

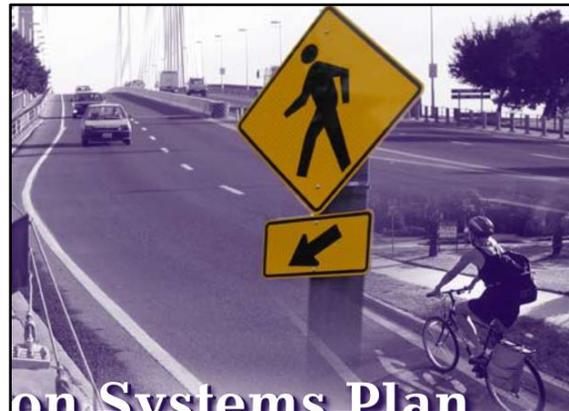
Comments on Chapter 6, 'Bicycle System', City of Kennewick Transportation Systems Plan
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Summary: The content of Chapter 6, 'Bicycle System', speaks very well for Kennewick's plans to incorporate cycling into their transportation plan. Kudos to the authors. However, the material to follow is intended to be a constructively critical evaluation, with comments restricted to just those components of this chapter of the plan that we think need improving. Our evaluation would have been much, much longer had we highlighted the many things we like, e.g., recognition by the City of the importance of multi-modal transportation options.

Comments and Suggestions:

1. Suggest immediate replacement of cover showing cyclist heading for a collision with a car coming off the Cable Bridge. While close examination makes it apparent this is a collage of several photographs, the first impression is that of a bike lane directing cyclists into oncoming traffic.
2. Need date stamp on cover and throughout document.
3. Page 6-3:

- a. No reference is made to the importance of connectivity with other communities. Its absence is conspicuous in Policy 1.3 (Connecting Trail Network) and Policy 1.4 (Eliminate Barriers to Bicycle Travel). It should be noted that local riders have developed a document identifying a number of barriers to commuting. This document is available through Bike Tri-Cities



(<https://www.biketricities.org/>) and The Alliance for a Livable and Sustainable Community (<http://alsctc.org/>), and lists impediments to bike commuting throughout the Tri-Cities metropolitan area. It provides a 'reality check' against official guidance for bike routes in the community.

- b. Policy 1.5 Bicycle Routes and Signage: a reminder that the information on many bike signs in the community do not convey what they are supposed to. In particular, "Share the Road" signs have been found to have virtually no effect on the mentality of motorists. A better alternative which was found to get their attention was a sign with the words "Bicycles May Use Full Lane". A short (and humorous) summary of this concern can be found on page 74 of the February 2016 issue of [Scientific American](#). A less serious, but more quantitative research article (on which this SciAm summary is based) appeared in the August 28 2015 issue of [PLOS](#) (The Public Library of Science).
4. Page 6-7
 - a. Bicycle System Inventory: it's stated that

Bicycle lanes, or shy lanes, are located throughout the City...They are often near transit centers, shopping malls, and public facilities, though may not be right next to the facility. These lanes also extend into other jurisdictions, particularly Richland to the west, as bicycles are prohibited along US 395

It should be noted that cyclists regularly use US 395 across the Columbia River between Kennewick and Pasco via the bike trail on the east side of the bridge.

5. Page 6-8
 - a. Bicycle Projects: suggest inclusion of information contained in the previously mentioned document prepared by local cyclists familiar with commuting barriers in Kennewick. This document identifies a number of impediments to cycling in Kennewick (and the other communities).
6. Page 6-10
 - a. Exhibit 6-3: Not clear which of these projects will improve bike/ped access to Columbia Center. This is almost universally felt by cyclists to be one of the major impediments for riding in Kennewick.
7. Page 6-13
 - a. Shared Use Path Standards: The common usage of 'The Audubon Nature Trail' refers to a narrow foot path going through a shrubby area in Columbia Park. It's not used by cyclists.
8. Two General Recommended Additions:
 - a. Strongly suggest including cycling standards as given by the League of American Bicyclists
 - i. The LAB Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make a community's vision for a better, bikeable community a reality. Summary information can be found at their website:
http://bikeleague.org/community?gclid=EAIaIQobChMI3eihjufn2AIVgmZ-Ch3tvgzEEAAYASAAEgLA-PD_BwE
 - ii. They have specific recommendations ('The 5 E's) for
 1. **E**ncouraging cycling in the community,
 2. **E**valuating cycling success,
 3. **E**ngineering designs shown to work in other communities,
 4. **E**ducating the public to the benefits of bikes, and
 5. **E**nforcement, or how to work with law enforcement to make sure both cyclists and motor vehicles share responsibility.
 - iii. The State of Washington is ranked Number 1 in the nation for bicycle accessibility, and has 17 communities recognized as 'Bicycle Friendly'. Most are in the western part of our state, but there are also a number in eastern Washington (including our neighboring community of Walla Walla).
 - b. Each of the jurisdictions should have a citizen bicycle advisory board consisting of local riders who can provide real world evaluations on local bicycle related issues and plans for the city.