

Complete Rose Hill Greenways Draft Plan

Public Involvement: *This draft plan is the result of neighborhood knowledge and input from 35 people from neighborhoods all over Kirkland, as well as representatives from the City of Kirkland, Kirkland residents who are also members of the Redmond Pedestrian and Bicycle Advisory Committee, the President of the PTSA at Lakeview Elementary, people who walk, people who bike, people who are elderly and need to drive and use public transit, people who bike and walk the neighborhood with young children. Note: Besides the volunteers actively working in the Kirkland Greenways group, over the past few months at least 90 people have commented or participated in discussions about Kirkland Greenways. The Kirkland Greenways group has held 3 public meetings and has presented to neighborhood associations and to the Kirkland transportation commission, been featured on Kirkland TV and organized rides along the proposed greenway routes that came from the knowledge and input at those meetings.*

Our Top Three Priorities for Complete Kirkland Greenways

Rose Hill is poised to be the first neighborhood in Kirkland to have a complete neighborhood greenway linking the North and South Rose Hill neighborhoods between 70th St and 113th St to the Bridle Trails neighborhood to the South.

- 1. Upgrade streets in the greenway network to meet complete streets and – Safe Routes to School.**
- 2. Develop safe routes to local schools and address all difficult crossings of local collectors.**
- 3. Connect the Rose Hill greenway to the Everest and Norkirk neighborhoods as well as improving crossings between North and South Rose Hill.**

Significant Community Destinations in Rose Hill

Business districts, schools, Lake WA Technical College, places of worship, Parks, Transit corridors including trails, and Metro lines.

Additional Needs

Push-button crossing lights mid-block where any greenway street meets an arterial ** Automatic pedestrian crossing lights (not push-button) at all arterials ** Bike parking, especially for odd bike sizes and trailers – bikes are different! ** Better enforcement for pedestrians trying to cross arterials ** Update our transportation master plan to prioritize for pedestrians ** Plan first for walking, children walking to school, seniors walking, and plan for people who bike with families.

What are Neighborhood Greenways?

- Greenways are low volume residential streets generally one off of the main arterial that maintain motorized vehicle traffic at low enough speeds to encourage people to walk and bike.
- Complete greenway systems increase public safety and connect community resources such as schools, community buildings, parks, and neighborhood business districts.
- Greenways are designed to make all people feel comfortable using the public right-of-way, including children, seniors, people with strollers, walking dogs, in wheelchairs, and our most vulnerable people.
- Greenways are not bikeways, but do prioritize walking and biking and slow vehicles to speeds designed to decrease traffic injuries and fatalities. People can continue to park and drive on their greenways.
- Greenways build resilient communities. They connect people to their local lives and businesses.
- Greenways separate slower moving pedestrians and people who bike from corridors carrying public transit, emergency service vehicles, and freight delivery vehicles.
- Greenways are often but not always designed to create a more park-like setting in the public right-of-way with green infrastructure features such street trees, community gardens, and bio-swales.
- In Portland, by 2015, 85% of residents will live within ½ mile of a greenway: 220+ miles are planned.

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Definition: The term “difficult crossing” is used here to signify any location in which our youngest or most vulnerable and risk-averse users of public roads and rights of way would have an unacceptable level of stress when attempting to cross a neighborhood collector or arterial street. This includes children and seniors and people of all ages and abilities.

