

Crossing Improvements

Crosswalks in Kenmore are a concern for mobility and connectivity. There are many legal crossings that are not marked, such as at cross streets. Vehicles are expected to yield to pedestrians at these crossings, but visibility and speed are sometimes an issue which can be addressed in the NTPP. Pedestrian crossing distances at roadways that are wider than two lanes.

Consideration needs to be given in the analysis of crosswalks to the number of existing crosswalks nearby, the anticipated level of use, and the visibility due to roadway geometry. Even within the NTPP, the City will seek to limit the number of fully signed and marked crosswalks to ensure that they do not become “background” to drivers and lose visibility.

Rectangular Rapid Flash Beacon crossings

A full crossing treatment, including a painted crosswalk, signage, rectangular rapid flash beacons (RRFBs) and improved lighting, is an available tool. These crossings should be used after careful consideration of other options to avoid saturation which can lead to driver disregard. There may be other physical devices or other tools that can have a similar effect on calming traffic and create a more inviting space for pedestrian crossings.

Refuge Islands

These small physical separations, through the use of curbs or planters, provide a protected location for crossing pedestrians to wait for a break in traffic. The refuges significantly reduce the time and distance that pedestrians are exposed to vehicles, increasing the safety of a crossing, both at midblock and at intersections.



Curb Extensions

Curb extensions provide a benefit to pedestrians by reducing the overall width of a crossing, and limiting the time and distance that pedestrians are exposed to vehicles. They can also slow vehicle speeds approaching a crossing, and provide an opportunity for volunteers to plant gardens or display public art.



Accessibility Ramps

Many of Kenmore's crosswalks are served by accessible ramps, but there remain some locations where these ramps are not present, or are not meeting the needs of pedestrians in the neighborhood. Improvement of these ramps can be a tool under the NTPP.

