

13-Feb-14 BY NEIGHBORHOOD			
ID# on Map	Verbatim input from requestor (this data is very draft and has not been "cleaned" of redundancy or errors).	Type	NEIGHBORHOOD
183	115th PL NE. We have a neglected road that is currently being dug up for new sewer lines. I am inquiring about the possibility of paving the street after the sewer line project is complete. I think that we are one of the few dirt roads left in Kirkland and the city is constantly bringing out new gravel but the pot holes still appear after a few weeks. PLEASE HELP US! Thank you in advance for reading my plea for help:.)	Other	Bridle Trails
184	I would like to request that a drainage system and paved road be put in to 115th Pl. NE off of NE 60th St. Currently construction is beginning to put in sewer on this road, and the residents, including myself, would very much appreciate having a paved road with a drainage system and perhaps a sidewalk as well. Our road has been long neglected by the city, and our neighborhood would really appreciate these basic infrastructure additions. We are sharing in the cost of the sewer, however the road itself is part of the Kirkland City jurisdiction. Please let me know when we can get this project prioritized by the city and what I can do to help expedite the process.	Other	Bridle Trails
187	115th Pl NE in Bridle Trails is a city maintained neighborhood road that is graveled. It hasn't been maintained and is in need of re-graveling. It is very slippery and muddy and is very hard to manage. It also has formed muddy potholes. Will you please follow up with a timeline? Thank you!	Other	Bridle Trails
188	Could we please the road to our house re-graveled. It is all mud and dirt now. It is a city road. 115th Pl. NE in Bridle Trails. Thank you!	Other	Bridle Trails
257	I am writing to request road work to be done near my home. I live on 115th Pl NE in Bridle Trails. It is a city maintained neighborhood road that is graveled. It hasn't been maintained and is in need of re-graveling.  It is very slippery and muddy and is very hard to manage. It also has formed muddy potholes.  Will you please follow up with a timeline? Thank you!	Other	Bridle Trails
318	this street was built in 1984 or 1985 when this development was built. For the full width of the street in front of our house, the asphalt has alligatored over the years, but is now getting much worse such that it appears to be ready to come out. It needs to be repaired. There are storm drain catch basins on both sides of the street and a storm line runs between them. It is apparent that the soil around that storm line has settled, causing the asphalt to settle too. Would this be covered under your annual street preservation program?	Intersection Improvement	Bridle Trails
87	Move the Metro bus stop to the south of NE 53rd Street on the east side of 108th Avenue NE - in order to accomodate students getting off the bus and walking to Emerson High School and Northstar. This way they wouldn't have to cross NE 53rd Street to get to the school (this intersection is dangerous).	Other	Central Houghton
88	We had a near tragedy at the above mentioned crosswalk a few weeks ago that has renewed our neighborhood's interest in getting at least flags, if not those flashing lights, installed.  We had a little girl start to cross and a driver who wasn't paying attention. The little girls scooter came to rest on the car - thankfully the little girl fell backward, away from the car. The driver who had screeched to a halt was badly shaken - as were the child's parents and the little girl.  It could have been far worse. And we are hoping to avert that 'far worse scenario' by requesting the city install something (or remove the crosswalk?). On many occasions we adults have stood at the side of the road watching drivers whip past, sometimes with a fleeting glance toward us and other times totally unaware.  We have noticed that other crosswalks along our street have some sort of alert systems --  Thanks much for getting this to the appropriate folks at City Hall.	Crosswalk Improvement	Central Houghton
94	Need flags at this location. Willing to be the volunteer for the flag maintenance.	Crosswalk Improvement	Central Houghton
119	Surface water collection piont - is way too low. (on southeast corner of 108th Avenue NE and NE 59th Street	Other	Central Houghton
120	Install end of school zone signs at Emerson High and 108th Avenue NE	Other	Central Houghton
134	Rob Tepper would like speed bumps installed along this street	Other	Central Houghton
175	108th Ave., NE & 48th intersection--- crosswalk. Serious pedestrian hazard at crosswalk--need orange flags!!! Only 15 to 20% of traffic at best stopes for pedestrians including myself to catch Seattle bound Metro bus across street, and most importantly children, including my small chilkd crossing to catch school bus or get off.	Crosswalk Improvement	Central Houghton

202	<p>111th Ave NE. I'm not sure where to file this, but the street in front of my house is a moderately heavy traffic road. Its close proximity to Juanita High brings an influx of high school travelers that travel at high speeds. I've recently in the past week seen 3 cars travel in excess of 50 mph on my road. I'm a father of two young children and there are many other families on this road as well. I fear the worst if speed bumps or some other speed deterrent aren't placed on this road way. Please let me know what it will take to solve this and prevent the worst. The recent death of Bradley Nakatani, a friend of mine for many years, is really raising my concern of the speeding epidemic we have in Kirkland. I thank you for your attention and look forward to your response.</p>	Traffic Calming	Central Houghton
217	<p>Fire Station #22. I would like to see the step edges painted with a white stripe so that a person walking down the stairs can tell where the step edges are. The stairs are on the north side of the building outside and unlit. At night or on overcast days these can not be seen easily. I requested that this be done by the City over a year ago and was told that they would be painted. It still has not been done. It would be a simple project that would greatly increase the safety of those using the community room at the Fire Station for meetings and classes.</p>	Other	Central Houghton
288	<p>Just a follow to our conversation last night:</p> <p>We had a near tragedy at the above mentioned crosswalk a few weeks ago that has renewed our neighborhood's interest in getting at least flags, if not those flashing lights, installed.</p> <p>We had a little girl start to cross and a driver who wasn't paying attention. The little girls scooter came to rest on the car - thankfully the little girl fell backward, away from the car. The driver who had screeched to a halt was badly shaken - as were the child's parents and the little girl.</p> <p>It could have been far worse. And we are hoping to avert that 'far worse scenario' by requesting the city install something (or remove the crosswalk?). On many occasions we adults have stood at the side of the road watching drivers whip past, sometimes with a fleeting glance toward us and other times totally unaware.</p> <p>We have noticed that other crosswalks along our street have some sort of alert systems --</p> <p>Thanks much for getting this to the appropriate folks at City Hall.</p> <p>my best,</p>	Crosswalk Improvement	Central Houghton
363	<p>We had a near tragedy at the above mentioned crosswalk a few weeks ago that has renewed our neighborhood's interest in getting at least flags, if not those flashing lights, installed.</p> <p>We had a little girl start to cross and a driver who wasn't paying attention. The little girls scooter came to rest on the car - thankfully the little girl fell backward, away from the car. The driver who had screeched to a halt was badly shaken - as were the child's parents and the little girl.</p> <p>It could have been far worse. And we are hoping to avert that 'far worse scenario' by requesting the city install something (or remove the crosswalk?). On many occasions we adults have stood at the side of the road watching drivers whip past, sometimes with a fleeting glance toward us and other times totally unaware.</p> <p>We have noticed that other crosswalks along our street have some sort of alert systems --</p> <p>Thanks much for getting this to the appropriate folks at City Hall.</p>	Crosswalk Improvement	Central Houghton

378	<p>My name is Hassan Farooq and I live at 6428 114th AVE NE, Kirkland WA 98033. I am a 7th grader at International Community School (ICS) in Kirkland. I walk to school everyday in the morning when it is dark during winter as I go at 7:15 AM. I would like to bring to your attention a serious safety issue that I face everyday in the morning when I walk to school.</p> <p>1) There are no pedestrian walkways between my house and the start of the school which is a few hundred feet away  2) Usually there are a few cars parked on 65th street between 114th and 113th/112th avenue right at the edge of the road making it impossible for me to walk on the side of the road and forcing me to walk in the middle of the road to pass these parked cars. This area is not well lit either making it hard for cars to see me in the dark.</p> <p>One day in December I was walking to school in the morning while it was dark and there was a car coming from behind. The car could not see me very well as it was somewhat dark and I had to walk in the center of the road as the cars parked on the side of the road were there. I almost got ran over because of this problem. I would like to request the city of Kirkland to rectify this situation by either providing a pedestrian walkway or marking the edge of the road for pedestrians. This way cars will not be able to park on the side of the road letting me be able to walk on the side of the road safely. I look foreword to getting a positive response.</p>	Walkway or Sidewalk Improvement	Central Houghton
93	The parking area on the south east side of the intersection of 6th st s and 5th ave s needs to be removed. Right now the cars are so close to the corner, no one can see when they are pulling out in a car.	Intersection Improvement	Everest
103	Either add a flashing beacon or remove the crosswalk. The section of the road is unsafe. Many close call accidents.	Crosswalk Improvement	Everest
117	Reintroduce "art wrap" around signal cabinets. Ron Sher of Third Place Books does this.	Other	Everest
130	Pedestrian & bicycle overpass over I-405 is quite steep.	Other	Everest
142	Crosswalk needed (from easement to Everest Park). Needs to be ADA compliant for people with strollers.	Crosswalk Improvement	Everest
146	Remove Street Parking along 6th Street S between 9th Ave S and NE 68th Street and extend the two way turn lane from 9th to the traffic light just as exists on the opposite side of the traffic light at 108th Ave NE. Put in a crosswalk approximately at the south corner of the Western Pneumatic Tube Company's parking lot drive way that connects to the mid-point of the Eastside Therapeutic Resources property. Perhaps with crossing flags or flashers. I am not a traffic engineer but it seems to me that these changes or something similar might have certain positive effects: the residence and park users traveling to and from 9th Ave South might have an easier time getting in and out of the Everest neighborhood, the Google employees and other transit users will have a 'safer' place to cross the street rather than where ever they feel like it in order to get to the bus stop, the through lane (and right turn lane) down 6th Street when going south to the traffic light will flow better because the left turn lane will be longer for those users to move over sooner. The changes may not have much of a negative impact on the businesses in the area because the street parking spots are not necessarily used by them since commuters and Google employees often use them now. The neighbors on 9th may not be impacted much by more people parking in the neighborhood due to the lack of street parking. Commuters are already parking along the most easily accessed part of 9th Ave now and may be discouraged by this enough to park on another street somewhere else on the route or use the new garage at South Kirkland Park and Ride or depending on where they are going use the Houghton Park and Ride lot. Google will have to monitor its parking management plan better in order to discourage its employees and clients from parking on 9th Ave. If other businesses don't have enough employee parking spaces they can find alternative off site solutions to manage their p	Crosswalk Improvement	Everest
148	6th St S - Everest/Moss Neighbourhood. We need flagged crosswalks across 6th Street South at 5th Ave S and 9th Ave S. There are a lot of local neighborhood and metro bus stop users in need of flagged crossworks across 6th St S.	Crosswalk Improvement	Everest
149	We need flagged crosswalks across 6th Street South at 5th Ave S. There are a lot of local neighborhood and metro bus stop users in need of flagged crossworks across 6th St S.	Crosswalk Improvement	Everest
150	6th Street S on the section between 5th Ave S and NE 68th Street. + There needs to be a center (refuge) lane constructed from 5th Avenue S to NE 68th Street. It is incredibly dangerous trying to turn left out of both 5th Ave S and 9th Ave S during most parts of the day. It is not a matter of if there will be an accident, but when. Also, people wanting to turn left to go up NE 68th, often go into oncoming traffic in order to get to the turn lane. A center refuge lane would alleviate so many safety issues and prevent accidents.	Other	Everest

151	6th St S and 5th Ave S. Install a Flagged Crosswalk at 6th St S and 5th Ave S. There are multiple businesses in the business park on the west side of 6th St S that are used regularly by children in the Everest neighborhood (children's music studio, children's dance studio). 5th Ave S is a funnel to these businesses from both 7th St S and from 8th St S and the rest of the Everest neighborhood through the walking trail from Everest park. A flagged crosswalk is needed to keep children safe- much of the use of these businesses is after school/ evenings when rush hour traffic on 6th St S is extremely heavy.	Crosswalk Improvement	Everest
152	6th Street S at crossings of 5th Ave S and 9th Ave S. There is a LOT of people crossing 6th Street S at both 5th Ave S and 9th Ave S and there is no crosswalk. Therefore people are crossing randomly and it is very unsafe. There should be cross walks with flags set up at these crossings. At a minimum there should be one at 9th Avenue S, but there are bus stops at both locations so there needs to be one at each.	Crosswalk Improvement	Everest
153	6th Street South and 5th Ave South. Crosswalk across 6th St S at 5th Ave S to link neighborhood with points of destinations to the west including: - Metro Bus stops -Children's dance and music studios -Continuation of 1 of Kirkland's celebrated walking paths to Everest Park Similar arguments for crosswalk across 6th Street South and 9th Avenue South Thank you so much for your consideration!	Crosswalk Improvement	Everest
154	6th Street South and 9th Avenue South. Pocket lane for southbound traffic exiting 9th Avenue South onto 6th Street South.	Crosswalk Improvement	Everest
155	6th Street South and 9th Avenue South. Dart and dash for the bus stop!	Crosswalk Improvement	Everest
168	6th Ave between 3rd Ave S and the Google Campus on the west side of the street. The lack of a proper sidewalk along here makes it challenging to get from 3rd Ave to Houghton safely. Would like a sidewalk on the west side of 6th Ave between 3rd Ave S and the Google Campus.	Walkway or Sidewalk Improvement	Everest
169	6th Street South, west side. Would love a sidewalk on the west side of 6th Street South, between the train tracks and Google. I take the bus on a regular basis. Walking between my house (3rd Ave S) and the nearest bus station involves walking on the bike lane (since the car parking between the bike lane and green area is almost always full). Having bikes and pedestrians sharing that lane puts us both at risk for accidents. Please give us a sidewalk!	Walkway or Sidewalk Improvement	Everest
170	6th Street South in Kirkland (west side of the street between Kirkland Avenue and Google campus). A sidewalk along the west side of 6th Street South between Kirkland Avenue and the Google campus is desperately needed. Bus routes 255, 245, and Metro 540 run along 6th Street S and make walking along the west side or waiting for the buses very dangerous to pedestrians. Although there are sidewalks on the east side, traffic along 6th runs very fast and cars do not often stop for pedestrian traffic despite carrying flags. Please consider adding sidewalks so that pedestrians can walk along 6th to bus stops, grocery stores, and schools.	Walkway or Sidewalk Improvement	Everest
171	Hello I would like to see the sidewalk completed on 6th St S from Kirkland Ave to the Google campus. I live towards the side of the street with no sidewalks - near the railroad tracks. I walk my kids to the Montessori school every morning. It is hard to cross the road at the railroad tracks. People don't stop for you. And if I walk down the cross walk to where the flags are located, there is no sidewalk to walk on! You have to weave in and out of the parked cars and the traffic. This is definitely not safe! I also see plenty of Google walking home weaving in and out of parked cars and traffic. There seems to be plenty of space to put a sidewalk and this should be done to protect our Googlers as well as our kids! Feel free to call me for more information! Thank you	Walkway or Sidewalk Improvement	Everest
182	Rail trestle over NE 68th. First of all, thank you so much for the nice new sidewalk along Central Way between 6th St and 7th Av. This makes for a much better connection from the Highlands and the northern section of the Cross Kirkland Corridor to Downtown. The Neighborhood Connections page of the Cross Kirkland Corridor site asked for suggestions for connections to the trail. Ramps and/or stairways on both sides of NE 68th would be a useful addition to enable easy connections to Houghton Village and the elementary school. The trestle could provide a safe alternative for pedestrians (including school children) crossing the often busy roadway. Thanks again for helping make Kirkland such a great place to live and work!	Crosswalk Improvement	Everest
302	As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.	Intersection Improvement	Everest
303	Install crosswalk at this location.	Crosswalk Improvement	Everest
304	Need ADA ramp on this side of the street when Google installs sidewalk on the west side of 6th Street	Crosswalk Improvement	Everest

315	Traffic improvement at Kirkland Way & Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.	Intersection Improvement	Everest
317	My wife and I live on 8th Street South in Kirkland and often return home going westbound on NE 85th Street and then Kirkland Way. Making that turn off of Kirkland Way onto Railroad Avenue (which becomes 8th Street South) is often risky as it is difficult to see very far ahead since the road turns so sharply and cars coming the other way (eastbound) under the railroad trestle zip along without any concern for those making the left onto Railroad Avenue or even knowing that the left turn lane is coming up. Obviously, the current sign is ineffective. This is very dangerous for me and my family. It seems like the best solution is to put a flashing light before the trestle for those heading eastbound, which light would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. I would appreciate your consideration to solving this dangerous situation.	Intersection Improvement	Everest
319	As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.	Intersection Improvement	Everest
320	Please put a sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down because of turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There have been many near-miss collisions at this intersection.	Intersection Improvement	Everest
321	As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact. Additionally, some sort of warning sign should also be put in place for westbound drivers who round the curve and find themselves almost rear ending someone who is turning left onto Railroad.	Intersection Improvement	Everest

322	<p>As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.</p>	Intersection Improvement	Everest
323	<p>Speed Bump Installation. As a resident who has just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle as well as speed), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: Install a Speed Bump exactly at the trestle. This will force drivers travelling eastbound to slow down enough as to warn them that there is oncoming traffic attempting to turn. I feel this is the most cost effective and less time consuming solution in the near term.</p>	Intersection Improvement	Everest
324	<p>Traffic improvement at Kirkland Way &amp; Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact. Thank you, Ralph &amp; Guia</p>	Intersection Improvement	Everest
325	<p>Traffic improvement at Kirkland Way &amp; Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.</p>	Intersection Improvement	Everest
326	<p>Traffic improvement at Kirkland Way &amp; Railroad Avenue. I am using the following from another neighbor to save time and it states my feelings perfectly. This is a DANGEROUS location. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.</p>	Intersection Improvement	Everest

333	We need a speed bump very badly to prevent accidents near the railroad underpass on Kirkland Way. When you are driving towards downtown on Kirkland Way, and attempt to turn left onto Railroad Avenue, the cars coming blind up the hill on Kirkland Way almost hit me every time. There is no way to see them. We need the speed bump on the downtown side of Kirkland Way before the turn to Kirkland Ave and Railroad Ave.	Intersection Improvement	Everest
334	A ramp and/or stair to access the new Cross-Kirkland Corridor Trail from the sidewalk, either at the corner of 2nd Ave + 10th St, or as an extension of the trail leading behind the post office, crossing 10th St halfway down the block. This location would provide easy pedestrian and bicycle access between downtown Kirkland and the new trail via the existing trail coming off 4th Ave behind the post-office. In addition, this also allows a fast and safe way to cross Kirkland Way (via the railroad bridge) instead of the dangerous Kirkland Way/Railroad Ave/9th St intersection, allowing better walking and biking access between the post office and the area around everest park. Thanks!	Bicycle Improvement	Everest
340	<p>Thank you for your suggestion to " quote – insert their idea here"</p> <p>Your idea is now a candidate for inclusion in the 2015-2020 Citywide Capital Improvement Program. Starting in the Spring 2014, City leaders will determine whether the idea you just submitted—as well as the ideas submitted by your fellow residents—warrant inclusion within the Capital Improvement Program. The City Council will adopt the 2015-2020 Capital Improvement Program as early as December 2014.</p> <p>The Capital Improvement Program is Kirkland's plan for improvements and maintenance of its transportation systems including streets, sidewalks, and intersections. The City Council reviews, updates and adopts the Capital Improvement Program every two years.</p> <p>Please check the City's Capital Improvement Program web site for more information about public involvement opportunities. You can also stay involved with your neighborhood association, which can be an effective conduit for promoting your capital improvement ideas. Visit <a href="http://kirklandwa.gov">kirklandwa.gov</a> for neighborhood association meeting dates and contact information.</p> <p>Also, check out the new Capital Improvement Program interactive map. The map displays all existing Capital Improvement Program projects. Using your computer or select mobile device, you can explore all existing or planned projects to learn status, details, funding and even communicate directly with the project's manager. The "Suggest a Project" feature helps citizens voice their ideas for future projects to be considered by the Capital Improvement Program during the update process.</p>	Intersection Improvement	Everest
342	<p>intersection at Railroad Way and Kirkland Way</p> <p>install flashing yellow lights, triggered by traffic headed northeast on Kirkland Way, as it approaches the tressel underpass</p> <p>to encourage those drivers to approach slowly and to warn those who are waiting to either turn left from Railroad Ave. and for those waiting to turn left onto Railroad Ave.</p>	Intersection Improvement	Everest
343	Traffic improvement at Kirkland Way & Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.	Intersection Improvement	Everest
344	Traffic improvement at Kirkland Way & Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles on Kirkland Way, travelling under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact	Crosswalk Improvement	Everest

345	Turning left onto Railroad Avenue from Kirkland Way feels like Russian roulette if you allow me the allegory. The lack of visibility of eastbound vehicles on Kirkland Way travelling (and very often speeding) under the railroad trestle is so severe that it makes for one of the most dangerous intersections I know. The 2 drivers in our family alone have experienced many near hits. We also do not allow our son to take that route back to our street although it is the most direct when coming from the north part of the city. Therefore, I would like to urge the City to install a traffic mirror to improve visibility or, as suggested before, a sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. Thank you for your attention.	Intersection Improvement	Everest
347	Improve the visibility of turning from railroad way/1st ave and Kirkland ave. The old train trellis is low hanging and obstructs the views for anyone in that intersection.	Intersection Improvement	Everest
358	Traffic improvement at Kirkland Way & Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact.	Intersection Improvement	Everest
362	<p>Thank you so much for being so persistent with this request. Below is the response I received from the city regarding the request I sent them about putting sidewalks on the west side of 6th Street. Needless to say, I was very disappointed when I received their reply to my request. I do not believe that sidewalks on the east side of 6th will be of any use to us at all as crossing over 6th is very dangerous. First, I must actually walk up to the crosswalk which is at least 25 yards from the top of our street (3rd Ave. S) to get to the east side. Cars rarely stop for me, even if I'm carrying a flag and I am several steps into the street. Even once they see me, they are often going too fast to stop in time. Walking up to the crosswalk is dangerous in itself as cars are often parked on the west side, which means that I must walk on the east side of the cars, even closer to the traffic. Walking on the west side of the parked cars is not possible as there is no level ground to walk on.</p> <p>My family and I walk along 6th Street almost every day. Two things require me to do so. First, Lakeview Elementary School has started a "walking school bus" program. The way it works is that parents walk their children to the Menchie's yogurt shop at 6th and 68th and then one parent volunteer walks all the children the rest of the way to Lakeview. In order to take advantage of this program and walk Noah to school, rather than drive him, we must walk up 6th Street, there is no other route to get to the dropoff location. I do not feel safe walking my 8-year old along the west side of 6th, but I feel that crossing over to the east side is even more dangerous. Secondly, Metro and Sound Transits relocated the 255 bus (to downtown Seattle) and the 540 bus (to the University of Washington) to 6th Street from State Street about a year ago. As a result, I must walk along 6th to catch the bus to get to my job at the University and to get to downtown S</p>	Walkway or Sidewalk Improvement	Everest
101	<p>I have been doing my student teaching at Kamiakin Middle School in the Transitions and Resource Room. Recently our class of twelve Special Education students took a walking field trip from our school to Safeway to shop for supplies. We have one student who is in a wheelchair who had to travel IN THE STREET because there are no wheelchair ramps from NE 132nd to NE 124th. This is a busy thoroughfare between I-405 and access to Redmond/Willows Road.</p> <p>This is obviously unacceptable. Further, this same class wrote a letter to the city last year about this same time asking about wheelchair ramps.</p> <p>Are these legally required modifications on the list for 2013? I do not see them on the overlay map on the website.</p>	Crosswalk Improvement	Evergreen Hill
143	<p>I would like to request a new crdosswalk with flashing lights at 124th Ave Ne and NE 142nd Pl.</p> <p>Many students at Robert Frost Elementary School live in the Kingsgate Meadows apartment complex and would benefit from the improved safety and visibility of a crosswalk at that location.</p>	Crosswalk Improvement	Evergreen Hill
147	NE 141 Place bewteen 124th Ave NE and 125th NE and 125th NE from NE 141 Place southward to NE 140th. Road has 1 to 1.5 of asphalt over dirt. Road has settled and has no drainage at north-east intersection of NE 141 Place and 125th Street. Due to its age and poor construction the road is in need of overlay	Other	Evergreen Hill

174	I am the Leg chair for JME and I spoke to Jeff DeGallier about leading forth on the project of getting a crosswalk from the school going toward Kamiakin I also know Jeff spoke to someone but he is scattered so I am trying not to bother him at this time with school starting. I know someone is meeting with you Friday to discuss other things. I was wondering if we could meet or chat about the crosswalk or to help me find the correct person to talk to about this.	Crosswalk Improvement	Evergreen Hill
209	Project Location 119th Ave NE, primarily between NE 153rd St and NE 148th St. However, speeding on 119th/116th NE is a problem from the northern city limit south to NE 132nd St.. For years our neighborhood has endured speeding cars on 119th Ave NE. This is used as a north-south shortcut by drivers travelling between NE 132nd (Totem Lake) and NE 160th (I-405 interchange) to avoid 5 traffic signals if they used the normal arterial route via 124th NE). This is a neighborhood street with numerous pedestrians, bicyclists, skate boarders, baby carriages, dog walkers, etc. on the sidewalks and in the street. We seriously need some type of speed reduction devices such as curb extensions, raised crosswalks, mini circles, and rumble strips, similar to what exists in other Kirkland neighborhoods. Speeding appears to be most serious between NE 153 south to NE 148th where the street is very wide and straight. Drivers can take advantage of this stretch of a neighborhood street to make up for lost time if they had to use normal arterials. Since annexation, Kirland Police have occasionally patrolled this stretch, but they cannot be there all the time. Thus, some physical device(s) are needed to cut speeds. We realize that some analysis will be needed to determine the exact method and location. Without something to cut speeds, our neighborhood's liveability is continually being eroded.	Traffic Calming	Evergreen Hill
212	Improve trail through park and provide additional walking/mountain biking trails from NE 140th St to NE 148th Pl.	Bicycle Improvement	Evergreen Hill
229	Upland Green (in newly incorporated Kingsgate area of Kirkland) We don't have enough street lights throughout the community.	Street Light	Evergreen Hill
249	132nd Ave NE, between NE 143rd St & NE 145th Pl. See Google Map: <a href="https://maps.google.com.tw/maps?saddr=132nd+Ave+NE+%26+NE+143rd+St,+Kirkland,+WA,+United+States&amp;daddr=132nd+Ave+NE+%26+NE+145th+Pl,+Kirkland,+WA,+United+States&amp;hl=en&amp;ll=47.731949,-122.162411&amp;spn=0.004041,0.010332&amp;sll=47.731963,-122.163152&amp;sspn=0.004041,0.010332&amp;geocode=FdZO2AIdMe23-CkVgGHcuA2QVDEpSZFHrCMJxw%3BFcta2AIdwe23-Cily3uQxw2QVDGW51LDvMq2aw&amp;t=h&amp;brcurrent=3,0x0:0x0,0&amp;mp;dirflg=w&amp;mra=ls&amp;z=17">https://maps.google.com.tw/maps?saddr=132nd+Ave+NE+%26+NE+143rd+St,+Kirkland,+WA,+United+States&amp;daddr=132nd+Ave+NE+%26+NE+145th+Pl,+Kirkland,+WA,+United+States&amp;hl=en&amp;ll=47.731949,-122.162411&amp;spn=0.004041,0.010332&amp;sll=47.731963,-122.163152&amp;sspn=0.004041,0.010332&amp;geocode=FdZO2AIdMe23-CkVgGHcuA2QVDEpSZFHrCMJxw%3BFcta2AIdwe23-Cily3uQxw2QVDGW51LDvMq2aw&amp;t=h&amp;brcurrent=3,0x0:0x0,0&amp;mp;dirflg=w&amp;mra=ls&amp;z=17</a> . The section mentioned in "Project Location" need to built at lease onside of Sidewalk. There are many people use this sector to walk, jogging, cycling or walk to get Metro buses. It's extraordinary dangerous to walk through this sector of street without sidewalk and street light, especially walk in winter season, when students try to get on school bus at 132nd Ave NE and NE 145th St, or people try to walk along street paving edge on 132nd Ave NE to catch bus #252 and #236 with their own flash light, from time-to-time speeding car pass by a close range. Please put this request in your coming CIP project list. Thanks for think of the walking safety of our neighborhood!	Walkway or Sidewalk Improvement	Evergreen Hill
252	I am writing this at the request of the HighWoodlands Homeowners Board-I have lived in High Woodlands since 1972, first on NE 149th St just off 119th NE and for the past 30 years just around the corner in the cul de sac. I can't remember a time when 119th NE wasn't a speedway. I have been walking dogs along that road for all these years and cars continually whiz by me at much greater rates of speed than the posted limit. One time I was driving home on 119th NE and obeying the speed limit and was tailgated by a young driver who finally roared around me with a finger in the air. Unfortunately I believe 119th NE is being used as a bypass from the much busier 124th NE to get from NE 160th down to the Totem Lake area. Same for coming up from the Totem Lake area to the Queensgate area-drivers by pass 405. Could electronic speed signs be installed to flash when drivers are going over the posted speed? Do they actually do any good? We were told years ago by King County Police that speed bumps were not possible due to the slow down of emergency response. How about small roundabouts at each road intersection along that stretch until you get to the stop sign at NE 144th? My daughter lives on N 92nd just off Linden Ave in Seattle and the entire neighborhood there has small roundabouts at each intersection of Linden Ave, forcing cars to slow down to go around them. I realize improvements mean money but I also believe something needs to be done especially since 119th NE is a walkers roadway for the students from Northshore Jr High and the elementary school next to it. Thank you for your time. Pat and Phil Garner	Traffic Calming	Evergreen Hill

267	<p>Cross Walk between Kamiakin JH and John Muir. With the opening of the new school we desperately need a safe way for children to cross the streets between the school.</p> <p>I do not see this project listed on the CIP project map. I'm extremely concerned and feel this needs to be addressed as soon as possible. Because the entrance has moved I'm very concerned about the number of kids that will be attempting to cross where there isn't a safe place. I was actually surprised that this wasn't part of the plan in building the new school. I feel this project needs to be addressed ASAP for the safety of our children. I know many others also share my concern and have plans to contact the City as well.</p>	Crosswalk Improvement	Evergreen Hill
273	<p>I note you are planning on resurfacing NE 132nd Street this year between 124th and 132nd Avenue NE. As a commuter from Redmond to Kirkland along NE 132nd Street I am hoping that consideration be given to repairing the severely deteriorated section of NE 132nd under the 405 overpass near 116th Avenue. This section of roadway, mainly the northern half which I understand was previously under King Co., has such a poor pavement condition that it causes vehicles to swerve to avoid rough patches. This is similar to Juanita-Woodinville &amp; 145th intersection. I'm sure you know about each of these.</p>	Other	Evergreen Hill
281	<p>124th AVE NE at NE 142nd PL. I would like to request a new crosswalk with flashing lights at 124th AVE NE and NE 142nd PL. Many students at Robert Frost Elementary school live in the Kingsgate Meadows apartment complex and would benefit from the improved safety and visibility of a crosswalk at that location.</p>	Crosswalk Improvement	Evergreen Hill
335	<p>I would like to request a new crosswalk with flashing lights at 124th AVE NE and NE 142nd PL. Many students at Robert Frost Elementary school live in the Kingsgate Meadows apartment complex and would benefit from the improved safety and visibility of a crosswalk at that location.</p>	Crosswalk Improvement	Evergreen Hill
365	<p>I have been doing my student teaching at Kamiakin Middle School in the Transitions and Resource Room. Recently our class of twelve Special Education students took a walking field trip from our school to Safeway to shop for supplies. We have one student who is in a wheelchair who had to travel IN THE STREET because there are no wheelchair ramps from NE 132nd to NE 124th. This is a busy thoroughfare between I-405 and access to Redmond/Willows Road.</p> <p>This is obviously unacceptable. Further, this same class wrote a letter to the city last year about this same time asking about wheelchair ramps.</p>	Other	Evergreen Hill
377	<p>There is a bus stop on the East side of 132nd Ave NE near NE 129th St, but no crosswalk.</p> <p>There is also an entrance to 132nd Square park within about 30 ft. of this location.</p> <p>What is lacking is a crosswalk. Lots of people get on/off the bus here, and many more people enter the park here, but there is no crosswalk for them to cross 132nd Ave. NE legally and safely.</p>	Crosswalk Improvement	Evergreen Hill
389	<p>Work with Woodinville to create pedestrian access from top of hill (143rd) to bottom of hill and to Sammamish River trail.</p>	Walkway or Sidewalk Improvement	Evergreen Hill
79	<p>Would like a crosswalk at this location so children coming from the west (culdesacs and streets) can cross over without having to go up to the intersection. Kids cross here anyway. It is dangerous.</p>	Crosswalk Improvement	Finn Hill
80	<p>Due to limited visibility for drivers pulling onto Juanita Drive from both the east &amp; west and Juanita Drive traffic speeds - usually faster than 35 mph (traffic only slows down if there's congestion) - this is a dangerous intersection. Please consider some type of traffic calming apparatus.</p> <p>I'd also like to see a center turn lane for much of the length of Juanita Drive - too many rear-end collisions due to quick stopping and inattentive drivers.</p> <p>Other requests: sidewalks for pedestrians and limited pullout parking so that vehicles don't park in the "bike" lane causing riders to pull into traffic to get around parked vehicles. Although, much of Juanita Drive is 'no parking' cars are parked along the roadway all year long. Trucks w/ boat trailers are parked during summer and lots of overflow parking for private holiday parties in the winter.</p> <p>I'll attend meetings when available. Thank you, I look forward to safety improvements in the near future!</p>	Intersection Improvement	Finn Hill

82	<p>Just wanted to let you, in case you haven't heard, that we had two more serious collisions last week in the 12800 block of Juanita drive. Both incidents were caused by intoxicated drivers (both arrested for Vehicular Assault) drifting over the centerline and colliding head on with a vehicle coming the opposite direction. Although extremely serious injuries were sustained in both collisions, thankfully nobody was killed this time. I know that the major cause of these collisions, and all the ones we have had since annexation, is intoxication and/or speed, I was still hoping that Public Works could take a serious engineering look at this stretch of roadway. And the stretch should actually be from the approx 12200 block to the 14000 block of Juanita drive.</p> <p>We are doing what we can here in the PD with enforcement including regular speed enforcement and actively patrolling for impaired driver's using Juanita drive. I'm not sure what the answer is at this time, but I am hoping there is some additional "traffic calming" type ideas that might assist us in stopping these collisions.</p>	Other	Finn Hill
84	<p>My daughters attend Discovery Community School on Finn Hill, so I often drive on Juanita Drive. My biggest suggestion for you would be to drive this road yourselves at various times during the day and on various days during the week. People often ignore speed limit signs and tailgate. Drivers often weave in and out of the bike lane. There are many turns where visibility related to bikes is low. Often, branches and items on the ground block part or all of bike lanes, as do trash cans. I would suggest the following. Cite homeowners who do not keep limbs, brush and trash receptacles out of bike lanes. After one warning, charge them for the city's cost to go in and clean up their area. Also, replace the white line separating the bike lane from the car lane with a physical bump. This would keep drivers from weaving in and out of the bike lane. Last, have targeted patrols in the area and ticket people who tailgate, speed, or engage in other illegal actions on this roadway. One of my daughter's classmate's uncles was killed on this roadway while riding a bike. I am very pleased to see that action is being taken related to this roadway.</p>	Other	Finn Hill
85	<p>Add a left turn lane starting prior to NE 133rd PL and extend it to NE 132nd St to serve as a left turn lane to those two streets. If allowed extend the lane south of NE 132 St to serve as a right turn entry lane to Juanita drive from NE 132 St.</p>	Intersection Improvement	Finn Hill
86	<p>Site distance issue with crosswalk sign at the intersection of 86th Avenue NE and Juanita Drive</p>	Other	Finn Hill
89	<p>Connect NE 132nd St between 72nd Ave and Juanita drive for pedestrians. This would substantially improve neighborhood access to the bus stop, middle school, and really the rest of Kirkland. Ideally, a crosswalk would also be installed across Juanita, perhaps as part of the Juanita safety improvements.</p> <p>As it stands, crossing the river can be a real mess much of the year.</p>	Walkway or Sidewalk Improvement	Finn Hill
90	<p>As part of the Juanita corridor study I want to comment on what I think long term goals for this corridor should be, and a possible solution direction.</p> <p>1. The goal should be to make Juanita drive safe enough to allow an 8 year old to walk or bike to school (accompanied or otherwise). Anything short of this as a long term outcome would be a failure in my eyes. I think few people will disagree that Juanita is currently nowhere close to this goal. Furthermore, Juanita has the shallowest grade off of Finn Hill (AFAIK), and certainly would be the best pedestrian/bicyclist connection to the rest of Kirkland (and the only connection for some of us!). So, if we want to connect Kirkland, this must be fixed.</p> <p>2. Given the tight space constraints, I think any ideal solution is going to require a shared use (pedestrian/bicycle) path. The obvious solution is to put a single path on the east/climbing side of Juanita, where bicyclists and pedestrian will therefore be traveling at similar speeds. Reducing the shoulder on the west side of Juanita would increase the amount of space for a shared use path on the east side, and have the added advantage of traffic calming.</p> <p>Descending/southbound bicyclists would have to continue to share the road, but if traffic is sufficiently calmed, this will be even less of an issue than it is now.</p> <p>I do think a shared use path would have to be at least somewhat protected to prevent drivers from wandering onto the shoulder, although certainly not in its entirety. You'd want pedestrians and cyclists to be able to enter/exist the path easily, and driveways would still need to cross. The path would need to be maintainable by a street sweeper (or similar), otherwise bicyclists will revert to using the middle of the road again as brush and debris accumulate. As an example of where this has failed completely, look at NE 131st way.</p>	Walkway or Sidewalk Improvement	Finn Hill

92	For the Juanita Drive corridor study, I would suggest a first step to improve safety would be to mark the bicycle lanes on each side as such and post 'No Parking' signs along the route -- and then enforce the no parking rule. Thanks, Greg Johnston, Finn Hill resident (gregoryjohnston@gmail.com)	Bicycle Improvement	Finn Hill
96	Install a safe walk route to school on NE 134th Street (west of 90th Ave NE) then south on 86th and then west on NE 132nd Street.	Walkway or Sidewalk Improvement	Finn Hill
97	Enforce 20 MPH sign on NE 135th Street - and look at trimming hedge so people can see the speed limit sign.	Traffic Calming	Finn Hill
98	Speeding around this area. Could plant a police officer here to give out tickets.	Traffic Calming	Finn Hill
99	Hard to get out onto Juanita Drive to make a left turn. No one slows to let people out.  Perhaps put in a traffic light at 132nd to slow or put gaps in traffic.	Other	Finn Hill
100	Here and a number of places along Juanita drive, Install the digital signs that reads "Your Speed is ...." With a reminder that speed limit is 35. Much like the signs on main roads in Kirkland.	Traffic Calming	Finn Hill
102	NE 122nd PL / NE 123rd St. from Juanita Drive NE eastward to the 5-way intersection of NE 124th St and 84th Ave. NE needs a much-improved, widened shoulder on the south side. Currently, there is a very small shoulder. I would like to see something much wider that would be appropriate, and safer, for bicycles to ride eastward, up the hill.	Bicycle Improvement	Finn Hill
107	To Whom This May Concern:  I am a parent of 3 children who go to Thoreau Elementary School. The purpose of this email is to find out what the City of Kirkland's plan is to install crosswalks for the children's route to school. Thoreau is classified as a "walking" school and does not provide buses for the children. From our house to the school it is 1.04 miles.  There are crosswalks on 84th Ave NE and crossing guards as well. I am unsure as to why no crosswalks have ever been installed on 90th Ave NE. I know other parents have voiced a concern over this issue in the past.  There are several stop signs along 90th Ave. NE, but no painted crosswalks at any of these intersections. I would especially like to see crosswalks between 145th St. and 137th St. H.D. Thoreau Elementary and Finn Hill Jr. High students living east of 90th Ave. are expected to walk to and from both schools without the safety of crosswalks. They, like all of us who live in this area, take a risk every day crossing wherever we deem safe.  It would be very nice if the City of Kirkland and Thoreau Elementary could look into this for the future. From a risk management perspective, it needs to be addressed.  The City of Kirkland has done a wonderful job of crosswalk signage along major Kirkland streets, and I look forward to seeing some of these additions to Finn Hill.  Thank you for your time and consideration of this matter and I look forward to a response at your earliest convenience.	Crosswalk Improvement	Finn Hill
108	I'm not even sure how to comment on design improvements (would need to attend upcoming meetings and become educated), but my concern is probably more about irresponsible drivers. I often see police patrolling during commute hours, mostly in the mornings, but rarely in the evenings (7-11 p.m.), when I've seen weaving cars on the road on a handful of occasions over the past few years. Just this week I had an evening encounter with an obviously impaired driver who ran a stop sign and pulled out in front of me onto Juanita Drive, cutting me off and causing me to slam on my brakes. This driver continued to speed at least 10 MPH over the speed limit and swerve all over the road in front of me. Thankfully, this driver stopped (surprisingly) at the light by Juanita Beach and I was able to get a license plate number, but this driver continued on, speeding through a red light at Juanita and 98th, where pedestrians were starting to cross (terrifying to witness). If a police officer had seen this, that driver most definitely would have been stopped, and unfortunately I didn't have my cell phone with me, so I had to drive back home to call 911. We've seen too many fatalities on Juanita Drive because of irresponsible drivers and at least one fatality from drunk driving in the past year -- it perplexes me that we don't have more police patrols along the entirety of Juanita Drive in the evenings, not just during commute hours or what most of us think of as the "DUI hours."	Crosswalk Improvement	Finn Hill

109	<p>I am a resident of Kirkland who lives in one of the neighborhoods off of Juanita Drive. One thing that I would like to see come out of this study is a safe way for pedestrians to utilize Juanita Drive. In our neighborhood (Hermosa Vista, which connects to Juanita Drive off of 80th Ave NE, 83rd Ave NE, and NE 110th PL) there are a large number of families with young children who often frequent Juanita Village, Juanita Beach, the Farmer's Market, etc. However, to reach each of these destinations we drive, because it is not safe to have kids walking on Juanita. There are far too many people who speed and cut inside the white lines going around blind corners. In addition, when there is heavy traffic and bikers on the road, there is simply no place for pedestrians to be, particularly those who are families with young kids who should be walking next to them. A single pedestrian may get along fine. But an adult with two young kids who should be holding hands on a busy street, has nowhere to go when a biker comes up. I have spoken with many of our neighbors and each of us would prefer to walk as much as possible for these local trips, specifically for beach and farmer's market trips or even things like evening ice cream/yogurt runs in Juanita Village when parking and traffic can make it frustrating. However, we simply do not feel safe doing so. As a result we either make different plans, or end up driving to the Beach, Farmer's Market or Juanita Village and adding to the severe parking congestion that already exists there when the weather is nice.</p> <p>I am very thankful to the city for finding a way that drivers, bikers and walkers can all share the road together. Thanks for listening and for everything you are doing to keep Kirkland a great place to live!</p>	Walkway or Sidewalk Improvement	Finn Hill
111	<p>Improve sidewalk and walking conditions for kids walking home from Thoreau and Finn Hill middle school. Right now the pathway has a deteriorating border on a busy street. The kids try to balance on it as long as possible. Would be much safer with a real side walk. Thank you!</p>	Walkway or Sidewalk Improvement	Finn Hill
123	<p>Install a raised curb along the north side of NE 122nd Pl from the existing curb to the east and extend it to the west until you reach Juanita Drive. The County had installed the curb to the east and it needs to be extended.</p> <p>I remember this one now and I did check into it. There is a segment of c-curb that provide some sort of refuge area for pedestrians on the north side on NE 122nd Place, east of 80th Ave NE. But, as the caller said, west of it there is no sidewalk/C-curb and lighting is insufficient.</p> <p>It is a busy two-lane road with a 35 MPH speed limit, so it is a good idea to consider installing sidewalks/lighting should funding becomes available.</p>	Walkway or Sidewalk Improvement	Finn Hill
124	<p>Between the intersection of 133rd PL NE and Juanita Drive and the north property line of the church at 132nd Ave NE and Juanita Drive, there is a short section where there is no sidewalk on a dangerous curve. Completing that short section of sidewalk would provide a safer place for the kids to walk to school in the neighborhood off of 133rd PL NE (not to mention the adults).</p>	Walkway or Sidewalk Improvement	Finn Hill

127	<p>I wrote yesterday inquiring about the location of this incident and how I could request crosswalks be set up at this intersection. 'd like to ask you about what I feel is a similarly important need: a crosswalk at the intersection of NE 145th St and 84th AVE NE. I've been in contact with Iris, Heidi Hiatt and Kari Page about this request, apx. 1 year ago. Recently, on 8/6/2013, I received a City of Kirkland email about the 2013 Crosswalk Initiative. I didn't see either of these streets in the list. I'd like to emphasize how important it would be to have crosswalks across busy 84th street. How would you recommend that I go about encouraging the city to make this area safer, sooner?</p> <p>In summary, I feel that this intersection is important to build a flagged or lighted crosswalk at, for these reasons:</p> <ol style="list-style-type: none"> <li>1. There are several schools located right along 84th Ave, with the neighborhood extending both east and west of that street.</li> <li>2. The sidewalk (actually, it's just a barrier currently) near 145th St, is on the west side. So, there's no direct way for students to walk from the east of 145th to the elementary / junior high schools without crossing the road without a crosswalk.</li> <li>3. This intersection is on the bus line, and includes a bus stops on both east and west sides of the street.</li> <li>4. This intersection is a well traveled pedestrian route to get to the Inglemoor QFC shopping area. This is the only walkable shopping area nearby, on the hill.</li> <li>5. Close to this intersection, to the north, there is a large church, and a park, also on the west side.</li> </ol> <p>Also, is the intersection of 84th and 145th shared responsibility between Kenmore and Kirkland? I know that 145th St. is basically the city border.</p>	Crosswalk Improvement	Finn Hill
132	Residents of Finn Hill at DennyFest repeatedly asked for: A connection from 80th Ave NE to 80th PI NE through the Juanita Woodlands Park so that residents can travel safely to Carl Sandberg Elementary with their children. (Juanita Drive was rated to be unsafe and uncomfortable. ie: not a safe option for travel with children)	Other	Finn Hill
137	Would like to see an easement and walkway installed at this location.	Walkway or Sidewalk Improvement	Finn Hill
140	Add a bike lane and address bicycle safety along Holmes Point Drive	Bicycle Improvement	Finn Hill
141	Please, no sidewalks or flags on Holmes Point Drive.	Walkway or Sidewalk Improvement	Finn Hill
167	POTHoles I am looking to gather a petition for all of the residences on this street. It must be the last remaining dirt road that is city property in the city of Kirkland. There are over 20 houses on this street and children are routinely walking along it. It needs to be paved as soon as possible with speed bumps just like the adjacent street ne 141st to improve pedestrian safety. There have been numerous occasions of people walking down the street and cars going down this one lane road much too fast. If I get a petition signed by the house owners on this street is that enough to get this started? thanks, Troy	Other	Finn Hill
178	NE 132nd Street between 84th Avenue NE & 87th Avenue NE. I live up on Finn Hill in the Willow Glen neighborhood on 86th Place NE. I'm curious to know if there are any plans to put in a sidewalk on NE 132nd Street between 84th Avenue NE & 87th Avenue NE anytime soon. Our neighborhood has growing concerns over the safety of 132nd and our kids walking to/from school at Sandburg and Finn Hill Junior High. Our house backs up directly to 132nd and a lot of cars pay little attention to the 25mph speed limit. I'd be interested to speak with you or the appropriate contact regarding this matter.	Walkway or Sidewalk Improvement	Finn Hill
179	Juanita Elementary (NE 131st Way) continuing on to 90th Ave (Albertson Hill). Currently the hill connecting NE 132nd Street up to 90th Ave NE (Albertsons Hill) has an haphazard paved shoulder connecting Finn Hill to Juanita. An important part of creating livable neighborhoods is creating safe routes for all modes of travel including bikes, peds and vehicles. The current use of the shoulder is dangerous and does not encourage the walkable and rideable aspects of livable neighborhoods. The route abuts a hillside that is sloughing into the shoulder and invasive vegetation which is further narrowing the route. Last but not least, the storm drainage catch basins are located directly within the narrow walking route. At a minimum, a cleanup of the debris collecting on the shoulder and improved management of the vegetation would be very welcome from a community perspective.	Walkway or Sidewalk Improvement	Finn Hill

180	NE 128th St between 79th and 82nd Ave NE. The neighborhood needs these sidewalks so our kids can walk safely to Sandburg Elementary School. Portions have no walkway at all. I know that you are considering a sidewalk project around Sandburg and Finn Hill Jr High. This street is very busy with car traffic and is a primary walking route to these 2 schools. I was referred by Chantel Koch, who heads the walking/ride/bus to school program at Sandburg. She is very supportive of this project. Either of us would be more than happy to provide any other information you may need. Thanks for considering this. Shannon Schill	Walkway or Sidewalk Improvement	Finn Hill
189	91st Lane NE, just North of NE Juanita Drive in the new annexation area. Our property address is 11658-11660 91st Lane NE. 1) 91st Lane is a narrow dead end road with a substandard area for turn-around. During the early development on this road the County neglected to require improvements such as a hammerhead or circular turn around, and large trucks are impeded in reversing direction out of the street. We had to create a large rock anchored planter in the front of our building in order to keep vehicles from turning around in our front yard. 2) The drainage system and asphalt on 91st is substandard. The road is frequently "seeping" from up hill drainage. Water often comes out of the utility caps in the roadway. Seepage froze recently creating a hazardous condition. Some years it seems like it never stops. 3) Impacting this situation is the drainage system at the end of the road on 91st Place NE (just up hill from our property), which is also substandard. Run off directed to the infrequently maintained, minimal open ditch system occasionally overflows into our lot. (in the past during a "100 year storm" it brought about 6 inches of silt with it up to our foundation). The seepage in 91st lane appears to be due in part to the substandard system up hill on 91st Place. A project to improve the drainage systems, create a turn around, and upgrade the driving surface would provide a benefit to all residents and property owners on this City street.	Other	Finn Hill
190	100th Ave NE towards 140th. Initial request 10/14/11: Move the traffic lanes on the east and west sides of 100th Ave. NE to allow for lengthening the 2 way turn lanes in the center where there are still left turns being made as you travel northbound towards 140th? I believe there's a short section which allows those turning left into the residential area but there are still 2 more streets further north that seem to clog traffic. City response: I am forwarding your suggestion to our Transportation Manager, David Godfrey to investigate. He will let you know if this is a candidate for the Capital Improvement Program or if it would be as simple as restriping the lanes. The City's striping occurs in the summer months when the weather is dry and application of the pavement marking is optimal. If this is a larger capital project, the City prepares a six year Capital Improvement Program (CIP) which plans for the improvements and maintenance of the City's transportation systems including streets, sidewalks, and intersections. The City Council reviews, updates and adopts the CIP every two years. Projects are evaluated based upon the CIP prioritization process and available funding. This process begins in 2012 with the final adoption by City Council in December 2012. Check back on the City's web site for more information about public involvement opportunities or stay involved with your neighborhood association which can be a very effective conduit for promoting your capital improvement ideas. For more information, go to <a href="http://www.kirklandwa.gov">www.kirklandwa.gov</a> and search transportation prioritization process. Either David or I will be getting back with you after closer review of your request. Thank you again for your input	Other	Finn Hill
191	Initial request 10/11/11: I am interested in finding out if it has ever been proposed that the city add sidewalks and streetlights on NE 139th St. This is a busy arterial that is used by many people getting on and off the hill. I walk to the bus stop during the week and am literally scared for my life during the dark winter months walking up and down the hill with traffic flying up and down. Please let me know how I would go about requesting sidewalks and streetlights on NE 139th St, who I may contact to handle it for me, or who is already handling the issue.	Walkway or Sidewalk Improvement	Finn Hill
193	Initial request 10/3/11: One of Finn Hill's busiest streets--90th Ave NE--is used heavily by both cars and walkers. 90th is a continuation of 132nd coming up the hill from Juanita. Along with Simonds Road and Juanita Drive, 90th is one of the most utilized streets that service Finn Hill. Along 90th, between the 136th and 138th blocks, the street's sidewalks stop and there are only inches between the street's white lines and the residential properties along it. Please add this sidewalk request to Kirkland's list of proposed projects.	Walkway or Sidewalk Improvement	Finn Hill
194	Initial request 9/16/11: Expressed concerns about Juanita Drive/132nd. He stated there was a 3 car collision the day before yesterday. He also said the walk way around the Mormon church is incomplete and there is a blind spot where pedestrians are seen well by cars. He would like to have a section of missing sidewalk installed on NE 132nd Street east of Juanita Drive.	Walkway or Sidewalk Improvement	Finn Hill
195	NE 73rd Place, Finn Hill. Initial request 9/13/11: Improve NE 73rd Place, Finn Hill (City Note: Currently a one-lane gravel road on the side of a hill with sign posted "End of County Maintained Road". Not an easy fix and only limited use.)	Other	Finn Hill

196	<p>Initial request 8/23/11: I would like to bring the following safety concerns to the City of Kirkland to better the safety for the surrounding neighborhood. I currently live on this corner (9123 NE 145 St. Kirkland 98034) and have seen my share of incidents on this corner. Over the years it has become quite clear that the corner of NE 145th street and 92nd Ave NE has had its fair share of accidents. Most all are due to excessive speed and/or poor visibility. Here are a couple ideas that I have to address both issues and would hope the city would take into consideration these ideas. (1) Improved Lighting: There currently is no lighting within 150' of the corner of NE 145th St and 92nd Ave NE. This lack of lighting on this corner creates blind corner for motorists. Not so bad if another car is approaching from the other direction. The headlights from the oncoming car allow reveal the severity of the corner. When no car is approaching, it can be a complete blind corner. There is a sign to let you know of the impeding corner but the surrounding blackness can make it worse when raining as the glare from the signs somewhat blind you even further. If there is a pedestrian walking on the sidewalk, he/she is virtually unnoticed in the blackness until the actual headlights from your vehicle shine upon them. It is just a matter of time until there is a significant injury or even a death in this corner. (2) I believe a street light would on the inside of the corner where there is a considerable amount of free space to install it would help motorists be aware of the corner see pedestrians and be better prepared when negotiating the corner. If a light is approved I would further suggest it to be placed on the inside of the corner due to the available space, power, and to keep it out of harm's way since virtually all of the accidents happen on the outside of the corner. (just a suggestion). This would address ½ the problem, the other ½ is related to speed. remaining accidents are d</p>	Traffic Calming	Finn Hill
197	<p>Initial request 8/19/11: Our request is for extending the current sidewalk by about 0.4 miles in either side of the street (either on the Juanita Beach Park side of the street (south east) or the other side, - from the intersection of NE 116th Place, - to the intersection of 86th/110th Place. This will enable not only the immediate neighbors but all houses that are on 110th and the vicinity to safely access Juanita Beach and Forbes Creek parks, . The main reason for this request is the safety of the pedestrian. Juanita drive is a main arterial with over 4000 cars using it daily. Since the street has a sharp downhill slope the cars are averaging about 40 mile per hour. The shoulder space gets narrowed down where Juanita drive parallels Juanita lane for 700 feet where the concrete barriers are installed. It is only the matter of time for someone to get hit by a car coming down at 40 miles per hour. In fact the recent fatality prompted this request. I have discussed this with many of our neighbors and they all are in favor of this extension. City response: We have now logged in your request for new sidewalk along a portion of Juanita Drive; your request will become part of the process in the selection and prioritizing of new projects as we work on the City's next Capital Improvements Program for 2012 - 2017. Over the past couple of years, as City staff prepared to include the many needs of our new neighborhoods of Finn Hill, North Juanita and Kingsgate, we had numerous conversations with King County Roads Division personnel about any transportation improvements that they may have been planning in the area. We have also reached out to the Lake Washington School District Principals regarding the District's current and future plans for designated Safe Walk Routes for the five elementary schools and two junior high schools within the new neighborhoods. From our conversations with the County engineers we have learned that they did not have any plans for a new sidewalk</p>	Walkway or Sidewalk Improvement	Finn Hill
198	<p>132nd Street between 84th Ave NE and 86th Pl NE. Initial request 7/1/11: We're interested in having a sidewalk built on both the north and south sides of 132nd Street between 84th Avenue NE and 86th Place NE. City response: We have now logged in your request for new sidewalks along NE 132nd Street, between 84th Ave NE and 86th Ave NE; your request will become part of the process in the selection and prioritizing of new projects as we work on the City's next Capital Improvements Program for 2012 - 2017. Over the past couple of years, as City staff prepared to include the many needs of our new neighborhoods of Finn Hill, North Juanita and Kingsgate, we had numerous conversations with King County Roads Division personnel about any transportation improvements that they may have been planning in the area. We have also reached out to the Lake Washington School District Principals regarding the District's current and future plans for designated Safe Walk Routes for the five elementary schools and two junior high schools within the new neighborhoods. Currently, there is no City funding available for the construction of new sidewalk along NE 132nd Street; however, in the past, City staff has been successful in partnering with the Lake Washington School District in securing a number of State and Federal grants associated with Safe Routes to Schools, and we will continue to look for all types of grant opportunities as they become available -- grant funding goes a long way in helping the City leverage our limited resources for non-motorized transportation projects. For more information on how we normally select non-motorized transportation projects, please check out the Transportation Project Evaluation section of the City's Website (link). Thank you for your email.</p>	Walkway or Sidewalk Improvement	Finn Hill

199	100th Ave, north of 137th&apos;; Would you do me a huge favor and forward a question to Kurt Triplett? I was going to ask him what the long term plans are for road improvements to 100th avenue North of 137th where it becomes a traffic bottleneck.	Crosswalk Improvement	Finn Hill
201	Initial request 10/5/11: I would like to have a conversation with someone about building sidewalks along Juanita Drive (newly annexed area of Kirkland) between the Juanita area and Finn Hill. This will be used in 2012 as a route for middle school children to travel between their homes and school / after school activities as well as meeting up with friends. It is imperative for safety reasons to have a sidewalk on this road, but it is also an important step toward connecting the newly annexed area of Kirkland. Should I be speaking with Kurt Triplett or someone else regarding this issue? Thank you so much! City response: Mr. Monteith, Over the next couple of years, Kirkland Staff will be conducting an assessment of the needs for improvements in the Annexation area. We understand that the County has identified a number of improvements which have been requested over the years and there have not been the funds to provide them&apos;; Kirkland experiences the same limitation of funding for the amount of improvements identified. Working with the identified needs and additional community input from the new annexation area (including suggestions such as yours for Juanita Drive), the City will be prioritizing the improvements based on our available funding. Your request is being submitted to our Capital Projects group along with your contact information for our records. It will receive consideration as we move ahead with our Capital Improvement Program for the annexation area. If you are interested in viewing our existing City ranking process, please visit our web site at...	Walkway or Sidewalk Improvement	Finn Hill
204	90th Avenue is one of Finn Hill's busiest thoroughfares, particularly in the morning during peak commute hours. 90th is also busy with students walking to/from school or bus stops. Between cross streets 136th and 138th there are no sidewalks along 90th. Kids or other walkers are forced to walk in the road to get to their destination. My wife and I enjoy going for walks but don't walk that part of 90th because we don't feel safe walking in the street. This section of 90th is dangerous, particularly on dark winter mornings. A continuous sidewalk on at least one side of 90th would make conditions safer for drivers/children and encourage neighborhood residents to walk.	Walkway or Sidewalk Improvement	Finn Hill
208	Suggestion to City Public Works Dept. to hydroseed a natural wildflower mix along Juanita Drive starting at Juanita Woodlands and continuing up to City limits with Kenmore along Big Finn Hill Park and other locations. Wildflowers would replace city mowing of grass and vegetation along roadway. I see this as a win-win-win. Win for City in lower sustained annual maintenance costs after initial grubbing and seeding, Win for environment in reduced fuel emissions by City machinery and less use of chemicals like herbicides and Win for community in beautification of roadside area. I traveled in Iowa this past summer and Iowa DOT has replaced moving shoulders of highways with natural grass and wildflower mix. It looks great and is a &quot;signature&quot; for Iowa roadsides. We could have this too!	Other	Finn Hill
223	Construction of sidewalk up Finn Hill. This street winds steeply up Finn Hill and people who must walk it are put in jeopardy by vehicles who frequently (if not usually) exceed the posted speed limits. As I drive this route I almost always note someone walking up the hill and it is not always clear where the sidewalk/walkway is on either side of the street. A true sidewalk would remove such ambiguity and clearly separate the pedestrians from the vehicle traffic.	Walkway or Sidewalk Improvement	Finn Hill
233	90th Avenue NE between NE 136th Street aComplete a key missing sidewalk segment along this key neighborhood collector arterial. There is no shoulder or sidewalk to walk along. I am unable to identify another arterial in Finn Hill that has no shoulder for pedestrians. There are many places with no sidewalks, but for this specific street segment people actually walk in the striped travel lanes because there is no alternative. Alternatively consider an &quot;interim&quot; improvement to provide a gravel shoulder so people avoid walking in the street. This is one of only a few north-south collector arterials in Finn Hill (Juanita Drive & 84th Avenue being the other arterials), and this specific 2 block segment has absolutely no pedestrian facility. If completed, a person could walk along a shoulder or sidewalk from Juanita or any of the southern parts of the City all the way to the City limits at NE 145th Street. I believe the County had been planning to make this connection, but then removed it from the CIP once the neighborhood improvement program was eliminated.nd NE 138th Street	Walkway or Sidewalk Improvement	Finn Hill
235	100th Ave NE from Blockbuster to Simonds Rd NE.. Has there been any consideration to extending the sidewalk along 100th Avenue NE from Blockbuster to Simonds Rd NE? There are often pedestrians and joggers as well as children in our cul-de-sac who will one day want to walk down for shopping (if they aren't already doing so).	Walkway or Sidewalk Improvement	Finn Hill

236	Another concern is the crosswalk that is at 132nd and 82nd. A crosswalk sign leads directly to a street where students have to walk around cars into the street. A crosswalk has been painted on the west side of 82nd street that leads to a sidewalk but visibility is obscured by low hanging trees. Furthermore, the sidewalk ends after about a block south of 132nd on 82nd and students have no real safe way to cross the street to get to Sandburg. This was the case all the last year and continues to be a concern as cars are still being parked on 82nd at that intersection.	Crosswalk Improvement	Finn Hill
237	As we've enjoyed a couple of great weeks of our school year, students and families in our neighborhood have been walking to Finn Hill Junior High and to Sandburg Elementary from the neighborhood located on Juanita Drive at NE 133rd Place. We hope the schools, LWSD and the City of Kirkland will help us get to and around our schools safely. Currently we leave our neighborhood at NE 133rd Place and have to stop to peek around bushes onto Juanita drive. Looking around this blind corner onto busy Juanita Drive is very dangerous, as is the short walk from the sidewalk on NE 133rd place, onto Juanita Drive in the grass to resume walking on the sidewalk on Juanita Drive between NE 133rd Place and 132nd. This is an extremely dangerous place for our group of sometimes 10-12 students/grown ups to walk due to there not being a barrier, sidewalk or any way for cars to see that a person might be walking from the sidewalk onto the grass to meet the sidewalk on Juanita Drive, south of NE 133rd Place. This neighborhood has many students who need a safe way to get to and from school. We have had to take this route because the public access located next to 13318 79th Place NE no longer leads to safe access at Finn Hill Junior High or Sandburg due to construction at FHJH	Walkway or Sidewalk Improvement	Finn Hill
238	One of Finn Hill's busiest streets—90th Ave NE—is used heavily by both cars and walkers. 90th is a continuation of 132nd coming up the hill from Juanita. Along with Simonds Road and Juanita Drive, 90th is one of the most utilized streets that service Finn Hill. Along 90th, between the 136th and 138th blocks, the street's sidewalks stop and there are only inches between the street's white lines and the residential properties along it. This is a very dangerous environment for pedestrians, particularly the children that walk on their way to/from school (bus stops) on those dark, rainy winter mornings. We need to make 90th safer for pedestrians. Please add this sidewalk request to Kirkland's list of proposed projects.	Walkway or Sidewalk Improvement	Finn Hill
239	Can we put the bike lane designations on both shoulders on Holmes Point Dr., and signs stating that it is a designated bike lane. Also, can we also have no parking signs, strictly enforced, on the shoulder of Holmes Point Dr. Around the 9000 block , in the southeast end of the drive a home owner consistently parks three cars--making a very dangerous situation for cars traveling north and south not to mention for bicyclist. Further up the road, a home owner has a "estate sale" every month, and that has many cars parked on both sides of the street for three days each month. Construction vehicles and homeowners having parties are also frequent users of the shoulders. There shouldn't be any parking on this road.	Bicycle Improvement	Finn Hill
240	I would like to see crosswalks added between NE 134th St. and NE 145th St. along 90th/88th Ave NE. this .9 mile long thoroughfare has no marked crosswalks. Children and families living east of 90th/88th Ave. NE are expected to walk to Thoreau Elementary and Finn Hill Jr. without any assistance. In addition, this road and others are lacking continuous sidewalks. Can we expect the City to complete missing sidewalks, especially along streets leading to and from schools?	Crosswalk Improvement	Finn Hill
241	What plans are there to make Juanita Drive safer for automobiles, bicyclists and pedestrians? Recognition of bicyclist fatality on Juanita Drive this summer and another on Holmes Point Drive about five years ago.	Bicycle Improvement	Finn Hill
242	132nd Street from Totem Lake to St Edwards Park. In little league (KNLL area is in north area) basketball, boy scouts, cub scouts activities St Edward Park, etc. We are constantly driving back and forth across 132nd Street to cross 1405 during rush hour. Can this road be widened and the route straightened east to west all the way to the Lake?	Other	Finn Hill
247	I want to take a moment to thank you for the help and support that you have given Rob Croston and me as we try to staunch the flow of fast traffic here on NE 123rd Street. The crosswalk, double-yellow stripe, and new speed limit signs are much appreciated.  The work you have done --- your genuine interest in our concerns when Rob and I met with you, the immediate follow-up email after the meeting, and the physical improvements that have been made ---- have all been special, and they reflect very nicely on your professionalism and the quality of your work.	Traffic Calming	Finn Hill
251	There is a pothole directly in front of my house that I would like to have repaired ASAP. It seems to get larger every few days. Is there any chance that this street will be paved in the near future? Thank-you Sue Orecklin	Other	Finn Hill

253	<p>We live on a street that does not have sidewalks the length of the street on either side. The sidewalks end approximately 3 houses to our east and start 5 houses to our west. We are just down the street from Thoreau Elementary and a bus stop, so kids and pedestrians use our street often for a walking path, however, they have to walk on the street for a good portion of the street due to the fact that there is not a complete strip of sidewalk. Would you please let me who I could contact to find out if we can get sidewalks to improve the safety of our street?</p>	Walkway or Sidewalk Improvement	Finn Hill
255	<p>I have found your contact information in the City of Kirkland website and would like your recommendation about which department I should route my request for sidewalk pavement between my building and the Juanita Beach Park.</p> <p>I live in a condo at 9039 NE Juanita Dr (#403) and have to walk on the road to reach the Juanita beach Park and Juanita main areas because there is no sidewalk in front of the properties at 9049 and 9119 NE Juanita Dr. Are the property owners responsible for paving their property front, or is it the city's responsibility?</p> <p>My request is not only related to my ability to reach the park, I am also thinking of all the other neighbors in my building and the few properties further north from me. Walking in that road can be dangerous and there have been a number of recent car accidents right in that area. Besides, it's not just that the sidewalk is unpaved. It is non-existent with grass and weed growing in that whole segment of the street.</p> <p>Please let me know which department or individual can help explain who would be responsible for paving that sidewalk, and what I would need to do to expedite decisions and implementation.</p> <p>Thank you for your attention</p>	Walkway or Sidewalk Improvement	Finn Hill
258	School flashers on 84th	Crosswalk Improvement	Finn Hill
259	<p>My name is Kevin Ochsner, and I live in Kirkland. I have some ideas for improving a problematic road near our house. It's NE 145h St, between 84th St and 92nd (which is a small road connecting to Simmons Rd.).</p> <p>There are a few things that I'd like to ask about.</p> <p>1. Incomplete Sidewalk and Crosswalk needed:</p> <p>A. There is a sidewalk on the south side of the street that's very useful to walk to the shopping center, to the bus stop on 84th St., and I'm sure for children's walking safely to school. The trouble is that the 84th and 145th St. corner doesn't have any crosswalks. Also, the sidewalk stops for about 500 feet before the intersection, making this corner unsafe corner to cross. I think that this area would benefit greatly from a crosswalk and sidewalk improvements. There isn't another sidewalk for over 1 mi, down on 141st St. And, it is not a very safe walk to get there.</p> <p>B. Secondly, for crosswalks, it would be nice to have a set of flags for crossing this busy road, as they have on 85th St. and Market St. A button to press to light up warning lights would be even safer.</p> <p>2. 145th St. Car speed concern. People drive too fast down this road. The speed limit is 25 mph. Is there any way to do the following?</p> <p>A. encourage safer driving with a digital speed limit sign.</p> <p>B. have police perform speed watches on a regular basis?</p> <p>C. have police perform speed watches on a regular basis, at night? Because it's mostly between 5 PM and 1 AM that speeding is a problem on this road.</p> <p>3. 145th St. Tree Maintenance. Is the City of Kirkland responsible for maintaining road visibility along this road? I mean, trimming trees along the</p>	Walkway or Sidewalk Improvement	Finn Hill

270	<p>My wife and I attended a Denny Creek Alliance meeting last night with some official representatives, volunteers, and maybe 120 other members of the Finn Hill community. Among the topics was that of trail improvements in Big Finn Hill Park&amp;apos;; mentioned briefly in that discussion was a collective desire to connect the upper woods of BFH to the wooded ravine of O.O. Denny Park. We own the lot on 72nd Ave, located at the top of a ravine which connects to the Denny Creek woods. There is a well-used trail which starts on our 2.3 acre property and continues out the other end, eventually connecting to the Denny Creek trail. This trail is already quite heavily trafficked--especially during the warmer months. For the most part, this unofficial usage and unsanctioned public access has not been a problem&amp;apos;; we do not mind the community using our land as long as they are courteous and the condition of the land does not suffer. However, maintenance of the trail is a concern--it is well worn, but was not well built. The upper portion is steep with nothing but tracked-in switchbacks, and is suffering from erosion. Furthermore, rerouting the trail so that it is not directly below our bedroom window would help a great deal in our desire to keep it open to the community for many years to come. Also, we WOULD like to make it known that the path is on private land (without necessarily restricting access), as this may not be apparent. We want to ensure that we retain rights to the land, as it is very possible that the trail may need to be rerouted in the future, or even closed if our deteriorates because of the traffic. Does Kirkland provide any support to landowners like us who would like to offer passage for the benefit of the community? Something as simple as help obtaining the appropriate signage would be a good start&amp;apos;; and we would like to explore options for rerouting and maintaining the trail, as well.</p>	Walkway or Sidewalk Improvement	Finn Hill
272	<p>How do I request review and consideration for a pedestrian path that would connect two neighborhoods (Hermosa Vista connection to Finn Hill) and allow for the children in Hermosa Vista to walk or bike to Sandburg Elementary, Finn Hill Middle, Thoreau Elementary or Big Finn Hill Park? Today, the only option is Juanita Drive, and that is just not a safe option. I appreciate your guidance on how to get this request heard. Please let me know if there is a process, forms, signatures needed, etc.</p>	Walkway or Sidewalk Improvement	Finn Hill
278	<p>Greetings, I am writing to request that our road is paved in the 8400 block of NE 142nd St this year. I have lived here for fourteen years and King County has never added gravel or improved this road. I have seen all kinds of roads on Finn Hill that have been improved, paved and maintained but not this short little block stretch. When we first moved here we had drainage problems because of the road. the mud and silt would wash down my driveway and into my drainage pipes. I called King County and they told me it was a King County Road privately maintained. I kept calling and asking for assistance but got none. Other neighbors have called and were told we had to maintain it. This last year, 2004, one of the King County staff discovered it wasn't a privately maintained road and apologized. King County sent a grader out and flattened out part of the road but added no gravel. They sprayed something on it to keep the dust down. I had to replace all my drainage pipes at my cost because of the mud form the road that clogged my drainage. I now have new drainage and would like the county to maintain their road they haven't done anything with the 14 years I have been here or if ever. It is a short stretch of road. It was on a list for paving last year and somehow got bumped off the list. Would you please do something to see that this problem gets taken care of and we don't have to go through another year of road annoyance.</p>	Other	Finn Hill

285	<p>I am a parent of 3 children who go to Thoreau Elementary School. The purpose of this email is to find out what the City of Kirkland's plan is to install crosswalks for the children's route to school. Thoreau is classified as a "walking" school and does not provide buses for the children. From our house to the school it is 1.04 miles.</p> <p>There are crosswalks on 84th Ave NE and crossing guards as well. I am unsure as to why no crosswalks have ever been installed on 90th Ave NE. I know other parents have voiced a concern over this issue in the past.</p> <p>There are several stop signs along 90th Ave. NE, but no painted crosswalks at any of these intersections. I would especially like to see crosswalks between 145th St. and 137th St. H.D. Thoreau Elementary and Finn Hill Jr. High students living east of 90th Ave. are expected to walk to and from both schools without the safety of crosswalks. They, like all of us who live in this area, take a risk every day crossing wherever we deem safe.</p> <p>It would be very nice if the City of Kirkland and Thoreau Elementary could look into this for the future. From a risk management perspective, it needs to be addressed.</p> <p>The City of Kirkland has done a wonderful job of crosswalk signage along major Kirkland streets, and I look forward to seeing some of these additions to Finn Hill.</p> <p>Thank you for your time and consideration of this matter and I look forward to a response at your earliest convenience.</p>	Crosswalk Improvement	Finn Hill
287	<p>I would like to inquire about the possibility for installing a sidewalk on NE 140th Street in the newly annexed Finn Hill neighborhood. There is an existing sidewalk on this street, however it terminates just to the West of my address which is 8724 NE 140th Street. There are a number of children who live on this street and walk to Thoreau Elementary school each day (including my 6 year-old). The street (NE 140th Street ) has a curve just before the sidewalk terminates east of 8724 which makes for a somewhat dangerous situation if drivers are exceeding the posted speed limit of 25mph. In addition, due to a fence line on the Southeast corner of NE 140th Street and 87th Avenue NE, people walking on the south side of the roadway (forced to do so due to the close proximity of the fence to the roadway) are at risk of injury by automobiles turning right off of 87th Ave. NE to Eastbound NE 140th Street.</p> <p>I'd like to understand whether this street would qualify for a Capital Improvement Project or if we would be required to fund a portion or all of the construction on our own.</p> <p>Can someone please contact me at your convenience to discuss? I'd be more than happy to supply photos or meet with you to discuss options.</p>	Crosswalk Improvement	Finn Hill
290	<p>Currently Juanita Dr. starts at 25 mph at the south end and soon after Juanita Beach Park goes up to 35 mph. I'd suggest a more gradual change in speed, to 30 mph until Juanita curves back to the north (around 81st Ct. NE) and 35 mph north of that. Also, with several school along 84th Ave NE, I'd like to see the speed limit reduced to 30 mph. Since everyone ought to slow down during kids' school commuting time anyway, there's always a fair number of pedestrians and cyclists going around the school.</p>	Traffic Calming	Finn Hill

291	I see striped bike lanes proposed. The City does know there are dedicated bike lanes the full length of Juanita Drive, right? King County Councilwoman Audrey Gruger, in one of her last acts 20+ years ago, appropriated road funds and had them put in. Before that it was simply gravel shoulders. There used to be big blue signs, one at the old Kirkland line, the other just this side of the gold course in Kenmore. First, we need to do something about bicyclists riding on the line. Ties up traffic a long ways, and they seem to enjoy it. Before you think I am anti-bike, while I was able, I rode, still have my bike, and I was a member of the oldest bike club in Southern California...still have my jersey. Second, bike signalling. They just jump into traffic for no reason (I know how to spot hazards) and jump back, no signal, no mirrors. We are due for more bike deaths if this continues. Police seem to not pull them over. They run stoplights, folks take evasive action...worst is Holmes Point, and NE122 and Juanita Drive. Right through. Every day. I worked with King County Roads to have the stop line painted clear to the curb to make sure we'd know who was in the wrong. Third, trash cans. Make an ordinance to keep trash cans out of the bike lane except for pickup. They are there 24/7, often blocking. Traffic circle. Yes, I know traffic folks think they're wonderful. They are a pain. Most folks don't know what to do and stop. Not going to be a good deal. We all worked with the current KC Councilwoman for 15 years to get that signal. Bikes are going to be a real problem, as now we watch for cars, AND sometimes heavy bike traffic. You get a strung out group of bikes, nobody goes anywhere. Leave the signal alone, especially if the fire station remains in the same general area. I would go to a meeting, but physically that is difficult. If needed, I will. You	Bicycle Improvement	Finn Hill
294	THIS IS A TEST	Crosswalk Improvement	Finn Hill
299	She's concerned a median on Juanita Drive would eliminate her opportunity for a left-hand turn.	Other	Finn Hill
301	This is likely already suggested. Juanita Heights Park needs public parking since its only access is in residential neighborhoods. Also goat hill needs better access. Connecting the dead ends of 89th PI NE with a small road and parking lot could solve both problems.	Other	Finn Hill
307	Raised bumps should be installed on the inside curve for traffic going uphill so as not to enter the bike lane by accident. Ideally these should be installed for much of the corridor.	Bicycle Improvement	Finn Hill
308	Construct sidewalks on missing 90th Avenue NE segment between 136th and 138th Streets	Walkway or Sidewalk Improvement	Finn Hill
309	Provide a non-motorized connection between Hermosa Vista and the top of Finn Hill.	Walkway or Sidewalk Improvement	Finn Hill
310	Provide a non-motorized connection, such as a staircase, from Juanita Heights Park to Juanita Village.	Walkway or Sidewalk Improvement	Finn Hill
311	Prepare a Finn Hill Trails Plan to identify opportunities to provide a system of trails via public open space parcels, easements, public ROW, and parks to better connect the neighborhood.	Other	Finn Hill
331	The road isn't capable of handling the increased volume of traffic. It is also gouged at its steepest hairpin.	Other	Finn Hill
341	In reviewing the JDCS Cross Sections document on the Juanita Drive Corridor Study web page, I note that the Concept layouts describe 5-foot bike lanes with "2 foot buffer or barrier". The "barrier" option concerns me. As you know, 5 feet is not sufficient width per AASHTO for one bicyclist to pass another -- minimum physical operating width for two cyclists would be 80 inches, assuming both are proficient cyclists. Thus, a barrier that cyclists cannot cross is likely to lead to overtaking accidents when faster cyclists attempt to pass slower cyclists. Second, if a barrier is used, does Kirkland currently own a 5-foot-width street sweeper and a 5-foot-width snow plow? Is the City prepared to deploy these on a regular basis? Juanita is a major arterial, used year-round. Barriers that would interfere with prompt maintenance of bicycle facilities would lead to accidents on those facilities and lead many cyclists to ride in the street rather than the sidepath. I realize that many campaigners for increased bicycle mode share emphasize comfort of facilities for inexperienced riders, but in a community that already has a significant bicycle mode share, I believe it's important to prioritize safety over comfort. (It may not be intuitive, but safety and comfort are not at all synonymous. Many motorists are quite comfortable driving without seatbelts, driving while texting, or driving while drunk. Inexperienced cyclists are more comfortable when hidden from motorists, but this actually increases risk due to intersection conflicts that arise without warning.) Please ensure smooth, safely ridden pavement between new bike lanes and the general purpose lanes. No barriers, no raised pavement markers, no rumble strips -- safe pavement for when safety requires cyclists to leave the bike lanes.	Bicycle Improvement	Finn Hill

354	I spoke with the a few people a couple of years ago, but wanted to make sure it has been mentioned. The situation could be almost completely fixed by doing something very simple. No studies are needed, no more tax dollars wasted. All you have to do is put a 2" high curb on the shoulder line of the road. Initially, just on the curves, but possibly down the stretch that has had more incidents. This would curtail 90% of the pedestrian injuries. How much would that cost? Not much. About the same as it would for the police to respond and survey after an accident, maybe 2. At least put implement it while you are "studying" so we don't have to have more unnecessary deaths. Please.	Intersection Improvement	Finn Hill
355	In reviewing the JDCS Cross Sections document on the Juanita Drive Corridor Study web page, I note that the Concept layouts describe 5-foot bike lanes with "2 foot buffer or barrier". The "barrier" option concerns me. As you know, 5 feet is not sufficient width per AASHTO for one bicyclist to pass another -- minimum physical operating width for two cyclists would be 80 inches, assuming both are proficient cyclists. Thus, a barrier that cyclists cannot cross is likely to lead to overtaking accidents when faster cyclists attempt to pass slower cyclists. Second, if a barrier is used, does Kirkland currently own a 5-foot-width street sweeper and a 5-foot-width snow plow? Is the City prepared to deploy these on a regular basis? Juanita is a major arterial, used year-round. Barriers that would interfere with prompt maintenance of bicycle facilities would lead to accidents on those facilities and lead many cyclists to ride in the street rather than the sidepath. I realize that many campaigners for increased bicycle mode share emphasize comfort of facilities for inexperienced riders, but in a community that already has a significant bicycle mode share, I believe it's important to prioritize safety over comfort. (It may not be intuitive, but safety and comfort are not at all synonymous. Many motorists are quite comfortable driving without seatbelts, driving while texting, or driving while drunk. Inexperienced cyclists are more comfortable when hidden from motorists, but this actually increases risk due to intersection conflicts that arise without warning.) Please ensure smooth, safely ridden pavement between new bike lanes and the general purpose lanes. No barriers, no raised pavement markers, no rumble strips -- safe pavement for when safety requires cyclists to leave the bike lanes.	Bicycle Improvement	Finn Hill
359	Goat Hill is a 1 to 1.5 lane road that is .5 miles to the top from Juanita drive. It is narrow, steep and vehicles OFTEN disobey the posted 5/10mph speed limits. Pedestrians use the street to walk on and although sidewalks and a larger street may not be possible maybe mirrors and speed limit enforcement could help. Thank you for your consideration and the work you do.	Intersection Improvement	Finn Hill
361	Please install a sidewalk at this location - or have a work party to clean up the ROW so people can walk safely.	Walkway or Sidewalk Improvement	Finn Hill
369	At the last FHNA meeting it was mentioned that staff was looking at putting meandering trails through both the Jaunita Woodlands and Big Finn Hill Park. After speaking with several people at this meeting, I am convinced that not only myself, but many of the FHNA members are opposed to this idea. Many volunteer hours and several thousand dollars have been spent by both FHNA and King county to come up with viable long term plans for these parks. There is a trail system already in place for Big Finn Hill and planning meetings for these trails has been on going for the past couple of years. There is an extended planting plan for the woodlands that was originally purchased by King County to be a passive open space. Not for recreational use, but for wildlife habitat. Putting bike trails through there would degrade the environment. The current long term plans for these parks would have to be changed and that is not a good idea. Especially in the Woodlands. Many newly planted trees would be disturbed making volunteer efforts pointless. There are plans for a Deer glade and preservation of this property. Pedestrian and bike paths generally lead to more environmental disturbance and garbage. The pedestrian and bike paths should remain along the current adjacent right of way of Juanita Drive.	Bicycle Improvement	Finn Hill
372	This section is a major walkway for Thoreau Elementary students, but there is no sidewalk and the pavement divider is deteriorating.	Walkway or Sidewalk Improvement	Finn Hill
380	Signage that warns drivers of slippery conditions with a curve on a hill ahead. Drivers going too fast lose control and hit or mount the curb regularly in cold weather, as the road is shaded and never sees the sun.	Traffic Calming	Finn Hill

386	<p>Question/Comment: I drive to and from my house on Juanita Drive nearly every day and I cycle on the road nearly every week from spring through fall. Consequently, I'm extremely interested in learning about the improvements that are planned for this arterial. I'm thankful that the City is looking at ways to enhance the safety of Juanita Drive, and the recommendations that have been posted on the City's website are impressive. Unfortunately, the documentation on the City's website doesn't explain how each proposal will enhance safety. Moreover, several of the proposals appear to be expensive and impracticable. For example, widening Juanita Drive to accommodate separate paths for bikes and pedestrians will be difficult and controversial along most of the corridor, given that it traverses a steep slope at the south end and bisects parklands in the central and northern sections. It's not clear whether separate pathways for cyclists and walkers are needed over much of the corridor. Are there many pedestrians who use Juanita Drive? Does this City have a basis to expect much pedestrian traffic, even if better walkways are provided? If not, does it make sense to re-engineer the arterials to accommodate the occasional pedestrian? Pedestrian and cyclist compatibility would not seem to be a serious problem along sections of the corridor where cyclists are pedaling uphill: their speed will be slow, allowing for ample reaction time. At least one of the proposed improvements is worrisome with respect to bicyclists' safety. While the plan to consolidate intersections at Juanita Drive, Holmes Point Drive and 122nd is laudable, the recommendation to install a roundabout at that junction raises concerns for cyclists who heading north on Juanita Drive and turning left onto Holmes Point Drive. If the roundabout will not be controlled by a traffic light, cyclists would have to drift from the bike lane on the right, enter into the flow of traffic as they approach the roundabout and negotiate.</p>	Other	Finn Hill
81	<p>I know there are many worthy projects, but I just wanted to put in my two cents for the 112th sidewalk project.</p>	Walkway or Sidewalk Improvement	Highlands
125	<p>Is there a chance to get an RFB where the Corridor crosses at 110th Avenue (for safe walk route to Peter Kirk Elementary and Kirkland Junior High) or where it crosses at 7th Avenue/NE 87th Street?</p>	Crosswalk Improvement	Highlands
126	<p>Is there a chance to get an RFB where the Corridor crosses (for safe walk route to Peter Kirk Elementary and Kirkland Junior High) where it crosses at 7th Avenue/NE 87th Street?</p>	Crosswalk Improvement	Highlands
206	<p>The stairs leading west down into Cotton Hill Park from the corner of 111th Ave NE and NE 100th St, need additional risers added. The existing risers have a big drop, and are difficult to navigate. They are very hard on knees, even healthy knees. If the city provided the materials, volunteers could do the work. Or perhaps this could be added to the Eagle Scout project list.</p>	Walkway or Sidewalk Improvement	Highlands
215	<p>Cotton Hill Park below 100th St, across RR tracks and up the hill to Crestwoods/Jr. High. Make a permanent surface to cross the tracks/ditches and improve the path on the west hillside for access between Highlands and the Jr. High/Crestwoods park</p>	Walkway or Sidewalk Improvement	Highlands
216	<p>NE 87th St between 114th and 116th. There is a short section along the south side of NE 87th St. (between 11417 NE 87th St and 8712 116th Ave NE) that does not have a pedestrian walkway. Many people walk along that section anyway, because it saves them from having to cross over to the other side and then back again. With the new 114th sidewalks and crosswalks, even more people will want to walk along the south side of NE 87th St. To save money, the walkway could be asphalt or gravel.</p>	Walkway or Sidewalk Improvement	Highlands
221	<p>This intersection going north is downhill all the way to Forbes Creek and cars &amp; trucks accelerate to speeds of +/- 35MPH... Someone will get hurt at these speeds. Is it possible to put in a 'roundabout' or 'speedbump'? Thanks, Marc</p>	Intersection Improvement	Highlands
222	<p>100th street Highlands Neighborhood. Please update me on this project I see that it is still not being funded This is a major thorough fare for kids/parents go to and from school.....both elementary and jr. high The amount of foot traffic on this street is tremendous and have to walk in middle of road.</p>	Walkway or Sidewalk Improvement	Highlands
254	<p>I live at 9424 114th Ave NE, and would like to get more information on how to go about getting some sidewalks on the street. Currently there is only a small section of sidewalk on the street opposite my house (part of new construction). The street front at my house also seems to have a storm water ditch, which I expect would need to get some kind of piping installed.</p> <p>There are a couple of motivations for this request:</p> <ul style="list-style-type: none"> <li>•lots of families with kids live on the block and cars frequently speed around the blind corner on NE 94th street</li> <li>•there is a fire hydrant on the corner of NE 94th Street and 114th Ave NE, which frequently is inaccessible due to vegetation (concealed from sight and frequently overgrown with blackberry bush)</li> <li>•the ditch is frequently overgrown with vegetation, which I expect reduces the effectiveness of the drainage.</li> </ul> <p>Please let me know which options might exist in this regard.</p>	Walkway or Sidewalk Improvement	Highlands

286	I have also logged in your request for a new sidewalk on the west side of 116th Ave NE in the vicinity of your home at 9495 116th Ave NE.	Walkway or Sidewalk Improvement	Highlands
306	I couldn't remember if I'd already submitted the 112th walkway improvements to the CIP suggestion page, so I went ahead and submitted it just now. When did you say the deadline is for submissions for this go-round?	Walkway or Sidewalk Improvement	Highlands
316	The heavily-used pedestrian walkway on 112th Ave NE between NE 87th St and NE 89th Streets is in need of a better pedestrian/car barrier. The candles that were installed six years ago are mostly gone. Until a raised sidewalk can be installed, this walkway needs, at a minimum, new candles (ones that are tougher than the old ones, which popped off too easily).	Walkway or Sidewalk Improvement	Highlands
350	This road is busy with traffic, and does not have a proper sidewalk between 87th and 90th St. Traffic drives fast and it feels very unsafe walking along this path, as it has only white flexible posts separating the road from pedestrian traffic. It is the only way for residents of the south end of the Highlands to access the Cross Kirkland Corridor.	Crosswalk Improvement	Highlands
379	Many school zones have the flashing lights when the kids are out and the 20mph is enforced. I think ALL school zones should have these flashing lights as they help tremendously! For the safety of our kids and for those who aren't paying attention to the time of day.	Other	Highlands
244	NE 52nd Street Lake Washington Blvd to 108th Ave NE. The sidewalk on our street alternates from one side of the street to the other up this winding, steep, much used residential area hill. As the only connector between these two major north/south roads (Lake Wash Blvd & 108th) in Houghton and a major east/west traffic alternative to 520 or NE 68th, an updated sidewalk on ONE side of NE 52nd makes sense from a SAEFTY standpoint!! I am up and down this road many times a day and probably more than 50% of my trips, there is a walker, jogger, even a biker using our street. NW University seems to use our street regularly for mostof their athletic team training programs. I realized the paving just took place and this should have happened before or at the same time, but it needs to happen anyway!! Safety!!	Walkway or Sidewalk Improvement	Lakeview
293	Take the trees out and put a roof on the concrete area where the benches are. You could rent this spot out and people could enjoy this area and the view all year round.	Park Improvement	Lakeview
314	Actually tried to hit Sidewalk and Public Parking so both. This location should be improved similar to that on 59th and 58th. It is dangerous, ugly and Houghton Beach is grossly under parked with people parking up and down the streets. This is a very visible spot to the public and the main property to the north is now condominiums and will not be re-developed for many decades thus no new development project will instigate the process here.	Walkway or Sidewalk Improvement	Lakeview
176	16TH AVE W. I suggest placing speed humps on 16th Ave W, probably between 6th and 7th Streets, and again between 7th and 8th streets. 16th Avenue is a narrow street without sidewalks on both sides of the street for nearly its entire length (except in front of a couple new homes). It is narrow with landscape features to the edge of the road in many places, such that pedestrians must walk in the road. The traffic going along 16th ave is very fast for a street with so little protection for walkers/children who must be in the road. There from the junction between at 5th St right next to Market St there are no stop signs or "slow down" features all the way down to 10th street, where 16th ave meets the lake. It also slopes downhill to the lake. All of this results in may cars going 30mph or so, far to fast. Putting in sidewalks would be ideal but it would also be very costly and disruptive. I think that speed humps like those often seen in Kirkland would be made to order as a low cost way to help reduce the risk of accident. Note that 6th Street, which has a stop sign where it meets 16th, and it is typically wider with greater visibility compared to 16th Ave has multiple speed humps along its length. Using 6th street as a comparison it would seem that 16th ave would warrant similar treatment. What do you think? Thanks, Mike Balzer	Crosswalk Improvement	Market
177	I suggest placing speed humps on 16th Ave W, probably between 6th and 7th Streets, and again between 7th and 8th streets. 16th Avenue is a narrow street without sidewalks on both sides of the street for nearly its entire length (except in front of a couple new homes). It is narrow with landscape features to the edge of the road in many places, such that pedestrians must walk in the road. The traffic going along 16th ave is very fast for a street with so little protection for walkers/children who must be in the road. There from the junction between at 5th St right next to Market St there are no stop signs or "slow down" features all the way down to 10th street, where 16th ave meets the lake. It also slopes downhill to the lake. All of this results in may cars going 30mph or so, far to fast. Putting in sidewalks would be ideal but it would also be very costly and disruptive. I think that speed humps like those often seen in Kirkland would be made to order as a low cost way to help reduce the risk of accident. Note that 6th Street, which has a stop sign where it meets 16th, and it is typically wider with greater visibility compared to 16th Ave has multiple speed humps along its length. Using 6th street as a comparison it would seem that 16th ave would warrant similar treatment. What do you think?	Crosswalk Improvement	Market

230	Waverly Beach Park. There is NO safe way to walk into Waverly Beach Park. It is not even really safe for two cars to pass as they enter and leave the park. Walkers and baby strollers are at huge risk as they dodge the cars going up or down the driveway. I can't believe someone hasn't been killed yet. A board walk could easily be created in the safe area just outside of the posts that line the road. It is difficult for people to move strollers fast enough to get out of the way of a car as it rounds the curve to exit.	Walkway or Sidewalk Improvement	Market
370	100th is too narrow with parking on both sides of the street. It means people have to stop while an oncoming car passes. Is there anything that can be done? This person would not give her name.	Traffic Calming	Market
83	I have to ride along Kirkland Way which has no bicycle facilities east of 6th St and has narrow parking lanes with narrow bike lanes west of 6th St. which means bicyclists either have to ride in the middle of the traffic lane or risk being doored by the medium-to-high turnover parking along that	Bicycle Improvement	Moss Bay
91	Need crosswalk and we need to relocate the no parking sign north of 4th on east side.	Crosswalk Improvement	Moss Bay
105	Sidewalk needed on 5th ave S above 4th. Then would connect to state street. There is already a sidewalk on 5th ave s below 4th st s. Busy section 8 housing unit, lots of cars, kids walking to school/playing in the street/parking, families going to the bus. Ideally there would be sidewalks on all of 5th ave s and 6th ave s from state up to 5th st s.	Walkway or Sidewalk Improvement	Moss Bay
106	Sidewalk needed on 5th ave S above 4th st s. Then would connect to state street. There is already a sidewalk on 5th ave s below 4th st s. Busy section 8 housing unit, lots of cars, kids walking to school/playing in the street/parking, families going to the bus. Ideally there would be sidewalks on all of 5th ave s and 6th ave s from state up to 5th st s....	Walkway or Sidewalk Improvement	Moss Bay
115	Would flags at this crosswalk.	Crosswalk Improvement	Moss Bay
116	Please install a flashing crosswalk here - if Potola Village goes in - this will be more of a critical location than 7th Street.	Crosswalk Improvement	Moss Bay
135	Would like to see a bench or two at the old train stop along the corridor - make this a landing area for people with historical marker showing it's history.	Other	Moss Bay
200	Would you do me a huge favor and forward a question to Kurt Triplett? I was going to ask about plans for a parking structures in downtown Kirkland.	Other	Moss Bay
213	South side of Kirkland Ave, west of 6th St. The sidewalk has become very uneven due to tree roots, and is nearly impassable in places. It is badly in need of widening and repair. Thanks!	Walkway or Sidewalk Improvement	Moss Bay
250	Hello, I'm the HOA president at our condominium addressed at 611 State St S/300 7 Ave S. Several owners here would like to have the 300 block of 7 Ave S evaluated for a street light on the north side of the street. The area is very dark at night and there is concern for pedestrian safety on the sidewalk with 22 residential units using 2 driveways on 7th Ave S. There is a utility pole between the 2 driveways on the north side which might be a candidate for a street light. Feel free to contact me for additional information. Thank you. Tom Henshaw Lakeview West Condominiums	Street Light	Moss Bay
264	I would like to express my concern regarding the traffic on 6th Street South and forthcoming development projects. Currently, 6th Street South (northbound) is often gridlocked all the way from Kirkland Way to 68th Street in the evenings. This is mostly because of the 4-way stop at 6th Street & Kirkland Way. Is there a plan to install a traffic light there? Also, I'm aware that Google Phase II is in the works, as well as two expansions to preschools and other projects that will feed off of 6th Street. Please consider the excessive traffic that 6th street south already has while permitting these projects.	Intersection Improvement	Moss Bay

265	<p>A redesign of the bridge should improve the connection between the surrounding three Streets as well as the visibility for both drivers, bikers, and pedestrians. It should also make it possible to have a pedestrian passage under the bridge that is safe for wheelchair and stroller users as well as bikers and pedestrians. It should be designed to include a good pedestrian connection between the west side of Kirkland Ave with the east side of Kirkland Ave so that pedestrian and stroller users traveling from downtown to the pedestrian overpass bridge that connects with 116th near the High School will have a direct and safe route. There are too few ways to get from the Rose Hill business district and schools from downtown Kirkland since 85th is not a safe option. This bridge is also a huge safety hazard for motorist as well. It is very difficult to turn in and out of Railroad Ave especially at night because of the curve in Kirkland Way blocks visibility of the cars going east on Kirkland Way or those turning onto Kirkland Way from 9th Ave. This will become an even more hazardous situation as the Google Expansion causes access out of the Everest neighborhood difficult at 9th Ave South. Railroad Ave/ 8th St South is the only other arterial exit to the Everest neighborhood where a commonly used Kirkland Park is. The bridge hazard will cause more problems once the Park Place Development in under Way since many of the office workers will choose to travel on Kirkland Ave and Kirkland Way to get to and from the freeway. The bridge is also a hazard because it is too low for many trucks to go under. There have been times when a vehicle has been stuck there. I can not understand why this hasn't been a priority for CIP. It was not properly discussed at the time that the Park Place Development mitigation was underway even though the development and its construction will have a great impact on Kirkland Way making it a major arterial for people going east from the downtown</p>	Other	Moss Bay
275	<p>I especially want to see the side walk on the east side of 6th Street between the post office and the railroad crossing completed</p>	Walkway or Sidewalk Improvement	Moss Bay
276	<p>Another time, the parking along the triangle island at the junction of 6th Street and Kirkland Ave was filled with construction vehicles. While going east on Kirkland Ave I was trying to turn right onto 6th Street to head south. My view to the left was obstructed by a parked truck; again, I narrowly missed getting hit by someone coming up the hill traveling south from the 4 way stop. The road curves a bit making visibility difficult for those driving south on 6th Street. In my opinion, the south-most parking stall in the marked parking area on the east side on the triangular island (west side of 6th Street) should be removed. When Park Place construction begins I believe more vehicles will be parked on 6th Street. At that time, you might need to consider where parking should be allowed on the east side of 6th Street as well as the west as more and more people will need street parking once Park Place becomes a construction zone. Currently few people park on the east side of 6th Street because there is no need. I am glad that the proposal includes completing the sidewalk on the north side of Kirkland Ave west of 6th Street. This will make it easier and safer for pedestrians to get to and from downtown.</p>	Other	Moss Bay
277	<p>Also, it is extremely unsafe traveling underneath the railroad underpass near 8th Street along Kirkland Way going east or west whether walking or in a car. When someone is using a stroller, bicycle or wheelchair, crossing the tracks that divide Kirkland Ave is also a challenge. I hope a decent paved path can be installed in this area to make it easier and safer to walk from downtown to Lake Washington High School or Everest Park. I wasn't able to find the information on the Kirkland website in regards to the planned improvements on this walking route once the sewer project was finished.</p>	Intersection Improvement	Moss Bay
282	<p>1. Improve designated public pathway that runs parallel to 85th along 5th Street. The improvement should be made so that the pathway can be navigated with out stairs to meet up with the Cross Kirkland Corridor Trail and also connect to the side walk that crosses Kirkland Way at the NE 85th St intersection and continues on under the freeway overpass. Pedestrians often need to get to one side of the freeway to the other by the most direct route and NE 85th St is the only option especially if you are traveling in a wheel chair or stroller. Or 2. You need to put a pedestrian sidewalk and bike lane along the south side of Central/NE 85th St from 6th St to 120th Ave NE.</p>	Walkway or Sidewalk Improvement	Moss Bay

295	<p>We need a speed bump very badly to prevent accidents near the railroad underpass on Kirkland Way. When you are driving towards downtown on Kirkland Way, and attempt to turn left onto Railroad Avenue, the cars coming blind up the hill on Kirkland Way almost hit me every time. There is no way to see them. We need the speed bump on the downtown side of Kirkland Way before the turn to Kirkland Ave and Railroad Ave.</p> <p>I've almost been in a number of accidents here. Please do something to help residents who need to make this turn multiple times a day. It's actually worse during the day than at night, because at night you can see headlights and sometimes listen. It's a death waiting to happen, I hope you take this concern to heart.</p> <p>Response sent by Godfrey: Looking at the bridge and the intersections on both sides of it over the past 5 years, ('12-'08) there have been 15 crashes&amp;apos;; 3 turning crashes at Rail Road Avenue but 9 involved vehicles hitting the bridge. So although it's a tricky area, the crash experience at the intersections may be less than expected.</p> <p>Long term, the answer is a major project involving getting space under and around the bridge, both to eliminate the problem of vehicles hitting the bridge but also to provide areas for people to walk and bike on Kirkland Way. There will be an important connection to the Cross Kirkland Corridor at Railroad Avenue as well. As we consider redoing the bridge, improving the nearby intersections should also be part of the project. Hopefully the CKC can be catalyst to do this sooner than previously anticipated and hopefully this will be a project that can attract grant funding. Such a project is currently on the unfunded Capital Improvement Plan.</p> <p>In the short term there may be a way to construct warning lights that allow drivers to know when vehicles are exiting Rail Road Avenue. This would probably be a fairly costly but we can put it on a list of potential projects. Giv</p>	Crosswalk Improvement	Moss Bay
296	Please continue the sidewalk from Ohde Avenue to Railroad Avenue along Kirkland Way. It is quite dangerous walking along the side of Kirkland Way where there is no sidewalk.	Walkway or Sidewalk Improvement	Moss Bay
297	Please install a sidewalk on the south side of Kirkland Ave from 6th Street to connect with existing sidewalk. And connect any sections of missing sidewalks all the way to 405/bridge.	Walkway or Sidewalk Improvement	Moss Bay
305	Install mechanical device to alert drivers of someone turning from Kirkland Way onto Railroad Street (the beacon would be located east/north bound Kirkland Way before the tressel.	Intersection Improvement	Moss Bay
312	Traffic improvement at Kirkland Way & Railroad Avenue. As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact	Intersection Improvement	Moss Bay
313	As a resident who often feels like I have just missed being hit by oncoming vehicles when I am turning left onto Railroad Avenue from Kirkland Way (because of lack of visibility of eastbound vehicles driving east on Kirkland Way, under the railroad trestle), I would like the City to install the following until a permanent solution (re-designing the trestle) can be completed: A sign with flashing lights to warn drivers (who are travelling east on Kirkland Way) to slow down due to turning vehicles ahead. These lights would be triggered when a car in the westbound lane slows down or stops to take a left onto Railroad Avenue. There is currently a sign warning drivers of turning vehicles, but this seems to have no impact	Intersection Improvement	Moss Bay
332	The NE corner of Kirkland Ave and 6th St does not have a sidewalk to the east. Our senior residents cannot safely access the newly constructed ADA ramps and walks at the intersection. Cars heading north on 6th street and turning east onto Kirkland Ave are driving at unsafe speeds as they round the corner&apos;; this street is being used as a shortcut to get to 85th. It also does not have adequate storm water retention at the driveway at Moss Bay Village Condos&apos;; water from the public street floods into the private driveway.	Walkway or Sidewalk Improvement	Moss Bay
337	Please install a sidewalk on the south side of Kirkland Ave from 6th Street to connect with existing sidewalk. And connect any sections of missing sidewalks all the way to 405/bridge.	Walkway or Sidewalk Improvement	Moss Bay

364	<p>Hello I would like to see the sidewalk completed on 6th St S from Kirkland Ave to the Google campus. I live towards the side of the street with no sidewalks - near the railroad tracks. I walk my kids to the Montessori school every morning. It is hard to cross the road at the railroad tracks. People don't stop for you. And if I walk down the cross walk to where the flags are located, there is no sidewalk to walk on! You have to weave in and out of the parked cars and the traffic. This is definitely not safe! I also see plenty of Google walking home weaving in and out of parked cars and traffic. There seems to be plenty of space to put a sidewalk and this should be done to protect our Googlers as well as our kids! Feel free to call me for more information! Thank you Himani</p>	Crosswalk Improvement	Moss Bay
366	<p>I have been interested in improving the sidewalks along 6th Street for 20 years. Please keep me informed of the improvements that are planned. I especially want to see the side walk on the east side of 6th Street between the post office and the railroad crossing completed. I was assured that the homeowner would have to rip down his fence that is in the right of way and remove the retaining wall in this area. I had this discussion with public works when the home owner rebuilt his fence in its current location several years ago. I do not want to see this home owner have his retaining wall and fence grand-fathered into this right of way. There needs to be a sidewalk as soon as possible so I hope you can move beyond the planning stage. Pedestrians are always in danger using the crosswalk that is available for crossing from the east side dead-end sidewalk to get to the available sidewalk on the west side of 6th Street that is south of the Kirkland Ave intersection. Because of the curve in the road, visibility is limited.</p> <p>I know how dangerous this intersection is. I almost caused a car accident while turning left onto Kirkland Ave when I was traveling north on 6th Street. I was distracted by the construction signs in this area and because I was trying to read them, I hesitated in my turn. Just that small hesitation meant that the car barreling full speed up the hill from Kirkland Way had to swerve around me and the car behind him had to come to a complete stop. I know it was my fault even though I was clearly signaling. It is difficult to judge the speed of cars coming up the hill from the 6th Street and Kirkland Way 4-way stop.</p>	Walkway or Sidewalk Improvement	Moss Bay
367	<p>I am on the Board of Directors of Park Ridge Condominiums located at 702 Kirkland Way. Upon exiting our location and entering onto Kirkland Way it is our opinion that a traffic safety issue exists (and has existed for a long time). When looking Right/West from our exiting driveway the visibility to oncoming traffic heading East up Kirkland Way from Sixth Street is obscured by a parked car. There is one street parking space between our driveway and the next driveway to the west (for the corner office building). A driver cannot get a good view to the west and exit safely to the eastbound direction on Kirkland Way. We are concerned about this and feel it is dangerous. We would like to request a review of this and should the review concur with our opinion we'd like to request that the City paint the street curbing in this location red to eliminate parking in this spot and thus make the exit safer. Thank you for considering this and I'd appreciate a return confirmation.</p>	Crosswalk Improvement	Moss Bay
390	<p>Hi, I live on 10th Street @2nd Ave and we have to cross a lot the Kirkland Way @ 2nd Ave for the school bus stop and @9th Street for the Kirkland corridor. I really think you should add a crosswalk with flags soon! A lot of people are crossing on that point and walking there since the opening of the Kirkland Corridor which I think is a good thing, just getting on there at that point is not easy. It should be hooked up to the streets better. Especially with kids or strollers, it's so dangerous! Cars don't see you at this point after the curve. Down at Kirkland way there are so many good crosswalks but up on that street is really nothing. Please think about it and find a solution soon. It would be so helpful for the community to make the Kirkland Corridor more attractive!</p> <p>I don't know if you are the right person to contact but I don't know any better. Perhaps If you are not the contact person could you please forward my email? I already got my email back one time (see below).</p>	Crosswalk Improvement	Moss Bay
114	<p>Fix pot holes along 6th Street and 3rd Street from Central Way to 18th Avenue</p>	Other	Norkirk
162	<p>11th Ave is a dead end street with city of Kirkland parks facility on the other side. This area is particularly dark and attracts people who hang out hidden in the bushes in the dark. This is a dead end street so there is little traffic. The location also has a power pole. It would be great if the city could install a street light to help with safety. We have had mailbox burglaries and residents fearful of walking in the night due to the darkness. The end street also has an overgrowth of bushes that prevents the street cleaning machine from reaching the edges. This has caused the catch basin to clog up causing puddles and pedestrian hazards. Your kind attention to this would be greatly appreciated.</p>	Street Light	Norkirk

163	alley behind my house. The alley needs some sort of paving. Currently the trucks and vans from the light industrial businesses use our alley rather than going thru their own driveways. They kick up the dust and gravel and make a mess. its almost impossible to have your window open. Last summer at the owners expense we had new gravel laid, but with the constant usage from the light industrial area next door to us the new gravel was gone all too quickly. We need our alley paved like the other alleys in Kirkland.	Other	Norkirk
219	I would like a sidewalk on 7th Ave NE, between 8th St and 6th St-- on the north side of 7th Ave NE. -- in the Norkirk neighborhood. There is currently no sidewalk in front of the Auto detailing/rv storage business or in front of the Vet's office or the little single family home.	Walkway or Sidewalk Improvement	Norkirk
220	6th Ave, between 6th St & 7th Ave, just east of Kirkland Tire Factory. Complete the sidewalk - there is a portion missing, forcing pedestrians to walk on the street. Many times there are large trucks parked along this section which necessitates walking in the middle of the street. This is unsafe, especially at night. As this is the shortest route from the Highlands to downtown it should be a priority. The alternate route, along 7th Ave to 6th St, also has a missing segment. This graveled portion usually has trucks parked on it at night, forcing pedestrians onto the street.	Walkway or Sidewalk Improvement	Norkirk
266	Cross Walk / HC Ramp placement South side of 7th Ave at 5th Street. Replace HC ramps / realign crosswalk. Crosswalks are TOO CLOSE to oncoming traffic, due to the round about on the south side. 7th and 2nd Street HAVE been realigned!!!!	Crosswalk Improvement	Norkirk
274	Thank you for your time last week at the predesign meeting. I understand that as one of conditions of the project we have to build a sidewalk and widen the road. Later I found out that the city of Kirkland has plans to exactly that - it's the capital improvement project NM 0062 000 (19th AVE Sidewalk). Can you please send me more info about this project? Also, KZC 110.70.4 (a) allows for a deferment if the improvement is a part of the CIP plan. Can we request the deferment? Please let us know	Walkway or Sidewalk Improvement	Norkirk
284	2.Raised crosswalk at 10th Avenue on 6th Street.	Crosswalk Improvement	Norkirk
298	complete the connection of this sidewalk segment for walk to school route. It's really dangerous for kids (and adults) to walk the crest of the hill due to terrible visibility.	Walkway or Sidewalk Improvement	Norkirk
338	Street has chunks of sidewalk. On a little funny hill. Not steep. Little visibility. Section has no sidewalk at crest/south side of hill. Talked to City years ago: said not an important walk route. City's map showing this street as designated walk route. Have seen two cats hit/dead on street. Buses fly over hill. No right of way issue. It's a walk to school route.	Walkway or Sidewalk Improvement	Norkirk
346	There is a park at the bottom of 11th place in the Norkirk neighborhood that could use some improvements: Accessing the park is difficult with a stroller since there are no sidewalks or paths surrounding it The park is ugly bright pink. With so many nice houses in the neighborhood it seems odd to have a such a tacky park. Could the pink elements be changed out with something more modern? Figure out a way to get more kids to use it, for example promote its location with a sign, park name (i don't know if there is one) and make it more accessible, etc.... It seems like a waste to have so much land that is empty most of them time.	Park Improvement	Norkirk
349	I would like to see continuous sidewalks on both sides of this streets, as well as bike lanes. This is a wide, busy road linking the Highlands and traffic from 405 to downtown Kirkland. It is busy with car and pedestrian traffic. It also is a cross street of the Cross Kirkland Corridor and it is not pedestrian friendly.	Walkway or Sidewalk Improvement	Norkirk
371	LATITUDE TESTING	Other	Norkirk
381	Latitude testing	Other	Norkirk
382	This is a residential street with 10 children under the age of 12 that has commercial business at the 8th St end of the avenue. Because of this, there is a high traffic volume of cars, work trucks, etc. Additionally, cars looking to avoid the four way stop at 7th Ave and 6th St cut down 8th Ave. The posted speed limit is 25 mph. Given the road is fairly narrow, most people park on the side of the road (at the commercial end of the ave the vehicles stick way out into the road) and there are a number of families with small children, we are facing a potentially dangerous situation.  My request is to either dead end 8th Ave where the residential ends and the commercial begins or add speed bumps and reduce the speed limit to 15 mph.  I look forward to hearing from you.	Traffic Calming	Norkirk

384	<ul style="list-style-type: none"> <li>· Reducing the speed limit to 15 mph and putting in speed bumps on 8th Avenue to make it less desirable for people looking to short cut the four way stop at 7th Avenue and 6th Street and to ensure those who do travel the 600 block of 8th Avenue slow to an appropriate speed.</li> <li>· Blocking off 8th Avenue to separate residential from commercial.</li> <li>· Enforcing existing parking laws so that vehicles are not parked right on the corners of the intersection.</li> <li>· Extending the existing sidewalks all the way to 8th Street so that pedestrians don't have to walk in the street.</li> <li>· Adding "green walls" that block out the industrial storage yards at the East end of 8th Avenue.</li> </ul>	Traffic Calming	Norkirk
133	Need flashing beacon at this crosswalk Also need help at 100th and 132nd crossing for kids	Crosswalk Improvement	North Juanita
144	<p>Great to see the city is taking steps to improve traffic safety through these vastly improved crosswalks. However, I didn't notice any improvements planned for Juanita High School in making the crossings along NE 132nd Street safer. As everyone knows, the 108th Ave NE / NE 132nd St and NE 132nd St / Juanita High entrances have very high traffic volumes and sadly, pedestrian accidents have happened there over the years. If there is a candidate for improving student pedestrian safety, surely this area should be high priority.</p> <p>I would like to know what the city's plans are for improving pedestrian safety at these two intersections. With all the activity of new house building in the area, along with the Totem Lake redevelopment, traffic will only increase.</p> <p>Could you let me know what these plans entail and when they are expected to be put in place.</p>	Crosswalk Improvement	North Juanita
156	104th AVE NE/NE 142nd ST between 145th AVE NE & Juanita-Woodinville Way NE, & NE 143rd Place. Adding speed bumps along 104th AVE NE/NE 142nd ST between 145th AVE NE & Juanita-Woodinville Way NE, & NE 143rd Place. These neighborhood streets are used by traffic to bypass the intersection of 145th AVE NE & Juanita-Woodinville Way NE. With many children in the area, it is very dangerous for cars to be speeding through the neighborhood.	Traffic Calming	North Juanita
157	NE 145th Street, Between 100th AVE NE and Juanita-Woodinville Way NE. Reducing speed limit from 30mph to 25mph and adding 2 solar powered radar speed signs to help prevent speeding in the area. Most of NE 145th Street does not have sidewalks, but has multiple school bus stops with children waiting on the corners, as well as 2 very busy churches. With the current speed limit, cars can get up to 40-45mph and it is very unsafe for all the pedestrians in the area. I believe reducing the speed limit, and adding the radar signs to enforce it, will help with pedestrian safety and reduce the amount of noise pollution in the area. Please note 100th AVE NE/Waynita Way is currently at a 25mph speed limit and is a longer arterial.	Traffic Calming	North Juanita
172	141st PL. Please consider placing speed bumps on NE 141st PL. this is a high traffic street because people cut through to Juanita woodinville way from 100th ave.	Traffic Calming	North Juanita
186	NE 145th ST between 104th Ave NE and 108th Ave NE. I suspect that there has been an increase in traffic along 145th with the new development nearby and with the toll on 520 driving traffic around the north end of Lake Washington. Traffic is much heavier than it used to be. The stretch between 104th Ave and 108th Ave has a very limited road shoulder, but it is very narrow in places and very dark at night, particularly between 104th and 106th. Many pedestrians and bicycles use this stretch of 145th as the nearest bus stop is at the corner of 145th at Juanita-Woodinville Way NE. Many children from nearby neighborhoods use this route to walk to the 7-11 store on Juanita-Woodinville Way. NE 145th is the first East-West through road south of highway 522 in Bothell. Other E-W routes south of 145th are convoluted--and not intuitive. The next main E-W road to the south is NE 132nd, a mile away. I propose either widening the shoulder to provide a safe walking surface for pedestrians, or better yet connect the existing sidewalk at 104th with the existing sidewalk at 108th.	Walkway or Sidewalk Improvement	North Juanita

192	<p>south of NE 145th, near Conifer View in annexation area. Initial request 10/11/11: I live in the housing development 'Conifer View', just south of NE 145th Street in Kirkland (in the new annexation area). There is a crosswalk at the Northshore Baptist Church, and another at the corner of 145th and Juanita-Woodinville Way at the 7-11, but no other crosswalks between the two. I would like to request that one be painted in, with accompanying reflective signs (flashing lights would be better) at or near the intersection where 107th Ave NE crosses 145th. My reasons are as follows: 1. The crosswalk at the corner of 145th and Juanita-Woodinville Rd, as you cross north or south at the 7-11, is extremely hazardous. There is a power or telephone pole directly on the corner of that intersection which protrudes into the sidewalk itself. If you are crossing east or west, this isn't a problem: you're not hidden by the pole. If you are crossing north and south, the pole creates a blind spot. Although there is a signal with a push-button there, there is also a left-turn lane which sees extremely heavy use. People coming south on the Juanita-Woodinville Rd and turning right onto 145th absolutely WHIP around that corner, regardless of the light. I refuse to use that crosswalk. I want to live. This leaves me the option of jaywalking a little further up, where I have a clear line-of-sight each direction along 145th....or not walking at all. 2. There is no sidewalk on the south side of 145th between 107th Ave NE and 108th Pl NE. The shoulder there is extremely narrow, especially as compared to the MUCH wider shoulder on the other side. If I want to walk down to the crosswalk at the 7-11, I must walk with my back to traffic, on an extremely narrow shoulder. I cannot cross until I get to the crosswalk. 3. Line-of-sight at 107th Ave NE is good, clear, and flat. It is possible to see at least a hundred yards in each direction to ascertain whether it is safe to cross. It puts pedestrians fac</p>	Crosswalk Improvement	North Juanita
224	<p>N.E. 126th Street, south side of street, across from house # 10122.Add street light @ N.E. 126th Street, south side of street, across from house # 10122</p>	Street Light	North Juanita
231	<p>108th Ave NE, vicinity of NE 142nd and 137th.Review 108th Ave NE from Juanita-Woodinville Way to 132nd Ave NE for pedestrian safety. 108th Ave NE is a walk route for school children, the site of a day care, a church, an elementary school and a park. It is also used as a short-cut for traffic. Although the speed limit is 25 mph, speeding is common. King County installed lighted signs showing people's speed limits&amp;apos;; I would be interested in hearing the effectiveness of these signs. Consider adding crosswalks in the vicinity of 142nd Ave NE and NE 137th Ave NE, near Edith Moulton Park.</p>	Crosswalk Improvement	North Juanita
232	<p>Heatherwood neighborhood, walkway from NE 141st Street to NE 140th Street, in the vicinity of 108th Place NE. Improve the walkway from the Heatherwood neighborhood which is used as a walking route for school children bound for Helen Keller Elementary. The current route goes from a loop street (no sidewalks) in between two houses on an unimproved trail that gets overgrown with weeds. Suggest removing tree stump and improving the trail so that it is a more developed trail. Possible additional improvement of new fence on either side of the trail (these appear to be privately owned, but get marred with graffiti and are in disrepair.)</p>	Walkway or Sidewalk Improvement	North Juanita
245	<p>Could you please inform me if two streets in our neighborhood are scheduled for resurfacing following completion of construction of Helen Keller School. Heavy truck traffic in recent months has caused cracks on NE 140th Street between Juanita Woodinville Way east to the east side of Helen Keller School and along 108th Ave NE north and south of the school.</p>	Other	North Juanita
246	<p>A couple of years ago I contacted the city of Kirkland when we were annexed. My issue was with the walkways along 140th street NE between 110th PL and 113th Ave NE. King county put down some onlay curbing to separate the walkway along the edge of the road from the traffic lanes. Unfortunately, the onlay curbing has broken apart and pieces of it often end up in the walkway. Since the area is very poorly lit, the chunks of curbing cause a significant hazard to pedestrians. This is also a walkway for children and parents walking to Helen Keller Elementary that is just ½ block away.</p> <p>Last time I talked with the city, you said you were aware of the area and were looking for funds to fix the problem. This past election the voters of Kirkland approved funds to address just this kind of issue. I request you to please address the lack of a safe walkway and the lack of street lighting in the area now that the voters have provided funding. Thank you for your attention to this issue.</p>	Walkway or Sidewalk Improvement	North Juanita

292	My name is Jesse Link and I live at 14101 108th Ave NE. I would like to bring to your attention the very dangerous condition that exists on 108th Ave. Ne. the street is quickly becoming a heavily used corridor to commuters who would rather cut through the neighborhood than sit through the light Juanita way. During rush hours there is a steady line of constant traffic. 25mph is the speed limit but with a constant stream of cars moving through a small neighborhood its still very dangerous. On our street we have a daycare and an elementary school. We have lots of children in our neighborhood. Two weeks ago on Thursday my dog had jumped out of my car and ran into the street instantly getting hit by a commuter cutting through the neighborhood. This morning while walking my 3yr old and 1yr old up the street to the daycare a car going about 30mph hit the curb right in front of where my kids and I were. If the car would have jumped the curb we would all be in the hospital right now. people in the neighborhood were talking about speed bumps but the problem is the amount of cars and not so much the speed. Houses here are too close to the street for the street to be a main artery. The street needs to be closed off on the North end or a serpentine needs to be installed before its a child run over instead of a dog. This street is very dangerous! It's like having a locomotive running 15ft away from your front door. All you have to do is step into the street and your going to get hit. What steps do I need to take to have the city council discuss the situation?	Traffic Calming	North Juanita
327	This constituent lives inside Kirkland, in north Juanita, just south of NE 145th St. (so just inside the city limit). She frequently walks along NE 145th St between Juanita-Woodinville Way and 100th Ave NE. She says there are no sidewalks or streetlights along that stretch, that it's a dangerous place to walk when its dark (especially in winter), and wants to find out how we get both. Could you check for me to see if we have any sidewalk and streetlight project already planned there? Thanks! Also, this same person also sometimes walks up to the Brickyard Park and Ride when there's not a bus scheduled closer. She's concerned about the lack of sidewalks from NE 145th St up to the P&R. I told her that&apos;&apos;s outside the city limit and wouldn't be on the city CIP. Do you know where to check to see if this is on the county CIP?	Walkway or Sidewalk Improvement	North Juanita
330	According to John Shively, who was the guy in charge of NE 132nd Street back when it was under King County, it is one of the busiest streets in the state. Or was, when I asked him last about three years ago. 132nd has a half-mile plus backup nearly every day. I want to ask David Godfrey what that plan is now that 1) a parcel across the street from Juanita High School has gone from one house to 48, and 2) the Fairfax hospital is tripling in size, and 3) several other new buildings are going up which will add traffic.	Intersection Improvement	North Juanita
348	A number of the in-pavement warning lights are out at the pedestrian crossing at 108th Avenue NE and Juanita-Woodinville Way.	Crosswalk Improvement	North Juanita
360	I tried to call you a couple of times, got your voicemail recording and left a short message yesterday.  I think what speaks to 140th priority is that 1) It seems that more people cross at 140th -- at least in the mornings and evenings, I have to stop more often there for pedestrians waiting to cross than at 143rd. 2) The median while improving safety somewhat at 140th, its trees obscures the full view of the crossing pedestrians, and on top of this it seems many of the current in-ground lights are broken from that same direction (possibly both) 3) 140th St. It is a school path crossing 4) While both crossings have bus passengers getting on an off busses, it seems 140th has more passengers getting on and off at the respective bus stop. <input type="checkbox"/>	Crosswalk Improvement	North Juanita
373	Connect the sidewalks that end at Safeway and begin again at 145th.	Walkway or Sidewalk Improvement	North Juanita
375	Walking in the pedestrian lane from 144th In to the corner of 100th and Simond's road is a danger, the ped lane disappears and becomes a right turn lane with no place for a ped to walk. We need a crosswalk at 144th In to get to the safer side of the street. It can be a simple crosswalk- no need for a lighted one.	Other	North Juanita
376	We need a side walk along 100th on the western side of 100th from 145th to simond's road. There is paint identifying a ped walk way but it becomes a right turn lane. Cars come up quick and cut across 144th lane in the ped lane to turn right. It is dangerous to children and I cannot allow my children to walk to that corner. From the other side of simond's road there are sidewalks.	Walkway or Sidewalk Improvement	North Juanita
385	Hello, How can I request help for a crosswalk where traffic does not want to stop for pedestrians on 100th Ave NE at the cross walk under construction (cross street would be approximately NE 127th Pl). This is especially true at night. I run this route 2-4 times a week and crossing at crosswalks rather than stoplights on 100th Ave NE is really dangerous.	Crosswalk Improvement	North Juanita

110	<p>My main question however is concerning streets.</p> <p>I am trying to find out when the street in front of my house is scheduled for re-sealing. The other streets in my neighborhood have been done over the last several years but the one in front of my house has not. I am now noticing a lot of cracking and also weed growth in the cracks in the street. The street is also getting rough and uneven.</p> <p>Thanks for your attention to my question.</p> <p>12711 NE 101st Pl Kirkland 98033</p>	Other	North Rose Hill
112	<p>Why do we put sewerman wholes in the middle of the road? Why don't they put them along side the road or on a sidewalk or planter area. Why don't we put the pipe to the side of the road?</p>	Other	North Rose Hill
113	<p>More sidewalks connecting to existing ones. Example 124th Avenue NE between NE 85th Street and 100th Street the sidewalk runs out making it too dangerous to walk along with young kids.</p>	Walkway or Sidewalk Improvement	North Rose Hill
122	<p>I live on the Redmond side of 132nd Ave NE as do many many other residents who access Kirkland and Mark Twain Elementary. I was given your email by the Redmond cross walk evaluator since 132nd is considered part of Kirkland. Would it be possible to add more cross walks to 132nd Ave NE, especially right across or around the City Church? We also have many school friends that live closer to the LW Tech College and they have a very hard time crossing the street to access parks let alone school.</p> <p>There are many families and children that live on the east side of the street that go to school at Mark Twain Elementary and the only somewhat close cross walk is very far a way in an area hard to see by cars. During rush hour times especially it's really scary to walk down the Redmond side of 132nd to the crosswalk that leads to the school street because the side walk doesn't extend to the cross walk so you have to walk in the bike lane to get to it. We usually just drive to be more safe but it would be really great to walk to and from school more often. There are huge communities now on Walden Creek and Cherry Crest (I think its called on 93rd Wy).</p> <p>My personal opinion is that we could most use a crosswalk between 92nd Ave NE and 93rd Way with a flashing stop light or caution button plus flags. Cars drive so fast through here we always feel like we're running across for our life, even at the crosswalk down the street. There are also bus stops here that cannot be safely accessed without just running across the street. You really have no choice but to Jay-Walk.</p> <p>The cross walks are also absent along most of this road. Once you pass the City Church there is a paved path on the Kirkland side but there is so much overgrowth of plants you can barely fit a stroller so often we end up in the bike lane again, not very safe with small children.</p>	Crosswalk Improvement	North Rose Hill
129	<p>The bike signal to cross 85th St at 128th Ave is not long enough in duration for families on bikes. Lengthening the bike signal by 10 seconds or adding a pedestrian signal activation button facing the street (where people on bikes can reach it) would be helpful.</p> <p>Curb bulbs or a pedestrian island would make this a safer and easier crossing for pedestrians.</p>	Crosswalk Improvement	North Rose Hill
136	<p>Would like to see a sidewalk on one side of 126th Avenue NE between 85th and 90th - there is more and more cut through traffic on this road these days.</p>	Walkway or Sidewalk Improvement	North Rose Hill
161	<p>NE 90TH ST corridor between 124TH AVE NE &amp; 128TH AVE NE Install sidewalk on NE 90TH ST corridor between 124TH AVE NE and 128TH AVE NE. Current street has sporadic sidewalk that does not connect with the 124TH AVE NE sidewalk or 128 AVE NE sidewalk allowing children to walk to Mark Twain Elementary. Propose completing unfinished segments allowing children to safely walk the NE 90TH ST corridor to get to school.</p>	Walkway or Sidewalk Improvement	North Rose Hill
205	<p>East side of 132nd Av. NE between Slater Ave. NE and NE 85th St. Install sidewalks and wider bike lanes along east side of 132nd Av. NE. This area has various types and widths of ped/bike facilities. In some areas there are no safe sidewalks for traveling between neighborhoods and transit stops. This is especially true between NE 117th Ct. (Sunrise Vue) and the Metro stop at Lk. Wash. Tech. Institute.</p>	Walkway or Sidewalk Improvement	North Rose Hill

218	On 124 Ave. N.E. in front of Woodlands Park Play area.Remove the grass between the telephone poles and install six parallel parking places, four marked disabled parking only and two parking places open parking. This would provide places close to the play area for people with walking disabilities, ( Seniors, returning disabled veterans etc.), to park. The Fire Station is about 100 Yds. away which is to far to expect these people to walk with a walker or cane. The stalls can be limited to two or three hour parking which would prevent over night or all day use of the stalls. Any commercial store or city building provides disabled parking next to the door yet we continue to deny parking in front of this play area.	Park Improvement	North Rose Hill
234	The south side of NE 90th between 124th Ave NE (the North-South thoroughfare) and 120th Ave NE (the NE corner of the main Costco parking lot). About half of this stretch already has sidewalks, but the other half is precarious for pedestrians. The street has no shoulder and it gets a lot of vehicle traffic even at non-peak hours from Costco. This sidewalk could be a major pedestrian path between the North Rose Hill community and several businesses off of the NE 85th corridor, including Costco. I would be happy to meet someone to walk this street (which is on the printed map of walking routes :) to demonstrate the current state and the potential, especially given the upcoming sidewalk improvements along 124th Ave NE. If completing the stretch of sidewalk isn't feasible given upcoming budgets, maybe we could come up with other ways of making the path safer for pedestrians (painting on the street, etc.) Or could we approach Costco to see if they would be willing to contribute to such a sidewalk project given their development plans, which will presumably result in even more vehicle traffic along this street? Thank you!	Walkway or Sidewalk Improvement	North Rose Hill
271	When will sidewalks be put in on 130th Ave NE on the west side of the road? We have a lot of kids using the road that need to cross due to lack of sidewalks in the neighborhood. Thanks.	Walkway or Sidewalk Improvement	North Rose Hill
283	1.Crosswalk on NE 120th in vicinity of LWIT)	Crosswalk Improvement	North Rose Hill
329	Hello, I would like to request a crosswalk with flags to keep the neighborhood kids safe crossing for school. There is a school two blocks away called Twain elementary. The constant stream of cars make it nearly impossible for the school children to cross safely. The cars rarely stop for people waiting. I know there is crosswalks close to this intersection but there are no side walks to walk safely to the intersections for the children. Thanks for considering this request: )	Crosswalk Improvement	North Rose Hill
357	The intersection of 124th Ave NE and NE 116 St desperately needs a right turn lane from SB NE 116th to WB 124th Ave NE (next to the old Arco station). I often have to wait three lights just to get across the intersection.	Intersection Improvement	North Rose Hill
383	Hi, I'd like to put in a request for a cross walk at NE 97th St. to cross over 132nd Ave. I walk my daughter to school every day along that route, and it is difficult to get cars to stop. It would be really helpful if there were a cross walk with flags. Thank you!	Crosswalk Improvement	North Rose Hill
260	Crosswalk entering to the back side of Carl Sandburg I spoke with Iris about the crosswalk location you and I discussed. She said she is really busy right now but will go out and take a look at it. I asked her to get back to me after she investigates. Let's stay in touch on this – so we can move it to the next level after Iris has reviewed the location. I'm putting a tickler on my calendar 2 two weeks to check on the status.	Crosswalk Improvement	Not in Kirkland
78	Need a crosswalk at this location	Crosswalk Improvement	South Juanita
95	We desperately need a sidewalk on 100th Ave NE just south of NE 112th. The sidewalk ends at this point and doesn't continue until 101s.h AVE NE. The 90 degree turn to is a complete blind spot without anywhere to walk. We have almost been hit twice and without a sidewalk we are left with pushing our stroller in the street.	Walkway or Sidewalk Improvement	South Juanita
104	During heavy traffic hours, a lot of vehicles traveling on 98th Ave will shortcut through the congested Juanita Drive corridor by turning southeast onto NE 120th Pl, then east onto NE 120th St, and then southeast onto 93rd Ave NE. I would like to see multiple speed bumps on the stretch of road that is NE 120th st considering the number of vehicles that speed on that road. There is no suitable sidewalk for some of the length (on the end near to Juanita Creek) and the bike path is often overgrown with bushes and trees forcing pedestrians to share the road with speeding vehicles.	Traffic Calming	South Juanita
118	Can we rehang the Juanita Banners? What are the rules restricting them, what is the zoning change needed, how do they possibly impact sight distance at 15-20 high	Other	South Juanita

128	<p>I would like to know why the NE 112th Sidewalk Improvement project does not include the portions along NE 112th from 108th AVE NE East, that are currently just asphalt with open drainage ditches. More students walk to AG Bell along that route than from the east to Bell. The primary focus seems to be to link the Cross Kirkland Trail to the existing sidewalk on NE 112th; not improving the walking situation for students at Bell.</p> <p>In the interest of full disclosure my address is 11205 108th Ave NE, and a large portion of our property fronts NE 112th that already has a sidewalk. The neighborhood now needs the rest of the sidewalk completed from 108th AVE NE East to 120th. Our daughter attended Bell elementary many years ago but I am now interested in the needs of current Bell students in the neighborhood. It seems that if portions of the sidewalk are being improved the whole length of the sidewalk should be improved in the interest of the students at AG Bell which should outrank the needs of those who are interested in the Cross Kirkland Trail.</p>	Walkway or Sidewalk Improvement	South Juanita
138	Need a pedestrian light on Juanita Drive and 90th Avenue across from the Juanita Park (opposite end of current lights & parking lot. Lots of walkers/pedestrians come from 90th Ave.	Crosswalk Improvement	South Juanita
139	Given the now one way traffic in Juanita Park parking lot it would be beneficial to open 2nd entrance toward 90th Avenue (opposite beach building).	Park Improvement	South Juanita
173	NE Juanita Drive/116th Street NE @ 98th Ave NE Bus stop area behind Michael's/end of Old Market St Trail. Enlarge the SW corner of the intersection at the end of the Old Market Street Trail/98th Ave NE where 116th St NE becomes Juanita Drive. Enlarging this corner would ease the current unsafe congestion for park users, bicyclists, bus riders and the motor traffic. Adding space to the intersection could be accomplished by The City of Kirkland buying an undesirable piece of property that currently contains an empty eye-sore restaurant. It's been listed for sale for several years. Many businesses have come and gone from this location due to poor driveway access. This would be an ideal joint project for these groups: 1. Metro: as it would allow buses to pull over at a busy intersection and bus riders a larger shelter 2. Kirkland Parks Department: as it's a park trail end linking a popular park to commercial Juanita Village 3. The City of Kirkland Traffic Engineering: this would ease the slow down at the intersection and make it safer for everyone 4. Cascade Bicycle Club: This a very popular biking intersection and a bike lane is needed here to link up to the existing bike lane running south to Market Street. It would keep bicycles off the sidewalk. Call or email me if you have questions about this idea or if you have ideas on how I can help make this project possible if it makes a future project wish list. Thank you.	Walkway or Sidewalk Improvement	South Juanita
181	100th Ave NE and NE 110th St. The sidewalk linking these two streets is interrupted about 1/8th mile between the 90 degree turn that connects these two streets. Walking around this area is very dangerous as this is a blind corner with no where for pedestrians to walk. This is the only way to access the Juanita shopping and recreational area by foot/bike. For parents with small children, trying to push a stroller around this corner in the middle of the street could lead to a serious accident. We really need a sidewalk here! Thank you.	Walkway or Sidewalk Improvement	South Juanita
185	I would like to know if there are any plans to provide noise abatement along NE 116th St, near the Westchase Condominiums. There is so much noise from cars headed East in the morning and West in the evening. Cars are backed up in the evening from 100th to 104th and beyond along NE 116th st. Our residents here at Westchase are not able to enjoy our patios or keep our windows open due to noise and car fumes. Our properties are being devalued due to the noise. We have asked before that you consider building a fence to block the noise and we were told "maybe Later". We have had enough of the noise, which is also causing prospective buyers to turn away. Please contact me to let me know what plans are being put in place and what we have to do to see that something is done here.	Other	South Juanita

207	Crestwood Park/Forbes Creek Stairway. Enhance the pedestrian stairway to accommodate the already high volume of foot traffic up & down this stairway. This stairway is used for fitness by local residents and gets fairly crowded, it's not well lit (current lighting creates poor shadows), and is very slippery when moisture is present (railroad ties are rotting as well). Seems like a good opportunity to bring this highly utilized stairway up to code as well as provide the community with a free fitness amenity that could (and will) be used all year. It appears like it would be a fairly simple grading exercise to replace the rotting railroad ties with current code concrete steps (using permeable concrete maybe?) with handrails and appropriate landings. I believe it's under a power easement so the impact to neighboring properties and the environment should be minimal. My understanding is that the power company has the right to clear and remove brush under their power lines for maintenance, so this could possibly fall under the category as a maintenance issue to make permitting easier...and permeable concrete could eliminate the need for a costly stormwater detention and/or conveyance system.	Walkway or Sidewalk Improvement	South Juanita
214	I would like to see better access for small boats at Juanita Beach Park. Something for hand launch boats like canoes, kayaks, small rowboat or sail boat. This would just be a small gravel path to some part of the beach for launching. No trailer access, just a path to carry the boat. Small boats do not cover a lot of ground, so it would be nice to have a new area to explore. Thank you.	Park Improvement	South Juanita
225	Juanita Beach East Side. Replace Fence @ Juanita Beach , east side, \$18k plus, staining by volunteers, 50% of cost from current fence owner	Park Improvement	South Juanita
228	This suggestion is about the walking trails in Juanita. I am referring to the publication released by the city of Kirkland. The purple route has some asphalt on the trail at the end of NE 110th Street, it would be good to continue this asphalt to 106th Ave NE. Additionally the trail is overgrown in this area and requires heavy clearing to maintain an open safe trail. Where the purple trail comes to 101st Ave NE there is a proposed connection with Forbes Creek Dr. It would be good, safe to complete this section so people would not have to walk on Forbes Creek all the way from 106th Ave NE to the Fire House at Market. Additionally the section of the purple trail between 106th Ave Ne and 101st Ave NE needs heavy brush clearing to make it usable and remain safe.	Walkway or Sidewalk Improvement	South Juanita
256	I see that NE 116th Street is being resurfaced beginning in June up to 108th Ave NE. Is it possible to extend the project to at least 110th Ave NE? We live on 109th Ave NE and usually walk the stretch between 110th Ave and 108th Ave every day. The street is in bad shape as I'm sure you are aware (cracked and stones in the current asphalt appearing above ground level). The noise level from cars tire slap is almost unbearable. The level is certainly above the threshold level that can cause hearing loss. The noise is also worse during cold weather, since the sound waves are shortened or compressed.  If this section cannot be resurfaced this year, will the remainder of NE 116th street be done next year?	Other	South Juanita
261	At the public meeting for the Public Safety Building project a request for a crosswalk was made to access the Fred Meyer driveway along NE 118th Street. See area below.	Crosswalk Improvement	South Juanita
280	There are a number of children that cross this crosswalk daily during the school season. In the winter when they catch the bus its dark even !! My daughter has called me before telling me that NO ONE will stop at this crosswalk to let her pass, and I have seen this on numerous occasions. There has never been a police officer on the corner to remind people that this is the law !! I suggest to keep our children safe we please put flashers on this crosswalk.	Crosswalk Improvement	South Juanita
289	I am sending this back to you again, because I am still awaiting a response to what I was originally requesting. I am NOT talking about the WASHDOT project. I am requesting some sort of noise abatement 1 mile west of that on NE 116th ST, between 104th and 100th. We are in the Westchase Condominiums, and the continually increasing traffic during the commute hours going Westbound prevents our residents from being able to enjoy their yards or patios due to noise and exhaust. We are requesting the City of Kirkland build some sort of noise abatement wall along the South side of NE 116th St. We are not being affected by the construction. Please do not forward this to the DOT as it does not concern them. Please read what I am requesting and respond appropriately.  Thank you,  Hilary Ohall Westchase Condominiums Homeowners Association	Other	South Juanita

336	There are a number of children that cross this crosswalk daily during the school season. In the winter when they catch the bus its dark even !! My daughter has called me before telling me that NO ONE will stop at this crosswalk to let her pass, and I have seen this on numerous occasions. There has never been a police officer on the corner to remind people that this is the law !! I suggest to keep our children safe we please put flashers on this crosswalk. Thank you for your consideration Jennifer Marlette	Crosswalk Improvement	South Juanita
368	111th needs a safe walkway. Why was nothing done when the homes were redeveloped along this road? Emergency vehicles cannot make it down the street and trees hang out into the roadway forcing pedestrians onto the street with the cars. What can be done? Rachele Craker 425-822-2015 rcraker@gmail.com is the person who should be contacted about what can be done.	Walkway or Sidewalk Improvement	South Juanita
387	Provide sidewalk on NE 120th St from 93rd Ave NE to 97th Ave NE. There is currently partial shoulder available for pedestrians in this corridor, but this provides minimal separation from traffic.  There is a fair amount of pedestrian traffic which would benefit from a sidewalk. Personally, I live off of NE 120th Pl and have taken this route often when running, walking to the stores in Juanita Village, or taking our child out in his stroller for a walk.	Walkway or Sidewalk Improvement	South Juanita
121	Extend sidewalk on NE 73rd Street (from 130th Ave NE to 132 Ave NE) so kids can walk to schools in the vicinity.	Crosswalk Improvement	South Rose Hill
131	there is no crosswalk anywhere on this curve for people walking or bicycling across the I-405 overpass.	Crosswalk Improvement	South Rose Hill
164	7707 128th Ave NE C & G property (radio tower site).The most active and highest use pedestrian corridor on Rose Hill with both Rose Hill Elementary, and Lk Washington HS located there, and Rose Hill Middle School within a few blocks, is N.E. 80th St. With the I-405 pedestrian overpass at the end, N.E. 80th St. will ALWAYS be the premier walking and bicycle route feeding the Cross Kirkland Corridor. It is crucial that N.E 80th St is safe for multi-modal transportaion. A through street for vehicular traffic from N.E. 75th ST to N.E. 80th ST should NOT be considered in the Cam-West 35 home development proposal. This is where the City of Kirkland must implement the plan and vision of safe walking routes near schools, non vehicle pathways for bicyclists and pedestrians as called for in Propositions 1&2, as well as in the many publications produced by the City of Kirkland. 128th Ave N.E. could now be used as a safe pedestrian route with non vehicle traffic, connecting N.E. 75th St with N.E. 80th St, where Rose Hill Elementary is located. With the park located on 128th Ave N.E. between N.E. 73rd St and N.E. 70th St, pedestrians will have safe non vehicle connectivity from Bridle Trails Shopping Center on N.E. 70th to Rose Hill Shopping Center located on N.E. 85th. The 128th Street pedestrian corridor will have connectivity to the 80Th street Pedestrian corridor and to the Cross Kirkland Rail corridor. Now is the time to stop talking about Multi modes of transportation, and start doing it! Save 80th St for people, Buses, bikes, strollers and the schools	Crosswalk Improvement	South Rose Hill
226	NE 80th Street and 120th Ave Ne. Add turn signal on traffic signal at NE 80th St and 120th Street intersection. Traffic backs up to 122nd Ave NE on west bound NE 80th Street due to no dedicated turn into Lake Washington HS	Intersection Improvement	South Rose Hill
227	N.E., 75th Street, just east of 122nd Avenue NE.Construction of the new Lake Washington High School on N.E. 75th Street has changed traffic patterns for vehicles and pedestrians. Conflicts occur on N.E. 75 Street as there is no sidewalk in the 12200 block and students must walk in the narrow roadway to avoid the many residents' vehicles which park on the undeveloped shoulder of the road. Vehicle and pedestrian traffic has increased due to the vehicle drop-off along 75th and the fact that the 80th Street entrance is five blocks away from the actual classrooms at the new school. Thank you. Deirdre Johnson	Walkway or Sidewalk Improvement	South Rose Hill
269	Do you know when the sidewalk out in front of my home will be installed and completed? There has been markings on the grass for the future sidewalk. Also is there someone I would speak to to find out if the paving will connect with my driveway?	Walkway or Sidewalk Improvement	South Rose Hill
351	I'd like a fitness course set up in South Rose Hill Park—kind of like the one at Crestwoods.	Park Improvement	South Rose Hill
352	I'd like a fitness course set up in South Rose Hill Park.	Park Improvement	South Rose Hill
353	I'd like to have a little fitness center built in South Rose Hill Park, so when I do my pull-ups, push-ups and dips, I'm not freaking out the mothers of little children, while using the swing set and the play structures. Thank you.	Park Improvement	South Rose Hill
76	On Totem Lake blvd ne there are stores located on the west side of the street along the freeway. At this time there is no safe way for pedestrians to cross the street to these businesses. The only way for a pedestrian to reach these businesses is to cross a very busy 5 lane street. A crosswalk would help greatly with this problem. Thank you for considering this project.	Crosswalk Improvement	Totem Lake
145	There are stretches of 120th between NE 112th and NE 116th that also have no sidewalks, I hope that similar improvements are planned for those as well.	Walkway or Sidewalk Improvement	Totem Lake

158	Between NE Totem Lake Way and NE 126th Pl. Connect NE Totem Lake Way with NE 126th Pl. and make the entire stretch between 120th Ave. NE and 132nd Ave. NE at least 3 lanes with sidewalks and bike lanes. The Totem Lake area needs as many circulation and infrastructure improvements as possible. The path for this road is currently undeveloped. The circulation for all modes of transportation will be improved in the entire area.	Other	Totem Lake
159	NE 132nd underneath the I405 overpass. Please fix the surface both east and westbound, although westbound is the worst.	Other	Totem Lake
160	Totem Lake Blvd between Totem Lake Mall and Mall strip against highway. The parking lot for the smaller mall kiosk across from the Totem Lake Mall often is overpacked with cars. Customers then must park across the street and then cross the busy street to a parking lot, with no sidewalk, to get to safely. You have to walk in and out a driveway that is always being used. Anyway we can get a crosswalk put in so that customers of RadioShack, Verizon GoWireless, Vern Fonk, State Farm, and Vortex music can park and get here safely? Thanks	Other	Totem Lake
165	ne 124th st & 405 overpassHello, I was wondering if there are any plans to replace and or fix the 124th st. overpass in Kirkland above 405? The gaps from the street to the bridge itself are getting worse and the rippling of the asphalt on the westside of the bridge have been there for at least seven years, since I moved to the Totem Lake neighborhood. It seems like your office is aware of the situation since every now and then the state/city (?) attempts to fill in the cracks like pot holes, but it really does no good. Thanks for your time, Richass.	Walkway or Sidewalk Improvement	Totem Lake
166	Construct sidewalk on west side of roadway connecting to existing and new sidewalks to the north and south of the cross Kirkland corridor. <a href="http://goo.gl/maps/IFEga">http://goo.gl/maps/IFEga</a>	Walkway or Sidewalk Improvement	Totem Lake
203	NE 132 Street between 116th Avenue NE and The pavement condition on NE 132nd Street under SR 405 has deteriorated significantly and is in need of resurfacing. In addition, the traffic signals at 116th and Totem Lake Blvd. are in serious need of coordinated timing, especially during the p.m. peak traffic. Totem Lake Blvd.	Other	Totem Lake
210	Totem Lake Blvd Embankment Failure (landslide). Northbound lanes, southeast of 120th Ave NE, adjacent to Totem Lake Wetlands. The road embankment is sliding into Totem Lake. Continuing to patch the road surface with layers of asphalt will not fix the problem, but actually contributes to the problem. There needs to be a geotechnical investigation to determine the best repair method, such as a structural earth wall to provide adequate lateral support for the embankment.	Other	Totem Lake
211	Rechannelize Totem Lake Blvd from NE 132nd St to 120th Ave NE to provide bike lanes in both directions. This would connect the bike lanes on 124th Ave NE almost completely with the bike lanes on NE 132nd St and also connect with 116th Ave NE which is a good route through a neighborhood to NE 160th St. The remaining section of Totem Lake Blvd from 120th Ave NE to NE 124th St would need to be widened to add bike lanes.	Bicycle Improvement	Totem Lake
243	132nd Street at 121 Ave NE. I walk & cross 132nd street at 121 Ave NE to go to work at Evergreen. The crosswalk needs to be repainted. Its dark there & very little marking. Cars do not see me & won't stop. How can I get those push button lights across the street installed and one of the hanging crosswalk signs (like the ones on 124th Ave)? There's a bus stop there too so lots of people cross there & it's very dangerous.	Crosswalk Improvement	Totem Lake
248	I use 124th Ave NE & NE 124th Street in Kirkland as my one of route coming home and sometimes I do take that same road going to work if Hwy 202 is busy. My main complaint with DOT is the rail road tracks are mended in a bad shape. I am not sure what the plan was but who every you hired had done a horrible job in laying those tar pavement over.  Recently, 124th street was paved along the way from NE 124th Street all the way to Slater Ave. You stripped off old road and paved a new one, that road had few pot holes and absolutely did not needed any work done, but you decided to waste our tax dollars where it was not needed! You failed to fix the track that the cars, trucks and anything that goes over it, one wonders if all the parts are still there or did I lose some on going over it. My tires, struts, and shocks absorbers and brakes are taking a toll on the car, and I need to know who should I send the bill for repairs?	Other	Totem Lake
262	Public Safety Building and Studio East	Crosswalk Improvement	Totem Lake
263	11605 NE 116th. As follow-up to my phone message, my question to you would be whether the crosswalk (assumed to be temporary) installed during the construction at the 116th ST and I405 interchange could be made permanent. The crosswalk is just to the west of our location at 11605 NE 116th, and was very convenient and safe for our staff who take the bus (there is a bus stop adjacent to the crosswalk) or who park across the street for our weekend business. The next closest crosswalk is at the 405 interchange – about a half mile walk instead of a 50 foot one.	Crosswalk Improvement	Totem Lake

268	NE 118th Street. Is the city planning on installing pedestrian crosswalks on NE 118th St? There are 2 children-centered businesses across NE 118th from the new public safety building (Christ Church Kirkland's school and Studio East) and many children and parents cross 118th on foot to get to Fred Meyer. I am concerned about their safety with the additional traffic to and from the new public safety building.	Crosswalk Improvement	Totem Lake
279	The five-way controlled intersection. Traffic mobility has suffered ever since a fifth, SE (transit center) approach to this intersection was created and "right turns on red" were prohibited for all other approaches 24x7. First, install illuminated NO RIGHT TURN or NO RIGHT TURN ON RED signs that would be activated by the existing detector loop in the transit center approach to the intersection. For the majority of signal cycles, where no bus is waiting to enter the intersection, the lighted signs would be dark, and normal right turn on red rules would apply. Second, remove the static NO RIGHT TURN ON RED regulatory signs that now anger citizens and discourage Totem Lake commerce. Third, enjoy the huge boost in public confidence that this relatively minor change would score for the City.	Intersection Improvement	Totem Lake
300	Traffic mobility has suffered ever since a fifth, SE (transit center) approach to this intersection was created and "right turns on red" were prohibited for all other approaches 24x7. First, install illuminated NO RIGHT TURN or NO RIGHT TURN ON RED signs that would be activated by the existing detector loop in the transit center approach to the intersection. For the majority of signal cycles, where no bus is waiting to enter the intersection, the lighted signs would be dark, and normal right turn on red rules would apply. Second, remove the static NO RIGHT TURN ON RED regulatory signs that now anger citizens and discourage Totem Lake commerce. Third, enjoy the huge boost in public confidence that this relatively minor change would score for the City.	Intersection Improvement	Totem Lake
328	Hi, I am a resident of Redmond, but just across the boarder from Kirkland on Rose Hill. I am avid cyclist and very excited about the Cross Kirkland Corridor Trail system. I am wondering if you have discussed an interconnection with the Sammamish Trail system via the 100th St I-405 Pedestrian overpass? This would have the potential to connect Redmond and Kirkland via the Powerline Trail system and/or the new trail system being developed by the City of Redmond along Willows Road. Just wondering if there has been any planning in that direction and if so, what is the plan?	Bicycle Improvement	Totem Lake
339	Traffic mobility has suffered ever since a fifth, SE (transit center) approach to this intersection was created and "right turns on red" were prohibited for all other approaches 24x7. First, install illuminated NO RIGHT TURN or NO RIGHT TURN ON RED signs that would be activated by the existing detector loop in the transit center approach to the intersection. For the majority of signal cycles, where no bus is waiting to enter the intersection, the lighted signs would be dark, and normal right turn on red rules would apply. Second, remove the static NO RIGHT TURN ON RED regulatory signs that now anger citizens and discourage Totem Lake commerce. Third, enjoy the huge boost in public confidence that this relatively minor change would score for the City.	Intersection Improvement	Totem Lake
356	The intersection of 124th Ave NE and NE 120th St desperately needs a right turn lane from SB NE 120th to WB 124th Ave NE (next to the old Arco station). I often have to wait three lights just to get across the intersection.	Intersection Improvement	Totem Lake
374	Encourage and facilitate the use of bicycles, electronic bicycles, and other electronic transportation devices along the Cross Kirkland Corridor Trail. Electronic Bicycles are catching on as a way to get people involved in transport that is clean, efficient, and healthy. They allow people to rely on bicycles as a primary transportation method more easily by allowing for more rapid transportation than a standard bicycle and not having to be extremely fit in order to operate the device in the first place. To encourage the use of bicycles, and other small personal electronic transportation devices (not sure what those would be) the first step would be to explicitly allow these devices to move along the Cross Kirkland Corridor as well as respect an established speed limit, to be determined by safety concerns, within the trail. Additionally, recharge stations at bicycle rack locations around key locations would allow people to lock and secure their bicycles and charge it their batteries while they work, shop, eat, or visit friends and family around the community. The end goal of is to encourage individuals to opt for bicycle transportation, to increase efficiency in bicycle transportation, to provide an additional safe method to utilize bicycles and to decrease the amount of automobile traffic within the community.	Bicycle Improvement	Totem Lake
388	why isn't the cross Kirkland train connecting the sammash trail? Why isn't it connecting to the trail Redmond is building along Willows Road? Why is the cross Kirkland trail not being continued along the old railroad bed up to Woodinville?	Other	Totem Lake