhanced crosswalk at the Safeway driveway on NE 181<sup>st</sup> Street during the construction of the NE 181<sup>st</sup> Street sidewalks project.
  - Design improvements to 61<sup>st</sup> Avenue NE and Burke-Gilman Trail intersection, including green painted crosswalk, improved signage for southbound vehicles, LED-enhanced stop signs for the trail and 61<sup>st</sup> Avenue and relocation of the trail for better visibility for southbound vehicles.
  - Design traffic control designs for overnight repairs of catch basin displacements on SR 522.
  - Provide review comments on capital improvement projects (62<sup>nd</sup> Avenue sidewalks, NE 202<sup>nd</sup> Street sidewalks, Sammamish River bridge replacement project, NE 181<sup>st</sup> Street sidewalks) designs by consultant teams at various review stages.
- ✓ Provided support to the Development Review team by providing advice on street signage plans, channelization, and traffic studies associated with new development on private parcels.
  - The Traffic Engineer worked with other City staff and developer consultants to implement the rechannelization and signage on 68<sup>th</sup> Avenue and NE 181<sup>st</sup> Street, in collaboration with the LINQ and Town Green projects. On-street parking was added to 68<sup>th</sup> Avenue NE, the travel lanes were narrowed and striped curb extensions at the NE 182<sup>nd</sup> Street crosswalk were added as part of the development conditions for Main Street’s LINQ property.
- ✓ Partnered with Northshore School District Transportation administration and the principals of Arrowhead Elementary and Inglemoor High School to:



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- Make modifications to the signage location and flashing beacons near Arrowhead Elementary (on Juanita Drive) were made in 2017 to increase compliance with school zone speeds and bring the signs in compliance with the legal length of the school zone.
- Work with Inglemoor High School administration and Northshore School District transportation personnel to develop a new circulation plan for the 2016-17 parent drop-off and pick-up at the high school which addressed concerns with congestion and on-street parking on Simonds Road and NE 155<sup>th</sup> Street. Improvements included additional detection at the signal at NE 155<sup>th</sup> Street and Simonds Road to allow the school additional “green time” during afternoon dismissal and improve circulation. Continued to work with these parties to address changes to the circulation and new concerns for residents with the grade level changes made by Northshore School District for the 2017-18 school year, including circulation tweaks and implementation of a holding lot for parents arriving early for afternoon pick-up.
- Partner with Arrowhead Elementary administration and King County Metro, lead the implementation of “Schoolpool”, a ride-matching service to allow parents to coordinate walking trips to school and potentially carpools. This program is free to parents and encourages non-motorized, active transportation and aims to reduce congestion at the school during the drop-off and pick-up times.
- ✓ Authored the City’s Complete Streets policy, which was adopted in late 2016, and grant application.
  - The policy incorporated existing City standards and resolutions, including Target Zero, the Road Standards and City Council Goal #1
  - The policy made the City eligible for a grant through the Transportation Improvement Board’s Complete Streets program in 2016. The City was selected for the top-level grant in this program of \$500,000, one of only 6 cities in Washington state to be awarded this level of grant. Grant application involved solicitation of a nomination from another public agency in Washington state. The City was nominated by WSDOT and the Department of Commerce for the award. The Traffic Engineer worked with both of these agencies to develop these nominations.
- ✓ Applied for two non-motorized, active transportation awards for the City of Kenmore, including providing extensive data on the City’s existing system and performance characteristics, documenting policies such as Complete Streets, Target Zero and City Council Goal #1, highlighting the Neighborhood Transportation Plan program and working with the City Manager’s office to document the extensive public outreach in support of the Target Zero resolution.
  - Kenmore was selected as a Bronze Level Walk Friendly Community, highlighting the City’s “real commitment to improving the pedestrian environment, focusing on policies that impact the entire transportation network as well as targeted neighborhood improvements to improve safety”.
  - Kenmore applied for recognition as a Bicycle Friendly Community in 2017. As of this report, the next round of awards for Bicycle Friendly Communities has not been chosen.
- ✓ Managed the updating of the City’s pavement condition index and implementation of a pavement management system to more actively develop a program balancing asphalt overlays, crack sealing and other asphalt treatment techniques. This program will be continuing into 2018.





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- ✓ Managed a consultant team to develop alternatives addressing the deteriorating sidewalks on 61<sup>st</sup> Avenue NE between NE 190<sup>th</sup> Street and the Snohomish County line. This project will continue into 2018, and will present a number of concepts which have been analyzed by the engineering team and presented to the public for feedback. The recommended alternative will be advanced to a design level which will allow an engineers' estimate to be developed for long-term capital improvement project planning. The alternatives analysis is also looking at alternative treatments to address collisions and congestion at the intersection of 61<sup>st</sup> Avenue NE and NE 193<sup>rd</sup> Street.
- ✓ Developed a public art concept at the intersection of 84<sup>th</sup> Avenue NE and Simonds Road.
  - Lead the effort to have students at Inglemoor High School develop concepts that are being put to a public vote in October of 2017
  - Will lead the implementation of the design by student artists in late 2017/early 2018
- ✓ Updated the Kenmore Municipal Code requirements for vegetation and sidewalk maintenance. The updates better define the expectations for property owners to maintain vegetation in and adjacent to the right of way for transportation and drainage. The updates also changed some of the responsibility for sidewalk maintenance to the City, in cases where the cause of sidewalk damage is not due to private property conditions or actions.
  - Updates included multiple conversations with City Council in 2017 to guide the development of the changes and develop a plan to change sidewalk maintenance requirements
  - The Traffic Engineer has also developed a series of informational flyers to provide to Kenmore residents, defining right of way, describing the expectations for vegetation maintenance and the process for addressing sidewalk damage.
- ✓ Developed a corridor-level crosswalk analysis method to prioritize and program future crosswalks on arterial roadways.
- ✓ Worked with the developers of the new FHWA design guide for Small Towns and Rural Areas to develop professional training on the implementation of non-motorized active transportation highlighting example projects implemented in Kenmore since 2014.
  - Presented this professional training to two conferences and a webinar in 2017, and scheduled to present in early 2018.
- ✓ Continued to implement the 2014 recommendations of the citizen Ad Hoc Committee for Pedestrian and Bicycle Safety. These accomplishments are detailed in the section on the Ped-Bike Ad Hoc Committee recommendations review.

## Engineering Improvements for Non-Motorized, Active Transportation

Since the last Target Zero update in June of 2016, the City has completed or is nearing completion on three major sidewalk projects, constructing nearly 5,000 linear feet of sidewalk. Sidewalks have been added where none previously existed on both sides of NE 181<sup>st</sup> Street between 68<sup>th</sup> Avenue NE and 73<sup>rd</sup> Avenue NE, on one side of 62<sup>nd</sup> Avenue NE between NE 181<sup>st</sup> Street and NE 187<sup>th</sup> Street, on one side of NE 202<sup>nd</sup> Street between NE 201<sup>st</sup> Street and 66<sup>th</sup> Avenue NE and on both sides of 66<sup>th</sup> Avenue NE between NE 202<sup>nd</sup> Street and Kenmore Middle School. The NE 181<sup>st</sup> Street sidewalk project also included curb-extensions and crosswalk with rectangular rapid-



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flash beacons (RRFB) at the heavily trafficked driveway to the downtown Safeway property. Each of these projects were majority funded by competitive grants awarded to the City from four different grant programs.

As part of the Neighborhood Transportation Plan Program (NTPP), the City expanded the available shoulder pavement on a 90-degree turn in Arrowhead Drive by over 8 feet and provided an extruded curb for additional pedestrian protection. This project resulted in a smaller radius for vehicles on the turn, slowing the comfortable speed that this curve can be taken. The NTPP also completed a project to reduce the pedestrian crossing distance at the intersection of 84<sup>th</sup> Avenue NE and Simonds Road (across 84<sup>th</sup> Avenue NE) by 66%, add green-painted bike lane (along Simonds Road), reduce vehicle turning speeds with a smaller radius for right turns and add a RRFB-enhanced crosswalk across Simonds Road near the intersection.

The City opened the Tolt Trail project in 2017, connecting 68<sup>th</sup> Avenue NE with 71<sup>st</sup> Avenue NE (and via existing sidewalks, to 73<sup>rd</sup> Avenue NE) with an off-street trail. This trail follows a Seattle City Light right of way in the 185<sup>th</sup> Street block of the City. The improved trail is paved and was designed to minimize drainage concerns which used to flood this unimproved trail prior to opening of the project during rainy months.

Consistent with the City's Complete Streets policy, which was adopted in 2016, the City has made improvements following street overlays on NE 170<sup>th</sup> Street/Simonds Road between Juanita Drive and NE 162<sup>nd</sup> Court, and on NE 182<sup>nd</sup> Street between 68<sup>th</sup> Avenue NE and 73<sup>rd</sup> Avenue NE. On NE 170<sup>th</sup> Street/Simonds Road, the vehicle lanes were narrowed, on-street parking was restricted and 3 miles of buffered bike lane (1.5 miles in each direction) were added to this arterial roadway. The uphill (east/south bound) lane buffer was striped wider than the downhill side to accommodate the expected slower speed of uphill riders. On NE 182<sup>nd</sup> Street, the City narrowed vehicle lanes to expand the shoulder walkway on the south side of the street, connecting sidewalks near 68<sup>th</sup> Avenue NE to sidewalks on the east half of this block of NE 182<sup>nd</sup> Street. The City is planning to place an extruded curb on this walkway in early 2018 for additional pedestrian comfort and protection. The NE 182<sup>nd</sup> Street overlay also afforded the opportunity to restripe the intersection with 73<sup>rd</sup> Avenue NE to provide striped curb extensions, shortening the crossing distance for pedestrians by nearly 50%.

The Imagine Kenmore program resulted in a proposed bond measure which would feature sidewalks on 68<sup>th</sup> Avenue, and grant match funding for Juanita Drive sidewalks. The City has started the design process for these sidewalks and bike lanes, and will be applying for grant funding in 2017 and 2018 to support these projects.

The City was selected for sidewalk construction grants on NE 153<sup>rd</sup> Place between Juanita Drive and 70<sup>th</sup> Avenue NE and on NE 181<sup>st</sup> Street between 65<sup>th</sup> Avenue NE and 67<sup>th</sup> Avenue NE. Design for those projects will begin in 2018 and construction is expected in 2019 and 2020.

The City plans on looking for additional grant-funding opportunities for sidewalks in the 68<sup>th</sup> Avenue NE and Juanita Drive corridor, as well as other competitive segments on arterial roadways into the 2018 grant application cycle.

The City has a number of other projects in design to address non-motorized, active transportation facilities for pedestrians and cyclists on 61<sup>st</sup> Avenue NE, 73<sup>rd</sup> Avenue NE and 80<sup>th</sup> Avenue NE. These projects are consistent





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with the pedestrian and bicycle priority networks identified in the City's Transportation Element of the Comprehensive Plan. One or more of these projects may be selected for construction in 2018.

## Neighborhood Transportation Plan Program

The \$350,000 budget for the Neighborhood Transportation Plan program (NTPP) was allocated in the 2015-16 budget, funded by real estate excise tax. The program was initiated in 2015 and construction of projects continued into 2017. The program has resulted in design and implementation of 90 projects in various categories including:

- Roadway signing and striping enhancements to address vehicle speed, sharp curves and pedestrian visibility
- Lighting improvements
- Crosswalks at the intersection of residential roads with arterial roadways
- Physical traffic calming on residential streets (a pilot chicane installation, followed by installation of permanent speed cushions)
- Striped curb extensions to shorten crossing distances and calm vehicle turning speeds
- Mini-roundabouts in a context-sensitive design on residential streets

As of this report, the total expenditures from projects, advertising and conducting of public meetings for the program is \$275,212. The project shared some cost of improvements on arterial roadways with the Strategic Opportunities fund. These costs do not include the costs of modifications to traffic calming and intersection improvement projects in 2017. Staff costs were not charged to this program.

City Staff will present a wrap-up of the detailed program accomplishments and citizen response to the program to the Council in late 2017 or early 2018.

## Ped-Bike Ad Hoc Committee Recommendations Review

The 2014 Pedestrian and Bicycle Ad Hoc Committee produced a list of 14 recommended actions to the City. A number of these recommendations have been fully implemented. Other recommendations continue to guide the City and the Traffic Engineer's progress towards the goals of Target Zero and Complete Streets. These include;

1. Invest in additional sidewalk and walkway infrastructure
  - ✓ The City has constructed over 18,000 linear feet of grant-funded sidewalks since 2014, with an additional 3,100 linear feet nearing completion (by the end of 2017). Walkway widening and enhancements have been implemented through the NTPP and response to CARs. See the Engineering section of this document.
2. Reduce vehicular speeds in school zones by installing traffic safety cameras
  - ✓ The Traffic Engineer completed a comprehensive review of this recommendation in 2015. School zone vehicle speeds were found to be at or below acceptable levels and safety cameras were not recommended. The City and Police continue to monitor school zone conditions and have not observed any significant changes in driver behavior.
3. Target speed limit reductions on arterial (30 mph) and local (20 mph) roadways



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- ✓ A number of areas with curves and sight distance impediments have been signed for advisory speed limits below 25 mph. Most City local streets do not meet engineering recommendations for speed limits under 25 mph. Arterial speed limits are continuously monitored, but no changes are currently recommended.
- 4. Develop a citywide crosswalk policy to install more marked crosswalks with rectangular rapid flash beacons (RRFBs) near schools and in high demand areas
  - ✓ All new arterial and high-volume non-arterial roadway crossings constructed since June 2016 are enhanced with RRFBs. Including RRFBs installed in 2017, the City now has a total of 18 enhanced crosswalks.
- 5. Continue and expand education and awareness programs
  - ✓ The communications team continues to spread awareness of driving, walking, and biking safety and the Target Zero Initiative. See the Education and Outreach section of this document.
- 6. Creation of actionable neighborhood transportation plans in collaboration with neighborhood residents, identifying traffic calming and other safety improvements
  - ✓ A Neighborhood Transportation Plan program was completed in 2017. The program resulted in the completion of 90 projects to address transportation concerns on residential streets.
- 7. Expand bicycle infrastructure including the number of bike lanes, shared roadway markings and secure storage facilities
  - ✓ The City has added 3 miles of bike lane by taking advantage of opportunities afforded by roadway overlays. Further improvements to bike infrastructure are in design and planned for 2018.
- 8. Strategically upgrade existing roadway signage with more up-to-date, highly-visible and fluorescent signage, especially near schools
  - ✓ King County regularly conducts visibility tests on signage in Kenmore and upgrades as necessary. Any out of date signage is identified by the Traffic Engineer and replaced.
- 9. Targeted enforcement of risky driving behaviors
  - ✓ The Kenmore Police continue their policy of targeted enforcement and work closely with the Traffic Engineer to identify areas of concern. The addition of a motorcycle officer has increased the ability to enforce speed limits and crosswalk violations.
- 10. Reclaim the right-of-way through proactive work to clear obstructions and vegetation
  - ✓ The City updated the vegetation maintenance code in 2017 to more clearly convey to property owners the vegetation maintenance requirements in the right of way. The City continues to enforce vegetation overgrowth by notifying property owners of maintenance needs on a complaint basis.
- 11. Improve and encourage the use of the Citizen Action Request (CAR) Form
  - ✓ The CAR form is an active part of the City's Traffic Engineering and Target Zero program. The Traffic Engineer has addressed over 500 requests since the last update in June, 2016.
- 12. Work with nearby jurisdictions to improve bicycle and pedestrian connectivity
  - ✓ The City Traffic Engineer frequently consults with the City of Kirkland and City of Bothell on planned improvements to pedestrian and bicycle facilities on roads that cross jurisdictional boundaries including 84<sup>th</sup> Avenue NE, Juanita Drive, Simonds Road, 80<sup>th</sup> Avenue NE and NE 203<sup>rd</sup> Street.
- 13. Encourage pedestrian and bicycle delineation markings on the future Tolt Pipeline Trail and request markings on the Burke-Gilman Trail
  - ✓ The Tolt Pipeline Trail project was completed in 2017.
- 14. Relocate or increase safety conditions at Metro and school bus stops





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- ✓ Relocations of Metro bus stops on 73<sup>rd</sup> Avenue and NE 181<sup>st</sup> Street were completed in 2016. The westbound bus stop at SR 522 and 68<sup>th</sup> Avenue was relocated to the east side of that intersection in 2015. The City Traffic Engineer is in regular contact with the Northshore School District to address concerns with school bus stops.

## Education and Outreach

Following the adoption of the Target Zero resolution, a community education and outreach plan was developed to increase awareness of driving, walking, and biking safety to positively influence human behavior. Below is an update on the community education and outreach strategies and tactics.

- ✓ Communications Materials & Promotional Items
  - The communications team publishes safety tips and information on city improvement projects in the city's quarterly printed newsletter and monthly electronic newsletter.
  - The communications team shares safety tips through the city's social media channels, including Facebook, Twitter and Nextdoor. Topics include;
    - Before daylight savings begins and ends, tips on being aware of the differences in daylight and staying safe on the streets. Public works also schedules variable message board signs placed along popular walking routes during "spring forward" week.
    - Before the end of the 2016-17 school year, summer safety tips for students and Kenmore residents, highlighting an increase in pedestrian and bicycle activity.
    - At the beginning of the 2017-18 school year, tips for getting to and from school safely. This information was also shared in our e-newsletters.
  - Advertisements promoting safety tips are published throughout the year in the Bothell-Kenmore Reporter.
  - Safety tip sheets are printed and displayed in the city hall lobby and at events.
  - The City's website has a page dedicated to the Target Zero Initiative. This web page will be revamped and updated this summer.
  - To help increase awareness of the Target Zero Initiative, the outreach team has promotional items to giveaway at events. Typically, people spin the wheel and answer a question for a prize. Examples of promotional items include tote bags, color-changing pencils, safety lights, pant leg straps for bicyclists, and reflective stickers.
- ✓ Community Events
  - The Target Zero outreach team helps educate kids and adults alike through the popular Target Zero spin-wheel, an interactive game that gives participants the opportunity to land on bike, walk, or drive and answer a corresponding safety related question, and with a large Target Zero safety education display board.
  - The Target Zero outreach team strives to reach a wide variety of audiences through community events. The outreach team has had a presence at events, including the Northshore Fire District Open House & Pancake Breakfast, Kenmore Summer Concert Series, Kenmore Play Day, Movies



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@ The Square, #WhyILoveKenmore Summer Party and National Night Out. This summer, we had several regular volunteers assisting with the Target Zero booth at City events.

- The past couple of years, the city has organized a Bike Everywhere Day event with live music, snacks, safety information, and giveaways to connect with the biking community. In 2017, we hosted a celebration at 192 Brewing and brought in Corpore Sano P.T. and Bothell Ski and Bike as vendors.
- We organized “Pop Up” outreach events to promote the Target Zero Initiative and connect with the public. The event was promoted a couple days in advance through the city’s social media channels announcing that we would be setting up the Target Zero tent with goodies either along the Burke-Gilman Trail or at the Kenmore Park & Ride. Our four pop-up parties targeted afternoon trail users, morning bike commuters, bus riders and children/families. The City received positive feedback on the events and they have helped strengthen relationships between the City and the public. We are planning to organize similar events this fall and winter (daylight savings).

## ✓ School Outreach

- The communications team set up the Target Zero spin-wheel at the Northshore School District Back to School Fair and interacted with hundreds of children and parents.
- In October 2017, the communications team worked with Arrowhead Elementary to promote Walk to School Day. City staff set up a station at Arrowhead Elementary to hand out safety vests and reflective tags as students were leaving at the end of the day.
- For Teen Drive Safety Week, the communications team will be sending safety tips with the high school leadership to be shared during student announcements. We will also post this information to social media.
- The communications team was invited by the Arrowhead Elementary Associated Student Body to speak about the Target Zero Initiative. It was fun and interactive.
- The City has collaborated with King County Metro to introduce SchoolPool, an online trip matching service for parents of Arrowhead Elementary students. This program is free to parents and is being piloted at Arrowhead Elementary. The website identifies families walking (or driving) similar routes to and from school at similar times and provides methods for these families to contact each other and arrange walking groups or carpools.

## ✓ Bicycle Helmet Sales

- The City continues to offer low cost bike helmets to adults and children, both at City Hall and at events, such as the Bike Everywhere Day celebration. In the last year, this program has provided more than 140 helmets Kenmore bicyclists and skaters.

## Enforcement Review

The Kenmore Police have continued their efforts in the enforcement of all traffic infractions, with an emphasis on motorist distracted driving, bicycle and pedestrian violations. The Police are using the philosophy of “Zero





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Tolerance” to ensure the safety of all road users. Police use static and mobile enforcement methods to widen their abilities to enforce speed limits. The Police work closely with the City Traffic Engineer to identify areas of concern, address Citizen Action Requests, and target enforcement for motorized and non-motorized transportation safety. The Police conduct targeted enforcement at the intersection of the Burke-Gilman Trail and 61<sup>st</sup> Avenue NE, citing dozens of drivers and cyclists who do not obey the posted stop signs in both directions.

The addition of the motorcycle police officer has continued into 2017 for the enforcement of traffic and crosswalk infractions. This innovative approach continues to demonstrate the commitment of the City to the citizens of Kenmore and to the Target Zero initiative.

## **Complete Streets Policy**

In 2016, the City adopted a Complete Streets policy. This policy was developed as an aggregation of several existing City policies and standards which had developed a strong pedestrian and cyclist safety approach in the last few years. The City’s Roadway Standards, Target Zero programs and the ethic instilled by City Council Goal #1 were all incorporated into the policy. The policy ensures that all future transportation-related projects consider all modes of travel, and that the City must seek to improve non-motorized facilities at every opportunity.

The City has already implemented the requirements of this policy with the improvements for cyclists and pedestrians following the overlays of NE 170<sup>th</sup> Street/Simonds Road and NE 182<sup>nd</sup> Street. The in-design sidewalk and bike lane project on Juanita Drive and 68<sup>th</sup> Avenue NE, as well as grant-funded sidewalk projects under construction and in design in the near future all meet the requirements of this policy.

Because of the Complete Streets policy, the City’s other policies (Road Standards, Target Zero and City Council Goal #1), the City’s recent history of expansion of bicycle and pedestrian facilities, and the proactive Neighborhood Transportation Plan Program, the City was awarded a \$500,000 grant by the Transportation Improvement Board to continue our implementation of Complete Streets-type projects. This award was the top-level in a competitive program, and we were the smallest City in Washington state to be awarded at this top-level.



# City of Kenmore, Washington

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## Summary

Target Zero, Complete Streets and support of City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel*, continues to be a primary objective for the City of Kenmore.

The City was successful with two grant applications in 2017, allowing the City to continue to build sidewalk near schools and in the downtown core. The City is applying for additional grants in support of the bond-funded sidewalks project on Juanita Drive and 68<sup>th</sup> Avenue NE, stretching from the northern to southern limit of the City.

The City has completed the 90 projects developed through the Neighborhood Transportation Plan. The Traffic Engineer continues to address citizen concerns and action requests, as well as developing plans to further the City's vision for a pedestrian and bicycle network as described in the Transportation Element of the Comprehensive Plan. Education, outreach and enforcement activities are on-going. Target Zero will continue to be present at City functions and events and the City's Complete Streets policy requires a consideration of multi-modal transportation on all projects which affect the right of way.

Kenmore was recognized as a leader in Washington State in implementing improvements for non-motorized transportation (as part of the Complete Streets grant program) and will continue to focus on Target Zero as we head towards the resolution's goal year of 2025.





# City of Kenmore, Washington

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**TO:** Rob Karlinsey  
City Manager

**FROM:** Brett Schock, PE  
Traffic Engineer

**DATE:** October 12, 2017

**SUBJECT:** DRAFT Wrap Up of the Neighborhood Transportation Plan Program

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The City of Kenmore developed a Neighborhood Transportation Plan Program (NTPP) in 2015 to address multi-modal transportation concerns on residential streets throughout the City. The program was developed in response to one of the recommendations of the 2014 Pedestrian and Bicycle Ad Hoc Committee. The program was also aligned with, and furthered the objectives of, the City's 2014 Target Zero resolution and the City Council Goal #1, *to focus on and emphasize multimodal transportation safety in the City of Kenmore with a specific focus on pedestrian, bicyclist and other means of travel.*

The following is a review of the program, including outreach efforts, highlighted projects, the program budget, and lessons learned. This document also includes a summary of responses to date for a survey that was sent to citizens who participated in the program. The survey will remain open until October 23, 2017. Additional responses received will be added at the City Council meeting on October 23, 2017.

## **Neighborhood Transportation Plan Program (NTPP) Overview**

The NTPP was developed by the City Traffic Engineer in 2015 as a proactive outreach to identify concerns on residential streets related to all modes of transportation. The program was focused on improving conditions and connections for non-motorized modes (walking and biking), but allowed for addressing traffic calming concerns as well. The goals of the program were:

- Proactively solicit public input via public involvement meetings
- Identify and prioritize low cost, quick-build, effective enhancements
- Identify and implementation plan for each neighborhood within the budget provided

The program divided the City of Kenmore into fifteen different "neighborhoods". Each of these was defined by a combination of topography of the City and arterial roadways. The neighborhood boundaries were used to determine project budgets, based on the total number of households in each. A map of the neighborhoods is included as Figure 1, below.



## NTPP Neighborhoods







# City of Kenmore, Washington

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For each neighborhood, the City offered a minimum of two public meetings to identify and prioritize concerns. Meetings were advertised by a postcard sent to each address in the neighborhood identifying the date and time of the meeting and the location at City Hall. Yard signs were used in each neighborhood to advertise the second of each series of meetings. Additional advertisement for the program was placed on the City website and through email listserv and social media. Some neighborhoods were offered a third public meeting to make final comments and confirm proposed projects. These third meetings had minimal attendance and the third “meeting” was changed to an open comment period for meeting attendees for other neighborhoods. All postcards encouraged those who could not attend meetings to email suggestions to the City Traffic Engineer.

The first neighborhood meetings were held in September of 2015. Meetings were held in groups with five neighborhoods starting through the process in September of 2015, four neighborhoods in December of 2015 and the six remaining neighborhoods in March of 2016.

At the public meetings, City staff gave a short presentation and overview of the program, its scope and limitations, expectations for citizen feedback and identified some suggested improvements that could be used to address concerns. After this presentation, attendees were given maps of their neighborhood and pens. Attendees were encouraged to write their comments directly on the maps and identify concerns. City staff made themselves available to answer questions or provide suggested improvements. The development of solutions and projects was a collaborative effort with attendees and City staff. Any improvement which addressed a concern and met sound engineering principals was moved forward as a candidate project. Towards the end of each meeting, City staff distributed circular stickers which attendees used to identify projects they felt were of a higher priority than others.

After these two meetings, the City Traffic Engineer designed the projects described on the maps and identified an estimated cost for each improvement. The priorities identified on the maps and the available budget for each neighborhood were used as a guide to develop each neighborhood’s plan of improvements. The plan was presented, either through a third meeting or emailed to previous meeting participants for that neighborhood, and an open-comment period was held. Following this comment period, the plans were finalized and project implementation began.

A total of 151 citizens participated in the program, either through attending the meetings at City Hall or emailing in concerns. While this was lower than the initial hopes for participation in the program, it is consistent with participation rates in other recent city outreach programs for citizen comment.



# City of Kenmore, Washington

## NTPP Project Highlights

Following the approval of neighborhood plans by the participants from each neighborhood, the City Traffic Engineer began the process of implementation. Projects were installed by a combination of City staff, King County crews, Puget Sound Energy and third-party contractors. Through the NTPP, a total of ninety projects were completed. These projects fall in several categories including:

- Roadway signing and striping enhancements to address vehicle speed, sharp curves, pedestrian and bicycle facilities and visibility
- Street lighting improvements
- Crosswalks at the intersection of residential roads with arterial roadways
- Physical traffic calming on residential streets (a pilot chicane installation, followed by installation of permanent speed cushions)
- Striped curb extensions to shorten crossing distances and calm vehicle turning speeds
- Expansion of existing pedestrian walkways
- Mini-roundabouts in a context-sensitive design on residential streets

Some specific projects are highlighted below:

### NE 185<sup>th</sup> Street – shoulder walkway and 3-way stop

On NE 185<sup>th</sup> Street, NTPP participants commented that there was a gap in pedestrian space between sidewalks and curb ramps at 73<sup>rd</sup> Avenue NE and sidewalks on 71<sup>st</sup> Avenue NE. With in-progress and recently completed development along 73<sup>rd</sup> Avenue NE, this route was forecast to become a significant school walking route to Kenmore Elementary. There was also a concern with vehicle yielding at the intersection of 71<sup>st</sup> Avenue NE and NE 185<sup>th</sup> Street, especially across the existing crosswalks in this intersection. Through the NTPP, the vehicle lanes on NE 185<sup>th</sup> Street were narrowed and this created enough space for a shoulder walkway connecting this sidewalk gap. Because of the crosswalks and future school walking route concerns, a 3-way stop was put in place at 71<sup>st</sup> Avenue NE and NE 185<sup>th</sup> Street.



*Before NE 185<sup>th</sup> Street walkway  
(south shoulder, looking east towards 73<sup>rd</sup> Ave)*



*After NE 185<sup>th</sup> Street walkway  
(north shoulder, looking east towards 73<sup>rd</sup> Ave)*





# City of Kenmore, Washington

## Arrowhead Drive – Added pedestrian space and traffic calming, street lighting improvements

Arrowhead Drive received several comments during the NTPP public meetings. Requests were made to address pedestrian walking space, street lighting and elevated vehicle speeds around a north-to-west turn in the road. This portion of Arrowhead serves as a major walking route accessing Arrowhead Elementary school, in addition to being the only in/out road for citizens living in this area west of Juanita Drive. Through the NTPP, a project was completed which changed the radius of the roadway curve, slowing the comfortable speed for vehicles while at the same time providing as much as 10 extra feet of pedestrian shoulder on the inside edge of the curve. An extruded curb was added through the curve to enhance the pedestrian safety. Between the curve and Arrowhead Elementary school, five streetlights were upgraded to LED and/or added to the road.



*Before lighting upgrade (looking north from NE 151<sup>st</sup> Street)*



*After lighting upgrade (looking north from NE 151<sup>st</sup> Street)*



*Arrowhead Drive – Before curve changes  
(looking north)*



*Arrowhead Drive – After curve changes  
(looking east)*





# City of Kenmore, Washington

## Arterial crosswalks with Rectangular Rapid Flash Beacons (RRFBs) – 61<sup>st</sup> Avenue, 68<sup>th</sup> Avenue, 73<sup>rd</sup> Avenue and 84<sup>th</sup> Avenue (Simonds Rd and Moorlands Elementary)

Through the NTPP, comments were received at several meetings that additional crosswalks on arterials where they intersect with residential roadways would be a benefit to pedestrians and help create a network of pedestrian facilities. The scope of the NTPP did not include arterials. But, crosswalks at intersections of residential roads and arterials were a very high priority for several neighborhoods. Because they served pedestrian connections on residential streets, crosswalks of arterials were included in the NTPP. Four new striped crosswalks were implemented at suggested priority intersections. These four new striped crosswalks and an existing striped crosswalk on 84<sup>th</sup> Avenue at Moorlands Elementary which was enhanced with RRFBs, brought the total number of RRFB crosswalks in the City to 17.



*New crosswalk at 68<sup>th</sup> Avenue NE and NE 190<sup>th</sup> Street*



*New crosswalk at 61<sup>st</sup> Avenue and NE 197<sup>th</sup> Street*

## NE 182<sup>nd</sup> Street – street lighting improvements

Participants in the NTPP meetings commented that NE 182<sup>nd</sup> Street lighting was insufficient for both drivers and pedestrians, especially since NE 182<sup>nd</sup> Street has only a shoulder walkway and no sidewalk between 68<sup>th</sup> and 70<sup>th</sup> Avenues. Through the NTPP, the lighting was upgraded on this street, and additional lights added. The lighting was also directed towards the walkway to increase visibility of pedestrians.



*NE 182<sup>nd</sup> Street – before lighting upgrades*



*NE 182<sup>nd</sup> Street – after lighting upgrades*





# City of Kenmore, Washington

## 84<sup>th</sup> Avenue NE and Simonds Road – intersection modifications

The intersection of 84<sup>th</sup> Avenue NE and Simonds Road was identified by participants in the NTPP as a concern for several reasons. Participants were concerned with the speed of vehicles traveling through the intersection on Simonds Road and making right turns onto 84<sup>th</sup> Avenue. The crosswalks, both across 84<sup>th</sup> Avenue and across Simonds Road were also a concern. A project was initiated through the NTPP to address each of these issues by reconfiguring this skewed intersection. The intersection approaches from the north and south were turned and squared to Simonds Road, slowing vehicle turning speeds and increasing visibility for drivers. This allowed for shortening the crossing distance across 84<sup>th</sup> Avenue from 120 feet to approximately 40 feet.

The project accomplished these goals using striping and concrete planters. The City did not provide as much public notification of this project and the expected layout as we could have. Because of this, there was a significant public reaction to the project. In response to citizen concerns, the project was modified, but the goals of the project, slowing vehicle turning speeds and reducing pedestrian crossing distance, remained. The intersection modification now consists of striping, extruded curb and green bicycle lane paint. A proposed art project involving students from Inglemoor High School is in development for the open area protected by the extruded curb on both sides of the intersection.



*84<sup>th</sup> Avenue and Simonds before modification*



*84<sup>th</sup> Avenue and Simonds – planter modification*



*84<sup>th</sup> Avenue and Simonds – current modification*



# City of Kenmore, Washington

## 75<sup>th</sup> Avenue NE traffic calming

Participants in the NTPP in the neighborhood surrounding 75<sup>th</sup> Avenue NE between NE 155<sup>th</sup> and NE 150<sup>th</sup> Streets made comments about the ineffective and loud existing traffic calming (rumble strips created from raised pavement markers) on their street and the perception of elevated speeds. Traffic calming was identified as a priority. Because of the desire to lower the noise generated by traffic calming, and the neighborhood budgets, chicanes were suggested to the participants by City staff. After working through the details, participants approved moving forward with chicanes. Because of the neighborhood budget, the original design was a temporary installation using paint and planters. The improvements did not match the depictions the City provided to residents living on 75<sup>th</sup> Avenue NE and as a result there was a negative reaction to the chicanes. The chicanes were removed and replaced with more conventional speed cushions. A similar calming project was implemented in response to a NTPP participant concern on 67<sup>th</sup> Avenue NE. This project was also modified from the original chicanes to a conventional speed cushion.



*75<sup>th</sup> Avenue NE before modification  
(west shoulder, looking north near NE 153<sup>rd</sup> Place)*



*75<sup>th</sup> Avenue NE – planter chicane  
(east shoulder, looking north near NE 153<sup>rd</sup> Place)*



*75<sup>th</sup> Avenue NE – speed cushions  
(west shoulder, looking north near NE 153<sup>rd</sup> Place)*





# City of Kenmore, Washington

## 62<sup>nd</sup> Avenue NE mini-roundabouts

At the intersections of 62<sup>nd</sup> Avenue NE with NE 196<sup>th</sup> and NE 197<sup>th</sup> Streets, participants in the NTPP expressed concerns with vehicle speeds and proper yielding through these intersections, adherence to an existing stop sign at 62<sup>nd</sup> and 196<sup>th</sup> for northbound traffic. Participants suggested traffic circles at both intersections. While these would be non-conventional designs, mini-roundabouts did fit within the existing footprint at both intersections. The projects were approved by participants and were accomplished within the neighborhood budgets.



*Original intersection of 62<sup>nd</sup> Avenue NE and NE 196<sup>th</sup> Street  
(looking north)*



*New mini-roundabout at 62<sup>nd</sup> Avenue NE and NE 196<sup>th</sup> Street  
(looking south)*

## **NTPP Budget Review**

A total program budget of \$350,000 was allocated in the Council-approved 2015-16 budget. The program was initiated in 2015 and construction of projects continued into 2017. In addition to the approved program funding, some projects which also modified arterial roadways (at intersections with residential roads) were partially funded by the Strategic Opportunities fund. Some projects approved by participants in the NTPP were modified in the field or after initial installation in response to citizen concerns. These modifications were funded from the Street fund.

As of this report, the total expenditures for advertising and conducting of public meetings and installation of projects for the NTPP is \$341,563. Staff costs were not charged to this program.



## NTPP Lessons Learned

While the NTPP resulted in many projects that have improved the safety conditions on several Kenmore roadways, there were aspects of the program that could have been better executed. These lessons learned are being applied to future projects that are already in development.

- **Additional public notification of coming projects**

The project to address concerns at the intersection of 84<sup>th</sup> Avenue NE and Simonds Road, as well as traffic calming on 67<sup>th</sup> and 75<sup>th</sup> Avenues NE, had a negative reaction from a small group of concerned citizens. Many of those who voiced a displeasure with the projects were not part of the NTPP and had not received advanced notifications of the project through the program. No specific outreach was performed for these projects. The City is developing a plan to have more public notification of future transportation projects and present opportunities to comment and modify projects prior to implementation. Outreach, such as door hangers, publicly posted signage and mailings will be used for future transportation projects.

- **Using data to confirm reported concerns**

Projects to address elevated traffic speeds on 67<sup>th</sup> and 75<sup>th</sup> Avenues NE were implemented without data confirmation, per the structure of the program. Some of the reaction to these projects included questioning why funding was applied to these streets and not others. Without a data-based approach, the implementation of traffic calming was based on the perceptions of the participants in the meeting (who represent a small percentage of the overall neighborhood). Data collected on these streets in support of these projects indicated that neither street would have qualified for physical device traffic calming under the City's existing traffic calming policy (outside of the NTPP).

- **Lower than expected participation**

Much of the NTPP was developed with an expectation of higher turnout. While the overall participation rate was similar to other proactive outreach programs, three of the fifteen neighborhoods had only one or no participants. Given the geographic breadth of the program, in some neighborhoods, small numbers of participants were able to get projects implemented on their streets which were not necessarily favorable to other non-participating residents.

- **Differences in favored projects**

While many projects were completed, traffic calming with physical devices (typically speed bumps) was a common cited concern, but not a high priority. Traffic calming with physical devices that was implemented was met with some resistance as well, as noted in the Projects section of this report. Street lighting was a significant priority in many neighborhoods, which was not expected at the beginning of the program. Many participants were disappointed that new sidewalk could not be constructed within the program, but understood the high cost barriers once that was explained at the public meetings.





## **NTPP Participant Survey**

The City sent a survey to all participants in the program who provided an email address at the public meeting sign-in for their neighborhood. This survey asked participants to rate aspects of the program and make suggestions for future programs. The survey will remain open through October 23, 2017, and the final results will be presented to the City Council at that meeting. As of October 12, 2017, some of the responses gathered include:

- A majority of participants felt that the scope of the program was too limited
- Half of respondents would be willing to participate in an online-hosted public meeting in the future
- The vote was split on the notifications of the program and project construction, with half feeling that there was an appropriate amount of notification, and half feeling there was not enough.
- A majority of respondents would like to see a program focused on sidewalks in the future with some preference for fewer more expensive projects
- A narrow majority of respondents would prefer there to be some data thresholds for projects, but not as much as the City's traffic calming policy

The final survey results will be presented to the Council at the October 23, 2017 meeting.

## **Summary**

The Neighborhood Transportation Plan Program was a success in implementing a large number of projects in a short amount of time to address numerous concerns of participating citizens. The program came in under the total budget. Through the program, the City has increased the number of RRFB-enhanced crosswalks, increased pedestrian connections, constructed its first mini-roundabouts, shortened crossing distances at arterial intersections and achieved the original program goals.

The program was cited as a significant contributor to the City's selection for a Bronze level Walk Friendly Award in 2017, as well as the City's selection as an "Implementer" level awardee in the Washington State Transportation Impact Board's Complete Streets grant competition. Through the Complete Streets program, the City received a \$500,000 grant to continue implementing Complete Streets projects, like those implemented through the NTPP. The program has been highlighted by the City Traffic Engineer at webinar and conference presentations in Olympia, WA and Kennewick, WA and received praise for the proactive outreach and quick, effective, creative use of design and funds to achieve improvements for all modes of travel.