



# City Of Kenmore, Washington

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**TO:** Rob Karlinsey  
City Manager

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

Leslie Harris  
Community Relations Manager

Cliff Sether  
Police Chief

**DATE:** June 10, 2016

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

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The City of Kenmore has created a number of programs, policies, and implemented projects in support of 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*. Target Zero programs and projects fall into the “Three Es” categories of engineering, education, and enforcement. The following sections describe the major programs, including two allocated budget items, in support of Target Zero.

#### *Engineering*

- Hiring of a City Traffic Engineer
- Sidewalk and Bicycle Lane Improvements
- Real Estate Excise Tax Funding for Neighborhood Transportation Improvements (\$350,000)
- Strategic Opportunities for Arterial, Crosswalk and School Zone Enhancements (\$350,000)
- Ped-Bike Ad Hoc Committee Recommendations Review

#### *Education and Outreach*

#### *Enforcement Review*

A number of programs and projects were completed in 2015 and the first half of 2016. There are projects in support of Target Zero which will continue to be implemented throughout the remainder of 2016.

#### **City of Kenmore Traffic Engineer**

The 2015-16 City Manager’s budget message included a list of Target Zero items that the new City Traffic Engineer position would accomplish. The City hired a Traffic Engineer in May of 2015. In the last year, the City Traffic Engineer has;

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# City Of Kenmore, Washington

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- ✓ Developed and implemented the Neighborhood Transportation Improvements Program.
  - The Neighborhood Transportation Plan program (NTPP) was developed over the summer of 2015. Through the end of 2015 and first half of 2016, 39 public meetings were held with 15 different neighborhoods to solicit feedback, brainstorm solutions, and identify priorities. Through this collaborative process, 7 plans have been finalized and 5 plans are in progress. Three neighborhoods did not meet participation goals and will not have a neighborhood plan. Each plan contains as many as a dozen projects to address traffic calming, pedestrian connectivity, and multimodal right-of-way use.
- ✓ Responded to citizen traffic safety inquiries and concerns.
  - The Traffic Engineer has become the “go-to” for citizen action requests related to traffic calming, roadway markings, signage, parking, pedestrian concerns and crosswalks. A total of 193 requests have been addressed since May, 2015. Many of these requests have been included in the Neighborhood Transportation Plan program. Others have resulted in separate improvements, including;
    1. The newly constructed traffic barrier on southbound Juanita Drive near NE 155<sup>th</sup> Place for pedestrian and cyclist protection
    2. The rectangular rapid-flash beacon enhanced crosswalk at 68<sup>th</sup> Avenue and NE 195<sup>th</sup> Street (Swamp Creek).
- ✓ Evaluated and/or implemented the 2014 recommendations of the citizen Ad Hoc Committee for Pedestrian and Bicycle Safety. For example, research the feasibility of installing speed cameras in school zones.
  - Through the NTPP, a number of the 2014 recommendations of the citizen Ad Hoc committee have been directly addressed. Those accomplishments are detailed in the section on the Ped-Bike Ad Hoc Committee Recommendations Review.
- ✓ Analyzed and provided reports on traffic accidents and other traffic data.
  - The Traffic Engineer now maintains the city’s database of collision history and works with the police to keep informed of collisions. 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 is now maintained by the Traffic Engineer. The technology level of the city’s counting program has been upgraded by acquiring a radar traffic counter. This counter attaches to a roadside sign post and weighs approximately 3 pounds. This radar counter has drastically reduced the personnel time required to count vehicle volumes and speeds on City roadways. The new traffic counter does not require staff to enter the roadway, increasing the safety of employees.
  - During the I-405 Express Lane tolling in late 2015, traffic volumes were monitored in the period before and after tolling. City equipment was used to obtain traffic volumes. WSDOT partnered with the City to provide traffic data using their local and regional equipment. Conference calls were held with WSDOT to observe trends in vehicle volumes and travel times through Kenmore. These conference calls continued through a 6-month monitoring period.



# City Of Kenmore, Washington

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- ✓ Managed on-street parking and pedestrian walkways.
  - On street parking has been managed through responses to citizen requests, rechannelization projects and the NTPP. No parking signage has been added or messages modified to maintain pedestrian walkways, clear travel lanes and intersection sight distance. Out-of-date or unclear parking signage identified in the field, or through collaboration with the police, has been updated. A temporary “a-frame” sign was acquired to remind drivers of legal parking setbacks from driveways, crosswalks and intersections and has been deployed on an as-needed basis. An agreement was developed for citizens to paint and maintain curbs, at their own expense, near driveways where parking is an ongoing concern. Changes were implemented on 68<sup>th</sup> Avenue and NE 181<sup>st</sup> Street, increasing the availability of time-limited on-street parking in downtown.
  - Through the NTPP, a number of walkway improvements have been implemented or are planned throughout the City. Other walkway improvements include wider edge markings and raised pavement markers on 68<sup>th</sup> Avenue and the barrier on the southbound shoulder of Juanita Drive near NE 155<sup>th</sup> Place.
- ✓ Provided support to the Development Review team by providing advice on street signage plans, channelization, and traffic studies associated with new development.
  - The Traffic Engineer worked with other City staff and developer consultants to develop 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. Support was provided for the development review team with the traffic report and site access design at 67<sup>th</sup> Avenue and NE 181<sup>st</sup> Street for the LINQ project.
- ✓ Ensured compliance and consistency with traffic safety regulations and standards.
  - Signs which are found to be out of date or not in compliance with the MUTCD have been removed or modified. Projects developed through the NTPP, CARS and other methods have been designed with MUTCD-compliant signage and markings.
- ✓ Analyzed and implemented pedestrian and bicycle safety measures, crosswalks augmentation, sidewalks, school zone enhancements, bicycle lanes, and more as resources allow
  - Adjustments were made to the signal timing and variable-message signage at Arrowhead Drive/NE 153<sup>rd</sup> Place/Juanita Drive which isolated the pedestrian phase for school children crossing Juanita Drive towards Arrowhead Elementary. Additional modifications to the signage location, flashing beacons and on-road messaging on Juanita Drive is planned for the summer of 2016.
  - A draft crosswalk corridor analysis method has been developed by the Traffic Engineer and is under review by the City Engineer.
  - Adjustments were made to striping on Juanita Drive to allow more space for northbound cyclists near NE 160<sup>th</sup> Street. Through the NTPP, sharrow bicycle markings have been installed on NE 192<sup>nd</sup> Street between 73<sup>rd</sup> Avenue and 80<sup>th</sup> Avenue.



# City Of Kenmore, Washington

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## Sidewalk and Bicycle Lane Improvements

In 2015, the City completed three sidewalk “gap” projects on 68<sup>th</sup> Avenue NE, 72<sup>nd</sup> Avenue NE and NE 155<sup>th</sup> Street. The total sidewalk constructed was 278 feet. The SR 522 West A project is constructing sidewalks between 65<sup>th</sup> Avenue and 61<sup>st</sup> Avenue along SR 522. Sidewalks are under construction on the south side NE 181<sup>st</sup> Street between 68<sup>th</sup> Avenue and 73<sup>rd</sup> Avenue. The City has three grant-funded sidewalk projects in design on NE 181<sup>st</sup> Street (north side), 62<sup>nd</sup> Avenue NE, NE 202<sup>nd</sup> Street and 66<sup>th</sup> Avenue NE. 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 also applied for sidewalk grant design and/or construction funding on Arrowhead Drive, NE 153<sup>rd</sup> Place, NE 202<sup>nd</sup> Street and Juanita Drive in 2016. The results of those grant applications will not be known until later this year.

As part of the NTPP, the City installed sharrows on NE 192<sup>nd</sup> Street, connecting the wide shoulders of 73<sup>rd</sup> Avenue to those on 80<sup>th</sup> Avenue for cyclists. A new barrier was installed on the southbound shoulder of Juanita Drive near NE 155<sup>th</sup> Place to provide protection for cyclists and pedestrians on this tight curve. The left turn pocket on Juanita Drive at the Springtime Daycare (near NE 160<sup>th</sup> Street) was relocated to provide additional shoulder space for cyclists. The design for the grant-funded sidewalk project on NE 202<sup>nd</sup> Street includes bike lanes. The 2016 overlay of Simonds Road will include a restriping for bicycle lanes from Juanita Drive to just south of the intersection with NE 157<sup>th</sup> Street.



# City Of Kenmore, Washington

## Real Estate Excise Tax Funding for Neighborhood Transportation Improvements

The \$350,000 budget for the Neighborhood Transportation Plan program (NTPP) was funded by real estate excise tax. The 2015-16 City Manager’s budget message described a range of potential improvements on residential streets that this funding could provide. The program has resulted in design and implementation of signing, striping and lighting projects. Additional projects in the future will include arterial crosswalks, a proposed chicane, a proposed intersection bulb-out, and may include neighborhood traffic circles. Through the development of the program, the City was divided into 15 neighborhoods. Each neighborhood received a portion of this budget based on the number of households. Per the program presented to Council, neighborhoods which did not meet participation thresholds after two meetings had their budgets redistributed to other participating neighborhoods on the same per household basis. Three neighborhoods did not have enough in-person participation, and a total of \$42,400 was redistributed to other neighborhoods. This resulted in budgets for the remaining 12 neighborhoods ranging from \$5,900 to \$47,000.

As of May 31, 2016, the total money spent of this budget is \$18,860. This includes advertising for the program (postcards, etc.) and charges from King County (for installation of signage, striping, etc.) through March 31, 2016. Major implementation of projects did not begin until April of 2016, so many of the costs of projects already completed under the program are not included. The estimated cost of projects which have been ordered with King County and PSE, as well as those that are expected to be bid to contractors is \$194,022. The five neighborhoods for which plans have not been completed have a combined budget of \$136,700. The Strategic Opportunities fund was used to offset the cost of some projects developed through the NTPP which are at intersections of residential and arterial roads. A total of \$38,500 was used from the Strategic Opportunities fund. The total outlay for the Neighborhood Transportation Plan program is expected to be \$311,082. Staff costs are not charged to this program.

After all charges for King County, PSE and contractor-constructed projects have been received and recorded, any remaining budget will be used to implement lower-priority projects from participating neighborhoods. These funds will continue to be allocated on the same per household basis.

<b>Program budget</b>	<b>\$350,000</b>
Expended budget	
Program advertising and meetings	-\$5,204
Project charges*	-\$13,656
Pending budget (estimated)	
Projects ordered and designed*	-\$194,022
Design budgets	
Remaining neighborhoods**	-\$136,700
Strategic Opportunities fund	+\$38,500
<b>Expected remaining program budget</b>	<b>\$38,918</b>

\* Project charges include those from King County, PSE, contractors and on-call consultants

\*\* Includes redistributed budget amounts



# City Of Kenmore, Washington

## Strategic Opportunities for Arterial, Crosswalk and School Zone Enhancements

\$350,000 has been allocated from the Strategic Opportunities fund for arterial crosswalk and school zone enhancements has been used for a range of projects. The funds have been leveraged by combining with grant monies and funding from the Neighborhood Transportation Plan program to build a number of improvements on arterials across the City.

The 2015-16 City Manager’s budget message assigned responsibility for this fund to the Traffic Engineer to allocate these resources. A significant portion of this fund (58%) are matching funds for a Safe Routes To School grant providing sidewalks on NE 202<sup>nd</sup> Street and 66<sup>th</sup> Avenue NE. This fund was also used to enhance arterial crossings with “LOOK” symbols, complete construction of crosswalk median islands on Juanita Drive, and upgrading overhead illumination at crosswalks to a brighter, more focused LED fixture.

In addition, the City used this fund to install the rectangular rapid-flash beacon (RRFB) enhanced crosswalk at 68<sup>th</sup> Avenue and NE 195<sup>th</sup> Street (Swamp Creek). This crosswalk was recommended based on citizen requests and coordination with Kenmore Elementary school. In discussions with the school, administrative staff felt a number of students would choose to walk to school, using the Swamp Creek park entry to the school grounds, if the 68<sup>th</sup> Avenue crosswalk was installed.

In the next several months, funding from this budget will be utilized, combined with Neighborhood Transportation Plan (NTPP) funding, for two projects. These projects are as follows;

1. A proposed RRFB-enhanced crosswalk at 73<sup>rd</sup> Avenue and NE 185<sup>th</sup> Street, serving a walk-route to Kenmore Elementary, and
2. A reshaping of the “curve” in Arrowhead Drive, creating more pedestrian space on a walk-route to Arrowhead Elementary

The City is evaluating a number of other projects for the remaining funds in this particular budget, some of which may be combined with funds from the NTPP. These potential projects include RRFB-enhanced crosswalks on 61<sup>st</sup> Avenue and Simonds Road, curb bulb-outs at NE 182<sup>nd</sup> Street / 73<sup>rd</sup> Avenue and modification of the intersection of 84<sup>th</sup> Avenue / Simonds Road.

<b>Program budget</b>	<b>\$350,000</b>
NE 202 <sup>nd</sup> Street SRTS grant match	-\$203,514
Complete 2014 Crosswalk Enhancements	-\$11,051
Crosswalk modifications “LOOK”, LED illumination upgrades	-\$41,107
68 <sup>th</sup> Ave/NE 195 <sup>th</sup> RRFB crosswalk	-\$11,861
Remaining program budget	\$82,467
Budgeted RRFB – 73 <sup>rd</sup> /185 <sup>th</sup>	-\$8,500
Budgeted Arrowhead Dr Curve	-\$30,000
Remaining uncommitted program budget	\$43,967



# City Of Kenmore, Washington

## 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. Since that time, the City has acted on a number of those recommendations. These include;

1. Invest in additional sidewalk and walkway infrastructure
  - ✓ The City has installed over 250 feet of sidewalk through the sidewalk gaps program and has sidewalk under construction with the SR 522 West A project and on the south side of NE 181<sup>st</sup> Street (between 68<sup>th</sup> Avenue and 73<sup>rd</sup> Avenue). The City has grant-funded sidewalks in design on the north side of NE 181<sup>st</sup> Street (between 68<sup>th</sup> Avenue and 73<sup>rd</sup> Avenue), 62<sup>nd</sup> Avenue, 66<sup>th</sup> Avenue and NE 202<sup>nd</sup> Street. Additional walkway striping and walkway enhancements have been proposed and implemented through the Neighborhood Transportation Plan Program (NTPP).
2. Reduce vehicular speeds in school zones by installing traffic safety cameras
  - ✓ The Traffic Engineer conducted a comprehensive review of the geometry, signage and operating conditions of Kenmore school zones. This review and report to council concluded that the school zones in Kenmore are operating in a satisfactory manner. Traffic safety cameras were evaluated as a tool for addressing any future concerns. The City will continue to monitor school zone conditions.
3. Target speed limit reductions on arterial (30 mph) and local (20 mph) roadways
  - ✓ The City Council approved a staff recommendation to lower the speed limit on NE 175th Street to 30 mph between 73rd Avenue and 61st Avenue. Through the NTPP, a number of residential streets were analyzed by the Traffic Engineer for 20 mph speed limits. The streets analyzed do not meet engineering criteria for a 20 mph speed limit and would require significant enforcement. A number of areas with curves and sight distance impediments have been signed for advisory speed limits below 25 mph.
4. Develop a citywide crosswalk policy to install more marked crosswalks with rectangular rapid flash beacons (RRFBs) near schools and in high demand areas
  - ✓ A draft crosswalk evaluation methodology that can be applied to all City arterial and collector corridors has been developed and is under review by the City Engineer. All new arterial crossings will be enhanced with RRFBs.
5. Continue and expand education and awareness programs
  - ✓ The communications team continues to evaluate current programs and explore new opportunities to spread awareness of driving, walking, and biking safely and the Target Zero Initiative. For example: In 2015, the city partnered with Safe Kids Eastside to organize Walk to School Day and additional activities throughout the month. 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 created and administered in 2015 and 2016. Projects from this program are currently being implemented.
7. Expand bicycle infrastructure including the number of bike lanes, shared roadway markings and secure storage facilities
  - ✓ Through the NTPP, sharrows were added to NE 192nd Street. The 2016 summer overlay of Simonds Road will include a rechannelization that provides bike lanes from Juanita Drive to just south of NE 157th Street.



# City Of Kenmore, Washington

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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 have added a motorcycle-based officer for traffic enforcement in 2016.
10. Reclaim the right-of-way through proactive work to clear obstructions and vegetation
  - ✓ Through the NTPP, the City will be issuing a number of trimming notifications to property owners. City code requires that adjacent property owners maintain their vegetation. City crews conduct regular trimming of city-owned parcels when identified by citizens or City staff.
11. Improve and encourage the use of the Citizen Action Request (CAR) Form
  - ✓ The CAR form can be found on the City's website at [kenmorewa.gov/reportaconcern](http://kenmorewa.gov/reportaconcern). A link to this page is provided at the bottom of the City homepage.
12. Work with nearby jurisdictions to improve bicycle and pedestrian connectivity
  - ✓ The City worked with Kirkland to have a 4-way crosswalk as part of their resurfacing project on 84th Avenue in the summer of 2016. The City Traffic Engineer is working to bring together engineers from Bothell, Woodinville, Kirkland and Lake Forest Park in the summer of 2016 for informal discussions of projects and concerns at the borders of all 5 cities.
13. Encourage pedestrian and bicycle delineation markings on the future Tolt Pipeline Trail and request markings on the Burke-Gilman Trail
  - ✓ The City has worked with King County Parks on the SR 522 West A project where the trail intersects 61st Avenue. The Tolt Pipeline Trail project is still in development.
14. Relocate or increase safety conditions at Metro and school bus stops
  - ✓ The City worked with Metro to improve access and safety at the bus stop near the intersection of 84th Avenue and NE 155th Street. The City has requested that the Metro bus stop on 73rd Avenue be split and relocated to NE 181st Street, and this will be completed by summer 2016. 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
  - Safety tips and information on city improvement projects are published in the city's quarterly printed newsletter and monthly electronic newsletter.
  - Safety tips are shared through the city's social media channels, including Facebook, Twitter and Nextdoor.
  - Advertisements promoting safety tips are published throughout the year in the Kenmore Reporter.





# City Of Kenmore, Washington

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- 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, 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, Bastyr Herb and Food Fair, Kenmore Summer Concert Series, Kenmore Play Day, and National Night Out. In 2015, we were able to expand our outreach efforts with the help of volunteers. We plan to recruit volunteers to help at summer events in 2016.
  - 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.
  - We organized "Pop Up Parties" 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, Rhododendron Park, 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 summer and fall.
- ✓ School Outreach
- At the beginning of the 2015-2016 school year, the communications team contacted principals, PTA presidents and safety coordinators at each school about placing safety tips for getting to and from school safely in their newsletters.
  - 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 2015, the communications team worked with Safe Kids Eastside to organize Walk to School Day activities at elementary schools in Kenmore. The Arrowhead Elementary PTA helped promote the event and organize two before school stations along the sidewalk to distribute a packet of safety information and goodies to students and parents. Safe Kids Eastside also donated the book *Clifford the Big Red Dog Takes a Walk* and activity booklets to the school librarian and students at all grade levels. In the afternoon, the Target Zero Outreach Team set up a station at



# City Of Kenmore, Washington

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Moorlands Elementary to hand out safety vests and lights as students were leaving at the end of the day. As part of Kenmore Elementary's family night, Police Chief Cliff Sether read the book *Clifford the Big Red Dog Takes a Walk* during three breakout sessions and answered safety questions. In addition, Police Chief Sether read the book for a special event at the Kenmore Library.

- For Teen Drive Safety Week, the communications team sent safety tips with the high school leadership to be shared during student announcements. We also posted 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 Associated Student Body is interested in hosting the spin-wheel activity during lunch next school year to spread awareness about safety.
- ✓ Reward Program for Children
- The Target Zero Reward Program, held during the spring and summer months in 2015, strived to encourage children and teens under the age of 18 to be safer bicyclists and pedestrians. While out on patrol, the Kenmore Police Department "cited" children and teens for displaying good traffic safety behavior such as wearing protective and reflective gear, signaling turns while riding a bike, using yellow crossing flags at crosswalks, and many other positive safety actions. These coupons were good for free small snacks courtesy of McDonalds and Kidd Valley in Kenmore. We are hoping to bring back this program this summer.
- ✓ Bicycle Helmet Sales
- In addition to the Northshore Fire Department, the City offers low cost bike helmets to adults and children. This program has provided more than 100 helmets to help all Kenmore cyclists stay safe. Safety among cyclists, independent of concerns related to vehicles, was identified as one of the barriers by the ad hoc committee.



# City Of Kenmore, Washington

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## 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. We are using the philosophy of “Zero Tolerance” to ensure the safety of all road users.

This year the Police Department converted one full time patrol position into a part time patrol/motor officer position. This officer completed the rigorous motor officer academy and will be equally splitting his time on the motorcycle patrolling the city, specifically for the enforcement of traffic infractions.

This concept of converting a patrol position and sharing the time between patrol duties and traffic enforcement has never been done before and is just another example of the innovative approach and the commitment the City has to the citizens of Kenmore and to the Target Zero initiative.

## Summary

Target Zero 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. A number of grant applications were submitted in the first half of 2016 which, if successful, would allow the City to continue to build sidewalk near schools and along major arterials. The City continues to implement projects developed through the Neighborhood Transportation Plan. The Traffic Engineer will be looking back to evaluate the program and determine the next steps for the NTPP by the end of 2016. Education, outreach and enforcement activities are on-going. Target Zero will continue to be present at City functions and events.