

City of Kenmore Pedestrian and Bicycle Safety Strategy and Recommendations

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The Pedestrian and Bicycle Safety Strategy and Recommendations were crafted by the seven members of the Ad Hoc Committee from May through August, 2014. The Strategy and Recommendations document was prepared by city staff to reflect their final set of recommendations.

Some of the images used inside this document were taken by Heston Photography, King County Parks, and the City of Kenmore.



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- Resolution 14-235, Adopting Target Zero, April 28, 2014

EXECUTIVE SUMMARY

BACKGROUND

The City of Kenmore’s Pedestrian and Bicycle Safety Strategy and Recommendations (the “Strategy and Recommendations”) contain a set of recommendations to positively influence pedestrian and bicycle safety outcomes. The Ad Hoc Committee on Pedestrian and Bicycle Safety (the “Committee”), a Committee of seven citizens appointed by the City Council in May, 2014, crafted the Strategy and Recommendations with support from city staff. The resulting recommendations are meant to guide city planning, budgeting and action, beginning with the upcoming Priority Based Budgeting 2015-2016 biennial budget process.

To craft recommendations that reflected the preferences of the greater community, the Committee solicited input through an online survey and a Town Hall meeting during June, 2014. The Strategy and Recommendations represent the desire of the Committee, the City Council and the greater community to make Kenmore a pedestrian and bicycle friendly city.

The Strategy and Recommendations incorporate the Five E’s: Enforcement, Education, Engineering, Encouragement, and Evaluation. The Committee’s recommendations build on the efforts Kenmore has already made to improve safety on roads, pathways and trails.

EXISTING BARRIERS TO SAFETY & ACCESS

When Kenmore incorporated in 1998 it inherited formerly rural infrastructure on much of its roads. Kenmore’s historical suburban growth meant that its roads had been predominantly engineered for cars. This produced a set of existing conditions identified by the Committee that make travel for pedestrians and bicyclists difficult and unsafe throughout Kenmore. The Committee discussed the following barriers to safety and access that require consideration prior to the development of solutions:

- Incomplete Pedestrian and Bicycle Network
- Street Design and Channelization
- Sidewalk Maintenance & Damage
- Marked Crosswalk Adequacy
- Pedestrian and Bicyclist Behavior
- Motorist Behavior and Distraction
- Poor Line of Sight and Sight Distance
- Low Signal and Street Signage Visibility
- Lack of Secure Bike Storage and Racks
- Insufficient Street and Trail Lighting
- SR 522/Bothell Way as a Circulation Barrier
- Lack of ADA Mobility and Access
- Inconvenient or Poorly Placed Bus Stops
- Freight Mobility Design
- Competing Right-Of-Way Interests
- Funding and Jurisdictional Limitations

These barriers to safety illustrate the areas of needed improvement around Kenmore that, if addressed, could positively influence safety for all modes of travel.

FUNDING PEDESTRIAN & BICYCLE SAFETY IMPROVEMENTS

The Committee’s recommendations are predicated on the city finding a **sustainable, ongoing, and dedicated source of funding** to make pedestrian and bicycle safety improvements. This involves a resource commitment greater than is presently available or than has been historically allocated

towards pedestrian and bicycle safety improvements. The Committee recommends that the city continue to take advantage of grant opportunities whenever possible.

Any funding sources should provide more than a short-term boost and ensure that the recommendations are continued and implemented for years to come. The Committee recommends that long-term maintenance of existing and future infrastructure be included in cost evaluations.

KEY RECOMMENDATIONS

The committee developed 14 short-term recommendations that they believe are the most important city projects and programs to move forward. They are ranked according to their priority, although the ranking should not preclude action should the city identify a window of opportunity.

1. **Invest in Additional Sidewalk and Walkway Infrastructure**
2. **Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras**
3. **Targeted Speed Limit Reductions** on Arterial (30 MPH) and Local (20 MPH) Roadways
4. **Develop a Citywide Crosswalk Policy to Install More Marked Crosswalks with Rectangular Rapid Flash Beacons** near Schools and in High Demand Areas
5. **Continue and Expand Education and Awareness Programs**
6. **Create Actionable Neighborhood Transportation Plans** in collaboration with neighborhood residents, identifying traffic calming and other safety improvements
7. **Expand Bicycle Infrastructure**, including the number of bike lanes, shared roadway markings, and secure storage facilities
8. **Strategically Upgrade existing Roadway Signage** with more up-to-date, highly-visible and fluorescent signage, especially near Schools
9. **Targeted Enforcement** of Risky Driving Behaviors
10. **Reclaim the Right-Of-Way** through proactive work to clear obstructions and vegetation
11. Improve and Encourage use of the **Citizen Action Request (CAR) Form**
12. **Work with Nearby Jurisdictions** to Improve Bicycle and Pedestrian Connectivity
13. **Encourage Pedestrian and Bicycle Delineation Markings** on the future Tolt Pipeline Trail and request markings on the Burke-Gilman Trail
14. **Relocate or Increase Safety Conditions at Metro and School Bus Stops**

Further, the city should consider longer-term infrastructure improvements to increase pedestrian and bicycle safety, including:

- **Construct at least one over/underpass** across SR 522/Bothell Way, beginning with a study of locations at 61st, 65th, 73rd, and 80th
- **Widen the West Sammamish River Bridge** to include a pedestrian and bicyclist facility
- **Complete the Tolt Pipeline Trail throughout the City**
- Install and Maintain **Trail and Street Lighting**
- Evaluate **Expanding Enforcement Capabilities**

The Strategy and Recommendations also recommend that Kenmore work with its partners in neighboring jurisdictions and local schools to maintain pedestrian connectivity for its residents. A long-term and regional commitment to safety is required to achieve the City Council's goal of zero pedestrian and bicycle fatalities by 2025 (Resolution 14-235 adopted April 28, 2014, attached).

I. INTRODUCTION

Purpose of the Strategy and Recommendations

The residents of Kenmore value a community where they can walk, bicycle, and drive safely and comfortably. The purpose of the Strategy and Recommendations are to recommend approaches that can guide city planning and budgeting to better further these values. The Strategy and Recommendations, crafted by a Committee of seven Kenmore residents, represent the desires of the community to become more pedestrian and bicycle friendly. It also is designed to assist the city in reaching its “Target Zero” goal of zero pedestrian or bicyclist fatalities by 2025.

The Strategy and Recommendations are consistent with the policies and guidance in the City’s Comprehensive Plan. The Comprehensive Plan outlines objectives and policies to design roads for use by bicyclists and pedestrians in addition to motorists. The plan’s Transportation Element (currently being updated by the City’s Planning Commission) specifically includes guidance to move towards multi-modal planning of the city’s transportation network.

Given that infrastructure changes do not take place overnight – and may take years or decades – the Committee’s recommendations will help the city prioritize improvements. As such, it includes recommendations that involve education and enforcement, not strictly infrastructure improvements. It includes an actionable set of recommendations that can be implemented to improve safety and access in our community, while helping to accelerate the move towards multi-modal planning and implementation.

Project Background

On April 7, 2014 the Kenmore City Council authorized the creation of the Ad Hoc Committee on Pedestrian and Bicycle Safety. The Committee’s mandate was to update the 2013 Bicycle Strategy to include a pedestrian safety component, creating a cohesive Pedestrian and Bicycle Safety Strategy for the City of Kenmore. After a candidate solicitation and interview process, the City appointed seven Kenmore citizens on May 5, 2014: Mark Abersold, Victoria Chaussee, Robert Greene, Andrea Laltoo, Doug Levy, David Maehren, and Katrina Rose.

Goal: Target Zero

“The City Council adopts “Target Zero” as a goal by 2025 to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.”

- Kenmore City Council Resolution No. 14-235 Signed April 28, 2014

The Committee met five times between May 28 and June 26, 2014 and discussed existing barriers to pedestrian and bicyclist safety and the need for infrastructure, programmatic, and operational improvements. The Committee also created an online survey and conducted a Town Hall event to solicit additional citizen input and to ensure that their recommendations represented the community as a whole.

Strategy Development Timeline

May 28, 2014- June 16, 2014	Four weekly committee meetings to discuss purpose, timeline, barriers to pedestrian and bicycle safety, and solutions.
June 13, 2014	Online survey launched to solicit public input (114 responses received, Survey Closed June 16, 2014).
June 24, 2014	Town Hall event organized by Committee to solicit public input; public comment and breakout sessions.
June 26, 2014	Committee meeting to agree on a final list of core recommendations (prioritized via email).
July, 2014	Committee staff prepares draft strategy document.
July 15, 2014	Committee attends Planning Commission meeting to discuss coordination of recommendations.
August 13, 2014	Final committee meeting to discuss performance measures and finalize strategy document.
September 8, 2014	Strategy document presented to City Council.
September - October, 2014	2015-2016 Biennial Budget process.

In July, staff completed a draft of the Strategy and Recommendations for the Committee's review and final edits. The document was finalized in August, and scheduled for presentation to City Council in early September. City staff communicated with the Committee members during the drafting process to ensure that the document embodied the Committee's vision.

II. Existing Conditions & Barriers

The Problem

For many years, before and after incorporation in 1998, Kenmore's roads and walkways were largely engineered for vehicular travel. As a result, many are not ideal for walking or bicycling.

Kenmore's suburban characteristics mean that it lacks significant bicycle and pedestrian infrastructure (bike lanes or striped shoulders, crosswalks, sidewalks, etc.). In recent years, vehicle traffic through Kenmore has increased as a result of population, commercial growth, and other factors, including tolling on SR 520. In spite of these conditions, more residents are walking and biking around the city. This has produced a sometimes dangerous combination of heavily-trafficked and narrow roadways being used for multiple modes of transportation. During a single week in March 2014 there were three serious traffic collisions involving pedestrians and bicyclists. Two of the collisions resulted in fatalities, one involving a bicyclist and another involving a pedestrian, and the third collision resulted in a serious injury. These incidents prompted the city to create the Ad Hoc Committee on Pedestrian and Bicycle Safety.

There is a Need for a More Walkable and Bikeable City

Kenmore's residents would like to bike and walk around their city, but they need a network of roadways and walkways that allow them to safely travel to their destinations. As infrastructure improvements are made, more pedestrians and bicyclists will use city streets and drivers will become acclimated to this new environment and more likely to look out for other road users.

Kenmore is largely a bedroom community where most residents commute outside of the city for work. The average commute time for a Kenmore resident is nearly 30 minutes and 72% of workers commute in a single-occupancy vehicle.¹ Few people are biking or walking to work. As 2013's Bicycle Strategy noted, bicycling is more likely to provide transportation for a segment of a commute trip (from home to the park and ride, for instance). The proportion of people bicycling to work can increase if it is deemed a safe and convenient alternative to driving.

However, many residents do commute *within* Kenmore for recreation and errands by walking or bicycling. The city is fortunate to have great parks, like Log Boom Park and Saint Edward State Park which both provide access to the Lake Washington waterfront. The city is also home to a portion of the Burke-Gilman Trail, which connects riders and runners to the



NE 181st Street between
68th & 73rd Ave NE.

¹ Source: Census Website. Commuting Characteristics by Sex, 2010-2012. American Community Survey 3-Year Estimates, Form S0801.

Sammamish River and Tolt Pipeline trails, and nearby municipalities. Unfortunately, these great attractions are often not conveniently accessible or connected for pedestrians and bicyclists. The Pedestrian and Bicycle Safety Strategy and Recommendations suggest ways to enhance safety while making the city more accessible and connected for alternative modes of travel.

How Has Kenmore Improved Pedestrian and Bicycle Safety Since Incorporation?

Since incorporation in 1998, and more intensively in recent years, Kenmore has taken steps to make the city more pedestrian and bicycle friendly. In 2012, staff developed a Sidewalk Plan, an actionable list of sidewalk projects needed to cover one side of all arterials at a total cost of \$36 million. The sidewalk plan, while unfunded, helps the city prioritize improvements given varied year-to-year funding and the availability of grants.

More broadly, the Transportation Element of the City's Comprehensive Plan guides city policy towards multi-modal planning, and the construction of a complete pedestrian and bicycle network. The Transportation Element also lays out the city's principal and minor arterials referenced through this Strategy and other city planning documents.²

The City also has land use policies that shape new development to create a more walkable downtown core. The Community Design Element of the Comprehensive Plan and the Downtown Design Standards (Chapter 18.52 of the Municipal Code) both guide new development to use street-facing designs, relegating parking to behind a building, for instance.

The city has made tangible improvements to increase safety for all road users, including:

- SR 522/Bothell Way upgrades, reducing the severity and number of motor vehicle accidents by about 40 percent since 2005 (110 accidents in 2005 versus 65 in 2013).³
- 15 new miles of sidewalk since 1998 creating a safer environment for pedestrians through: grants matched with city funding; contributions from new development; and, SR 522 construction.⁴



Rectangular Rapid Flash Beacon at
73rd Ave NE near Kenmore Elementary

² "City of Kenmore Comprehensive Plan, Transportation Element," City of Kenmore. Amended December 2008.

The principal arterials include: SR 522, 68th Ave NE (NE 170th to NE 181st Street), NE 179th Street/Simonds Road NE, and 61st Avenue NE (SR 522 to north City limits). The minor arterials include Juanita Drive NE (NE 170th Street to south City limits), 80th Avenue NE (SR 522 to north City limits), 73rd Avenue NE (SR 522 to north City limits), NE 181st Street (65th Ave NE to 73rd Ave NE), 65th Avenue NE (SR 522 to NE 181st Street), and LakePointe Way (SR 522 to 68th Ave NE, on to 73rd Ave. NE).

³ "City Taking Steps to Address Pedestrian and Bicycle Safety," Mayor David Baker. City of Kenmore Newsletter. May, 2014. See Appendix for Copy.

- Speed control measures, including deployment of permanent and temporary “Your Speed” radar signs (permanent signs on Juanita Drive, Simonds Road and 61st Ave NE), reduced speed limits on 80th Ave NE and SR 522, and other measures.⁵

In response to one bicyclist and two pedestrian fatalities between October, 2013 and March 2014, the City of Kenmore took a number of aggressive steps to improve safety outcomes,⁶ including:

- The installation of 11 new Rectangular Rapid Flash Beacons (RRFB’s) at all of the city’s arterial non-stop controlled marked crosswalks (see photo above).
- The rechannelization of 61st Avenue NE and Juanita Drive NE (in progress). King County has also designed a new striping plan for 170th Street/Simonds Road that includes a bike lane on the uphill (south) side and bike lanes and sharrows on the downhill (north) side.
- Commissioned street lighting and arterial speed limit studies.
- Signal and ADA improvements on Juanita Drive NE and Arrowhead Drive (153rd), and Juanita Drive and 170th.
- Increased enforcement for violations by all road and trail users.⁷
- City staff developed and is in the process of implementing a safety education and awareness program.
- Adoption of a “Target Zero” Resolution (14-235) by City Council on April 28, 2014.

While the city has made progress to improve pedestrian and bicycle safety through enforcement, infrastructure, and engineering, there are a number of barriers to safety and access that still exist throughout the city.



⁴ Ibid.

⁵ Ibid.

⁶ “Update on Pedestrian and Bicycle Safety,” Memo from City Manager Rob Karlinsey to Mayor and City Council. May 15, 2014.

⁷ See enforcement statistics as reported in “Pedestrian and Bicycle Safety Update,” City Council Business Agenda Item, Kenmore City Council. July 14, 2014.

Barriers to Pedestrian and Bicycle Safety and Access

The first step the Ad Hoc Committee took was to identify the key barriers to safety and access in Kenmore that should be addressed to improve safety outcomes.

- **Infrastructure Needs: Incomplete Pedestrian and Bicycle Network, Street Design Issues, and Road Channelization & Curves:** Kenmore recently rechannelized 61st AVE NE, is in the process of rechannelizing Juanita Drive, and plans to rechannelize Simonds Road to provide improved facilities for bicyclists and pedestrians. But the bike and pedestrian infrastructure on arterials is still far from complete. The city has developed an arterial sidewalk plan but with a price tag of \$36 million for 11 miles of sidewalk, new segments are mostly built when grants are acquired – and will take over 100 years to complete at current funding levels. As a result, few arterials – and even fewer local roads – have sidewalks. Additionally, narrow roads and their natural curvatures pose design challenges when trying to build out pedestrian and bicycle infrastructure (68th Ave NE, etc.).
- **Sidewalk Maintenance & Damage:** There are a number of areas throughout Kenmore, including 61st Ave NE (see above) and 80th Ave NE where the sidewalks have been damaged either by tree growth or other causes. Damaged, undulating walkways pose risks for all pedestrians and bicyclists. There are no city funds annually designated toward sidewalk maintenance.
- **Marked Crosswalk Adequacy in High-Demand Areas:** The city’s marked crosswalks are not located in high-demand areas or are inconveniently spaced out, leading pedestrians to jaywalk. Existing crosswalks are concentrated at large intersections with longer crossing distances than a midblock crosswalk might contain. Kenmore has no crosswalk policy.
- **Pedestrian and Bicyclist Behavior:** The behavior of both pedestrians and bicyclists contributes to unsafe conditions in Kenmore. Some pedestrians and bicyclists are not easily visible because they are either wearing dark clothes, not using required bike lights, or other reflective visibility gear. Other behaviors, like being **distracted** and **not wearing helmets**, going **too fast** and not **obeying traffic laws**, increase the odds of a crash and serious injury.
- **Driver Behavior:** With the proliferation of smart phones, drivers are more distracted than ever. Distracted driving – including eating, putting on makeup, reading, and texting - leads to **carelessness** on the road and endangers others. Drivers who perform “visual-manual” tasks



Sidewalk on 61st Ave NE

associated with their cell phone are three times more likely to be in an accident.⁸ A host of other dangerous driving acts, including a **lack of yielding** to pedestrians and bicyclists, **driving on the shoulder**, and **speeding** on arterials – in school zones, and when traveling through neighborhoods – pose risks to safety.

- **Poor Line of Sight, Sight Distance, and Poor Signal and Signage Visibility:** The design of many of Kenmore’s roads creates line of sight issues that limit signal, signage and driveway visibility. These problems may be attributed to sign placement and road curvatures, but some are a result of preventable and manageable vegetation overgrowth.
- **Lack of Secure Bike Storage and Bike Racks:** As Kenmore’s 2013 Bicycle Strategy noted, the low number of bicycle storage facilities along SR 522 poses a barrier to commuting via bicycle. The 12 bike lockers and 4 eLockers⁹ located at Kenmore Park and Ride are at full capacity. The Committee also noted the lack of well-maintained bike racks near businesses and parks.
- **Insufficient Street and Trail Lighting:** Not all arterials in Kenmore have consistent street lighting – it is either missing, not functioning (burnt out), or blocked by vegetation. Lighting improves visibility which improves safety for all road users. There is currently no street lighting on trails.
- **SR 522/Bothell Way:** SR 522 cuts Kenmore in half to create a north-south divide that is both a psychological and geographic barrier for the community. The highway has increasingly high traffic volumes from regional commuters and safe and comfortable crossing points for pedestrians and bicyclists are few and far between.
- **Lack of ADA Mobility & Accessibility:** Kenmore’s lack of a complete network of sidewalks disproportionately impacts residents with disabilities. Existing pedestrian facilities are not always ADA compliant because they were designed before ADA compliance was required. Many arterials without sidewalks or shoulders are inaccessible to residents with disabilities.
- **King County Metro, Sound Transit and School Bus Stops:** The location of bus stops around the city poses safety hazards because of their combination with other barriers: a lack of lighting, poor line of sight, and they may not be located near marked crosswalks or along walkable roads.



SR 522/Bothell Way

⁸ “The impact of hand-held and hands-free cell phone use on driving performance and safety-critical event risk.” Fitch, G. A., Soccolich, S. A., Guo, F., McClafferty, J., Fang, Y., Olson, R. L., Perez, M. A., Hanowski, R. J., Hankey, J. M., & Dingus, T. A. (2013, April). (Report No. DOT HS 811 757). Washington, DC: National Highway Traffic Safety Administration. Source URL: <http://www.vtti.vt.edu/featured/052913-cellphone.html>.

⁹ Bike Parking at Transit Facilities. King County Metro Transit. <http://metro.kingcounty.gov/tops/bike/parking>.

- **Freight Design Standards and Routes:** Kenmore’s roadways must accommodate freight movement. Freight is largely found on SR 522, Simonds Road, 61st AVE NE, 68th Ave NE, and 175th Street NE – though all arterials are designated as freight routes in the Comprehensive Plan. The road standards used for freight (large turning radii) can conflict with ideal pedestrian and bicycle facilities.
- **Competing Right-of-Way Interests:** Stormwater infrastructure such as open ditches requires City right-of-way. It is not uncommon for the road edge to be close to a ditch, which leaves little to no room for pedestrians and bicycles. Other right-of-way interests include parking, landscaping, and utility needs which can inhibit pedestrian and bicycle walkways.
- **Future Funding and Jurisdictional Limits and Boundaries:** Kenmore’s desire to take additional steps to positively increase safety is not consistent with current levels of funding for infrastructure improvements. Additionally, the city’s location subjects it to the detrimental effects of regional traffic trends, which pose challenges for long-term planning. There are jurisdictional challenges as well, due to multiple Kenmore schools falling right on the edge of the city (Inglemoor High School and Kenmore Junior High). Further, unlike in King County, neighboring Snohomish County does not have a helmet requirement for bicyclists.

The barriers to safety and access identified by the Committee are important starting points to help frame the challenges facing the City of Kenmore. The array of barriers suggests that engineering and new infrastructure cannot solve problems of pedestrian and bicycle safety alone. A successful path forward must involve a range of strategies that incorporate the 5 E’s: Enforcement, Education, and Engineering, Encouragement, and Evaluation.

III. Recommendations to Improve Pedestrian and Bicycle Safety



The Committee has developed a series of short-term and long-term recommendations to be taken into consideration by the City of Kenmore that address the barriers to safety and access outlined above.

Short-Term Recommendations

0 to 2 Years

The Committee has prioritized 14 recommendations that the City should consider, fund and implement. These recommendations can be implemented in a short timeframe, though they may be ongoing in nature and require continued funding. While they are prioritized based on the Committee’s ranking of their importance, staff and council are encouraged to pursue lower-priority recommendations as resources and circumstances allow. It is not the Committee’s intent that Recommendation 1 be completed before moving down the list. Instead, the Committee encourages the city to identify projects that provide a combination of increased safety and the best cost-benefit return on investment.

Recommendation 1: Invest in Additional Sidewalk and Walkway Infrastructure

The Committee believes Kenmore’s **highest priority should be creating and connecting more sidewalks and walkways** on key corridors and around Kenmore’s schools. Where consistent with current design standards, the city should closely examine cost-effective alternatives to traditional sidewalks, including large shoulders and shoulders separated from the roadway by curbing. The existing Sidewalk Plan is a great inventory of arterial sidewalk needs, but it should be expanded to include non-arterial missing links. Often there is a gap in sidewalks from an arterial to a particular neighborhood and these are not accounted (or planned) for currently in the Sidewalk Plan.

Kenmore must also commit sufficient resources to maintaining its existing sidewalks. Dangerous conditions arise when sidewalks are not properly maintained. A significant increase in funding is needed to make this recommendation a reality.

Recommendation 2: Reduce Vehicular Speeds in School Zones by Installing Traffic Safety Cameras

The city should focus on reducing vehicle speeds on streets surrounding schools by installing automated traffic safety cameras. Traffic safety cameras will increase safety levels around Kenmore’s most vulnerable residents and **reinforce that the city is serious about assuring bicycle and pedestrian safety**. Protecting our children has been a consistent message received through the Committee’s outreach efforts. The committee recommends that revenues from the traffic safety cameras be dedicated to fund traffic safety programs and improvements.



Recommendation 3: Targeted Speed Limit Reductions on Arterials and Local Roadways

The Committee recommends reducing speeds to 30 MPH on arterials and 20 MPH on local streets, where appropriate. In certain instances, Kenmore should use other means to lower the speeds (enforcement, engineering, etc.) where lowering the speed limit alone is insufficient. Neighborhood Transportation Plans (Recommendations Number 6, below) are also a way for the community to identify local roadways where lower speed limits may improve safety.

At the July 14, 2014 City Council meeting, the Council left arterial speed limits at 35 MPH following a King County traffic engineer's study of all arterial speed limits. Nonetheless, the Committee believes the city should focus on reducing speed limits on all streets as a means to improve safety, reduce the severity of accident injuries **and to send a clear and visible message that the city is serious about bicycle and pedestrian safety.**

Recommendation 4: Develop a Citywide Crosswalk Policy to Install Additional Marked Crosswalks with RRFB's

The City of Kenmore should develop a citywide crosswalk policy in order to have a clear process for determining where new marked crosswalks should be installed. The Committee recommends that, where merited, additional marked crosswalks with Rectangular Rapid Flash Beacons (RRFB's) **should be installed near schools and other highly-trafficked areas.** This will bring heightened attention to pedestrians and cyclists crossing the street. The city should continue its current work installing RRFB's at all non-stop controlled marked crosswalks to ensure that new crosswalks are as safe as possible.

The city can draw on community involvement (via the Neighborhood Transportation Plans) to identify crosswalk locations, and work on innovative ideas like crosswalk art programs, where volunteers, children or artists decorate crosswalks with long-lasting murals.

Recommendation 5: Continue and Expand Education & Awareness Programs

Kenmore should continue and expand its education and awareness program launched in 2014 with the **primary goal of creating a culture of respect for pedestrian and bicycle safety.** This messaging could be similar to the 'Courtesy is Contagious' campaign during the city's first years of incorporation. Education and outreach activities provide the opportunity to inform the public about the importance of pedestrian and bicycle safety, existing

enforcement measures, and ways they can help create a safer city that respects all modes of transportation. Educational programs will be more effective when there is sound and **consistent messaging across all agencies**. The committee's education and outreach recommendations are organized as follows:

- **Establish an Interagency Education Coalition:** Kenmore contains a number of institutions and organizations that can be leveraged to create coordinated and ongoing outreach campaigns. The Northshore Fire Department, the Northshore Utility District, Safe Kids Eastside, the Northshore School District, PTA's, and church and senior citizen groups are valuable organizations who the city should work with to maximize outreach efforts in order to reach as many citizens as possible.
- **Use Multiple Distribution Streams to Disseminate Educational Materials:** The above coalition should work together to spread the safety message to a wide audience through social media, events, in classrooms, newsletters, and face-to-face presentations.
- **Educational Programming:** The coordinated programming should include information how to be safe bicyclists, pedestrians, and drivers, including proper visibility gear and being aware of environmental changes like daylight savings time. Education should also inform the public about other ways to increase citywide safety. This includes information about the Citizen Action Request process, ways to request street lighting repairs, and regulations regarding right-of-way, vegetation, and sidewalk maintenance.
- **Connect Education with Engagement Programs:** Pair educational outreach with programs that can improve pedestrian and bicyclist safety, including "Adopt a Crosswalk" programs, helmet fitting and reflective and wearable lighting gear distribution.¹⁰

Recommendation 6: Create Actionable Neighborhood Transportation Plans

Neighborhood Transportation Plans utilize neighborhood volunteers to **identify and prioritize traffic safety issues**. These groups then work with the city to find and implement solutions. Solutions may involve **enforcement, signage, new crosswalk locations, traffic calming installations, or sidewalks**. Traffic calming devices often include traffic circles, raised crosswalks, or speed bumps. Ultimately, these plans can assist in other portions of the Strategy and Recommendations, such as updating the Sidewalk Plan.

By developing an up-to-date inventory of issues, the city can identify grants that may fund a particular safety improvement. Other nearby municipalities have adopted similar programs, including Shoreline and Kirkland.¹¹

¹⁰ See Appendix item "Full List of Barriers and Solutions" for additional education recommendations and ideas.

¹¹ Information on the City of Shoreline's Neighborhood Traffic Management Program can be found here: <http://www.cityofshoreline.com/government/departments/public-works/traffic-services/neighborhood-traffic-action-plans>. The City of Kirkland's pilot program can be found here: http://www.kirklandwa.gov/depart/CMO/Neighborhood_Services/NSP.htm.

Recommendation 7: Expand Bicycle Facilities

The city should invest in additional bike facilities (bike lanes, marked shoulders, separated pathways) on key arterials (61st, 80th, Simonds Road, Juanita Drive, and 73rd) and construct additional bicycle storage racks and other installations throughout the city to make bicycling more convenient and safe. The Committee suggests that the city use the Bicycle Strategy as a guide when building additional bicycle facilities.¹²

Increasing the number of bicycle racks (including artistically-styled bike racks) available outside local businesses and on public and school district property should also be a high priority. Installing additional storage lockers at the Kenmore Park and Ride, for instance, can encourage more people to make cycling a part of their daily commute. Additionally, the City should work to ensure that existing bike racks around the city are properly maintained.



Example of a bike lane on NE 80th Ave

Additional bike facilities, storage areas, and other installations, like bike rails (which allow riders to rest at an intersection without having to disembark from their bike), will have a safety enhancing effect by making bicycling more common, thereby improving safety.

Recommendation 8: Strategically Upgrade Existing Roadway Signage

The City should make strategic upgrades to existing roadway signage by replacing out-of-date signage with more visible fluorescent signage whenever possible. Modern, fluorescent-colored signs are more effective at catching the eye of drivers. The city should ensure that signage is visible and complete, especially in school zones. The Committee also recommends adding flashing school zone lights at Kenmore Junior High.

Recommendation 9: Targeted Enforcement

Kenmore's Police Department should adopt an enforcement strategy focused on risky driving behaviors, such as speeding, distracted driving, driving on the shoulder, following too closely, and failure to yield. The department should enforce a zero tolerance policy for making an initial stop with regard to all road users. The police department should also continue enforcing rules for pedestrians and bicyclists – such as jaywalking, speeding cyclists on the city's trails, not stopping at stop signs, and bicycle helmet use.

¹² See the Appendix for relevant portions of the City of Kenmore's Bicycle Strategy, prepared by a citizen committee and approved by the City Council in 2013.

Recommendation 10: Reclaim the Right-of-Way

The City should reexamine its policy regarding how it keeps the city's right-of-way clear. Ensuring that bike paths and pedestrian walkways are clear from debris, improperly parked vehicles, vegetation, and other hazards, may involve the City taking on a more proactive role. Existing policy largely relies on property owners and takes a reactive approach to improvements. As a result, many shoulders available for bicyclists contain hazardous debris (gravel along 68th Ave NE between 182nd and 185th Street, for example). As referenced above, educating the public about their duty as property owners should also be a priority.

This recommendation is consistent with Policy T-1.2.3 of the Comprehensive Plan, which states that the Kenmore should "Maintain right-of-way and design standards that accommodate non-motorized transportation facilities to create a pedestrian and bicycle network in the community."

Recommendation 11: Improve and Encourage Use of the Citizen Action Request System

The Citizen Action Request (CAR) form is a convenient way for residents to report maintenance needs to city staff. There is currently low knowledge within the community that the CAR exists and what it should be used for. The CAR form should be surfaced on the city's homepage to make it more visible, made anonymous,¹³ and citizens should be able to attach a photograph to their online request. Further, the city should educate and encourage citizens to use the form. Vegetation, sidewalk maintenance, and other issues can be brought to the city's attention and repaired via the CAR process.

Recommendation 12: Work with Nearby Jurisdictions to Improve Bicycle and Pedestrian Connectivity

Pedestrian and bicycle safety is a regional issue and should be treated as such. The City of Kenmore should coordinate with neighboring municipalities and jurisdictions like the cities of Bothell and Kirkland, and Snohomish County when selecting sites for safety improvements and other infrastructure projects, in order to ensure network connectivity. Such communication is especially important for areas surrounding schools like Inglemoor High School, Lockwood Elementary, and Kenmore Junior High.

This recommendation is consistent with Objective T-4.2 of the Comprehensive Plan, to work with neighboring jurisdictions "to address regional transportation issues."

Recommendation 13: Encourage Pedestrian and Bicycle Delineation Markings on Trails

The City should work to include pedestrian and bicycle delineation markings on the future Tolt Pipeline Trail in order to minimize pedestrian-bicycle conflict. Further, the city should

¹³ A Citizen Action Request can currently be filed anonymously using a paper form, however the online form on the city's website requires a name and contact information.

request that King County mark the portion of the Burke-Gilman Trail that runs through Kenmore with designated pedestrian and bicycle lanes.

Recommendation 14: Metro and School Bus Stop Improvements

The King County Metro and Sound Transit bus stop locations around Kenmore pose problems for traffic congestion and pedestrian connectivity and the City should work more closely with transit agencies to either move stops to better locations near pedestrian crossings where they will not inhibit traffic flow or improve the surrounding infrastructure.

The city should continuously work with Northshore School District to identify ideal locations for bus stops. Bus stops should be located at well-lit locations with clear lines of sight, areas for students to stand and wait, and safe walking routes to and from their homes.

These recommendations address the Five E's from different angles by balancing new infrastructure and engineering improvements while encouraging citizens to make behavioral changes to increase safety for motorists, bicyclists, and pedestrians.

Medium to Long-Term Recommendations

2 to 6+ Years

Other improvements that can positively influence pedestrian and bicycle safety require longer build-out and planning periods, higher costs, and stakeholder buy-in. They should be evaluated within the context of Capital Improvement Program as part of the city's biennial budget process.

Construct an Over/Underpass across SR 522/Bothell Way

At least one grade separated crossing (an overpass or a tunnel) across SR 522 would provide connections to the Burke-Gilman Trail and the waterfront for the community north of SR 522 and connections to the downtown core for residents south of the highway. This long-term and resource-intensive investment should begin with a study that identifies possible locations. The Committee suggests that an initial review include crossings of SR 522 at 61st, 65th, 73rd, and 80th.



North Side of Sammamish River Bridge

Provide an Improved Bicycle and Pedestrian Facility on the West Sammamish River Bridge

Both the North and South sides of the West Sammamish River Bridge currently have narrow walkways for pedestrians and are difficult for bicycles to pass across. When the city reconstructs the West Sammamish River Bridge, it should include separated pedestrian and bicycle facilities. Ultimately, the city should work to include improved facilities on both sides of the bridge.

Complete the Tolt Pipeline Trail through Kenmore

Completing the portion of the Tolt Pipeline Trail that runs through Kenmore to include a pathway for bicyclists is a great way to increase east-west pedestrian and bicyclist connectivity through North Kenmore while providing an additional connection to nearby municipalities, like Bothell and Woodinville. The Capital Improvement Program includes completion of a portion of the trail from 68th Ave to 73rd Ave, currently in design.

Install and Maintain Trail and Street Lighting

Lighting should be added to the city's main trails, including the Wallace Swamp Creek, Tolt Pipeline, and Burke-Gilman Trails. This medium-term recommendation should also include working with the Neighborhood Transportation Plans to inventory areas where additional street lighting would most beneficially impact pedestrian and bicyclist safety.

Enforcement Capabilities

The City of Kenmore implemented an increased enforcement strategy in response to recent pedestrian and bicycle fatalities. This initial response utilizes overtime to increase the law enforcement presence. The committee recommends evaluating the effectiveness of the increased enforcement and if effective, examining the hiring of an additional Traffic Enforcement Officer. The additional officer will assure that the emphasis can be maintained long-term and that a culture of enforcement exists in the City of Kenmore.



Portion of Tolt Pipeline Trail, Looking East at 73rd Ave NE

Funding Pedestrian and Bicycle Safety Improvements

Ongoing

The above recommendations can help guide Kenmore toward becoming a more bicycle and pedestrian friendly city. The cost involved in some of the improvements, particularly the infrastructure improvements, is significant and higher than what has historically been allocated to pedestrian and bicycle safety issues.

The city should secure a long-term, ongoing, sustainable, and dedicated pedestrian and bicycle safety funding source to ensure that different aspects of the above recommendations continue to be implemented and maintained for years to come. The Committee suggests that the city consider the following funding categories in relation to the above recommendations:

- **Capital Expenditures:** Significant monetary resources are needed for short-term and long-term infrastructure improvements, including the construction of new sidewalks and the SR 522/Bothell Way over/underpass.

- **Operational Expenditures:** The city will need to set aside ongoing operational funds to carry out many of the above recommendations. For instance, ongoing staff resources will need to be dedicated to maintain right-of-way, vegetation, and sidewalks, in addition to funding additional enforcement as referenced above.
- **Programmatic Expenditures:** The city should fund programmatic safety improvements, including the Neighborhood Transportation Plans (both administration and funding for improvements) and educational and awareness programs.

While the Committee finds that an ongoing and sustainable funding stream is important, the city should still continue to leverage such funding by seeking out grant opportunities, as it has historically done to fund new sidewalk construction.

IV. Performance Measures

The Pedestrian and Bicycle Safety Strategy and Recommendations include improvements that will positively impact road and trail safety in Kenmore. It is important for the city to monitor whether or not these recommendations, once implemented, are positively affecting safety outcomes. The below performance measures will provide insight into whether the recommendations, working together, are improving safety, and if they are not – guide the city to change course.

These measurements are meant to cover more than one recommendation and there may not be a measurement for each individual recommendation. Instead, these are meant to holistically measure the effectiveness of the City’s efforts.

Collecting the data necessary to fulfill these measurements may require a range of data collection techniques including volunteers monitoring behavior in person or via a camera or aggregating data from existing collision databases.

BEHAVIOR, EDUCATION & ENFORCEMENT

MEASUREMENT	Frequency/Locations
Motorist Yield Rate: The percentage of motorists yielding to pedestrians in crosswalks when pedestrians have the right-of-way (up to several locations)	2 times per year
Reflective & Lighting Gear Usage Rate: The percentage of pedestrians and bicyclists using reflective or high-visibility gear (up to several locations)	2 times per year
Crossing Flag Usage Rate: The percentage of pedestrians using pedestrian crossing flags when crossing the street (up to several locations)	2 times per year
Helmet Usage Rate: The percentage of bicyclists using helmets (up to several locations)	2 times per year
Enforcement Report: Document to the extent possible the location and number of enforcement stops and enforcement action concerning traffic safety violations by motorists, bicyclists, and pedestrians	1 time per year
Collision Report: Number and location of traffic collisions involving pedestrians or bicyclists	1 time per year
Number of K-12 Students and Adult Community Members Receiving Safety Education from City Staff or Volunteers	Yearly

ENGINEERING & INFRASTRUCTURE IMPROVEMENTS

MEASUREMENT	Frequency/Locations
School Zone Speed Studies to measure 85 th percentile speed reduction (up to several locations)	Yearly
Capital Improvement Dollars Managed for Pedestrian and Bicycle Safety Improvement Projects	Yearly

ACCESS & USAGE

MEASUREMENT	Frequency/Locations
Bicycle and Pedestrian Counts at several locations throughout the city.	2 times per year
Bicycle Rack Utilization at Businesses, Public Areas, and Schools	1 time per year

All of these measures are part of the communal effort to reach the city's "Target Zero" goal: **zero pedestrian and bicyclist fatalities by 2025.**

IV. Conclusion

The recommendations outlined above will positively influence safety outcomes for all pedestrians, bicyclists, and motorists in Kenmore. The implementation requirements for each vary in their required levels of funding and staff resources, but together provide a holistic outline for how to best move forward. The focus on educational and awareness programs balance the long-term (and more costly) infrastructure investments to improve pedestrian and bicycle safety outcomes.

While Kenmore has made improvements to improve safety on city roadways since incorporation, the Committee's recommendations are designed to provide the outline for an **actionable plan** to improve bicycle and pedestrian safety that will result in substantially more progress in the coming years.



Pedestrian & Bicycle Safety Committee Worksheet:
Barriers & Solutions

BEHAVIOR

SAFETY BARRIER: **Pedestrian and Bicycle Behavior**

Description of Barriers: The committee has identified barriers to safety relating to **pedestrian and bicycle behavior**, including **low visibility of pedestrians, pedestrians who are not actively paying attention, bicyclists who are not wearing helmets, and long pedestrian signals.**

Proposed Solutions:

1. **EDUCATION:** Implement an Interagency Education and Awareness Program that leverages the city's resources with other agencies, like the Fire Department, PTA groups, City Schools, Senior Citizens, Churches, etc. The education and awareness package may include:
 - 1) Information about how pedestrians and bicyclists can be more visible to cars and the dangers of texting and walking;
 - 2) Information regarding the importance of helmets, how to properly wear them, and volunteers or city staff that can properly fit the helmets;
 - 3) Educate citizens that the city of Kenmore does not control most of the signals in their city and how to report signal issues to WDOT.
 - 4) Education about how to bring problems to attention of the city (CARs).

This information could be distributed in the following ways:

- 1) Law enforcement or city staff speaking to specific neighborhood groups;
 - 2) School resource officers speaking with students;
 - 3) City newsletter to promote safety information on a regular basis;
 - 4) Posters displayed in local businesses about bicyclists and pedestrian safety;
 - 5) Use the city's social media feeds;
 - 6) One or more new community message boards around the city;
 - 7) Create internship opportunities for students to educate other students;
 - 8) Fire Department "Bring your helmet to school day" to instruct students on how to wear a helmet correctly.
2. Implement signage at the entrance of King County that reads: "Helmets are Mandatory."
 3. Encourage law enforcement to enforce existing rules for all road users.
 4. Distribute, for a small fee or no fee, brightly colored backpacks and reflective gear to kids at Back-to-School events and other citizens.
 5. Create an "Adopt a Crosswalk" program where neighborhood volunteers monitor flag inventory and issues with crosswalks.
 6. Always include fitting with helmet distribution to reduce liability and make helmets more comfortable to wear.
 7. Join Safe Kids Eastside to expand the resources available for helmet distribution.



SAFETY BARRIER:

Driver Behavior

Description of Barrier:

**Cars Not Yielding or Looking for Pedestrians
Cars Are Traveling Too Fast**

Proposed Solutions:

1. Multi-Modal Neighborhood Transportation Plans: create neighborhood plans where citizens help to plan or recommend traffic safety improvements in their neighborhoods. These plans might include: *traffic calming strategies, such as raised crosswalks, roundabouts, etc.*
2. Implement traffic safety cameras at the 3 elementary schools with the surplus revenue generated to fund pedestrian and bicycle safety improvements.
3. Gateway Signage: Build a gateway sign that is visible upon entry into Kenmore that communicates our commitment to safety for all road users.
4. Foster Cultural Changes: Pedestrian and bicyclists are equal to cars and that cars, pedestrians and bicyclists will be ticketed in Kenmore if they do not abide by laws. Create a zero tolerance policy regarding speeding.
5. Encourage the city to work with neighboring law enforcement to decrease distracted driving through enforcement, education and awareness public service announcements.
6. Increased enforcement in key areas, such as around schools, looking for speeding, distracted driving, and other dangerous behaviors.
7. Make school zones 24-hours; install red light cameras at school zones and on downhill slopes of arterials to ticket speeders.
8. Conduct a broad review of neighborhood speed limits to determine where speeds could be lowered.
9. Educate citizens on the benefits of pedestrian and bicycle safety features available in newer vehicles.
10. Educate citizens regarding the CAR; Encourage business owners and employees who travel about Kenmore to report issues.



INFRASTRUCTURE NEEDS

SAFETY BARRIER:

Incomplete Pedestrian and Bike Network Street Design Issues Road Channelization & Curves

Proposed Solutions:

1. Provide designated pathways and sidewalks for pedestrians and bicyclists on all of the main arterials.
2. Develop non-arterial routes for the bike and pedestrian network, connections through parks, trails and other short-cuts, such as the Tolt Pipeline Trail.
3. Construct additional sidewalks in areas near schools, specifically, a policy of pathways and sidewalks within one-half road miles of all of the city's schools.
4. Utilize the Neighborhood Transportation Planning groups to identify areas where improvements can be made, including marked crosswalks on major corridors, curbing, and other improvements.
5. Identify existing roadways that are not in step with the most recent design standards.
6. Evaluate an additional crossing over Sammamish River for pedestrians and bikes.
7. Add way-finding signage for pedestrians and bicyclists.
8. Develop walking and bicycle routes where people expect to see non-motorized traffic; tie into downtown development, parks and recreation plans.

SAFETY BARRIER:

Insufficient Street and Trail Lighting

Proposed Solutions:

1. Utilize Neighborhood Transportation Planning groups to identify areas where additional street lighting would improve safety.
2. Increase the scope of the arterial cross walk lighting survey to include all arterial roads looking at the proposed new uses including bicycle lanes, new sidewalk segments and new crosswalk locations.
3. Consider adding lighting to high-demand trails and pathways, including the Wallace Swamp Creek trail and the Tolt Pipeline trail.
4. Education: Use the newspaper and other distribution streams to inform Kenmore's citizens on how to report burned out street lights.
5. School Bus Stops: Coordinate with Northshore School District to locate bus stops under street lights, make sure street lights are working, giveaways of reflectors/lights.



SAFETY BARRIER: **Lack of ADA Mobility & Accessibility**

Proposed Solutions:

1. Identify where the old non-ADA compliant walkways exist. Use volunteers to find and evaluate locations with the greatest ADA need and establish a work plan to improve the deficiencies.
2. Construct a new standard for the city that recognizes that ADA accessibility is the highest priority, which should be reflected in minimal obstructions in the traveled portion of the sidewalks and walkways.

SAFETY BARRIER: **Lack of Secure Bike Storage and Locks**

Description of Barrier: The lack of bike storage is a barrier that discourages more bike-riding in Kenmore.

Proposed Solutions:

1. The city should work with businesses to help enhance or create bike storage at existing locations, for instance, by co-sponsoring promotional programs to place bike racks and storage areas on-site at businesses and at highly-used facilities.
2. Change city by-laws to require that new retail and multi-family construction include secure on-site bicycle storage.
3. Solicit Sound and Metro transit for more bike lockers and racks (see if county and state can provide these) at local park and ride.
4. Investigate whether a local business may be able to install more of these facilities around Kenmore (outside of park and ride).

SAFETY BARRIER: **SR 522**

Description of Barrier: SR 522 splits the community and the high traffic volume and high speed of cars is a safety hazard for Kenmore's residents. Frequent commercial driveways, congestion, and the lack of design authority all contribute to an unsafe environment.

Proposed Solutions:

1. Construct a bicycle- and pedestrian-only overcrossing or tunnel in a safe and convenient area across the highway. Possible locations: 65th or 181st or 73rd.
2. Consider narrowing SR 522 when coming into Kenmore (Dividers like Bothell)
3. Complete the SR 522 upgrades as planned for the west section of SR 522.
4. Evaluate the cost and value to the community of a grade-separated crossing and how future development in DT Kenmore can contribute to funding of a grade separated crossings of SR 522 through impact fees.
5. Evaluate the option of a signalized crossing at 61st Street & SR 522. [might have been 65th]



OPERATIONS & MAINTENANCE

SAFETY BARRIER:

Poor Line of Sight and Poor Signal and Signage Visibility

Description of Barrier:

Existing signage and intersection design create safety hazards wherein there is poor line of sight to other road users and poor visibility of signs and signals.

Proposed Solutions:

1. Use the Neighborhood Transportation Planning groups to locate areas where vegetation around critical intersections and signage poses a threat to safety.
2. Educate citizens and businesses about how to file Citizen Action Request forms related to line of sight issues; create anonymous reporting tool; encourage its use.
3. Implement additional Rectangular Rapid Flashing Beacon (RRFB) lights at crosswalks, and additional flashing signals (similar to those on Juanita Drive).
4. Manage street trees: Only plant street trees that can be managed in the long-term and only where they do not block lines of sight.
5. Use fluorescent road signs more often that may be more effective at getting the attention of drivers.

SAFETY BARRIER:

Sidewalk Maintenance & Damage

Proposed Solutions:

1. Utilize Neighborhood Transportation Planning groups to collect data to create a city map that shows the location of every crosswalk, Metro or Sound Transit bus stop, school bus stop, sidewalk, paved shoulder with reflectors, paved shoulder with a curb buffer, bike lane, sharrow (shared-lane marking), and other pedestrian/bicycle feature to see where the city currently stands, and to map improvements.
2. Utilize Neighborhood Transportation Planning groups to survey the existing sidewalk and trail network to identify hazards.
3. Educate citizens regarding the Citizen Action Request form.
4. Evaluate the requirement and possibly look at alternatives to existing policy that places the burden on adjacent property owners for maintenance of city right-of-way sidewalks.
5. Evaluate the requirement that trees be planted along sidewalks.
6. Establish and fund a regular maintenance plan for city sidewalks that includes volunteers, city crews, and property owners.



ROAD DESIGN

SAFETY BARRIER: Freight Design Standards and Routes

Proposed Solutions:

1. Encourage use of pedestrian refuges to decrease pedestrian crossing distance.
2. Coordinate with business community to verify need for large freight trucks.
3. Limit freight based on road design (i.e., narrow bridges/roads off-limits for freight).
4. Ensure that turning radii on arterials are wide enough to prevent freight tires from going up on curbs and design freight roads to balance pedestrian and freight needs. Do not overdesign roads to accommodate freight.

SAFETY BARRIER: Citywide Site Distance Issues

Proposed Solutions:

1. Do not plant street trees that will interfere with sight distance or that can't be properly managed over the long-term.
2. Education citizens and businesses about Citizen Action Requests.
3. Design standards review of existing roads, or problematic roads (Neighborhood Transportation Plans).

SAFETY BARRIER: Marked Crosswalks are not located in High Demand Areas

Proposed Solutions:

1. Conduct surveys and traffic studies to determine high use routes.
2. Review all existing crosswalks to verify that they are in areas where the demand exists.
3. Coordinate with neighborhoods and Northshore School District staff to determine where the most traffic volume is.
4. Create a task force of one city staff member and community volunteers that are similar to the Task Force Ad Hoc Committee but would work with the city on an ongoing basis.
5. Create a city map that shows the location of every crosswalk, Metro bus stop, school bus stop, sidewalk, and paved shoulder with reflectors, paved shoulder with a curb buffer, bike lane, sharrow, and other pedestrian/bicycle feature to see where we are at currently and as a resource for public meetings.



OTHER BARRIERS

SAFETY BARRIER:

TRANSIT: KC Metro, Sound Transit and School Bus Stops

Description of Barrier:

Bus stops around the city may be unsafe due to their placement, surrounding traffic conditions, lack of lighting and low visibility.

Proposed Solutions:

1. Education: Educate citizens about how to contact Metro and Sound Transit staff with issues concerning bus stops
2. Improve design of pedestrian crossings to better accommodate transit users (e.g. walk signal buttons tend to be far from bus stops so that multiple buses may pull in without blocking the intersection - maybe add a button at the bus stop to decrease pedestrian delay, or locate a tunnel/bridge where it would be convenient to many transit users).
3. Use the Neighborhood Transportation Planning groups to identify bus stops requiring improvements or those that are a safety risk.

SAFETY BARRIER:

Future Funding & Planning Jurisdictional Limits and Boundaries

Description of Barrier:

There are not enough funds for sidewalks and bicycle facilities, and other safety improvements.

Proposed Solutions:

1. Work to find a sustainable funding source for pedestrian and bicycle safety.
2. Create a system where city staff regularly stays in contact with their counterparts in City of Bothell Public Works, the City of Kirkland Public Works, Snohomish County Public Works, and other adjacent municipalities to discuss relevant road and transportation projects at their respective borders and ensure connectivity of bike and pedestrian networks especially around schools.
3. City should liaise with Snohomish County, Briar, Bothell and other municipalities on pedestrian and bicycle connectivity.



City Of Kenmore, WA

Appendix 2:

Memo to Council from Rob Karlinsey,
Dated May 19, 2014

Memorandum

Date: May 15, 2014
To: Mayor and City Council
From: Rob Karlinsey, City Manager
Re: Update on Pedestrian and Bicycle Safety

We continue to move forward with the pedestrian and bicycle safety actions you authorized at the March 24, 2014 City Council meeting. Attached is the updated schedule.

Near Term Actions

The rechannelization and restriping of 61st Avenue NE should happen in June, weather and contractor schedules permitting—see attached rechannelization plan for 61st Avenue NE. The crosswalk on 61st Avenue NE at NE 190th Street will move northward about 200 feet so that a pedestrian refuge island, with a Rectangular Rapid Flash Beacon (RRFB), can be installed. This relocation of the crosswalk will happen sometime after the restriping. When the crosswalk gets relocated, the existing crosswalk striping on 61st Ave NE at NE 190th Street will be ground out.

King County is also planning to relocate the crosswalk on Juanita Drive at NE 160th Street approximately 200 feet to the north, also for the purpose of being able to add a pedestrian refuge island with an RRFB. I have also asked them to design in and cost out a sidewalk connection on the east side of Juanita between NE 160th Street and where the new crosswalk will go. This relocation of the crosswalk at NE 160th Street will likely take place this summer after the Juanita Drive asphalt overlay is completed. In the meantime, if the RRFBs arrive prior to the asphalt overlay, we will install the RRFBs at the current NE 160th Street location and then move the RRFBs when the crosswalk gets relocated.

We have also directed King County to design a new striping plan for Simonds Road. We expect to show you this plan next month.

Our traffic engineer at King County has also completed a 4-way stop warrant analysis for the intersection at NE 181st Street and 67th Avenue NE. Based on the data, he believes the intersection meets warrants for a four-way stop, so we should be installing a four-way stop (along with “Stop Head” and “Traffic Revision Ahead” signage) later this year.

As I reported to you last month, King County has ordered the RRFBs and we expect them to arrive by mid June. Installation of the RRFBs should be soon thereafter.

We have also directed King County to review street lighting levels at arterial crosswalks. We will likely have recommendations, including costs, by the end of May with implementation (assuming adequate budget authority) this summer.

Arterial speeds also continue to be reviewed by King County. State law does not allow us to reduce arterial speed limits without conducting a speed/traffic study. King County has been directed to do so, which should be completed by the end of May. We expect City Council deliberation and resulting speed limit changes, if any, sometime this summer. We have a head start on several arterials because we already have recent speed and volume data for these several roads.

Target Zero

At your April 28, 2014 City Council meeting, you adopted Resolution 14-235 adopting a goal of zero pedestrian and bicycle fatalities by 2025 or sooner. This resolution provides vision for strategies and tasks that are ahead of us.

Sidewalk and Transportation Grant Applications

The last few weeks have been “grant application central” here at City Hall as we have continued to aggressively apply for sidewalk and other transportation safety grants. In the past week, City staff submitted six grant applications:

- Two Safe Routes to Schools (NE 155th Street between Inglemoor High School and Moorlands Elementary & NE 202nd Street to Kenmore Jr. High)
- Two West Samm Bridge grants (BRAC and STP)
- Pedestrian & Bicycle grant for a sidewalk on 68th Avenue NE along Rhododendron Park
- Federal Pavement Preservation grant for an asphalt overlay on Simonds (NE 165th Street to 92nd Avenue NE).

The week prior, City staff submitted a grant for a sidewalk on the south side of NE 181st Street between 68th Avenue NE and 73rd Avenue NE.

There are no guarantees that we will be successful with any of these grants—they are very competitive—but we continue to be hopeful. This grant application work is no small chore and has been a team effort.

Safety Improvements on Juanita Drive

Funded via a Federal grant, the contract has been awarded and signed to install pedestrian and ADA safety improvements at two intersections:

1. Juanita Drive and Arrowhead Drive (NE 153rd Street)
2. Juanita Drive and Simonds Road (NE 170th Street)

Improvements at these two intersections will include sidewalk and ADA ramp improvements as well as new pedestrian crosswalk signals and activation buttons. The project should be complete around the end of June.

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www.kenmorewa.gov

Communication and Outreach

I also reported to you last month that I have assembled a team of my coworkers to draft a communication and outreach plan for pedestrian and bicycle safety. Attached is a draft of that plan, portions of which we are already implementing. This plan is both staff and volunteer-dependent. A temporary intern will assist with the creation of the materials, and we will need the community's help to make outreach a success. This plan is still in draft form because we welcome additional input and ideas from you and the community. I expect that the newly formed ad hoc Pedestrian and Bicycle Safety Committee should also have some great suggestions for the plan.

Ad Hoc Committee on Pedestrian and Bicycle Safety

Speaking of the Ad Hoc Committee, you appointed seven members of the committee on May 5, 2014. The committee members are:

Andrea Laltoo
 Doug Levy
 Mark Abersold
 Victoria Chaussee
 Robert Greene
 David Maehren
 Katrina Rose

Our City Engineer Kris Overleese will facilitate the committee with the help of a temporary intern to assist with the committee (we are currently in the process of recruiting for that intern).

Earlier this month we forwarded you a draft memo that outlines the committee's process and what they will be tasked with. This memo is attached—please review and let us know if you have any comments.

With the attached committee process memo as context, the meeting schedule for the committee is as follows:

Wednesday May 28 (6:30-8:00)
 Thursday June 5 (6:30-7:30)
 Thursday June 12 (6:30-7:30)
 Thursday June 19 (6:30-7:30)
 Wednesday August 13 (6:30-8:00)
 Wednesday August 20 (6:30-7:30) RESERVE Date/Time

Long Term Actions for Pedestrian and Bicycle Safety

As directed by you, the City Council, during your goal setting session last January, we are working on options to “accelerate implementation of the Sidewalk Plan . . .” I believe it is the

City Council's intent to expand that goal to include multimodal safety, not just the addition of new sidewalks. To that end, and as I reported to you last month, we are in the midst of drafting a policy paper that would look at ways to finance both ongoing and capital project needs for bicycle and pedestrian safety. This policy paper will likely include some form of a voter-approved financing option, so stay tuned. We hope to have this policy paper drafted by the end of this month and begin discussions about it with you in June.

I believe that long term actions should be aggressive and meaningful—they should get at the heart of pedestrian and bicycle safety, a key pillar of which is calming motor vehicle traffic. Modern and proven traffic calming devices, including (but not limited to) roundabouts should be considered.

Thank you for giving us the resources and direction to move forward on these important next steps to improve safety in our community. We will continue to update you regularly.



City of Kenmore, WA
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We want Kenmore to be known as a bicycle friendly City. This document provides a background on current conditions for cyclists in Kenmore including areas of strength and barriers for cyclists. It then gives general policy suggestions to provide a “tool box” for City officials to make cycling more accessible to the public as well as recommendations.

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Introduction

In November of 2012, a group of citizens and City officials meet and discussed what the City could do to encourage cycling in Kenmore. This report stems from that discussion as well as electronic correspondence afterward and staff research. The information contained herein aims to inform and provide direction for the City with regard to effective bicycle policies.

What we know

There is demand for cycling in Kenmore.

Kenmore is in the fortunate position of already possessing an established cycling population. The Burke-Gilman trail, a multi-use regional trail which runs from Redmond to Seattle, bisects the City from east to west and is one of the most popular bicycle routes in the region. According to a count conducted by the Cascade bicycle club, the trail through Kenmore serves as many as 559 cyclists from 7-9 AM¹. That volume is comparable to the vehicular traffic volume on 68th Avenue (north of SR 522) during that same time period.²

Cyclists already use bicycles as part of larger commute trips. The Bicycle Alliance of Washington rents lockers at park and rides to people who commute by bicycle at least 3 times per week.³ Currently, the lockers at Kenmore Park and Ride have a 100% occupancy rate with names on a wait list⁴.

Kenmore is also a well known center for mountain biking. St. Edwards State Park and neighboring Big Finn Hill State Park together provide one of the most extensive mountain bike facilities in the Seattle metropolitan area.

There is Potential for Multi-Modal Transportation

According to data from the US Census Bureau, most Kenmore residents do not work in the City.⁵ The average commute time for Kenmore residents is nearly 30 minutes and 72% percent of residents commute by car.⁶ The high percentage of people driving to work coupled with the high average commute time implies that Kenmore residents generally work relatively far from the City. With that in mind, residents will likely have to use some form of public transit in addition to their bicycle, as cycling alone would likely increase their commute time to impractical levels.

¹ Ryann Child, Cascade Bicycle Club, Email Correspondence, March 20, 2013

² 68th Avenue NE and NE 182nd Street, 03-15-13

³ King County Metro Transit, "Bike Parking at Transit Facilities" *Metro Online*, <http://metro.kingcounty.gov/tops/bike/parking.html>, updated November 28, 2012

⁴ Bicycle Alliance of Washington Spokesperson, Telephone Correspondence, March 19, 2013

⁵ United States Census Bureau, *2007-2011 American Community Survey: Commuting Characteristics by Sex*, Form S0801

⁶ Ibid.

Currently, Kenmore Park and Ride is listed as being 100% utilized by King County Metro Transit.⁷ This means that during a typical weekday, the parking lot is completely full during peak hours. Due to this high demand for park and ride space, King County Metro leases parking lots from local churches to be used as additional commuter parking. All of the leased lots are also listed as “High-Utilization.”⁸

If people were to ride their bicycles to the bus instead of driving it would free up spaces for commuters who cannot bicycle. By taking their bike with them on the bus, riders would be able to access areas that would have been impractical to reach by transit alone.

There are barriers for cyclists in the City

Although there is demand for cycling in Kenmore, there are factors that limit residents from being able to get around safely by bike. The first is the lack of bicycle facilities in the City. While the Burke-Gilman trail is certainly an asset for the City, without a network of facilities which connect destinations (e.g. schools, libraries, major employers, stores, etc.) there isn’t much incentive for people to leave the trail. With the exception of the Burke-Gilman Trail, most of Kenmore’s bicycle network has no dedicated bicycle facilities.

Further, SR 522, which at its widest carries six lanes of traffic moving at 45 miles per hour, has proven to be an intimidating crossing point for all but the most experienced of cyclists. Only one intersection with SR 522 has any sort of bicycle facility: 80th Ave NE has bike lanes at the intersection. However, these lanes only continue for a few hundred yards before disappearing. See facility inventory in appendix A for a special layout of the bicycle facilities in the City.

There are a number of common bicycle corridors in the City

Through discussions with major stakeholders and members of the cycling community in Kenmore, 5 common bicycle routes were identified. These routes themselves, as well as the major community and regional amenities they connect, are listed below:

- **Burke-Gillman Trail.** In addition to being a regional cycling artery and one of the most popular cycling facilities in the state, this trail serves as the “backbone” of Kenmore’s existing bicycle network. With the exception of one stop-sign at 61st Avenue NE, it provides an uninterrupted East-West corridor for cyclists riding through the City.
- **68th/Juanita Drive (Southbound from the Burke-Gilman).** As a part of the “Lake Washington loop,” a common bicycle route for recreational and enthusiast cyclists which circumnavigates Lake Washington, this stretch of road sees significant bicycle traffic despite its hilly and curvy nature. Further, this road provides a connection to several major destinations both regionally and in the City. This road connects to Kirkland, Arrowhead Elementary and Bastyr University/St. Edwards State Park.
- **61st Ave NE.** The stakeholder meeting and discussion process listed 61st Avenue NE as a common bicycle route in the City. While 61st Avenue NE does not connect many major destinations in Kenmore itself, it does provide a route to the Interurban Trail (a regional mixed use bike trail

⁷ King County Metro Transit, *Park-and-Ride Utilization Report: Fourth Quarter 2012*, January 2013, pp. 5

⁸ Ibid.

similar to the Burke-Gilman) to the north. Due to the high volume and speed of traffic combined with the lack of shoulders on the southern portion of the road, it is currently only accessible to experienced cyclists who are used to riding in traffic.

- **68th Ave NE/NE 202nd Street (Northbound from the Burke-Gilman).** The relatively gentle slope of this street, combined with its low traffic volumes (compared to 61st Avenue NE) and ample shoulder make this a common cycling route for people to reach Kenmore Elementary and Kenmore Jr. High. The combination of 68th Avenue NE that turns into NE 202nd Street provides riders a lower traffic route to the north compared to 61st Ave NE.
- **73rd Ave NE.** The location of the Park and Ride on this street makes this a popular connection point for bicycle commuters in the area.
- **Simonds Road NE.** Although this road has a relatively steep slope, this road has relatively wide lanes which can accommodate cyclists fairly well. Additionally, this street serves as a major connection to Inglemoor High School.

Policies to increase cycling and establish Kenmore as Bicycle Friendly

While there is no “silver bullet” answer to increasing cycling in Kenmore, there are a number of policies that when implemented effectively will synergize to make Kenmore a more bicycle friendly place. Below are a few examples, placed into 4 broad categories.

“Place Making”

Place making can be loosely defined as creating a vibrant location which drives people to use the public space available to them, rather than ignoring it or simply passing through it. Part of Kenmore’s development strategy is creating a more defined, compact downtown. Development with active public spaces will make Kenmore more amenable to cyclists as compact development reduces the distance between destinations and active public spaces create incentive to make the trip in the first place.

However, no matter how appealing a destination may be, people will not ride their bikes to a location without a safe place to park their bikes when they get there. The provision of bicycle parking facilities can be relatively inexpensive to implement and absolutely necessary for people to feel comfortable leaving their bikes while they shop, dine or enjoy everything Kenmore has to offer. Ensuring Kenmore has adequate parking facilities can be done a few ways. First, the City can place bike parking facilities itself on sidewalks by major destinations. Additionally, the City can encourage private developers to provide parking facilities through incentives such as reduced vehicle parking requirements.

Creation of marked bicycle corridors to downtown and other destinations is an activity to both create a more defined identity for Kenmore and increase bicycling. Not only would signed bike routes guide cyclists to major destinations using roads that are safest for cyclists, but it would also provide drivers with an additional reminder to be “on the look-out” for cyclists.

Safety Improvements

Many people refrain from cycling because they do not feel safe.⁹ Surprisingly, it appears that how safe people perceive cycling to be is much more important in increasing the number of people bicycling than actual safety improvements, although increasing both is preferable. Most available research shows that the key to increasing perceived safety for cyclists is in providing dedicated road facilities for bicyclists. Below, the benefits and drawbacks of major bicycle facilities are outlined. For detailed cross-sections or plan views of these facilities see appendix B.

- **Cycle Tracks.** Although they are ubiquitous in some European countries, Cycle Tracks have only recently found a place in the American planning process. Unlike traditional bike lanes, cycle tracks have some form of physical separation from the roadway. This can either be a grade separation or through some form of raised median. Generally, cycle tracks are placed to the right of a line of parking to further separate cyclists from moving traffic. While users of cycle tracks perceive themselves to be the safest on these facilities, there is inconsistent data on if these facilities actually improve safety.¹⁰ However, because of that perceived safety, cycle tracks were shown in a Danish study comparing various bicycle facilities to cause the largest increase in bicycle use at 18-30% over roads without these facilities. Unfortunately, because of the right of way requirements for these facilities, cycle tracks can prove to be expensive due to real estate acquisition and construction costs. Most people are unfamiliar with bicycle tracks, which can increase danger for cyclists unless drivers and cyclists are educated on their use.
- **Bicycle Lanes.** These facilities are striped areas on the road (generally adjacent to general travel lanes) which are reserved for bicycles only. While these facilities have a notable actual safety improvement over no lane, there is not a huge jump in perceived safety.¹¹ In the Danish study conducted on bicycle facilities, bike lanes were shown to modestly increase cycling by 5-7% compared to roads without designated bicycle facilities. However, it should be noted that the increase quoted for ridership numbers may be artificially low compared to the US, considering it was considering Danish cyclists in Copenhagen (where the cycling mode-share is nearly 50% for commuters).¹² This study is primarily used because it is one of the only studies to compared different types of bicycle facilities. Studies in the US show increases closer to 30%.¹³ From a cost perspective, bike lanes are relatively inexpensive when compared to facilities like cycle tracks. In some cases, they can be put in with a simple road restriping, rather than requiring additional ROW and widening the pavement. Actual and perceived safety improvements to bicycle lanes can be achieved with the additions of buffers or striped areas between the vehicle travel lane and the bike lane. See appendix B for examples of both types of facilities.

⁹ Jenson, Søren Underlien, Roskilde, Claus, Jensen, Niels, *Road Safety and Perceived Risk*, City of Copenhagen

¹⁰ Ann Lusk et al., "Risk of Injury for Bicycling on Cycle Tracks versus in the Street," *Injury Prevention*, doi:10.1136/ip.2010.

¹¹ Jenson, Søren Underlien, Roskilde, Claus, Jensen, Niels, *Road Safety and Perceived Risk*, City of Copenhagen

¹² City of Copenhagen, *Good, Better, Best: City of Copenhagen's Bicycle Strategy 2011-2025*, 2010, Copenhagen Denmark, pp. 3-6

¹³ City of San Francisco, 2004. Fell Street Bike Lane (Scott to Baker) and Tow-Away Zone Proposal. City of San Francisco, San Francisco, CA.

http://www.sfmta.com/cms/uploadedfiles/dpt/bike/rewrite%20of%20memo%20for%20website%2011_22_04.pdf

- **“Bike Boxes.”** A large portion of serious bike crashes occur when a vehicle strikes a cyclist. One of the most common types of vehicle-cyclists collisions is the “right-hook” accident. In this situation, a vehicle that is turning right fails to see and yield to a cyclist that is approaching from behind and continuing straight. One solution to help prevent this type of accident is the use of “bike boxes.” These facilities are an intersection safety design which consists of a painted green space ahead of the queue of vehicles and behind the crosswalk. By providing bicycle queuing space ahead of cars, cyclists become more visible to vehicles, which prevents accidents. Bike boxes are increasing in popularity in the Puget Sound Region. A depiction of a bike box is shown in appendix B.
- **“Sharrows.”** In certain situations there may not currently be space on the road for an exclusive bicycle facility. When these constraints are present, putting shared lane markings (or “sharrows”) on the road may offer some form of bicycle facility. Sharrows are intended to guide cyclists on where the best place to ride on the road may be to avoid car doors and to remind drivers to share the road. While these facilities may serve as visual reminders to cyclists and drivers, there is little data to suggest they make a positive impact in the number or safety of cyclists on a given corridor. See appendix B for a depiction of sharrows.

Reducing Speed Limits on Local Streets and Collector Arterials

Another way to increase both the perceived and actual safety of cycling in Kenmore is to lower the speed differential between motor vehicles and bicycles. According to a 2011 study by AAA, a pedestrian’s or cyclist’s risk of death is more than halved when impact speed is reduced from 32 mph to 23 mph.¹⁴

Given that the speed of an individual cyclist is limited by the rider, the only feasible way to reduce this differential is to lower the speed of vehicle traffic along major bike routes where feasible, especially on local streets and areas with large numbers of pedestrians. With the State’s recent passage of SB 5066 (which waives the requirements for engineering studies when reducing speed limits from 25 to 20), implementing this change has been made much easier. Implementation of lowering speed limits is inexpensive and requires new signage.

Publicize!

Increasing the ease of cycling and safety in Kenmore is listed as a priority for the City in the Comprehensive Plan. There are projects currently underway that can make Kenmore a better place for cyclists. Educating the public how projects fit into the context of making Kenmore a friendlier place for cycling should be a priority for the City. The Kenmore Village redevelopment is a prime example of a non-cycling specific project with tangible positive effects on cycling in Kenmore. The denser, multi-use development will reduce distance between residents’ homes and amenities (including transit), making cycling more appealing.

¹⁴ Brian Tefft, *Impact Speed and a Pedestrian’s Risk of Severe Injury or Death*, September 2011, <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

Specific Next Steps

We have reviewed current conditions for cyclists in Kenmore and examined general policies that can increase cycling. The remainder of this report discusses how we can put general policies to work. These next steps reflect both the suggestions of the citizen group as well as staff recommendations derived from research.

Short Term

- **Promote safety through awareness signage.** One inexpensive means of improving bicycle safety through the busier corridors of the City is through the installation of awareness signage on streets frequented by bicycles. Awareness signage encourages drivers to both “share the road” generally, and also gives them warning to be extra alert for cyclists on designated or known bike routes.
- **Place making improvements through way-finding projects and signed bike routes.** Kenmore already is taking steps to build a sense of “place” in downtown area through way-finding projects. However, these efforts are predominately tailored to vehicle users. By creating signed bicycle routes, cyclists will be able to more successfully navigate the City and find destinations, using routes that are better suited to bicycle users (e.g. on roads with less traffic, or lower road grades). Signage indicating Kenmore as a bicycle-friendly city can also be added to “gateway” signage for people entering the City. Additionally, the City should make sure that Kenmore’s bicycle facilities are accurately represented in regional cycling maps and literature.
- **Step up the City’s marketing efforts.** Promote Kenmore as a bicycle friendly community. Marketing materials, authored articles in cycling publications, and blog entries are a few ways to promote the City and its current facilities.
- **Create a cycling map/brochure for the City.** The City could follow the example of cities like Redmond and Seattle in creating a bicycling map for residents. A map of bike routes, facilities, and “caution areas” (roads with higher traffic or steep slopes) can be made which allows residents a tool to navigate the City on their own. Further, making a facilities map would help establish Kenmore as a bicycle friendly community.
- **Promote and recruit cycling events in Kenmore.** Activities that can promote cycling in the City include rides, races, and education programs. Races and education programs can expose cycling to groups that might not otherwise be interested. Additionally, events in a closed loop can help highlight sections of the City like the downtown zone. Some stakeholder groups the City can partner with are Cascade Bicycle Club (education programs and rides) and the Washington State Bicycle Association (bike races). The City may also consider partnering with neighboring cities to organize cycling events (such as rides, races, or even cycling art exhibitions) that highlight both city’s people and places.
- **Restripe Juanita with bike lanes on one or both side of the street (as feasible).** There are current plans to overlay Juanita Drive (Kenmore’s portion) in 2013. Once an overlay is complete, restriping the road surface is necessary. The City is evaluating the corridor to determine if addition of bicycle lanes is feasible. As the overlay will not be adding additional road surface, it may not be possible to add bicycle facilities to both sides of the road. If only one facility can be

added it should be placed on the southbound stretch of road as it is uphill as the speed differential between cyclists and vehicles is much larger than on the downhill section. Cyclists also ride uphill at slower speeds and are more likely to have a laterally erratic travel path as they struggle to maintain forward momentum. Additionally, two intersections (68th Avenue NE & NE 170th Street and Juanita Drive NE & NE 153rd Place) would be reviewed for the addition of bike boxes.

- **Comprehensive Plan and Street/Road Standards update.** In the next two years, the City will be updating the Transportation Element of the Comprehensive Plan. In addition, the City's Road/Street standards will be updated. At this time, staff utilizes the King County Roads Standards from the 1990s. Update of both of these documents is an opportunity to review bicycle facilities within the City.
- **Ensure mountain bike trails are well maintained and remain open to cyclists.** Kenmore possesses excellent mountain bike facilities that are a regional draw. Making sure that these facilities are well maintained and open to cyclists is essential to keeping Kenmore a regional center for mountain biking. Organizations such as the Evergreen Mountain Bike Alliance and neighborhood groups have previously partnered with parks groups for trail maintenance and improvements and would likely make excellent partners in the future.
- **Work to install more bike lockers in the vicinity of SR 522.** The bike lockers at the Kenmore Park and Ride are utilized and there is a wait list. To encourage bicycle use as component of a commute, the City should make more lockers available to the public. The City could work with King County Metro Transit and the Bicycle Alliance of Washington to increase the number of lockers available at the Park and Ride. Should the City acquire the property on the northwest corner of SR 522 and 67th Avenue NE, it may be possible to install bicycle lockers and other bicycle facilities at this location as well.

Longer Term

- **Street improvements that include separated facilities for cyclists.** As the City grows and improves its road network, it is important to work towards meeting the needs of cyclists. Any time a street is overlaid or widened, special attention should be given to adding bicycle facilities where possible. As the City does not have an unlimited budget for bicycle improvements, care must be given to prioritizing what type of facilities are best for increasing cycling in the particular project. Below is a list of facilities arranged from most beneficial to cycling to least beneficial. The City should use this as a guide and pick the highest benefit facility which is financially feasible for a given project.
 1. **Cycle Track (On existing high utilization bicycle corridors only).** Given the high expense involved in the construction of these facilities, they should only be considered on areas with high bicycle utilization. Further, as this type facility isn't currently covered in Kenmore's road standards, they will need to be evaluated during the planned update.
 2. **Buffered Bike Lanes (both sides).** Like cycle tracks, these standards for these facilities should be added into the planned update of Kenmore's road standards.
 3. **Buffered Bike Lane (one side, preferably uphill), Bike lane downhill**
 4. **Bike Lane (both sides)**

5. **Bike Lane (one side, preferably uphill), “Sharrow” downhill**
6. **Wide Shared Use Shoulders**
7. **Sharrows (both Sides)**

Additionally, special care to put the highest benefit bike facility possible should be given to streets that are on established bike routes.

- **Improve SR 522 crossings for cyclists.** Currently, crossing SR 522 can be a challenge for cyclists. As the streets that intersect SR 522 get improved to include bicycle facilities, it is important to make sure that the crossing is as safe as possible for cyclists. “Bike boxes” would be well suited to the high volume nature of these roads as it gives cyclists as much visibility to cars as possible. However, more study on their traffic effects may be needed considering they will either require additional road infrastructure (a pedestrian island) to separate right-turning traffic in dedicated right turn lanes or the removal of right-turn-on-red abilities for vehicle traffic to be effective. Further, making sure cyclists crossing SR 522 have easy access to the Burke-Gilman trail should be a priority.
- **Compact development in the downtown core.** As outlined in the “policies” section, a compact, defined downtown creates a destination for cyclists as well as general traffic. Further, denser development lowers the distance between destinations for cyclists.
- **68th Ave bridge reconstruction with bicycle facilities.** In the long run, the 68th Avenue Bridge should be retrofitted and/or replaced to include bicycle and pedestrian facilities. The bridges are a “choke point” for cyclists riding the Lake Washington loop (as the bridge has no shoulders or any bicycle facility).
- **Plan for and identify locations for more automobile parking at bicycle trail access points (along NE 175th Street, for example).**
- **Research Liability and other potential costs for a public bike share program or City Employee Bicycle program**
- **Provide cycling concessions near major bicycle facilities.** Providing facilities for cyclists both on and off the road is important. The City could coordinate with private partners looking to set up concession facilities in Kenmore’s city-owned parks that would benefit cyclists. Making sure that the City is amicable to their requests benefits the City in two ways. First, the City will be providing services that will either support existing cyclists (such as with a bicycle parts vending machine), or will encourage new cyclists (with facilities like bicycle rentals). Considering the health effects of cycling, encouraging or supporting these activities constitutes a clear public benefit. Second, by allowing these private ventures on public lands, the City is able to provide services without shouldering the financial burden.
- **Improve the Burke-Gilman crossing at 61st Ave NE.** One of the reasons the Burke-Gilman trail is so popular for cyclists is that it provides a route through Kenmore for cyclists that has almost no conflict points with motor vehicle traffic. One of the two remaining conflict points between motor vehicles and cyclists are at 61st Ave NE. The steep slope of 61st, combined with the tight s-curve between SR-522 and 175th street make it difficult for vehicles to see trail users at that crossing point. Making the trail crossing for this road either above or below grade from cars will

completely remove that risk for cyclists on the Burke-Gillman. However, those solutions may be prohibitively expensive given the low traffic volume on that street. A more cost-sensitive solution to making that intersection safer for cyclists would be to put in some form of traffic calming on 61st Avenue NE (example: investigate opportunity for a roundabout incorporating the trail and 61st/175th Street intersection) or by requiring vehicular traffic to yield to trail traffic (which many motorists already do), or stop before crossing the trail. Any of these solutions will require coordination with King County as the Burke Gillman trail is a County facility.

Conclusions

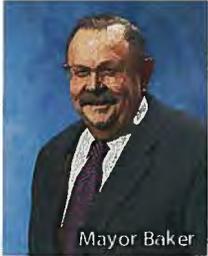
Kenmore possesses the basic building blocks to be a well known and functioning bicycle community. We possess the Burke Gilman Trail which is largely conflict free, mountain bike trails, METRO/Soundtransit service to many regional destinations, and citizens who cycle. However, there are currently barriers for cyclists in the City. The concepts and steps outlined in this Strategy will go a long way towards addressing these barriers will require a short and long-term commitment from the City and community.

Once this Strategy is set in motion, the City will convene a citizen bicycle advisory group periodically to monitor progress.



City Taking Steps to Address Pedestrian and Bicycle Safety

The community has been saddened and deeply affected by recent car vs. pedestrian fatalities in our City. As City officials, we are taking this very seriously and are acting as quickly as possible to improve safety for pedestrians and cyclists. At our March 24 meeting, the City Council appropriated over \$200,000 for pedestrian and bicycle safety measures that we can move on now. For example, we have ordered rapid flashing beacons (similar to what you see at crosswalks in Kirkland) for arterial crosswalks that have no mainline stop control. Examples include the crosswalk going across Juanita Drive at 160th Street and also the crossing of 61st Avenue at 190th Street. The rapid flashing beacons for crosswalks have been ordered and should arrive by June with installation this summer.



Mayor Baker

The City Manager has also directed that speed studies of our arterials be completed to evaluate whether the speed limits can be reduced, as State law requires that speed studies be conducted before speed limits can be lowered on arterial streets. We expect to have the speed studies complete and potential lowering of speed limits this summer.

We are also evaluating street lighting options, shifting of certain crosswalks, rechannelizing certain arterial streets and other measures with the goal of improving safety. The City Council has also authorized the creation of an ad hoc citizen committee to take a close look at pedestrian and bicycle safety in our City. Applications for this committee were due on April 23, and the City Council expects to appoint citizens to the committee in the very near future.

We are also stepping up our enforcement, education, and outreach efforts. With the help of the community, we are putting together a communication and outreach plan for pedestrian and bicycle safety that will tap into the volunteerism and other resources of the community. We need everyone's help!

Our police department, under the leadership of Chief Sether, will continue to enforce crosswalk and traffic safety



Pedestrians walk along new sidewalks on 68th Ave NE near downtown Kenmore.

laws. Chief Sether has recently augmented these efforts by bringing in a motorcycle officer for several hours, two or three days a week. The primary emphasis of this motorcycle officer will be to enforce pedestrian safety laws. Enforcement is coming to a crosswalk near you.

Longer term, we need to move forward on the City Council's goal set last January to "Accelerate implementation of the Sidewalk Plan by determining various funding options." Last year, the City Council adopted a 20-year Sidewalk Plan, a small portion of which is funded. New commercial and residential developments are required to construct sidewalks along their street frontage, and there are some grants available for new sidewalks, but neither of these options are fast enough to meet our needs. We need to evaluate more aggressive funding options, including the possibility of going to the voters, to meet the needs of our walking and biking population.

In the last several years, the world has changed for Kenmore. Due to regional transportation changes, we are seeing increased traffic volumes on our roads. In addition, distracted driving is on the rise as smart phones and texting have become commonplace. Getting the word out to Kenmore residents

(continued on page 3)

Meet Your Council

Contact Council at
ci_council@kenmorewa.gov



Mayor
David Baker



Deputy Mayor
Glenn Rogers



Councilmember
Milton Curtis



Councilmember
Nigel Herbig



Councilmember
Brent Smith



Councilmember
Laurie Sperry



Councilmember
Allan Van Ness

City's Investment on Bothell Way Reduces Accidents

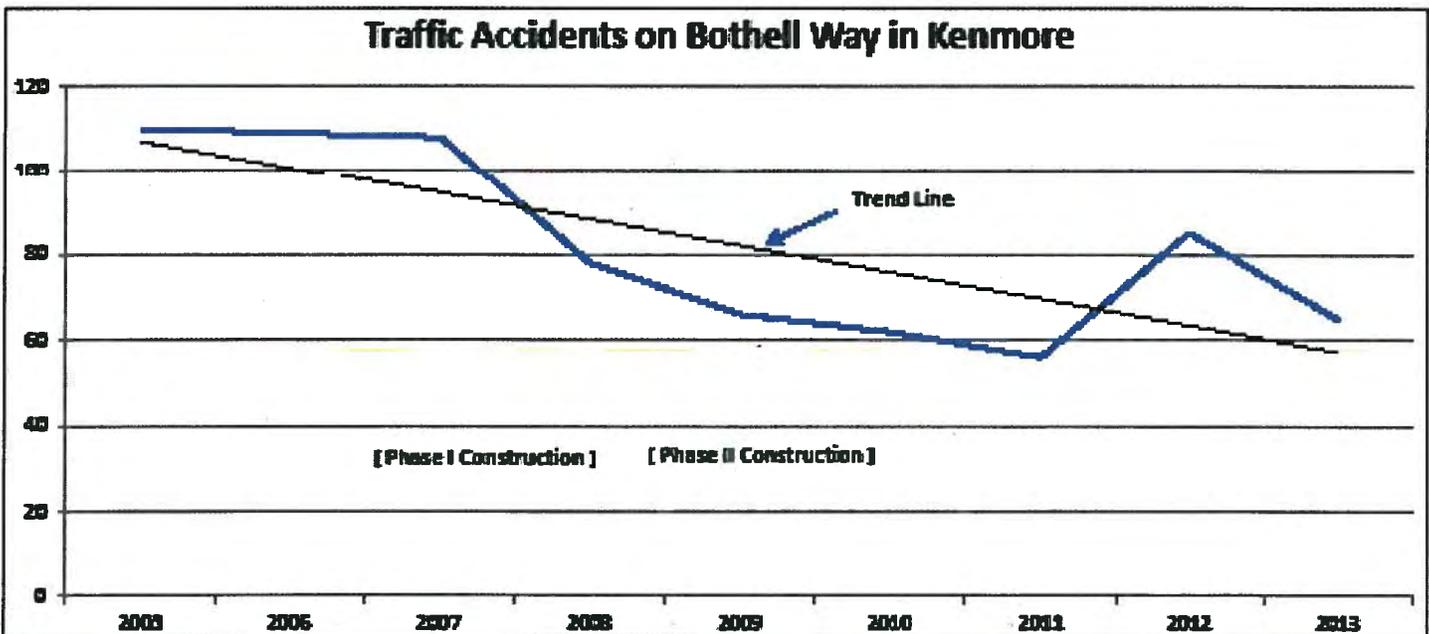
For well over a decade the Kenmore City Council has made multimodal safety a top priority. The City has focused on the road with the highest accident rate and the most traffic: Bothell Way. Since the early 2000s, the City has used about \$11 million of its own dollars to leverage more than \$55 million in State and Federal grants to add new sidewalks and other important safety improvements on Bothell Way from 65th Avenue NE to 83rd Avenue NE, plus improvements to the streets approaching Bothell Way. Bothell Way continues to be a priority—an additional \$12 million has been secured for the next segment from 65th Avenue NE to 61st Avenue NE, which is anticipated to be under construction in 2015.

As shown on the graph below, the numbers speak for themselves. The first phase of Bothell Way construction from 73rd Avenue NE to 83rd Avenue NE was completed in 2008, and the second phase from 65th Avenue NE to 73rd Avenue NE was completed in 2010. Accidents have trended downwards, and this trend corresponds with installations of safety improvements.

The general downward trend represents about a 40 percent reduction in traffic accidents on Bothell Way. But we still have more to do, and Bothell Way is not the City's only focus—the City's Sidewalk Plan puts priority on safety improvements for other arterial streets as well.



Traffic Accidents on Bothell Way in Kenmore



Message from the Mayor continued from page 1

and businesses will not be enough. Motorists from other cities use Kenmore to get from point A to point B, and we need to band together as a region to educate drivers and change behavior.

We are grateful to our citizens who have expressed concern and have offered to help. We can, and will, tap into your interest and positive energy to help us get through this difficult time and make Kenmore even more safe. If you would like to volunteer or get involved, please contact Volunteer Coordinator Cindy Shelton at 425-398-8900.

Sincerely,



Mayor David Baker

City Sidewalk Plan

One of the completed City Council Goals from the 2013-2014 biennium was to create a 20-30 year Sidewalk Plan. In May 2013, Council adopted the City sidewalk plan which inventories, ranks and provides cost estimates for missing arterial street sidewalks in Kenmore. The City's approach has been to fund sidewalks on arterial streets as a priority over residential streets. The cost estimate for installation of sidewalks on one side only of arterial streets is approximately \$36 million.

Since incorporation, approximately 15 miles of sidewalk have been built in the City of Kenmore, including completed segments of SR 522, NE 181st Street in downtown, and along the north side of NE 155th Street (between Juanita and 84th Avenue NE). The City also upgrades curb ramps to be Americans with Disabilities Act (ADA) compliant prior to asphalt overlays on streets, which is federal law.

Most recently, a new segment of sidewalk north of City Hall along 68th Avenue (NE 182nd to NE 185th Streets) has been constructed. The City is currently working to submit grants for the 2014 sidewalk plans.

Improving Pedestrian Safety Over the Years

What has the City done to improve pedestrian safety in recent years? The City has:

- Completed nearly \$70 million in new sidewalk and safety improvements on and approaching Bothell Way from the eastern City limit, 83rd Avenue NE to 65th Avenue NE. Another \$12 million is secured for the next phase of construction on Bothell Way from 65th Avenue NE to 61st Avenue NE.
- Reduced the speed limit on 80th Avenue NE. We have also ordered the installation of more street lights on 80th Avenue NE (north of 522).
- Reduced the speed limit on Bothell Way (with approval from the State of Washington).
- Installed 15 miles of sidewalk since incorporation through City-funded construction as well as new residential and commercial developments.
- Adopted a 20-year Sidewalk Plan, the acceleration of which was set as a top City Council Goal in January.
- Installed two new signalized intersections at NE 145th Street & Juanita Drive and NE 181st Street & 61st Avenue NE.
- Placed permanent "Your Speed" detection signs on various arterials and collector streets.
- Deployed the "Your Speed" detection trailer in various neighborhoods.
- Continued neighborhood police presence and enforcement, including crosswalks, stop signs, bus stops, and speed.
- Continued the Neighborhood Safety Program, where neighborhoods can request traffic studies and request appropriate measures.
- Implemented a new speed radar gun checkout program.
- Secured a Federal Safety Improvement Grant (2014) for improved pedestrian facilities at two locations on Juanita Drive, where it intersects at Arrowhead Drive and at NE 170th Street (Simonds Road). Construction is anticipated to occur this summer.
- Obtained Federal funding and completed design and bidding for the 2014 Juanita Drive asphalt overlay and restriping project. The new restriping should improve pedestrian and bicycle safety. The new asphalt overlay on Juanita Drive will stretch from 143rd Avenue (Kirkland border) north to the Sammamish River Bridge, and construction is scheduled for this summer.
- Installed new "bus stop ahead" signs where site distance problems exist.
- Installed handheld flags for pedestrians at crosswalks.
- Ordered Rectangular Rapid Flashing Beacons for arterial crosswalks that do not have a mainline stop control.
- Directed the design of a new "Road Diet" rechannelization (restriping) plan for 61st Avenue NE to improve safety and create more room for cyclists and pedestrians. Implementation is expected in late May. Other arterials are also under review for possible rechannelization.



Pedestrian, Bicyclist & Motorist Laws

The Kenmore Police has always worked assiduously to make our community one of the safest places to live and will continue to diligently work to maintain that goal. The City is taking a zero tolerance approach to enforcing laws for all road users – motorists, pedestrians, and bicyclists. In addition to current Kenmore police officers, we are bringing in a motorcycle patrol officer on overtime to enforce crosswalk laws. Violators will be issued a ticket—no warnings will be given.

It is important for all of us to be reminded of our individual responsibilities as a pedestrian, bicyclist, and motorist.

Motorist laws relating to pedestrians:

1. Fail to yield to pedestrian in crosswalk – The operator of an approaching vehicle shall stop and remain stopped to allow a pedestrian or bicycle to cross the roadway within a marked or unmarked crosswalk when the pedestrian or bicycle is upon or within one lane or the half of the roadway upon which the vehicle is traveling or onto which it is turning.
2. Passing vehicle stopped at crosswalk – Whenever any vehicle is stopped at a marked crosswalk, or at any unmarked crosswalk, at an intersection to permit a pedestrian or bicycle to cross the roadway, the driver of any other vehicle approaching from the rear shall not overtake and pass such stopped vehicle.
3. Drivers to exercise care – Every driver of a vehicle shall exercise due care to avoid colliding with any pedestrian upon any roadway and shall give warning by sounding the horn when necessary and shall exercise proper precaution upon observing any child or any obviously confused or incapacitated person upon a roadway.

Laws relating to pedestrians:

1. Pedestrians subject to traffic regulations – Pedestrians shall be subject to traffic control signals at intersections and shall obey the instructions of any official traffic control device. When the steady or flashing “Don’t Walk,” or hand symbol, is displayed, pedestrians facing the symbol shall not enter the roadway.
2. Pedestrians suddenly entering the roadway – No pedestrian or bicycle shall suddenly leave a curb or other place of safety and walk, run, or otherwise move into the path of a vehicle, which is so close that it is impossible for the driver to stop.
3. Pedestrians prohibited crossing street between intersections – Between adjacent intersections at which traffic control signals are in operation, pedestrians shall not cross at any place except in a marked crosswalk.

4. Pedestrians walk facing traffic – Where sidewalks are not provided any pedestrian, walking or otherwise moving along and upon a highway, shall when practical, walk or move only on the left side of the roadway or its shoulder facing traffic which may approach in the opposite direction, and upon meeting an oncoming vehicle shall move clear of the roadway.

Laws pertaining to bicycles:

1. Requirement to obey traffic laws – Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle.
2. Bicyclist riding on roadways and bicycle paths – Every person operating a bicycle upon a roadway, at a rate of speed less than the normal flow of traffic at a particular time and place, shall ride as near to the right side of the right hand through lane as is safe, except as may be appropriate while preparing a turning movement.
3. Bicyclist required to wear helmet – Any person operating or riding on a bicycle not powered by motor on a public roadway, bicycle path or on any right-of-way or publicly owned facilities located in King County, shall wear a protective helmet designed for bicycle safety.
4. Parents/guardian responsible for minor to wear helmet – The guardian of a person under the age of eighteen (18) years shall not knowingly allow, or fail to take reasonable steps to prevent, that person from operating or riding on a bicycle not powered by motor on a public roadway, bicycle path or on any right-of-way or publicly owned facilities located in King County, unless that person is wearing a helmet.

Although this list provides a detailed overview of laws for motorists, pedestrians, and bicyclists, it is not meant to be all inclusive. If you have any questions, contact Kenmore Police Chief Cliff Sether at clifford.sether@kingcounty.gov.

It takes a community to promote and raise awareness for crosswalk, pedestrian and bicycle safety. As a City, we will continue to teach crosswalk safety in schools and increase outreach efforts to promote safety. You can help reinforce the principles of pedestrian and bicycle safety at your workplace or an association in which you belong by making it a topic at your next meeting or in your newsletter.

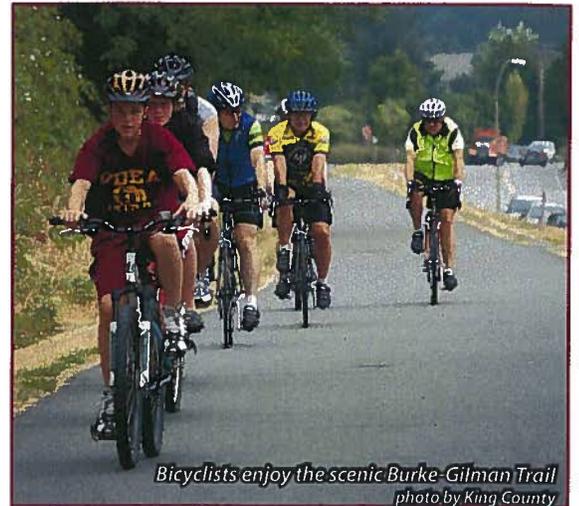
If you would like the City to provide you with pedestrian and bicycle safety tips, contact Public Information Officer Leslie Harris at lharris@kenmorewa.gov. Your support is needed and appreciated.

Northshore Fire Offers Discounted Safety Helmets

With warmer weather on the way and having the beautiful Burke-Gilman Trail in our backyard, everyone should be thinking "safety first" every time they get on a bike. Research shows that wearing a helmet is the most effective way to reduce bicycle-related injuries and fatalities, reducing the risk of a brain injury by 63-88 percent.

Safety helmets are available at the Northshore Fire Department located at 7220 NE 181 Street in Kenmore and at 17020 Brookside Blvd NE in Lake Forest Park. We offer child bicycle helmets (suggested donation \$7.00), toddler helmets (suggested donation \$6.00) and dual sport helmets (suggested donation \$10.00).

To receive a new helmet and instructions for a proper fit, please call Northshore Fire Department at 425-354-1780 to schedule an appointment. Parents and older siblings are the best role models for young children. Please demonstrate your "safety first" habit by wearing a helmet.



This sign means something



WATCH FOR IT

COMPLY WITH IT

**ENFORCEMENT IS COMING TO A
CROSSWALK NEAR YOU**

www.kenmorewa.gov

Planning Commission Updating Transportation Element of the Comprehensive Plan

The Planning Commission is currently working on updating the transportation element of the Comprehensive Plan and will be developing a recommendation to present to Council in fall 2014. A public open house will be held on May 13. The public open house will be a great opportunity for the community to discuss the City's transportation network and different modes of transportation as well as City-wide transportation policies.

The purpose of the transportation element is to establish goals and policies that guide future decisions and identify projects and improvements, leading to development of an efficient and balanced transportation network. It is based on current and projected land use and travel patterns and establishes direction for all modes of transportation, including bicycles, pedestrians, automobiles and transit. The transportation element will also produce a list of Capital Projects, which will be incorporated into the City's Capital Improvement Program.

If you have any questions, contact Community Development Director Debbie Bent at dbent@kenmorewa.gov.

**CITY OF KENMORE
WASHINGTON
RESOLUTION NO. 14-235**

**A RESOLUTION OF THE CITY COUNCIL OF
KENMORE, WASHINGTON, ADOPTING TARGET
ZERO AS A CITY GOAL.**

WHEREAS, bicycling and walking improve people's health, save money in household budgets, and improve people's general well-being and expressed happiness; and

WHEREAS, all people deserve to be able to get where they are going safely, whether by driving, riding transit, walking, or bicycling; and

WHEREAS, from 2004 through March 2014, six people have lost their lives, and another seven people were seriously injured, in collisions with motorized vehicles in the City of Kenmore while bicycling or walking; and

WHEREAS, the City of Kenmore Comprehensive Plan calls for coordinating transportation funding and policies toward a more urban land use pattern and increasing the mode share of walking, bicycling, and transit; and

WHEREAS, the Washington Traffic Safety Commission and King County have "Target Zero" programs to provide a comprehensive, data-driven framework of specific goals, objectives, and strategies for reducing traffic fatalities and serious injuries; and

WHEREAS, national best practices for street design have been significantly advanced in recent years, such as multimodal level of service analysis, "complete streets" policies, and the Urban Street Design Guide and Urban Bikeway Design Guide of the National Association of City Transportation Officials (NACTO); and

WHEREAS, the Kenmore City Council approved the citizen-created Bicycle Strategy in 2013 and is currently assembling a committee to add a pedestrian component to the document; and

WHEREAS, the active involvement of pedestrian and bicycling enthusiasts in advising municipal authorities is vital to ensure proper development of the pedestrian and bicycle environment; and

WHEREAS, promoting the safety and well-being of those who walk and bicycle is an objective of the City,

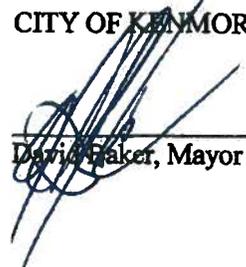
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON,
DOES RESOLVE AS FOLLOWS:

Section 1. The City Council adopts "Target Zero" as a goal by 2025 to have no pedestrian or bicycle deaths or serious injuries as the result of a collision with a motorized vehicle.

Section 2. The combined citizen-created bicycle and pedestrian strategy shall be used by the City Manager, City Council, and staff to inform the City's work.

**PASSED BY THE CITY COUNCIL OF THE CITY OF KENMORE, WASHINGTON, AT
A REGULAR MEETING THEREOF THIS 28th DAY OF APRIL 2014.**

CITY OF KENMORE



David Baker, Mayor

ATTEST/AUTHENTICATED:



Patty Safin, City Clerk