



City of
Kenmore

November 19, 2013

Presentation to the Transportation Commission





City of Kenmore





City of
Kenmore





City of
Kenmore





City of
Kenmore

- Form of Government: Council/Manager
- Full-time Staff: 29
- Contract City
- Population: 21,020
- Biennial Budget: \$49.2 M



City of
Kenmore

Employers





Top 5 Council Goals

1. Implement the Economic Development Plan
2. Seek transportation funding
3. Establish a contemporary IT Program
4. Pursue downtown development
5. Advance the public's access and connection to the waterfront



City of
Kenmore

The Main Problem: Highway Traffic Diversion to Local Streets

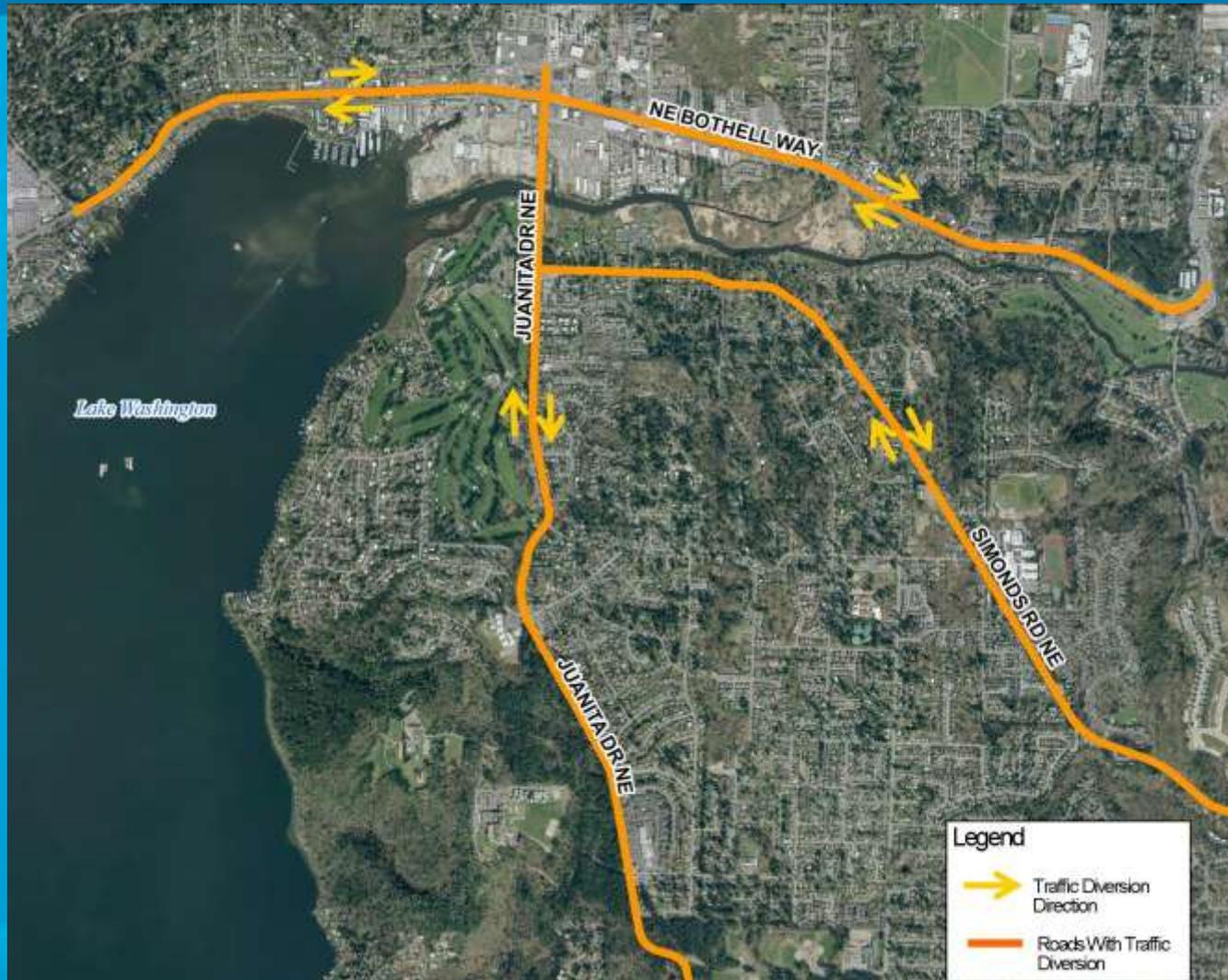


Tolling Impacts

- Increased congestion on local streets
- Traffic on Local Arterials up 10-12%
- Increased Load on Sammamish River Bridge



Tolling Diversion







Example: NE 181st Street





City of
Kenmore

Letters of Support for Tolling Mitigation



April 10, 2013

To Governor Jay Inslee

Senator Curtis King, Transportation Committee Co-Chair
Senator Tracey Eide, Senate Transportation Committee Co-Chair
Representative Judy Clibborn, House Transportation Committee Chair

As the State of Washington considers tolling on the I-90 Bridge across Lake Washington, the Greater Bothell Chamber of Commerce respectfully requests evaluation of congestion relief and time travel reliability. Further, if tolling is approved following the pending environmental review, mitigation resources should be given to impacted cities such as the City of Bothell and the City of Kenmore to address impacts from regional tolling.

Since tolling has been implemented on SR 520 Bridge, Bothell and Kenmore have experienced increased traffic volumes and congestion on SR 522 and other state and local highways and roads. Yet Bothell and Kenmore have not received any mitigation funding as a result of SR 520 tolling impacts.

As you are aware, there are four major corridors connecting the communities surrounding Lake Washington: SR 522, SR 520, I-90, and I-405. The impacts on all four of these corridors must be considered when evaluating and mitigating regional tolling. If tolling is implemented on I-90, it will very likely result in additional traffic on SR 522 and other roads and transportation systems including the cities of Bothell and Kenmore. We are concerned that the cumulative impacts of regional tolling on our north/south and east/west corridors will continue to go unaddressed and negatively impact our community.

Therefore, we urge the State to review the additional impacts specific to the cities of Bothell and Kenmore that would result from the cumulative consequences of regional tolling: traffic volumes and congestion, air pollution, transit, safety and parking.

Furthermore, it is anticipated mitigation resources from the State of Washington address impacts from the current regional tolling as well as future regional tolling. Mitigation measures should include pedestrian and vehicle safety improvements, noise improvements, improved transit and transit access, as well as transportation capacity improvements, repairs, replacements, and retrofitting of affected transportation structures and systems.

Thank you for your consideration and support.

Eric Murray
Board of Directors Chair
Greater Bothell Chamber of Commerce



Letters of Support for Tolling Mitigation

February 27, 2013

To: Governor Jay Inslee
Senator Curtis King, Transportation Committee Co-Chair
Senator Tracey Eide, Senate Transportation Committee Co-Chair
Representative Judy Clibborn, House Transportation Committee Chair

Re: Regional Tolling Impacts

As the State of Washington considers tolling on the I-90 Bridge across Lake Washington, we, the Mayors of Bothell, Kenmore, Kirkland, Lake Forest Park, and Woodinville, on behalf of our cities, respectfully request mitigation resources to address impacts from regional tolling.

Since tolling has been implemented on the SR 520 Bridge, our north end communities have experienced increased traffic volumes and congestion on SR 522 and other state and local highways and roads. Yet our cities have received little to no mitigation funding as a result of the SR 520 tolling impacts.

We believe it is important to highlight that there are four east-west corridors connecting the communities surrounding Lake Washington: SR 522, SR 520, I-90 and I-405. The impacts on all four of these corridors must be considered when evaluating and mitigating regional tolling.

Tolling of the I-90 Lake Washington Bridge will very likely result in additional traffic on SR 522 and other roads and transportation systems here at the north end of the Lake. We are concerned that the cumulative impacts of regional tolling on our north/south and east/west corridors will continue to go unaddressed.

Therefore, we urge the State to review the additional impacts specific to our north end cities that would result from the cumulative consequences of regional tolling: traffic volumes and congestion, air pollution, noise pollution, transit, safety, and parking.

Furthermore, we anticipate mitigation resources from the State of Washington to address impacts from the current regional tolling as well as future regional tolling. Mitigation measures should include pedestrian and vehicle safety improvements, noise improvements, improved transit and transit access, as well as transportation capacity improvements, repairs, replacements, and retrofitting of affected transportation structures and systems.

Thank you for considering our communities as regional tolling policies are being evaluated.

We look forward to thoughtful discussions and evaluations that include our north end cities.

Sincerely,

Mayor Mark Lamb
City of Bothell

Mayor David Baker
City of Kenmore

Mayor Joan McBride
City of Kirkland

Mayor Mary Jane Goss
City of Lake Forest Park

Mayor Bernie Talmas
City of Woodinville

cc: Transportation Secretary Lynn Peterson
Senators and Representatives of the 1st, 32nd, 41st, 45th, 46th, and 48th Districts



Resolution Requesting Tolling Mitigation

CITY OF KENMORE
WASHINGTON

RESOLUTION NO. 13-212

**A RESOLUTION OF THE CITY COUNCIL OF
KENMORE, WASHINGTON, REQUESTING
MITIGATION RESOURCES FROM THE STATE
OF WASHINGTON TO ADDRESS IMPACTS
FROM REGIONAL TOLLING**

WHEREAS, there are four east-west corridors connecting the communities surrounding Lake Washington: SR 522, SR 520, I-90 and I-405;

WHEREAS, the Washington State Department of Transportation has applied tolling to SR 520 and, as a result, the City of Kenmore has experienced increased volumes of traffic on SR 522, the Sammamish River Bridge, and local streets;

WHEREAS, the City of Kenmore has received no mitigation funding as a result of SR 520 tolling impacts;

WHEREAS, the City of Kenmore believes increased traffic resulting from SR 520 tolling has negatively impacted the City with noise pollution, air pollution, increased traffic volumes, increased parking in neighborhoods as a result of increased transit ridership, and increased congestion on north/south and east/west corridors within the City;

WHEREAS, the City of Kenmore believes that tolling of I-90 will result in additional traffic on SR 522 and Kenmore's local streets which will negatively impact traffic flow, public safety, and the quality of life for Kenmore residents;

WHEREAS, the City of Kenmore is concerned that cumulative impacts of Washington State Department of Transportation activity, including tolling, on other Lake Washington east/west corridors will not be evaluated for Kenmore specifically;

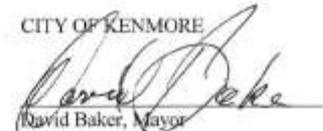
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Washington State Department of Transportation must review the impacts specific to the City of Kenmore that would result from the cumulative impacts of regional tolling: traffic impacts (City-wide, not just east/west along SR 522), air pollution, noise pollution, transit impacts, parking impacts, etc.

Section 2. The City expects mitigation resources from the State of Washington to address impacts from regional tolling. Mitigation measures are likely to include transportation capacity improvements as well as repairs, replacements, and retrofitting of affected transportation structures and systems.

PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT A REGULAR MEETING THEREOF THIS 28th DAY OF JANUARY, 2013.

CITY OF KENMORE



David Baker, Mayor

ATTEST/AUTHENTICATED:



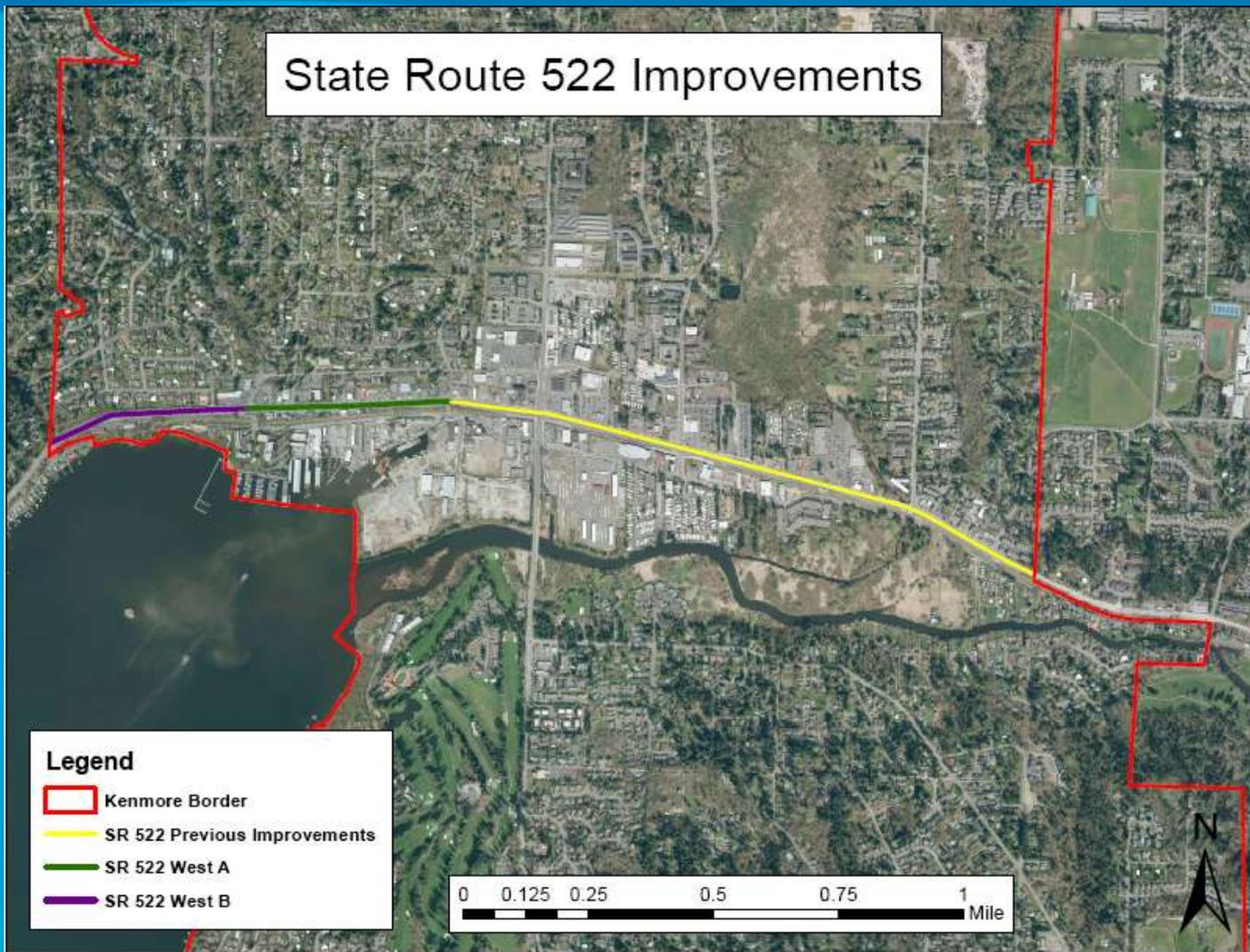
Patty Safran, City Clerk



2-mile portion in Kenmore

\$70 million in improvements since 2007

Still more to do: We need to finish the project





City of
Kenmore

SR 522 Aerial





SR 522 in Kenmore *Recent Improvements*

- Added capacity for cars, pedestrians and transit
- Improved safety
- New streetscapes, utility undergrounding, storm water quality, and more...





City of
Kenmore

SR 522 in Kenmore:
More to Do!

West A Segment:
Funded and in Final Design

West B Segment: Final Segment
Still needs funding







City of
Kenmore

SR 522

**West B Segment Funding Request:
\$8.5 million**

**Currently in both House and Senate
Transportation Package**



Resolution Supporting Transportation Package

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 13-216**

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF KENMORE, WASHINGTON, IN STRONG
SUPPORT OF A 2013 STATE TRANSPORTATION
INVESTMENT PACKAGE**

WHEREAS, a healthy transportation system is a critical foundation of our state and local economies and our quality of life, as well as our global position as the nation's most trade-dependent state; and

WHEREAS, Washington State's transportation system is suffering from disrepair, with a backlog of maintenance and preservation needs, and data showing that without any new investments more than half the pavement on our State roads and highways will be in poor condition by 2023; and

WHEREAS, failing roads and bridges, congested highway corridors, and bottlenecked interchanges undermine the mobility of vehicles, buses, and freight-carriers to transport people and goods; and

WHEREAS, the Connecting Washington Task Force released a report in early 2012 identifying \$50 billion in unfunded transportation needs and recommending an investment of \$21 billion in State funding during the next ten years for maintenance, preservation, and strategic investments; and

WHEREAS, investing in maintaining and upgrading our transportation system is a positive step the Legislature can take to catalyze construction jobs, enhance freight mobility for our ports, and create a pathway for retaining and growing new jobs for key industry sectors; and

WHEREAS, through **SHB 1954**, **SHB 1955** and related bills, the 2013 Washington State Legislature is considering a 12-year, \$9.5 billion package of transportation infrastructure investments; and

WHEREAS, this package provides critical funding for key highway corridor projects throughout the State, including significant funding to complete improvements to the portion of State Route 522 that runs through the City of Kenmore; and

WHEREAS, the transportation package also provides a direct gas tax distribution that will provide new funding each year for Kenmore to maintain local roadways and arterials and to leverage existing funding; and

WHEREAS, the package also includes local transportation financing options that cities and counties can submit to their voters for transportation improvements in their communities; and

WHEREAS, the transportation package additionally invests in grant programs that are vital for cities and counties, including the Transportation Investment Board (TIB), the Freight Mobility Strategic Investment Board (FMSIB), "Complete Streets," Safe Routes to Schools, and Bicycle-Pedestrian Safety; and

WHEREAS, the package also includes direct funding allocations for transit agencies, that would otherwise have to make drastic cuts in routes which carry people to work sites and serve local communities; and

WHEREAS, the City of Kenmore strongly encourages the Washington State Legislature to enact a balanced transportation investment package, in Olympia, during the Special Session to create jobs, relieve congestion, support our businesses, and maintain our quality of life,

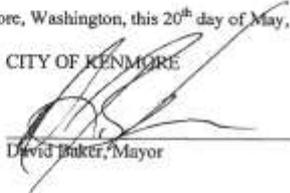
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Kenmore City Council takes an official position in strong support of a comprehensive transportation investment package, including direct funding and funding options for local governments.

Section 2. The Kenmore City Council strongly encourages lawmakers to approve and enact this package in Olympia.

ADOPTED by the City Council of the City of Kenmore, Washington, this 20th day of May, 2013.

CITY OF KENMORE


David Baker, Mayor

ATTEST/AUTHENTICATED:


Patty Saffin, City Clerk

FILED WITH THE CITY CLERK: May 10, 2013
PASSED BY THE CITY COUNCIL: May 20, 2013
RESOLUTION NO. 13-216



City of
Kenmore

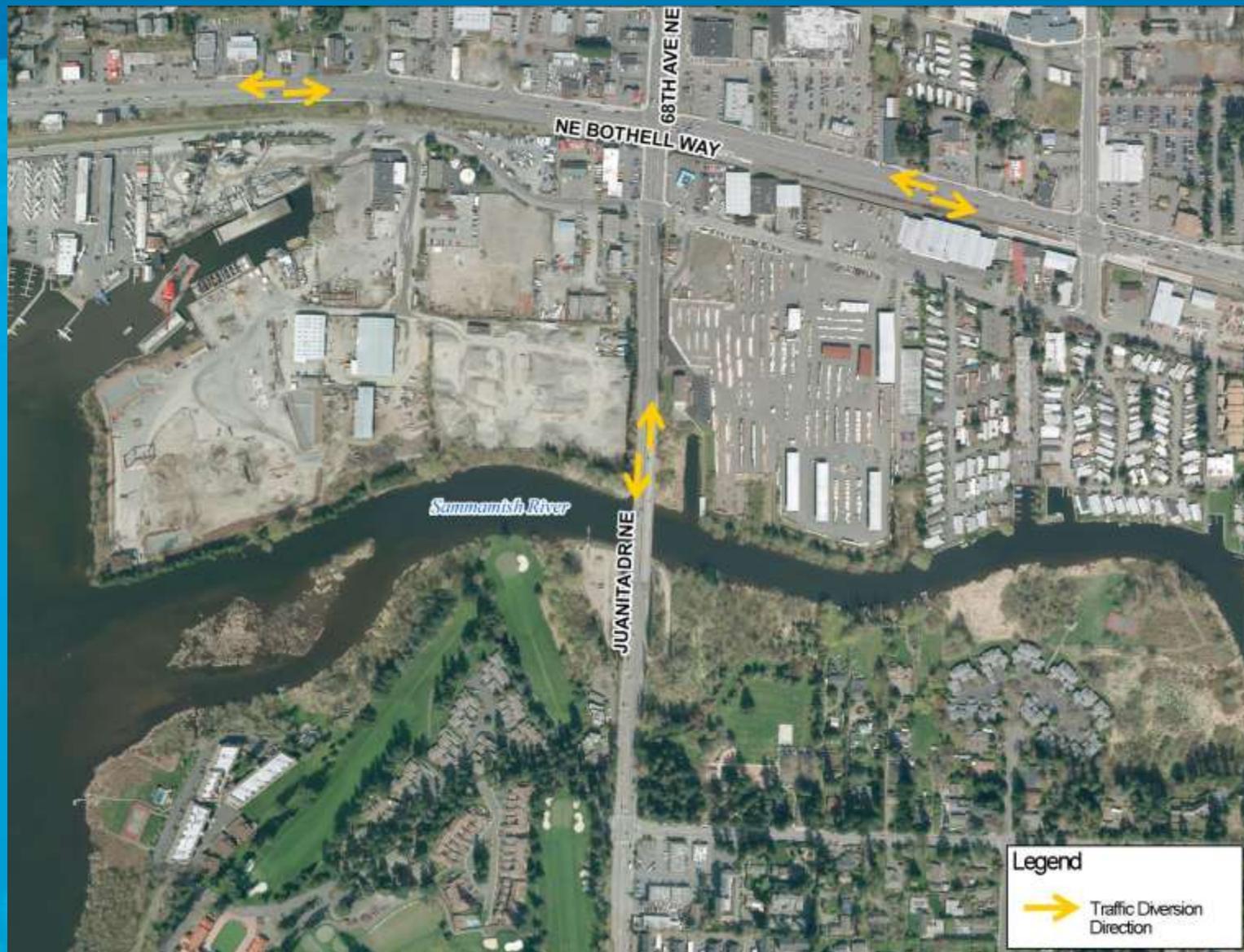
The Juanita Drive Bridges Over the Sammamish River





City of
Kenmore

Juanita Drive Bridges





City of
Kenmore

Juanita Drive Bridges



Legend

 Traffic Diversion

Thank You!

