Spring 2014 changed our lens
Council Goal 1: focus and emphasize multimodal transportation safety...specific focus on pedestrian, bicycle travel

Be truly multimodal – equalize the modes...our ethic
Road Standards, Transportation Element Comp Plan, Concurrency, Target Zero, Impact Fees, Complete Streets

Transportation Element Update
multimodal
Be leading edge, but not first
Stop chasing trips though the system
Support (not restrict) smart development
The Layered Network

- Modal priority networks establish where modes need to be best accommodated

- Developing level of service (LOS) policies for following modes:
  - Pedestrian
  - Bike
  - Transit
  - Auto/Freight
Adopted Transportation Plan Theme

Multimodal Approach

Automobile Level of Service
- No delay at intersections.
- Drivers wait no more than 1 red light.
- Longer delays at intersections.

Transit Quality of Service
- More frequent service, stops, and amenities.
- Attracts riders who choose transit over other modes.
- Good bus service
- Basic stops and amenities

Bicycle Quality of Service
- Complete system for all types of users.
- Good condition, few stops, and conflicts with autos.
- Cyclists of various skill levels are able to bike comfortably to key destinations
- More gaps in system
- More stops and auto conflicts
- Poor pavement

Pedestrian Quality of Service
- Complete system
- Easier to cross
- Improved comfort
- An adequately complete network of decent sidewalks
- Gaps in system
- Poor pavement
- Less inviting.
Adopted Transportation Plan Theme

Transportation Plan

**Layered Network**
- Identifies priority users on individual streets
- Based on existing travel patterns and input from City staff and community

**Level of Service**
- Auto
- Transit
- Pedestrian
- Bicycle
- Freight

**Transportation Project List**
- 20 Year List
- 6 Year (Capital Improvement Program)
- Concurrency
- Impact Fee Program

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**Pedestrian LOS – Sidewalk Requirements**

<table>
<thead>
<tr>
<th>LOS</th>
<th>Within Pedestrian Priority Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>Pedestrian Facility* where indicated in Pedestrian Priority Network, with a buffer</td>
</tr>
<tr>
<td>Yellow</td>
<td>Pedestrian facility* provided on one side of the street</td>
</tr>
<tr>
<td>Red</td>
<td>No pedestrian facility</td>
</tr>
</tbody>
</table>

**Crossing Requirements**

<table>
<thead>
<tr>
<th>LOS</th>
<th>In Downtown or Within a Half Mile of a School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>Enhanced crossing every 300-600** feet</td>
</tr>
<tr>
<td>Yellow</td>
<td>Marked crosswalk present every 600** feet</td>
</tr>
<tr>
<td>Red</td>
<td>No marked crosswalk present</td>
</tr>
</tbody>
</table>

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb
** Distance may exceed 600 feet where no pedestrian demands are present
What is Concurrency?

- Adequate provision of public facilities and services relative to the demand for them.
- Growth Management Act requires that facilities are provided to maintain stated LOS goals as development occurs.
- Again, auto delay is traditional metric, but more communities going multimodal.
What Are Mobility Units?

- New development generates new trips
- Trips can be in form of transit, SOV, HOV, bicycle or walking trips
- “Mobility Units” refers to the number of person trips generated
Code Updates

- Main Themes of Code Updates
  - Align with new multimodal LOS standards
  - Reflect new Impact Fee program
  - Adopt new concurrency system
3-Step Development Process

- Is there capacity in the City’s transportation network to accommodate my project?
  - Concurrency calculator

Select all projects that are constructed or funded in the 6 year CIP

- West Sammamish River Bridge
- SR 522 improvements (61st – 65th)
- SR 522 improvements (Lake Forest Park – 61st)
- 73rd Ave bike lanes
- 80th Ave bike lanes
- Simonds Road bike lanes
- Juanita Drive bike and ped improvements (NE 143rd St to NE 135th Pl)
- 68th Ave northbound right turn pocket extension
- Grade separated SR 522 crossing
- Lakepointe Drive west (SR522 to 68th Ave)
- Intersection treatments at 67th Ave/181st St
- Intersection treatments at 67th Ave/175th St
- 73rd Ave/392nd St intersection treatment
- 80th Ave/192nd St intersection treatment
- 84th Ave/Simonds Rd intersection treatment
- Yellow Standard pedestrian facilities linear feet built: 5,500 (26,833 max)
- Yellow Standard bicycle facilities linear feet built: 8,400 (60,167 max)
- Cost of other concurrency projects constructed: $0

Running start mobility units = 543
Mobility unit capacity from projects = 1,117
Mobility units consumed by developments = 102
Mobility units remaining = 1,558

ITE Category: 220 | Apartment
dwelling

<table>
<thead>
<tr>
<th>Developments Description</th>
<th>ITE Category</th>
<th>Size</th>
<th>Unit</th>
<th>Mobility Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>new apartment complex</td>
<td>220</td>
<td>Apartment</td>
<td>100</td>
<td>dwelling</td>
</tr>
</tbody>
</table>
3-Step Development Process

- Is there safe site access?
  - New streets/access points meet city road standards
  - Site access intersection doesn’t result in failing LOS per corridor standard

The City’s level of service policy sets the following standards for its roadways:
- Boulevards (Primary Arterials) – LOS E or better
- Urban Avenues, Neighborhood Connections (Minor Arterials) – LOS D or better
- Local Streets (Collectors) – LOS C or better
### 3-Step Development Process

- Have I paid my impact fee?
- Impact fee rate schedule

<table>
<thead>
<tr>
<th>ITE Land Use Category</th>
<th>PM Peak Vehicle Trip Rate</th>
<th>PM Peak Person Trip Rate</th>
<th>% New Trips</th>
<th>Net New Person Trips per Unit of Measure</th>
<th>Trip Length Factor</th>
<th>Impact Fee Per Unit @ $5,898 per Person Trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Industrial</td>
<td>0.97</td>
<td>1.06</td>
<td>100%</td>
<td>1.06</td>
<td>1.59</td>
<td>$9.90 per square foot</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>0.73</td>
<td>0.79</td>
<td>100%</td>
<td>0.79</td>
<td>1.59</td>
<td>$7.45 per square foot</td>
</tr>
<tr>
<td>Mini-warehouse</td>
<td>0.26</td>
<td>0.28</td>
<td>100%</td>
<td>0.28</td>
<td>1.59</td>
<td>$2.65 per square foot</td>
</tr>
<tr>
<td>Single family house</td>
<td>1.00</td>
<td>1.45</td>
<td>100%</td>
<td>1.45</td>
<td>1.09</td>
<td>$9,320.43 per dwelling unit</td>
</tr>
<tr>
<td>Apartment</td>
<td>0.62</td>
<td>1.02</td>
<td>100%</td>
<td>1.02</td>
<td>1.15</td>
<td>$6,906.50 per dwelling unit</td>
</tr>
<tr>
<td>Condominium</td>
<td>0.52</td>
<td>0.85</td>
<td>100%</td>
<td>0.85</td>
<td>1.15</td>
<td>$5,792.55 per dwelling unit</td>
</tr>
<tr>
<td>Mobile home</td>
<td>0.59</td>
<td>0.97</td>
<td>100%</td>
<td>0.97</td>
<td>1.09</td>
<td>$6,229.41 per dwelling unit</td>
</tr>
<tr>
<td>Hotel</td>
<td>0.60</td>
<td>0.87</td>
<td>100%</td>
<td>0.87</td>
<td>1.25</td>
<td>$6,413.14 per room</td>
</tr>
<tr>
<td>Motel</td>
<td>0.47</td>
<td>0.68</td>
<td>100%</td>
<td>0.68</td>
<td>1.25</td>
<td>$5,023.63 per room</td>
</tr>
<tr>
<td>Marina</td>
<td>0.19</td>
<td>0.23</td>
<td>100%</td>
<td>0.23</td>
<td>0.97</td>
<td>$1,323.44 per boat berth</td>
</tr>
<tr>
<td>Golf Course</td>
<td>0.30</td>
<td>0.37</td>
<td>100%</td>
<td>0.37</td>
<td>1.00</td>
<td>$2,154.28 per acre</td>
</tr>
<tr>
<td>Movie Theater</td>
<td>0.07</td>
<td>0.09</td>
<td>100%</td>
<td>0.09</td>
<td>0.72</td>
<td>$371.63 per seat</td>
</tr>
<tr>
<td>Health/Fitness Club</td>
<td>3.53</td>
<td>4.30</td>
<td>100%</td>
<td>4.30</td>
<td>0.97</td>
<td>$24.59 per square foot</td>
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<tr>
<td>High School</td>
<td>0.97</td>
<td>1.18</td>
<td>100%</td>
<td>1.18</td>
<td>0.62</td>
<td>$4.32 per square foot</td>
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<tr>
<td>Church</td>
<td>0.55</td>
<td>0.67</td>
<td>100%</td>
<td>0.67</td>
<td>1.15</td>
<td>$4.54 per square foot</td>
</tr>
<tr>
<td>Hospital</td>
<td>0.93</td>
<td>1.13</td>
<td>100%</td>
<td>1.13</td>
<td>1.56</td>
<td>$10.42 per square foot</td>
</tr>
<tr>
<td>Nursing Home</td>
<td>0.22</td>
<td>0.27</td>
<td>100%</td>
<td>0.27</td>
<td>0.87</td>
<td>$1,375.00 per bed</td>
</tr>
<tr>
<td>General Office</td>
<td>1.49</td>
<td>1.75</td>
<td>100%</td>
<td>1.75</td>
<td>1.59</td>
<td>$16.45 per square foot</td>
</tr>
<tr>
<td>Medical Office</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Thank you

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#WhyILoveKenmore