

ID	Comment	Total Votes	Up Votes	Down Votes	Project/ Service Request	Category Primary	Category Secondary
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1	Need traffic calming at ! This is a Safe Routes to School but it is not safe for pedestrians or bikes. Children often walk to/from Kirkland Middle School and walk/bike to/from downtown. There are stop signs on 6th St W but they are so far back from the intersection that drivers either don't stop or they stop but can't see the cross traffic. The shrubs are trimmed, but visibility is still difficult. A 4-way stop might help, but a traffic calming circle would be even better.	95	93	2	Service Request	Speeding/ Traffic Calming	traffic circle
2	We need the Lake Washington Blvd Promenade! Give us good safe connections from downtown to the 520 bike trail! Let's show off our waterfront and bring people in to business! Let's use our waterfront Blvd for more than just a cheater route for commuters avoiding 405.	73	68	5	LAKE WASHINGTON BLVD NE415	Active Transportation Network	Project support - LWB promenade
3	This crossing is often difficult even with the RRFB activated, as drivers come through here so quickly. Central Way is a big part of our downtown we should treat it like a place to go and not just a place to speed through. There's no need for the road to be this wide or the traffic to be this fast.	58	52	6	Service Request	Speeding/ Traffic Calming	
4	There's a "No Turn On Red" sign here which is routinely ignored, because it's set back of the stop line. If we're serious about people not turning on red, there should be additional signage hanging with the actual stop light. Or the "No Turn On Red" sign should be removed, as it doesn't seem to do much anyway.	52	49	3	Service Request	Vehicle Network/ Operations	Signs/signals
5	Eliminate Right Turn on Red at Central Way and Lake Street. Vehicles often turn right on red from Central Way without regard to pedestrians who have the "Walk" signal to cross Central. I've almost been hit several times by turning vehicles. Also eliminating right turn on red at this intersection will improve traffic flow.	51	41	10	Service Request	Pedestrian Safety	Signal Operations

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6	Juanita drive is the main artery of the Finn Hill area. The fact that there is no bus route connecting Juanita with Kenmore means the Hill essentially has no public transportation access aside from the 225, which is slow and doesn't provide good coverage for the Hill. It would be so nice to have a bus route introduced going from Juanita beach to Bothell Way and with it the bus routes 255 on the south with 225, 337, 331 on the north. This would give a viable alternative to driving.	47	46	1	Transit request	Transit	New Service
7	Bring Light Rail to Kirkland. You are already adding a big bus stop, LR will help massively with Commute to Bellvue/Seattle	43	35	8	Transit request	Transit	New Service
8	Design Kirkland's core to adhere to policies stated in the Greater Downtown Kirkland Urban Center Plan. Including: Policy MB 7: Pedestrian activity in the core area is to be enhanced. The core area should be enhanced as the pedestrian heart of Downtown Kirkland. Land uses should be oriented to the pedestrian, both in terms of design and activity type. This includes road design. Policy MB 9 includes surface parking lots to be eliminated in favor of nearby structured parking.	41	35	6	Design Standards	Active Transportation Network	Pedestrian
9	Crossing Central Way in the downtown corridor is hazardous for pedestrians, and that includes the new RRF crossing at the Wingdome corner which give pedestrians a false sense of security since many cars ignore the flashers. Central Way should be un-designated as an arterial, which would allow more effective traffic calming measures such as raised crosswalks.	41	36	5	Project Request	Vehicle Network/ Operations	Functional Classification

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10	People speed up this hill so quickly! They come around the corner and then rev their engines at all hours of the day, but especially between 7pm and midnight. I have almost been run over at the 4th Ave crossing many times, even with the lights flashing. We need traffic calming and speed control on Market Street between Central Way and 7th Ave.	41	36	5	Service Request	Speeding/ Traffic Calming	
11	West of this spot there's a protected bike lane, hundred yards east of this spot there's a protected bike lane, but on the crossing, we decided to paint an island instead for the cars that are turning left onto 6th from Kirkland way. Reclaim that dead space and paint a protected bike lane instead	40	37	3	CIP_NMC1590000	Bicycle Network	Protected Bike Lanes
12	Please provide a safe path for pedestrians to reach the Waverly Park waterfront without sharing the narrow and downward-sloping entrance road with cars. There is no safety guardrail on the left side of the road going downward. There is no sidewalk either. It would be beneficial to build a staircase at the entrance to reach the middle parking lot level. This would separate cars from pedestrians and lead to higher usage of the existing staircase from the middle parking lot level to the waterfront.	39	39	0	Project Request	N/A - Parks	
13	Create a walking trail under the power lines to connect students to the east entrance of Juanita High School. This new trail would allow students coming from NE 124th (at about 108th Ave NE) to walk to the east entrance of Juanita High School on 128th. Students would be able to safely walk this short path away from cars and would avoid traveling 1.5 miles out of their way to get to school.	38	37	1	Project Request	Active Transportation Network	Juanita Public Pathway

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14	It would be nice if this were an underpass for the CKC the way it's done in Kenmore for the Burke Gilman trail. I have a hard time believing drivers are actually going to stop here consistently, even with a HAWK.	37	37	0	CKC_P1	CKC	New bridge/underpass
15	Drivers frequently speed down this stretch of road at WELL over the posted limit. Some traffic calming here would go a long way to making this connection between the CKC and Everest Park usable for all ages and abilities, including kids riding to school.	36	33	3	Service Request	Speeding/ Traffic Calming	
16	520 Bike Trail to CKC Connection. We need a better way to connect (on a bike) from the 520 trail to the CKC. They are two great pieces of bicycle infrastructure, but connecting between them feels dangerous.	36	36	0	Project Request	Active Transportation Network	520 Trail Access
17	The Southbound lanes merge, to create a bus-only lane. Sadly, the merge happens as the road bends around the corner, so there is little notice or time to react. moving the merge farther North, and adding Merge ahead signs would help.	34	34	0	Service Request	Sign request	
18	How about running public campaigns to let pedestrians know that they don't have the right to just walk across a street without looking!! Peds in this town think they are immune to the traffic laws which work because they are predictable in every instance.	33	4	29	Education	Pedestrian Safety	
19	NB bike lane needs to continue all the way to the CKC	33	31	2	Project Request	Bicycle Network	Bike lanes

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20	17th Ave W is becoming a safety hazard. More and more often it is not wide enough for a fire truck or EMT vehicle to pass. The streets in this northern section of the neighborhood were not platted with wide streets. The original gravel parking strips in front of homes are being removed by development, pushing parked vehicles into the street. Big increases in density provide more homes (a good thing), but also sprout many more vehicles parked on street. This safety issue needs to be addressed.	33	32	1	Service Request	Safety	lane widths
21	Close Park Lane to most traffic (deliveries if needed only). All great cities in the world have pedestrian shopping streets that don't have vehicle traffic. Park Lane is the perfect street for this. Not only would it be more attractive to shoppers and restaurant-goers, but it would help the traffic backup on Lake Street.	32	29	3	Project Request	Vehicle Network/ Operations	Pedestrian Streets
22	Create a short trail to connect the east entrance of Juanita High School to 124th, allowing students to walk safely and avoid traveling 1.5 miles out of their way. The trail could go under the power lines, as shown behind the people in the attached photo.	32	31	1	Project Request	Active Transportation Network	Juanita Public Pathway
23	Reintroducing a direct bus route to downtown Seattle from Kirkland would be a huge help.	31	27	4	Transit request	Transit	Restore Service
24	Central Way should be one-lane west of 3rd street. There are a lot of residential buildings and businesses on the north end that are difficult to access by foot. Central Way already shrinks to one lane once it passes Lake St.	30	27	3	Project Request	Vehicle Network/ Operations	Channelization

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25	There is currently no crossing allowed here, forcing users to walk/bike to the main intersection (which is even more unsafe). We desperately need an overpass/underpass to allow safe and proper use of the East Link Trail.	30	30	0	CKC_P1	CKC	New bridge/underpass
26	Roundabout needed. This would allow for safer pedestrian crossings as well as safer U-turns to/from Central. This is a very confusing intersection and a roundabout would make it clearer who has right-of-way without significantly impeding traffic flow. And clarify those turning left and going straight when coming down the hill.	29	21	8	Project Request	Vehicle Network/ Operations	Roundabout
27	This section of Juanita drive is dangerous and needs sidewalks for pedestrians and better separation of bike lanes from the car lanes.	28	27	1	Project Request	Active Transportation Network	Protected Bike Lanes and Sidewalks
28	The crosswalk at the CKC has very poor visibility. All the flowers/greenery are nice, but obscure the sight lines significantly.	28	28	0	Service Request	CKC	Crosswalk visibility
29	16th Ave W is becoming a safety hazard. At times it is not wide enough for a fire truck or EMT vehicle to pass. The streets in this northern section of the neighborhood were not platted with wide streets. The original gravel parking strips in front of homes are being removed by development, pushing parked vehicles into the street. Big increases in density provide more homes (a good thing), but also sprout many more vehicles parked on street. This safety issue needs to be addressed.	27	27	0	Service Request	Safety	lane widths
30	Addendum to: "Please provide a safe path for pedestrians to reach the Waverly Park waterfront". Here is a diagram of a non-motorized path with stairs that was in the Waverly Beach Park Renovation Plan Phase 1 circa 2014. (See bottom right of the diagram.) This path was pushed to Phase 2, but that was 10 years ago. Let's get this done! MANY pedestrians of all ages and abilities mix with vehicles on that scary access road. Let's include runnels for bikes, too. Thank you!	27	27	0	Project Request	N/A - Parks	

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31	The Kirkland City Council voted in 2023 NOT to close Park Lane. 100% of the property owners and businesses were against the closure of Park Lane. The City of Kirkland has stated in writing that the decision of the council cannot be appealed. This is a closed case.	26	5	21	Project Request	Vehicle Network/ Operations	Pedestrian Streets
32	Make it possible to reasonable bike and walk down 85th through here (or via an adjacent street) The current routes for bikes to go from Rose Hill are very circuitous and/or extremely steep. Bikes should have as easy a way to get downtown from Rose Hill / 85th street as cars do.	26	23	3	ATP_Pri_7312	Project Support	NE 85th St Interchange
33	Downtown Kirkland needs all ages and abilities bike facilities and safer crossing facilities for pedestrians.	26	23	3	Project Request	Active Transportation Network	Protected Bike Lanes and Crosswalks
34	Please make this a 4 way stop, very dangerous at times car going fast and it's hard to see due to plants.	26	25	1	Service Request	Speeding/ Traffic Calming	Speeding, Sight distances
35	This crossing from the connector trail to 8th is dangerous for bikes, as cars coming from Kirkland way are usually speeding and this is a blind spot right after the truck eating bridge. Suggest adding some warning crossing signal	26	26	0	Project Request	Pedestrian Safety	Crosswalk
36	Please install a four-way stop sign at 16th Ave W and 6th street intersection and trim the overgrown bushes to improve visibility. It's essential for the safety of children crossing after getting off school buses. There have been several close calls with speeding vehicles nearly hitting these children on 16th and 6th streets. Let's not wait for a tragedy before making changes. The City of Kirkland should take proactive steps to prevent accidents and safeguard our community's children.	26	26	0	Service Request	Pedestrian Safety	Speeding, visibility, intersection control
37	Love the greenway idea, but there still needs to be a safe market street crossing with minimal impact to traffic such as a pedestrian crossing. I have seen many cars drive through the blinking yellow pedestrian lights (even though they do make a huge difference so thank you!).	25	25	0	ATP_Pri_3182	Pedestrian Safety	Crosswalk

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38	There should be a streetlamp here to light up walkers to the grocery market and other retail destination. There is a turn in from market that is dangerous in the dark hours when drivers cannot see the many pedestrians walking to and from the grocery market along this street. There is currently little or no lighting for those cars pulling into the neighborhood from busy market street.	24	24	0	Project Request	Lighting	
39	Roundabout with dedicated slip-lane for Westbound to Northbound traffic.	23	16	7	Project Request	Vehicle Network/ Operations	New Roundabout
40	Can we remove parking on one side to allow for safer buffered bike lanes for a shared use path on the west side. Maybe removing the on street bike lanes and making a 16+ foot wide MPP along the water. it would leave the current road section and parking while also providing all ages and abilities facilities.	23	22	1	LAKE WASHINGTON BLVD NE415	Bicycle Network	Protected Bike Lanes
41	Find a way to let bicycles use this ramp. Currently we can only use the ADA ramp which does not work for many bicycles! This is not an expensive project, there must be a way to meet the codes and also let bicycles use the ramp.	22	21	1	ATP_Pri_3157	Bicycle Network	Bicycle Access
42	Can we remove on street parking to provide protected bicycle facilities on this important N-S corridor? It seems like there is sufficient parking on the side streets. Its a shame to use the limited width for cars who stay there multiple days in a row, serving a very small number of residents. Removing parking for protected all ages and abilities bike lane would serve significantly more member of the public.	21	13	8	ATP_Pri_3363	Bicycle Network	Protected Bike Lanes
43	Current northbound bike lane follows the right hand edge and then crosses perpendicularly to follow the main road. This seems dangerous to me. Would be better to have the lane continue parallel to Lake Wa Blvd as that's where most bicycle traffic will be heading and can maintain speed.	21	18	3	ATP_Cr_45	Active Transportation Network	Bike lanes

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44	This street is a disaster and was SO poorly planned. The only one who benefitted was the developer. The original plan was for busses to run on the street, serving the residences and businesses. Sadly, the narrow road is not wide enough for two busses to pass each other safely, so Metro pulled the service off the street and routed it farther farther away, no longer serving the Village. Planners must stop designing these narrow roads, and focus on complete, smart designs. This was a total fail.	21	20	1	ATP_Pri_3101	Transit	Operations/ lane widths
45	We really need a traffic signal and pedestrian crosswalk installed here on the intersection of 85th street and 126th Ave. This intersection is the only one in this block of 85th street which lacks a traffic signal - making it dangerous for drivers entering 85th from 126th and especially dangerous for Pedestrians who need to cross here to access the Bus stops placed on either side of this intersection (Stop ID: 73845)	21	20	1	Project Request	Vehicle Network/ Operations	New Signal
46	The newer implementation of the northbound/left turn bike box here is much worse than the old one. Current design forces a cyclist to wait for two pedestrian crosswalk cycles. The previous large green area allowed for crossing in front of stopped cars to make a left turn and was both safe and much more efficient.	21	20	1	Project Request	Bicycle Network	Bike Boxes
47	There is no pedestrian access to this building at all. No sidewalks and no crosswalk.	21	21	0	Project Request	Private property access	Sidewalk
48	Need pedestrian connection to get from community on Juanita to the top of the hill. Landowner appears to have blocked access on what used to be a public easement.	21	21	0	ATP_Pri_3132	Active Transportation Network	New trail

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49	We need a safer crossing option for students and those crossing to go to the little grocery market here. Neighbors have witnessed multiple close encounters specifically with high school students running across market in the dark winter mornings. I am afraid it is matter of time before something terrible happens. We need a better solution such as crossing bridge over market for a safe connect ion of East and West of market that will not impact traffic but keep our community members safe.	20	18	2	Project Request	Pedestrian Safety	Crosswalk
50	A multiuse path should be created in this green space to create a safer walking/biking alternative up Finn Hill. Could also tie into the proposed green loop.	20	19	1	Project Request	Bicycle Network	new trail/ pathway
51	With on-street parking next to businesses, this street through the newish Totem Lake seems narrow & dangerous to drive safely.	19	11	8	StaffRec_3	Vehicle Network/ Operations	Lane widths
52	There should not be unprotected left turns/flashing yellow arrows in any designated urban area, especially in high density or high pedestrian traffic areas such as the Station Area, downtown Kirkland and the Totem Lake Urban area.	18	13	5	Service Request	Vehicle Network/ Operations	Signs/signals
53	If Kirkland is serious about bike mode share, there needs to be a safe connection between the CKC and downtown Kirkland. I think a PBL on 6th to Kirkland Ave would be the cheapest/safest route, and could eventually connect to the Lake Street Promenade	18	15	3	ATP_Pri_6125	Bicycle Network	Project support - 6th St Protected Bike Lanes
54	The proposed left turn lane at NE120th is a ridiculous expenditure and encroachment on park land that benefits a very small number of households. I believe an easier/cheaper/safer option would be to remove the barrier at 80th PL NE and physically prohibit southbound travelers from turning left on to NE120th, similar to what was done at NE155th on the Kenmore side of Juanita drive.	18	16	2	Juanita_R5	Vehicle Network/ Operations	
55	The bike lanes which share a sidewalk with the walking lanes end up being all walk lanes to all the pedestrian traffic at the center. It is difficult to bike through, I have to ask multiple groups of people to vacate the bike lane when I bike down	18	18	0	StaffRec_3	Bicycle Network	Bike lanes

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56	Install protected bike facilities in this portion of 100th.	17	14	3	Project Request	Bicycle Network	Protected Bike Lanes
57	We need traffic calming & enforcement measures at the 4th & Market crosswalk (entrance to Heritage Park). The expensive flashers are not adequate. I was nearly run over today by a car going full blast through the crosswalk as the lights were flashing. Crossing the street on the way to a beautiful Kirkland park should not be a heart-stopping experience.	17	15	2	Market and 4th	Speeding/ Traffic Calming	Crosswalk Safety
58	There are three car lanes to enter/exit the Totem Lake Center here but no sidewalks. This makes it hazardous to enter as a pedestrian here since you are forced to walk in the roadway where people may be quickly turning and not see you.	17	17	0	Project Request	Pedestrian Network	Sidewalk
59	This CKC crossing is exceptionally dangerous due to zero visibility of trail users by road traffic.	17	17	0	Service Request	CKC	Crosswalk visibility
60	public trail near the water connecting Juanita Beach and Junita Bay parks.	17	17	0	Easement Request (private property)	Active Transportation Network	new trail/ pathway
61	We asked for improved pedestrian and bike paths, which was a great idea, but NOT by narrowing the driving lanes and eliminating the shoulder. Narrow roads diminish the neighborhoods and the city.	16	1	15	ATP_Pri_3101	Vehicle Network/ Operations	Lane widths
62	Cars continue to speed through this intersection heading both north and south on Market St. even when pedestrians activate the flashing lights to cross. These flashers give pedestrians a false sense of security because too many drivers continue to speed and refuse to stop on Market. There seems to be no speed or compliance enforcement in Kirkland other than for certain school zones with radar-operated cameras.	16	14	2	Market and 4th	Speeding/ Traffic Calming	Crosswalk Safety
63	There is a tiny curb cut that can be used to exit/cross the CKC at Kirkland Ave. This should be expanded and ideally filled with gravel as the current cut is small and a bit muddy. Improving bicycle access here will make bikes less likely to take the sidewalk on Kirkland Ave.	16	15	1	Project Request	CKC	CKC Access

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64	Add a sidewalk along this corner. It is a VERY blind turn with no real safe place for pedestrians	16	16	0	Project Request	Pedestrian Network	Sidewalk
65	There's been talk for years about putting a sidewalk from Market up the length of 19th to KMS. What's being done on this! It's so dangerous for walkers old and young alike!	16	16	0	Project Request	Pedestrian Network	Sidewalk
66	The greenway proposed for NE112th is an excellent idea. It is a very good connection between the CKC and Market and traffic calming would increase safety for students/families walking to AG Bell. However, for cyclists continuing north or west, joining Market at the emergency vehicle cut-out at the base of NE110th is much safer than attempting to navigate the very complicated intersection at NE116th, 98th AVE NE, and 99th PL NE.	16	16	0	Project Request	Active Transportation Network	Greenways
67	Adding a street lamp on this corner would be very beneficial for both the vehicles coming into the neighbor from Market and pedestrians and or bikes coming up Market as they cross in front of you. Especially with all all the new construction on Market I would think this is hopefully already in the works...	15	14	1	Project Request	Lighting	
68	It is very difficult to access the pedestrian bridge crossing on a bicycle when traveling southbound here. You have to pick a driveway and then try to curve up the driveway, get onto the sidewalk, and then make a very abrupt turn to the right. Would be great to have a protected way to turn right from the bike lane onto the bridge without needing to ride on the sidewalk. Some signage would also be great.	15	15	0	SAP_COK_19	Bicycle Network	Bike lanes
69	Add a small ramp to get into 10th street from the connector trail	15	15	0	Project Request	CKC	CKC Access
70	Create a continuous bike lane on Central through downtown.	14	12	2	ATP_Pri_3352	Bicycle Network	Bicycle Facilities
71	Change the all-way stop to a roundabout on this intersection. Right now it creates tons of traffic during the school and rush hours, roundabout would make it much more efficient	14	12	2	Project Request	Vehicle Network/ Operations	New roundabout

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72	There is also no safety for pedestrians. Juanita Drive is a major thoroughfare. Northwest citizens are not being represented or attended to by the city of Kirkland.	14	13	1	Project Request	Pedestrian Safety	
73	Public transport is nonexistent on Juanita Dr north/south between 100th Avenue NE and NE 141st St. There is also no safety for pedestrians. Juanita Drive is a major thoroughfare. Northwest citizens are not being represented or attended to by the city of Kirkland.	14	13	1	Transit request	Transit	New Service
74	We should improve the connection from the CKC up to Kirkland Way/85th. A little mini-park with benches, landscaping, and a gently-sloped switchback-ing asphalt/concrete trail up to the intersection would be awesome.	14	14	0	ATP_Pri_7261	CKC	Connections
75	The alley between 16th and 17th Av W. needs proper repair. This time with pictures to support it.	14	14	0	Service Request	Maintenance	Alleys
76	red curb/no parking on east side of 106th Ave from 68th Street to south end of Houghton Shopping Center. Also raised crosswalk and improved lighting for crosswalk at this area.	14	14	0	Service Request	Parking	

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77	Have a pedestrian bridge go from Kingsgate P&R to Totem Lake Freeway Station. Currently transit riders parking at Kingsgate P&R have to walk all the way out to 128th st and back around to get to the bus stop.	14	14	0	Project Request	New Bridge	Transit access/ pedestrian
78	For students with ebikes, getting from the CKC up to Kirkland Middle School is a real challenge. The bike runnels near the frog on the CKC are not feasible for a middle schooler to push an ebike up. As a result, many students choose to ride out past Peter Kirk Elementary and then up this stretch of road. There's no bike lane here at all and students are forced to ride on the sidewalk. We should really address this use case.	14	14	0	Project Request	CKC	School access
79	connection between the street end and the CKC here. There is rail/City right of way between 2 houses here.	14	14	0	Project Request	CKC	New access trail
80	Many homeless individuals loiter at the library, making it feel unsafe to walk there at night. They need to be removed.	13	0	13	Service Request	Safety	Library, Enforcement
81	Obviously, people from the biking community are chiming in on this doc. You have to balance the needs for bikes, peds, and auto traffic to make this work. These street were built mainly for autos and tax money was used for that purpose. How come bike community won't raise some of the money to help in these projects.	13	1	12	Funding	Project funding source	
82	Consider widening the road to include a two-way left turn lane. This would support better access in/out of the neighborhoods and keep traffic from backing up for blocks when someone needs to turn left....but cant.	13	2	11	Project Request	Vehicle Network/ Operations	New turn lanes
83	Kirkland is short on North/South roads for vehicles (limited mostly to Market Street, I405 and 124th Ave NE). Adding additional N/S routes is key to solving road congestion, which is only getting worse each year. In 20 years, we'll need more N/S routes for local access and for the tens of thousands of commuters who travel from the norther cities (Everett, Edmonds, Lynnwood, etc.) to southern cities (Bellevue, Redmond, Kent, etc.). Please plan new N/S routes.	13	4	9	Project Request	Vehicle Network/ Operations	New Roads
84	Put a side walk on NE 110th Pl	13	9	4	Project Request	Pedestrian Network	Sidewalk

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85	There is no sidewalk on 19th and it is extremely dangerous for pedestrians, many of whom are middle school children on their way to/from KiMS. This is a HIGH priority and involves the safety of our kids.	13	12	1	Project Request	Pedestrian Network	Sidewalk
86	The alley between 16th and 17th needs attention. Ideally, it would get paved but at least repair the potholes properly, the size of gravel used the last several times seems to just wash out on the next rain.	13	13	0	Service Request	Maintenance	Alleys
87	Complete missing sidewalk segment on two parcels along the south side mid-block of NE 140th Street to make a more pedestrian safe and continuous walkway for children and families as they walk to and from Helen Keeler Elementary School. This will eliminate the need to maintain the existing striped on-street walkway segment.	13	13	0	Project Request	Pedestrian Network	Sidewalk
88	Design a safe pedestrian crossing of 7th Ave S and 5th Pl to the CKC. This is a major walking route of kids to and from Lakeview as well as the community at-large to access the CKC. Should also install speed bumps along 5th Pl.	13	13	0	Project Request	Pedestrian Safety	Crosswalk
89	What all ages and abilities connections do we have between parks with play structures and the greater neighborhood communities? connections between points of interests like a park and the neighborhood would be great to see.	13	13	0	Project Request	Active Transportation Network	Connections
90	If Kirkland is no longer going to allow bus routes through Totem Lake Village (which is a shame) then we should no longer allow for through traffic at the intersection near salt and straw. This road is used as a through street for those exiting 405 NB towards Evergreen and Kingsgate. Access to parking should remain but removing this as a convenient through street for cars would create a safe and enjoyable pedestrian only space.	12	8	4	Transit request	Transit	Restore service
91	The park needs a sidewalk next to it. There are so many pedestrians walking in the road here, including small children since this is the only way to walk to the playground from the north part of the neighborhood. I even saw an older man with a walker walking in the road here. A sidewalk here would really improve safety.	12	8	4	Project Request	Pedestrian Network	Sidewalk
92	Culvert work at I-405 at NE 145th street should include future Juanita Public Pathway (to connect the CKC to Burke-Gilman via JHS and three parks)	12	8	4	Project Request	Active Transportation Network	Juanita Public Pathway

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93	Another insanely wide road in a neighborhood. Can this road be made narrower for cars, but better for pedestrians and cyclists?	12	11	1	Project Request	Speeding/ Traffic Calming	Roadway widths
94	Dangerous intersection with no marked crosswalk. Kids walking to school have to cross from the north side of the street to the south side of the street through an intersection with no crosswalk, while distracted drivers are on their way to work in the mornings. Also, is a blind corner that many drivers roll through without completely stopping.	12	12	0	Project Request	Pedestrian Safety	Crosswalk
95	Cars routinely speed through here around many pedestrians. We need physical traffic calming like raised crosswalks.	12	12	0	Project Request	Pedestrian Safety	Crosswalk
96	Some of the school bus stops along Holmes Point feel pretty dangerous in the dark of winter: kids are standing in the mud and rain on the side of the road at or near semi-blind corners. Recent restriping has been a nice improvement. Curbs or even large rocks at bus stop corners would further help to separate the grade from where children are congregating.	12	12	0	Project Request	Pedestrian Safety	School bus stops
97	Put a sidewalk on the east side of Urban Plaza where the Vinason/parking entrance is. I see people walking up the road all the time because it's the natural path to Central Way. Yes, they could cross to the west sidewalk but then they'd just have to cross again at the crosswalk over Central Plz at the top of the hill.	12	12	0	Project Request	Private property access	
98	Additional request for sidewalks here. It is very dangerous turn for pedestrians and so many in the neighborhood use it to get to the Juanita parks and public transportation.	12	12	0	Project Request	Pedestrian Network	Sidewalk

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99	Before adding a bike lane, just complete the sidewalks and make them continuous so we don't have to walk in the street and cross sides mid block. Whatever you do.... DONT make the roads any narrower.	11	7	4	ATP_Pri_7461	Pedestrian Network	Sidewalks
100	Build a train line between Kirkland DT and Redmond DT with some stops in between. That will help with the commute. Crossing all 85th. Have the train stop to the new bus stop here next to Mazda. Connect that to the big shuttle paths for Amazon/Microsoft/Google and the connector stops. Work with companies to align with these stops. Then you don't need parking even, People will take the train from Kirkland/Redmond and get to the connector stops	11	7	4	Transit request	Transit	New service
101	Making the car lanes slightly narrower on Juanita Drive would reduce the speeds of cars, making the road safer, while giving more room for bike and pedestrian infrastructure. If the city were to build sidewalks which would be great, the road itself would not need to be widened as much or at all reducing the cost of construction.	11	9	2	Project Request	Vehicle Network/ Operations	Lane widths
102	I love the "Truck Eating Bridge" sign. Having a couple more posted farther up the road would be helpful. The official, yet boring, "low clearance ahead" signs are nice, but adding signs with teeth seems much cooler.	11	10	1	Service Request	Vehicle Network/ Operations	Sign request
103	Finish the southbound bike lane on this stretch of road. 116th has a bike lane except for the stretch from 60th St down to the park entrance. https://www.google.com/maps/@47.6610662,-122.1855598,3a,75y,290.02h,77.34t/data=!3m7!1e1!3m5!1se4IRhfALkowsL4zUEQZ7JA!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3De4IRhfALkowsL4zUEQZ7JA%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D158.98334%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192?entry=ttu	11	11	0	ATP_Pri_7181	Bicycle Network	116th Ave NE bike lanes

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104	Bring Light Rail to TotemLake Village, It's already a busy place and adding commute options will only help the area flourish and decrease traffic.	11	11	0	Transit request	Transit	New Service
105	Going up 6th St. then 12th Ave. is the most convenient way to get to the Cross Kirkland Corridor from Kirkland Urban by bicycle. Putting wayfinding signs up 6th and at the intersection of 12th would make the route clear.	11	11	0	Project Request	Bicycle Network	Wayfinding
106	Walk connections - general comment: it is notable this entire plan misses the infrastructure for walk routes that use right of ways and easements between streets, and only focuses on existing streets and roads. King County showed foresight with right of ways that are not utilized. We need a non-motorized plan for the city.	11	11	0	Project Request	Active Transportation Network	Easements
107	Build a large underground parking garage underneath the baseball field. Eliminate the lake shore plaza parking and the one at the corner of central and Lake and turn these into parks.	10	1	9	Project Request	Parking	Downtown Parking
108	143 is absurdly wide here. The traffic lanes need to be narrower. Either install a median or narrow the road (AND INSTALL SIDEWALKS AND BIKE LANES) as a traffic calming measure	10	8	2	Project Request	Speeding/ Traffic Calming	Roadway widths
109	Slow the traffic on 72 Ave NE. Install speed bumps similar to neighborhood east of Thoreau Elem School. This is a 25-mph zone. Routine speeds exceed 35 mph for a large proportion of traffic. There are no sidewalks. The number of walkers, strollers, bikers, & etc. here is significant.	10	8	2	Service Request	Speeding/ Traffic Calming	

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110	Please pave the CKC. The amount of silica dust kicked up by ebikes and e-motorcycles makes the corridor a cancer and silicosis risk for users during dryer months.	10	8	2	Project Request	CKC	Paving
111	Create some traffic calming infrastructure to slow cars as they enter downtown.	10	9	1	Service Request	Speeding/ Traffic Calming	
112	Please repave this road. Excuses were made about why it wasn't repaved this past year - and those excuses don't make sense.	10	9	1	Project Request	Maintenance	
113	As more and more houses are built west of Juanita, something needs to be done at the intersection of 138th and Juanita. If a roundabout, it needs to be designed to handle big trucks and buses. Developers of new houses need to contribute to the road changes.	10	9	1	Project Request	Vehicle Network/ Operations	New roundabout
114	This intersection is dangerous. My kid rides his bike to school and I go with him sometimes and cars frequently run through this intersection. Would be good to somehow slow drivers down here at this intersection or have automatic light flashing or something.	10	10	0	Service Request	Speeding/ Traffic Calming	Signal

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115	Install ADA ramps on the south side of NE 80th. At this time, one has to walk across the grassy buffer and off the curb to cross 80th at 122nd.	10	10	0	CIP_NMC1570000	Pedestrian Network	Curb ramps
116	Just to be clear, the City budget can be found online. Transportation projects in Kirkland are primarily funded via real estate excise tax, property taxes, and impact fees. These are paid by pedestrians, bikers, and drivers. The streets are built for all of us, and we need to create safe streets for our entire community, not just our drivers.	10	10	0	Funding	Project funding source	
117	Add a roundabout at NE 132nd St and 120th Ave. This will help relieve congestion at the intersection and will improve safety for those living in the neighborhood to the north. Cars sometimes blow through red lights on NE 132nd St.	10	10	0	Project Request	Vehicle Network/ Operations	New roundabout
118	The stop sign here creates large traffic backups on 116th during rush hour. There's hardly any cross traffic here. A round-about or a triggered traffic light would let the 116th Ave traffic flow much more smoothly.	10	10	0	Project Request	Vehicle Network/ Operations	New Roundabout
119	118th Ave. NE allows people bicycling from neighborhoods around NE 116th St. to connect to the Cross Kirkland Corridor, but is currently too dangerous because the bike lane abruptly ends with street parking. Street parking isn't needed with the multi level parking garage and a surface lot right next to 118th at the Windsor Totem Lake Apartments. If the bicycle lane from 116th continued up 118th Ave, then along NE 118th St., the bike route would be fully connected	10	10	0	Project Request	Bicycle Network	Bike Lanes
120	Build another road between Rose Hill and Willows Run Golf Club. There is no easy access now and that causes traffic jam since people have to drive either from TL or Redmond	9	2	7	Project Request	Vehicle Network/ Operations	New Road

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121	COK needs to make a commitment to the corner of LW Blvd and 85th as to whether it will be a parking lot (structured) or not. I would be more than happy to build a structured parking lot on this site and share revenue with COK	9	3	6	Project Request	Parking	Downtown Parking
122	Improve shoulder to provide actual parking. Anything to work in more parking to support the part.	9	5	4	Project Request	Parking	Parking lane
123	Can southbound buses stop inline here? It would save a minute or two per bus	9	7	2	Transit request	Vehicle Network/ Operations	transit related
124	This spot actually is a four-way traffic cross linking the 120th Ave NE, Lee Johnson and NE 83 Ln. There is no any speed limit sign and parked vehicles near this place would block drivers' sightseeing to those vehicles coming from south down to north, which can be dangerous. I suggest that there is a need for 25 miles speed limit in 120th Ave NE, and this also can be good for students and other people walking around. I also suggest that there will be a limitation for parking near this spot.	9	8	1	Service Request	Safety	Sight Distance
125	Don't allow left turns to Park Ln from SB Lake St. It's 1/2 the reason traffic backs up for a mile every day in the afternoon (the other half is the two signals aren't synchronized)	9	9	0	Project Request	Vehicle Network/ Operations	Vehicle Delay
126	There should be painted (and ideally raised) crosswalks at every intersection.	9	9	0	Project Request	Pedestrian Safety	Crosswalk
127	Crossing from 116th to Totem Lake Blvd NE as a pedestrian is dangerous, especially when getting off the bus stops. Many cars turn without checking while we have the right of way.	9	9	0	ATP_Cat_170	Pedestrian Safety	Crosswalk

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128	Blue safety light on CKC near the 60th or 58th street entrances (or wherever there's power). Call box for 911	9	9	0	Service Request	CKC	Trail User Safety
129	Put a roundabout here to slow down traffic on 143rd.	8	4	4	Project Request	Vehicle Network/ Operations	New roundabout
130	Not only is there a missing sidewalk here to the park and to AG Bell School, there is also a crest vertical curve. It is a dangerous road to walk on as cars cant see you as you walk in the street due to a lack of pedestrian facilities.	8	6	2	Project Request	Pedestrian Network	Sidewalk
131	This intersection (6th and 7th) should be a small roundabout. Traffic always flows well through the other roundabouts on 7th, but then comes to a halt at this intersection. A small roundabout like the rest of 7th west of this intersection would be smoother than a simple 4-way stop. It also prevents cars from running straight through the stop signs which would make traffic safer.	8	7	1	Project Request	Vehicle Network/ Operations	Traffic Circle

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132	put a Don't Block the Box on 68th in front of the Lakeview Elementary driveway. That way people leaving pick up/drop off area can make a left onto 68th when traffic is stopped for cross walk and bus.	8	8	0	Project Request	Vehicle Network/ Operations	Striping
133	We have asked the City to add a speed cushion on the 200 block of Waverly Way, but the City has thus far said "no", despite dangerous speeding taking place on this section of Waverly Way. The City states that the traffic data does not show a high enough average speed, but this does not account for the individual risk of high-speed drivers, particularly in the summer months. The risk will increase when the "Greenway" brings more pedestrians and cyclists to 2nd and Waverly. Thank you.	8	8	0	Service Request	Speeding/ Traffic Calming	
134	There is a huge gap here with no crosswalks. Pedestrians should not need to go way out of their way for a safe crossing.	8	8	0	Project Request	Pedestrian Safety	Crosswalk
135	I would like to have a bus that goes from the kingsgate park and ride, Totem Lake Transit Center or Kirkland Transit Center directly into downtown Seattle during the middle of the day like the 255 used to do. It's upsetting to me that we paid for the light rail that benefits Seattle and Bellevue residents but Kirkland residents don't have a way to get directly to downtown Seattle unless we go early in the morning or in the early evening.	8	8	0	Transit request	Transit	Restore service
136	Better signage or reconfigure car lanes to allow safer and easier bicycle transit to Lake Washington Blvd instead of Lakeview.	8	8	0	ATP_Cr_45	Vehicle Network/ Operations	Project Support - Lake Washington Blvd/Lakeview Dr intersection

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137	Lower speed limit to 20mph through this pedestrian-heavy zone! Maybe get rid of the like 20 street parking spots, there's tons of parking in the lots, especially if that could allow buses to run through.	8	8	0	StaffRec_3	Speeding/ Traffic Calming	Speeds
138	Add a route to Seattle like the 255, or make it run continuously throughout the day, right now if you need to go midday or other than 9am or 5pm to Seattle, you have to commute 1 1/2 hours by bus.	8	8	0	Transit request	Transit	New service
139	Uphill bike accommodations are needed on 3rd St north of Central Way. My current alternative is to transition to the sidewalk since I'm moving much closer to the speed of walkers than vehicles while moving up this. Either add a bike lane or improve the accommodation/routing on/off of the sidewalk for people on bikes. (This is a common route between Downtown Kirkland/Moss Bay and City Hall, followed by a turn left/west onto 4th Ave).	8	8	0	Project Request	Bicycle Network	Bike lanes
140	Separate from whether the "No Turn On Red" sign is respected, I wish it wasn't there. It's a big disincentive to take 116th if wanting to go north. I'm concerned that solutions tend to "box us in" with more and more restrictions. That's not progress.	7	1	6		Speeding/ Traffic Calming	Vehicle delay/ Turn restrictions
141	Please consider 2-lane roundabouts at 145th and Simons Rd. Traffic backs up from one intersection and creates blockages at the other intersection.... further backing up on 100th, Simons and 145th.	7	3	4	Project Request	Vehicle Network/ Operations	Roundabout
142	All of these streets with diagonal intersections need to be revised to improve driver line of sight for seeing peds and bikes on Market St. Consider making them alternating one-way streets in the 1-2 blocks leading up to Market St then using the extra pavement to create a perpendicular intersection with Market St and add features that cause drivers to slow down to make the turn.	7	3	4	Project Request	Safety	Sight distance

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143	98th Ave NE has become a dangerous speedway, Vehicles traveling this section of road consistently travel at excessive speeds and produce noises that exceed levels normally found in a residential and park setting. Because of the lack of pedestrian and biking facilities it is dangerous and a barrier of access to the neighborhoods it borders. More police monitoring or photo enforcement is required.	7	5	2	Service Request	Speeding/ Traffic Calming	
144	Please get rid of these little bike lane side paths. The only thing they accomplish is making it so that street sweeper vehicles can't keep the bike lane clear of debris. https://www.google.com/maps/@47.6447102,-122.1855946,3a,75y,181.52h,74.16t/data=!3m6!1e1!3m4!1sAD2Zx2ECyAQWmqogt5zwMQ!2e0!7i16384!8i8192?entry=ttu	7	5	2	Project Request	Bicycle Network	Maintenance
145	Recommend speed bumps on 10th Ave W around 3rd and 4th streets. Cars frequently driving over speed limit causing safety concerns for residents especially children.	7	6	1	Service Request	Speeding/ Traffic Calming	
146	The corner of 3rd st. west and 8th has a yield sign. No one uses it. There should be a stop sign. There have been many accidents at this corner with people not knowing how to yield to traffic on 3rd Ave. Put speed bumps along 7th or make it a four way stop.	7	6	1	Service Request	Pedestrian Safety	Speeding, FTY
147	This would be a great spot for light rail. Right in the middle of moss bay with walkability to anywhere and bus access. It would be just like a european town! If we had that, I would ditch my car!	7	6	1	Transit request	Transit	New Service
148	The speed increases to 35mph as you cross into Kirkland. With such high traffic this creates more noise and danger for pedestrians and bicyclists. Also makes it more difficult for driveways that line this road. Can we drop to 30mph like the rest of Bellevue way and lake Washington blvd?	7	7	0	Service Request	Speeding/ Traffic Calming	Speed Limit Policy

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149	124th Ave is a speedway outside of peak hours. It desperately needs traffic calming: medians, narrower lanes, a lower speed limit. Maybe even a roundabout at 140th to slow traffic. I've seen people nearly get run down on multiple occasions.	7	7	0	Project Request	Speeding/ Traffic Calming	
150	We need speed bumps. People consistently go very fast and that's right near the middle school bus stop. I've almost been hit in the crosswalk because people are speeding and not paying attention.	7	7	0	Service Request	Speeding/ Traffic Calming	
151	115th and 124th could use a crosswalk. Cars frequently turn blind on to 115th at 25 mph+ speeds and only see people crossing at the last minute. This area has foot traffic from the apartments above Visible Coffee, the kids' music studio and the coffee shop itself.	7	7	0	Project Request	Pedestrian Safety	Crosswalk
152	Add a sidewalk between 104th Ave NE and 108th PL NE. In some sections there is basely any shoulder, and there are regularly people walking along this very busy road, including children going to bus stops. When traffic is not backed up cars can be moving well over the speed limit down 145th in both directions. Connecting the existing sidewalks on the East and West ends of the road is not just practical, but a safety issue.	7	7	0	Project Request	Pedestrian Network	Sidewalk
153	Crosswalk across 112th	7	7	0	ATP_Pri_3153	Pedestrian Network	Crosswalk
154	I think some directional signage at the new bridge (and other crossings) would be a helpful addition -- let people know they can cross it and get to Totem Lake Village and Evergreen Hospital, advertise the loop walk around Totem Lake, promote the connection to Woodinville and the Sammamish River Trail. Someone who had taken the bus stopped me to ask where the trail went in this vicinity.	7	7	0	Project Request	Pedestrian Network	Wayfinding
155	Add BikeLink lockers at the transit center so that people can secure their bike when they catch a bus. This will encourage people to bike instead if drive (and park) downtown.	7	7	0	ATP_Pri_3291	Bicycle Network	Bicycle Parking

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156	132nd shall be all paved from Totem Lake village till NE85th st. There shall be proper sep bike lane and proper safe pavement. Even students cannot go to college safely	7	7	0	132ND AVE NE94	Active Transportation Network	Sidewalks and Protected Bike Lanes
157	Add a route to Seattle from Kingsgate park and Ride. Right now the only routes to seattle is commuting all the way to downtown Kirkland, and no easy way to get there.	7	7	0	Transit request	Transit	New Service
158	Light rail for totem lake!	7	7	0	Transit request	Transit	New service
159	Need to maintain/paint lane dividers at left turn lane from 18th to northbound Market. Have seen many cars almost (or actually go) go over the concrete lane dividers as they make that quick left turn-can be very dangerous especially in the dark or rainy weather. Maybe add reflective lights.	7	7	0	Service Request	Maintenance	
160	There seems to be missing all ages and ability links between major infrastructure like EastTrail and the surrounding communities. how to you get families and kids to the EastTrail and not just the strong and fearless bike rider in lycra.	7	7	0	Project Request	CKC	CKC Access
161	Westbound vehicles regularly slide over to the right turn lane well before it begins, creating a hazard for bicyclists. Bike lane needs physical protection from vehicles.	7	7	0	Project Request	Bicycle Network	Protected bike lanes
162	Formalizing this informal connection and adding a crosswalk would be handy	7	7	0	Project Request	Active Transportation Network	new trail/ pathway
163	Remove the water tank from MT park. Move somewhere further from houses and buildings.	6	2	4	Project Request	N/A - Utilities	
164	Light needed at this intersection. Very difficult to turn left onto 124th from 103rd. Students crossing 124th often sprint across all four lanes of 124th because the crosswalks are so far from the main intersection.	6	4	2	Project Request	Vehicle Network/ Operations	New Signal

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165	A traffic light here would improve both pedestrian and driver safety. This is an extremely dangerous intersection that is used heavily by drivers and pedestrians (many of which are students walking to school or the bus stop)	6	4	2	Project Request	Vehicle Network/ Operations	New Signal
166	This intersection needs some sort of safety intervention. Between 5 pm and 6 pm every night, people are running the light heading east on 85th, clogging the intersection heading east on 85th and MANY folks running the light as they head east on 85th they run the light and turn left (in front of traffic) at that light.	6	5	1	Service Request	Speeding/ Traffic Calming	Signal Operations
167	Restart the bus route that runs along 116th. It's a main road that is now completely under serviced and congestion is increasing	6	5	1	Transit request	Transit	Restore service
168	BookTree Kirkland's only bookstore needs two parking spaces (or more) available for customers. Often people park right in front of the bookstore with a big SUV and leave it there for 4 to 6 hours. The 30 minute parking space just North of the store is rarely enforced - cars park there for 1 to 4 hours. Cars travel often in excess of 30 mph even though it's a 25 MPH zone. Thanks.	6	5	1	Service Request	Parking	Enforcement
169	Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Edith Moulton park	6	5	1	Project Request	Active Transportation Network	Juanita Public Pathway
170	Continue JPP next to powerline from 128th to 132nd. This would allow car free and safer access to Juanita HS and possibly to the 124th shopping area.	6	5	1	Project Request	Active Transportation Network	Juanita Public Pathway

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171	<p>Still no indication of a North South crosswalk for mouth of Slater at NE 115 PL. DESPITE the fact the Council asked the City to finish up 124 AV NE.</p> <p>I understand it is difficult to see what I am talking about in terms of danger. My hope is you will get in a wheelchair and go to that spot at 5:30 pm on wk dy.</p> <p>Would suggest creating a raised crossing with flashers about 20 yards down NE 115th PL. I would PROTEST LOUDLY if the crosswalk were taken all the way back to the bend. LOUD.</p>	6	6	0	Project Request	Pedestrian Safety	Crosswalk
172	Aligning the N/S traffic lanes on opposite sides of the intersection would be great.	6	6	0	StaffRec_3	Vehicle Network/ Operations	Lane alignment
173	<p>On NE 116th there is quite a bit of pavement. I believe you could keep the existing three lane section but narrow the lanes to provide E/W protected bike lanes in the street. The narrowing of lanes could provide the width for buffers.</p> <p>I would like to see some sort of vertical protection like concrete curb stops or my favorite the "Toronto Style" concrete curbing.</p> <p>This would provide a great E/W protected all ages and abilities connection to between the neighborhood and EastTrail/LWL.</p>	6	6	0	ATP_Pri_3332	Bicycle Network	Protected Bike Lanes
174	Work with Bellevue to improve continuation of bike lane until the turn off to the 520 bike path	6	6	0	Project Request	Active Transportation Network	520 Trail Access
175	This is a tough left turn at rush hour as the left turn lane is small. If there is room to extend the left turn lane, this would greatly improve traffic flow in this intersection.	5	3	2	Project Request	Vehicle Network/ Operations	Extend turn lanes
176	Add flashing lights to this pedestrian crosswalk. It is next to a school bus stop that is usually dark in the winter mornings.	5	4	1	Project Request	Pedestrian Safety	Crossing Improvement

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177	NE 132nd St needs to be resurfaced from 405 to 100th Ave NE. The road surface is uneven and cracking and there are too many pot holes to count. The condition of the road has only deteriorated from the numerous construction projects along NE 132nd St.	5	4	1	Service request	Maintenance	Paving
178	More continuity of sidewalks along this entire street as well as better street lighting as this street approaches 70th	5	4	1	Project Request	Pedestrian Network	Sidewalk
179	Cars do not yield to pedestrians / cyclists here. Since they don't have to stop at the light they continue cruising along fast and avoid eye contact.	5	5	0	Project Request	Pedestrian Safety	Crossing Improvement
180	Because the angle of the turn is so shallow cars barely slow down to turn right. Feels dangerous to cross as a pedestrian.	5	5	0	Project Request	Pedestrian Safety	Crossing Improvement
181	Cars seem to make left turn onto Waverly from Market St. without seeing pedestrian in crosswalk at night. My husband and I cross to south side of Waverly under a streetlight to avoid the crosswalk. We've had two close calls.	5	5	0	Service Request	Pedestrian Safety	Visibility
182	Put 2 hour time limits on parking spots along Chainline. Google workers are parking here for the entirety of the work day. Can watch them park, take backpack and head into office buildings. Leaves pickle ball and other park frequenters without parking.	5	5	0	Service Request	Parking	Time limits
183	This is going to be the most useless freeway bus stop in the world if connections with the downtown Kirkland transit center are not provided. Nobody will want to hike 1 mile and 500+ ft. of elevation to transfer.	5	5	0		Transit	transit access - NE 85th Station
184	Connecting NE 123rd St to Junita Heights Park would be wonderful. I like the hilly hiking in the Park. Currently, I'm forced to drive or bike all the way around up Finn or Goat hill to access it.	5	5	0	Planned Citywide Connections_P32.2	Active Transportation Network	new trail/ pathway
185	Streets with access to the CKC need signage so people know how to connect to trail infrastructure.	5	5	0	Project Request	CKC	Wayfinding

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186	Juanita Public Pathway connecting CKC to Burke-Gilman trail should go through Heronfield park	5	5	0	Project Request	Active Transportation Network	Juanita Public Pathway
187	10.5 travel lanes are too narrow.	4	0	4	PMX_ID: ATP_Pri_3063	Vehicle Network/ Operations	Lane widths
188	new North/South connection from new development at 120th Ave NE and 116th Ave NE. (or similar alignment)	4	2	2	ATP_Pri_8007	Active Transportation Network	new trail/ pathway
189	Pave alley between 8th and 10th Avenues W between 3rd and 4th street- alley is half paved half gravel, frequent potholes that don't repair well. Gravel gets thrown from alley to yards/driveways when driven on.	4	2	2	Service Request	Alley maintenance	
190	We need separated, protected, dedicated bike facilities here for the increasingly high volume of cyclists riding for transportation and recreation. Workers, residents, families, shoppers who are accessing this area's amenities and jobs by bike deserve a dedicated space, not fighting for space with speeding cars or strollers and dogwalkers.	4	3	1	ATP_Pri_6061	Bicycle Network	Protected Bike Lanes
191	Any way the city could add a public ROW cut-through along the edge of the maintenance center? Would be great to have another connection between the CKC and neighborhood.	4	3	1	Project Request	CKC	New access
192	Westbound vehicle traffic speeds up considerably as it goes down the hill here and the cross section widens. Traffic calming measures are needed.	4	4	0	Service Request	Speeding/ Traffic Calming	
193	The intersection of 110th and 104th has a stop sign for east-west traffic, but many drivers apparently believe this is a 4 way stop resulting in failure to yield to north-south traffic crossing 110th from 104th. Suggest add a stop signs on 104th to make this a 4-way stop to improve safety by aligning with driver's expectations.	4	4	0	Service Request	Sign request	

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194	Add sidewalks on missing section on west side of 120th Ave NE	4	4	0	Project Request	Pedestrian Network	Sidewalk
195	Please complete a cement sidewalk all way on 132 nd Avenue. It is very hard for students to walk from slater to Lake Wa tech college. Also 109 street to 104 street.	4	4	0	Project Request	Pedestrian Network	Sidewalk
196	the south side sidewalk on 118th Street is not ADA accessible as it is too narrow and in poor condition. Also the east side of 120th Ave NE to the CKC is also dangerous for pedestrians and wheelchair users as there is no sidewalk and people are forced into "bike lane"/side of road without any protection from cars.	4	4	0	Project Request	Pedestrian Network	Sidewalk
197	Add a Basketball Court to Heritage Park.	4	4	0		N/A - Parks	
198	Add some outdoor street workout and calisthenics combination equipment. Kids are already coming to play basketball here, help them stay more active and healthy	4	4	0	Project Request	N/A - Parks	
199	Extend Eastrail from here north to Woodinville. The former railway is currently marked closed.	4	4	0	Project Request (King County property)	CKC	Eastrail extension
200	Rather than adding a southbound PBL, the northern side should be expanded to be a wide, two-way multi-modal path. Most pedestrians/bikes will be coming from the north side from the The Village or the Totem Lake Connector.	4	4	0	ATP_Pri_6061	Active Transportation Network	new trail/ pathway

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201	Kingsgate needs improved connecting bike routes to Totem Lake & CKC. 132nd Ave is the only route with bike lanes but has a steep hill with frequent debris on the shoulder and needs more separation from high speed vehicle traffic. 124th Ave and 120th Ave have significant pothole damage and no bike lanes at all. Kingsgate is in need of at least one safe, well maintained bike route to reach the amenities at the bottom of the hill.	4	4	0	Project Request	Bicycle Network	Bike Lanes
202	79th Ave should become a neighborhood greenway. It's a residential street with heavy usage from school children and neighbors enjoying their yards.	4	4	0	Project Request	Active Transportation Network	Greenways
203	Juanita Public Pathway connecting CKC to Burke-Gilman should go through Windsor Vista park	4	4	0	Project Request	Active Transportation Network	Juanita Public Pathway
204	This stretch needs a streetlight	3	0	3	Project Request	Lighting	
205	Stop light needed at the intersection of 124th and 103rd. Observed several accidents and near accidents. JHS students and other pedestrians cross at undesignated areas which has also caused several near accidents.	3	2	1	Project Request	Vehicle Network/ Operations	New Signal
206	I'm not sure what a "Mini Roundabout" is, but it needs to support the Metro buses, school buses, delivery trucks, and construction vehicles and trucks, and still be wide enough to get people through safely and comfortably.	3	2	1	ATP_Pri_3101	Vehicle Network/ Operations	Lane widths
207	Street penetrations (manholes, water valve access, storm drains) all over the city streets have deteriorating asphalt rings. This results in these items sinking. I have contacted the city previously suggesting concrete be used to surround them but that was refused with a reason of a different coefficient of expansion between asphalt and concrete. The desert cities of California use concrete and it works there in their heat so why not here? In any event do something.	3	2	1	Project Request	N/A - utilities	
208	Add a bathroom facility on CKC similar to the one near Google	3	2	1	Project Request	N/A - Parks	

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209	Protected bike facilities are preferred but will take years to implement. In the meantime, as an interim solution, PLEASE at least put sharrows and "Share the Road" signs NB and SB since this segment of the corridor connects segments to the north and south that have bike lanes and is frequently used by cyclists. Drivers seem to think cyclists suddenly shouldn't be on this stretch of road or are supposed to ride on narrow sidewalks frequently occupied by pedestrians, strollers, and dogwalkers.	3	2	1	Project Request	Bicycle Network	share the road
210	Traffic circle here might also be helpful. Cannot tell you how many times I have almost been T-boned or almost hitting someone. Line of sight issues and the fact that a lot of people must not see the stop signs on 6th St W. My husband drives through that intersection with his hand on the horn ever time.	3	3	0	Service Request	Speeding/ Traffic Calming	traffic circle
211	Traffic goes too fast on NE 145th St. Sometimes it sounds like a race track. Speed limit signs do nothing; people drive as fast as they feel comfortable doing. Besides sidewalks and bike lanes, traffic-calming features are needed, such as extending sidewalks at intersections to narrow the street.	3	3	0	Service Request	Speeding/ Traffic Calming	
212	Improve sightlines on 103rd Ave Ne, looking west down NE 124th St. Vegetation often blocks visibility of oncoming traffic	3	3	0	Service Request	Safety	Sight distance
213	These pedestrian crossings at the 405 offramps are bad news slash terrifying to cross at night. Also walking under 405 there is *grim* with just fake rocks and pavement but at least it's well lit :)	3	3	0	Project Request	Pedestrian Safety	Crossing Improvement
214	Drivers make u-turns, park the wrong way, and park in the pedestrian path every school morning. It is dangerous for students. Sidewalk needs a curb and KPD should target area for traffic enforcement.	3	3	0	Service Request	Pedestrian Safety	School pick up/drop off
215	Improved continuity of sidewalks along this major walking corridor	3	3	0	Project Request	Pedestrian Network	Sidewalk

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216	Continuity of sidewalks along this major walking corridor	3	3	0	Project Request	Pedestrian Network	Sidewalk
217	The sidewalk is difficult to walk on because the tree roots are lifting it up. This is a major walking route for the neighborhood to go downtown.	3	3	0	Service Request	Pedestrian Network	Sidewalk Maintenance
218	Redevelopment of the Kingsgate commercial area should include a mini transit center along 124th, and the pre-2020 route of Metro 255 should be restored. The lack of transit accessibility in Kingsgate is a direct driver of both the failure of the Kingsgate commercial center and the increased traffic congestion in the neighborhood. Nonresidents should have convenient transit to the neighborhood for access to amenities, and residents need non-transit options for travel.	3	3	0	Transit request	Transit	New/ restored service
219	Please increase bus frequency to/from downtown Kirkland, Bellevue, and Seattle. Decreasing the number of lanes in this area without an improvement to public transit will make this area less accessible.	3	3	0	Transit request	Transit	New/ restored service
220	I don't know how to make this intersection better but what's here now doesn't work great. Maybe some warning to cars that bikes merge with them on 7th Ave (both directions but especially eastbound)? Drivers are rushing to get to the elementary school or to catch the light at 85th. It becomes dangerous when 6th St is backed up from the light and cars don't have room to turn, so they're watching for a gap instead of people crossing.	3	3	0	ATP_Pri_7482	Vehicle Network/ Operations	Safety
221	There are some very large bumps in the bike lane on the East side of J-W road just North of 108th. It is extremely dangerous for cyclists to use the bike lane for that short stretch, forcing them into the road, where drivers get upset the bikes are not in the bike lane. If no large scale project is happening on the street in the near future, it should be a very inexpensive and fast fix. (if caused by roots impact to trees TBD)	3	3	0	Service Request	Bike Lane Maintenance	Tree roots

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222	North rose hill is not well connected. There should be bicycle paths between Mark Twain park, Mark Twain School College and TotemLake Village. There is no safe way to go and many areas have 0 sidewalks on busy streets. Please add proper bicycle roads and walking paths.	3	3	0	Project Request	Active Transportation Network	Connections
223	This pedestrian pathway is a highly used walking route for residents and children traveling to school. It also creates a reasonable walking distance to bus stops. We should identify more locations for these pass throughs to create a more walkable neighborhood throughout Kingsgate.	3	3	0	Project Request	Active Transportation Network	new trail/ pathway
224	Bike lane on north side of the road (just east of Shell station) ALWAYS has several cars parked in the lane on top of painted bike symbols. Requests for enforcement have failed. If we are going to build bike lanes and sidewalks, we need to preserve them/maintain them for their intended use.	3	3	0	Service Request	Active Transportation Network	parking enforcement
225	Build an under/over pass here for ppl and cars to be able to go to Kirkland DT and cross the freeway safely.	2	0	2	Project Request	New Bridge	Roadway network
226	This intersection waiting to turn onto Simonds Road can back up significantly when cars are trying to turn left onto busy Simonds Road. Adding separate left & right turn lanes onto Simonds Road would really help shorten wait times for cars seeking to turn right onto Simonds at this intersection.	2	1	1	Project Request	Vehicle Network/ Operations	New turn lanes
227	Middle School students are crossing Market St. to get to and from Kirkland Middle School. As density increases in Kirkland and traffic congestion on Market St. goes up, these children will have to cross an increasingly dangerous road (and will further congest/stop traffic with their crossing). I have seen several dangerous crossings where vehicles miss the blinking lights or children fail to properly use the current crossings. Some kind of pedestrian bridge perhaps?	2	1	1	Project Request	Pedestrian Safety	Crossing Improvement
228	This intersection backs up at rush hour as the turn lanes are small. Would be great if the right turn lane can be extended to clear up this intersection.	2	2	0	Project Request	Vehicle Network/ Operations	Extend turn lanes

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229	The speed camera zone for the schools has been implemented very poorly. A 1 mile speed zone for three schools with different start & stop signs is not increasing safety, but is causing confusion.	2	2	0	Service Request	Vehicle Network/ Operations	School zone cameras
230	Add speed humps to street and stop signs at corners on 88th. Open up streets north of here to through traffic.	2	2	0	Project Request	Speeding/ Traffic Calming	
231	Reduce speed limit to 25 between 70th and 60th to be consistent with surrounding land uses.	2	2	0	Service Request	Speeding/ Traffic Calming	
232	Please make this intersection and the one to the south have stop signs in the same direction, or make them 4-way stops. Sight distances are limited and it's confusing.	2	2	0	Service Request	Sign request	
233	Please improve signage and lighting here. This corner is slightly blind and speeds are 35mph here. Have seen multiple accidents at this location.	2	2	0	Service Request	Safety	Sight distance
234	Add a pedestrian crosswalk Kids, adults going to the school tend to jaywalk a lot due to the lack of crosswalks nearby	2	2	0	Project Request	Pedestrian Safety	Crosswalk
235	No Sidewalk access on the East side of the street, so medical offices there are inaccessible	2	2	0	Project Request	Pedestrian Network	Sidewalk
236	Better signage from the neighborhood side for this pedestrian connection to the little shopping center. Allows me to stay on backroads instead of traveling on 70th from the greenway :)	2	2	0	Project Request	Pedestrian Network	Wayfinding
237	Speed calming improvements required due to limited sight lines, blind driveways and no sidewalks.	2	2	0	Service Request	Speeding/ Traffic Calming	

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238	Speed humps/traffic calming measures on 7th - cars FLY down the hill and this poses a hazard to CKC utilizers crossing at 7th.	2	2	0	Service Request	Speeding/ Traffic Calming	
239	Lots of kids live in this neighborhood and people often speed down this hill from 132nd into the neighborhood (delivery drivers most often), which makes it very unsafe for kids since there aren't any sidewalks. Would love a speed bump on the hill.	2	2	0	Service Request	Speeding/ Traffic Calming	
240	Transit access to 132nd Square Park and surrounding homes is extremely limited because the 930 DART bus route is infrequent and does not run on nights or weekends. The bus stops are unsheltered and have no seating. The 930 DART does not report its location and has no climate control.	2	2	0	Transit request	Transit	New service
241	Add some outdoors Calisthenics equipment like https://www.kompan.com/en/us/p/fsw104	2	2	0	Project Request	N/A - Parks	
242	The small planted area between the street and sidewalk here forces bikes traveling northbound to merge into traffic, right at an uphill part where the bike is probably traveling slowly. This is right on the way from downtown to the CKC, via 12th ave right after this stretch.	2	2	0		Bicycle Network	Safety
243	Keep the CKC for recreation and bikes! As a runner (and biker), we need more safe places such as this to exercise and bike commute to work. I will often drive down to the CKC to run or with my kids on bikes as it is a great place to safely exercise. It's a great resource for the community, and we should make sure to protect it as such!	2	2	0		CKC	
244	The CKC needs to be widened and lit. This is critical transit infrastructure for bikes and peds.	2	2	0	Project Request	CKC	Trail improvements
245	This small section of the CKC could be paved or rewilded after the bridge reinforcement is finished. The deep ruts and gravel under the bridge are difficult to walk and bicycle on.	2	2	0	Project Request	CKC	Trail improvements

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246	Add a bicycle connection between the willows road connector / CKC and the Sammamish river trail. As of now this stretch is very dangerous, and if you want to get from the CKC to the Sammamish river trail southbound you have to way out of your way up to 145th st.	2	2	0	Project Request (within Redmond)	CKC	New Connection
247	Add a shade/rain cover for the bus stop here. All bus stops should have a shade/rain cover. With the low frequency of buses people often wait for long periods of time. It would help eliminate barriers to using public transit especially during inclement weather. It should be simple to implement and would be beneficial for everyone.	2	2	0	Transit Request	Transit	bus stop improvements
248	Add stairs on ROW between 106th Ave NE and NE 120th St. The road on 106th Ave NE is less steep than the hill on NE 121st St, so this would be a better routing for the future McAuliffe greenway	2	2	0	ATP_Pri_3142	Active Transportation Network	Greenway routing
249	Need additional lighting here, especially as this will be part of the Shores to Stores greenway. Very dark at night	2	2	0	ATP_Pri_3153	Active Transportation Network	Lighting
250	Pedestrian walkway here would be very helpful at entrance to the shopping center from Bridle View Neighborhood	2	2	0	Project request (private property)	Active Transportation Network	new trail/ pathway
251	New connections and paths here needed	2	2	0	Project Request	Active Transportation Network	new trail/ pathway
252	Better pedestrian and bus access to this park would be great.	2	2	0	Project Request	Active Transportation Network	Park access
253	Traffic frequently backs up here. The intersection with 85th needs improvement	1	0	1	Project Request	Vehicle Network/ Operations	Vehicle delay

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254	we need a flagged crosswalk from Bridlevue Neighborhood north entrance to the shopping center. It should have flags.	1	0	1	Service Request	Pedestrian Safety	Crosswalk Flags
255	The hardened centerline here is intended to eliminate left turns in/out of the LWHS driveway, but the observed behavior is that vehicles drive in the oncoming lane to make a left turn in/out of here. I'm not sure what needs to be done to fix this, but it seems less safe as currently implemented.	1	1	0	Service Request	Vehicle Network/ Operations	Enforcement
256	extend NE100th st down to Willows commerce park and road there.	1	1	0	Project Request (within Redmond)	Vehicle Network/ Operations	New Road
257	This road frequently backs up with traffic. Please improve capacity and safety.	1	1	0	Project Request	Vehicle Network/ Operations	Vehicle delay
258	Small traffic circle might help this intersection. Every day, people from the "lower" part of 16th Ave W speed up and down. I know it is residents; I see the same cars zoom by every day.	1	1	0	Service Request	Speeding/ Traffic Calming	traffic circle
259	Create a traffic circle to slow high speed drivers leaving Juanita high school and commuters cutting through the neighborhood	1	1	0	Service Request	Speeding/ Traffic Calming	traffic circle
260	Now that sidewalk has been installed on both 16th Ave west and 7th- this has created a very dangerous blind spot especially when cars are parked on the street. Since sidewalk installed a couples months ago, have almost been t- bones 5 times. You have zero visibility of cars coming down 16th from 7th if cars are parked on street and the house being built has minimal parking on driveway for a 2 dwelling residence. As other neighbor stated, 16th is now so narrow that only one car can safely drive.	1	1	0	Service Request	Safety	Sight distance
261	This whole plaza area, including 120th Ave NE, should be pedestrian, cyclist, and transit only. Parking should be limited to the garages and lots facing Totem Lake Blvd. If it were easier to get here by bus and felt safer to walk and bike here, fewer people would drive and need places to park.	1	1	0	StaffRec_3	Active Transportation Network	walk, bike, transit

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262	Install a continuous sidewalk along NE 145 St. With cars parked along side the road and busy, fast traffic, it is hard to walk along the road safely.	1	1	0	Project Request	Pedestrian Network	Sidewalk
263	Down hill, west bound traffic travel speeds consistently exceed posted limits which prohibits the safe ingress and egress of feeder streets.	1	1	0	Service Request	Speeding/ Traffic Calming	
264	Speed bumps along 108th Ave NE, from NE 140th st to NE 143rd st. There are many kids walking to and from school daily, pedestrians walking/jogging, and cars are often driving very fast through this section. A few speed bumps would help control speed and make it safer for pedestrians.	1	1	0	Service Request	Speeding/ Traffic Calming	
265	We need more bus lines to and from LWHS. The only options involve multiple transfers and take a long time. Kids who can attend the HS deserve safe transportation. So many kids needing to be dropped off creates a lot of traffic around the HS.	1	1	0	Transit request	Transit	New/ restored service
266	Install some outdoors gym equipment like https://www.kompan.com/en/us/p/fsw104 for Calisthenics. Many people are already coming here to play basketball, that will help people be more healthy and active.	1	1	0	Project Request	N/A - Parks	
267	After some utility work a few years ago, our pavement has been cut up here.	1	1	0	Service Request	Maintenance	
268	Please fill pot holes and uneven areas. The pavement is very rough at this intersection, had been for a very long time, and is getting worse!	1	1	0	Service Request	Maintenance	
269	Correct this map to show 108th ending here where the pavement ends at the barriers, and start of the walking/biking trail.	1	1	0	Webmap display	map suggestion	
270	Somewhere along here the trail has become muddy and bumpy. When it rains there is lots of standing water. It didn't used to be this way even <1 yr ago.	1	1	0	Service Request	CKC	Maintenance

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271	<p>This section of 108th ave between 116th st and 121st st sees low traffic and still retains it's original country lane character. It is designated for a future greenway.</p> <p>Rather than adding sidewalks (and removing many large trees on the east side to make room), a better option would be to save money and add traffic control devices where cars and pedestrians could co-exist and the street could also retain its character. An example is a woonerf.</p>	1	1	0	ATP_Pri_3142	Speeding/ Traffic Calming	Greenway design
272	The trees on 6th St. south of the Park Avenue building make walking on the sidewalk difficult. The sidewalk could be widened.	1	1	0	TP_Pri_6125	Pedestrian Safety	Maintenance
273	Add lighting along 90th here. I've seen deers crossing the road, almost too late coming up the turn. Having some lighting would make me feel a bit better about driving up this curve.	1	1	0	ST 10200	Lighting	
274	Implement the Juanita Drive corridor recommendations including roundabouts for traffic management and speed control.	1	1	0	Juanita Drive Master Plan	Speeding/ Traffic Calming	Speeds, roundabouts
275	<p>Has staff walked 124th?</p> <p>There is a 6-ft sidewalk immediately adjacent to a five lane arterial with high speeds and high volumes.</p> <p>It feels uncomfortable and unsafe so my family does not walk on it. With small children it is especially uncomfortable. Having a sidewalk is one thing but having a sidewalk that residents actually want to use is another thing.</p> <p>If we want to reduce SOV trips we need higher comfort pedestrian and bicycle facilities.</p>	1	1	0		Pedestrian Safety	Level of Stress

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276	Implement the pedestrian/bike treatments recommended in the Juanita Drive Corridor Study from 2015. The treatments currently implemented are intended to be the first phase, but they become permanent if action is not taken on the full master plan for the corridor.	1	1	0	Juanita Drive Master Plan	Active Transportation Network	Safety
277	East/West Pedestrian/Bike Connection from vicinity of NE 112th St to Slater Ave. Crossing the highway interchange at 116th St is daunting, especially for cyclists.	1	1	0	Project Request	Active Transportation Network	New Bridge
278	Could there be a multi-use trail put in here? It's a steep hill, but maybe a switchback path could work. Seems like a great connection from the backside of the Evergreen complex down to Totem Lake part and the CKC. Away from cars. Peaceful.	1	1	0	Project Request	Active Transportation Network	new trail/ pathway
279	Mid-block connection so that stores and bus stops on 98th Ave NE are directly reachable from NE 120th St.	1	1	0	Project Request	Active Transportation Network	new trail/ pathway
280	No safe walking/bicycling paths towards Kirkland DT. Why is it taking too long to implement these?	1	1	0	Project Request	Active Transportation Network	
281	That path shall all get paved and add proper bicycle lanes.	1	1	0	Project Request	Active Transportation Network	
282	Extend the left hand turn lane (which is too short) Cars make illegal u turns from southbound Totem Lake BLVD to turn into the new Bower apartments. I've seen people drive up onto the sidewalk making this U turn.	0	0	0	Project Request	Vehicle Network/ Operations	Channelization
283	Allow buses only to make left turns through this intersection. This would eliminate the wasted time that 239 - Downtown Kirkland route needs to make going up and around 120th Ave from the Totem Lake transit center. 239 currently runs twice an hour maximum so I would not expect this to increase traffic build up at this intersection.	0	0	0	Transit request	Vehicle Network/ Operations	

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284	Look at retiming signal during school hours to better handle traffic into and out of LWHS.	0	0	0	Service Request	Speeding/ Traffic Calming	Signal Timing
285	Having been involved with the neighborhood trying to get speeding treatments here, we were also disappointed with the cost of the treatments and the miniscule effects on traffic speeds. This was the only type of treatment the city would accept on this street, since it is a fire response route. I support further looking at other treatments.	0	0	0	Service Request	Speeding/ Traffic Calming	
286	Sight distance is obstructed for drivers taking a NB LT, going NB, for taking a NB RT. The NB LT is the scariest. There needs to be something done for safety in this location.	0	0	0	Service Request	Safety	Sight distance
287	Put in a HAWK pedestrian-activated crossing signal	0	0	0	Project Request	Pedestrian Safety	Crosswalk
288	Widen the existing dirt path to a wider gravel path so students can move between Janita High School and the neighborhoods to the south. A great bridge was just built here over the creek, but the path into the neighborhood south of it could be easily improved on a small budget. Much better than creating a new path through the sensitive wetlands to the east of campus.	0	0	0	Project Request	Pedestrian Network	improved pathway
289	Build a sidewalk (even a gravel path) on the west side of 72nd to handle the large number of people out with strollers, dogs etc who stroll down the middle of the road. Use the existing sidewalk easements, do NOT cut trees etc in Big Finn for a walkway.	0	0	0	Project Request	Pedestrian Network	Sidewalk
290	We really need a sidewalk on the 19ave. It's extremely dangerous to walk along the street and our kids cannot safely get to the school.	0	0	0	Project Request	Pedestrian Network	Sidewalk

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291	I have asked for help regarding the crosswalk at 132nd Ave NE and 70th St for many years. There are 6 new houses almost completed in that 1/2 block area with many more planned. PLEASE, would somebody meet with me at the intersection? The traffic trying to go from NE 70th St to 132nd Ave NE is horrendous with drivers behaving irresponsibly. The last time I called Kirkland the woman I spoke with said that with more traffic, the slower the cars. WRONG and irresponsible. Please meet with me.	0	0	0	Project Request	Pedestrian Safety	Crosswalk
292	The intersection of 132nd Ave and 126th Pl is dangerous due to the high-speed, frequent traffic on 132nd and drivers attempting to turn onto it from 126th.	0	0	0	Project Request	Speeding/ Traffic Calming	
293	Please add speed bumps to slow the traffic	0	0	0	Service Request	Speeding/ Traffic Calming	
294	The city has parked heavy machinery on 106th Ct NE during sewer expansion projects resulting in degradation of the surface of the private drive and has caused compaction of the land land surrounding above the retaining tank. Consider resurfacing to restore.	0	0	0	Service Request	Maintenance	
295	This path should be publicly accessible for walking and rolling, as it provides the most easy, direct, and safe route for people traveling between Waverly and Downtown Kirkland.	0	0	0	Easement Request (private property)	Active Transportation Network	new trail/ pathway
296	Please DO NOT do this median candlestick thing anywhere else! It was intended to slow traffic, and all it does is push cars toward the bike lane (and many cars swing wide INTO the bike lane to avoid the candlesticks). The density of the candlesticks blocks view of pedestrians entering the intersection from some angles. It was well intentioned but a failure.	0	0	0	Service Request	Active Transportation Network	Delineators
297	Install street lights on NE 110th Pl, it's very narrow with no side walk, adding street lights will increase the safety.	0	0	0	Project Request	Lighting	

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298	Correct this map to show 106th Ct NE as the private drive servicing the three houses on the left. This terminates in an emergency vehicle parking spot over a large retention chamber.	0	0	0	Webmap display	map suggestion	
299	This is meant to be a reply to the other comment on the NE 120th st/Slater intersection. It is very common for cars on west-bound NE 120th st to drive for long distances in the oncoming traffic lane to reach the left turn lane onto Slater	0	0	0	StaffRec_1	Vehicle Network/ Operations	
300	Would Like to have pedestrian pathway from Inglewood QFC to Juanita Beach.	0	0	0	Project Request	Active Transportation Network	new trail/ pathway
301	There are no street lights on NE 132nd St, east of 133rd Pl NE even though there are lot of new home and apartments that use that street.	0	0	0	ATP_Pri_3091	Lighting	
302	Work with City of Redmond to figure out more safe east-west connections for cyclists from Redmond Connector Trail to Kirkland bike network.	0	0	0	Project Request (within Redmond)	Active Transportation Network	new trail/ pathway
303	Improve pedestrian safety at this intersection. Either through all crosswalks being activated (including diagonal) at the same time, raised intersections, no turn on red, or other pedestrian safety improvements. I have been nearly hit by vehicles turning right multiple times. Many children walking to the local elementary school use this cross walk. It a tragedy waiting to happen.	0	0	0	LRS_P5	Pedestrian Safety	
304	The all way stop works well. We have been living here for 30 years and it operates OK. Drivers are mostly courteous. I don't think there is enough room to build a roundabout.	0	0	0		Vehicle Network/ Operations	
305	Reexamine warrants to determine the need for a traffic signal at 70th/122nd Ave. Focus on volumes safety for pedestrians and vehicles given close proximity to schools. Traffic speeds are also an issue. Our neighborhood has requested this several times.	0	0	0	CIP_TRC1420000	Speeding/ Traffic Calming	Traffic Signal

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306	we should no longer allow for through traffic at the intersection near salt and straw. This road is used as a through street for those exiting 405 NB towards Evergreen and Kingsgate. Access to parking should remain but removing this as a convenient through street for cars would create a safe and enjoyable pedestrian only space.	0			Project Request	Vehicle Network/ Operations	Pedestrian Streets
307	Should also install speed bumps along 5th Pl.	0			Project Request	Speeding/ Traffic Calming	
308	124th Ave and 120th Ave have significant pothole damage	0			Service Request	Maintenance	Potholes
309	If the city were to build sidewalks which would be great, the road itself would not need to be widened as much or at all reducing the cost of construction.	0			Project Request	Pedestrian Network	Sidewalk
310	Also raised crosswalk at this area.	0			Project Request	Pedestrian Safety	Crosswalk
311	Policy MB 9 includes surface parking lots to be eliminated in favor of nearby structured parking.	0			Project Request	Parking	Downtown Parking
312	132nd Ave is the only route with bike lanes but has a steep hill with frequent debris on the shoulder	0			Service Request	Bike Lane Maintenance	Sweeping
313	Maybe even a roundabout at 140th to slow traffic.	0			Project Request	Vehicle Network/ Operations	New Roundabout
314	Open up streets north of here to through traffic.	0			Project Request	Vehicle Network/ Operations	New Road
315	and improved lighting for crosswalk at this area.	0			Project Request	Lighting	
316	as well as better street lighting as this street approaches 70th	0			Project Request	Lighting	
317	Create pedestrian/potentially bike friendly pathways that are not concreted; eliminating the need to put in more (expensive) concrete that occur alongside streets.				Project Request	Active Transportation Network	new trail/ pathway

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318	These pathways might be referred to a 'cut throughs'. I do not know the official designation or vocabulary. We have a few around Kirkland. We need to have many more to connect us up as pedestrians and offer options beyond driving.					Active Transportation Network	new trail/ pathway
319	To counter arguments that these pathways are too close to houses: I have yet to hear objections by folks in houses to the street in front of their house. Why do they then object to a pedestrian path alongside their house?					Active Transportation Network	new trail/ pathway
320	Maintain and enhance the pathway at 97th Ave NE to 97th Ave NE east of NE 137th Street. Benefit: pedestrian access. Wildlife corridor too.				Project Request	Active Transportation Network	improved pathway/ maintenance
321	NE 132nd Place/94 Ave NE as it curves around (occurs east of 91st Place NE), create a pathway downhill extending Southeast direction to NE 132nd St. - this would connect to Juanita Elementary and Juanita High School on NE 132nd St. [supposedly this was allowed to close up by blackberries due to a sexual assault. That is a terrible event but more pathways makes for safer communities].				Project Request (private property)	Active Transportation Network	new trail/ pathway
322	When redevelopment of Goodwill property (at NE 132nd St and 100th Ave NE), think 'pedestrians'. For example, east of 98th Ave NE on NE 133rd Place allow a pathway. Benefit: connects pedestrians uphill to the Juanita business district.				Project Request	Active Transportation Network	new trail/ pathway
323	Create foot path at 97th Ave NE between houses at 13716 and 13728 to allow pedestrians. Benefit: pedestrian access. Wildlife corridor too.				Project Request (private property)	Active Transportation Network	new trail/ pathway
324	Create foot path at NE 137th Place to NE 137th Court toward Thoreau Elementary. Benefit: pedestrian access to Thoreau Elementary.				Project Request	Active Transportation Network	new trail/ pathway
325	Create a foot path at NE 135th St west of 87th Ave NE to NE 135th St toward Finn Hill Middle. Benefit: pedestrian access to Finn Hill Middle.				Project Request	Active Transportation Network	new trail/ pathway

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326	Create a foot path along road that extends east of Juanita - Woodinville Way toward North edge of Fairfax Hospital, that would extend or connect to NE 133rd Lane, create a lovely bridge across the stream and end at north terminus of 105th Ave NE. Benefit: pedestrian access to Juanita Highschool and the Juanita business district.				Project Request	Active Transportation Network	new trail/ pathway
327	Also, the paths toward Thoreau Elem School and Finn Hill Middle School are suggested because walking along NE 134th St (west of 90th Ave NE), then south along 87th Ave NE, and then along NE 132nd St is very scary, has very poor air quality, and many loud vexations to hearing! Oodles of gas-powered vehicles (cement, trucks, trucks, trucks, garbage trucks, CARS galore, school buses, King County metro 225 (only one per hour now) travel this road route, which makes this pedestrian pathway horrible. Yes, I know that pedestrians are supposed to be polite and deferential to gas-powered vehicle drivers, however, I really resent the gas-powered vehicle world for the domination of the public space.				Project Request	Active Transportation Network	new trail/ pathway
328	The extreme curve on Juanita Drive starting just after Woodland Park needs immediate safety attention on the water side. Future improvements should prioritize adding a sidewalk to Juanita Beach and better separation between car and bike lanes.				Juanita_R2	Active Transportation Network	bike/ ped separation