

## **Responses to the question:**

**Tell us more about anything that would make walking in Kirkland easier for you.**

**Subjects could include:**

- **Any walking/running issues you've always wanted to comment about.**
- **Questions or comments about walking facilities or programs.**
- **Things that you've seen elsewhere that you would like to see in Kirkland**

## **CROSSWALKS**

1. Sidewalks and crosswalks are not lit. Lighting is for the cars and the road, not for people walking or running.
2. It is still quite dangerous to cross any street where a car can turn right into pedestrian traffic – Intersections in Europe have a "pedestrian only" light – all road traffic is stopped... and pedestrians can cross diagonally – so much safer!!
3. The city prides itself for crosswalk safety. I wish it took other pedestrian issues half as seriously. These issues should be corrected before funds are spent on other "nice-to-have" items such as bike lanes, equestrian paths and the like.
4. This probably shouldn't be the absolute highest priority, but I really love those easy-to-use walk/don't walk lights and controls at Lake and Kirkland. The button is easy to push, you don't feel like you need to push it multiple times "just to be sure", and there's a real sense of security knowing how much time you have to cross.
5. Many cars do not stop at an intersection when making a right turn at a red light. People crossing with the green light are at high risk of being hit. At night I wear reflective gear and have red blinking lights for my dogs but still drivers are inattentive.
6. The flashing lights that are currently installed at the crosswalks on 100th between 124th and 132nd and on 124th would be great to have everywhere. They're more visible than the flags.
7. I really wish the crosswalk policy would be enforced on 116th (and elsewhere). There are more cars that will try to beat me to it than will stop. I think it needs to start being ticketed before someone gets really hurt.
8. More crosswalks with the flashing white strip lights along the walkway that give drivers visibility especially in low light situations (evenings).
9. Really well marked crosswalks, like with a sign over the road that cannot be missed.
10. I like the crosswalk/flag program. The crosswalk lights (in the pavement) are VERY effective; I wish we had those more places.
11. Ped. Flags are great.
12. Thank you for installing in-pavement crosswalk lights!
13. Some crosswalk waits are very long. While no one wants to make traffic worse by having signals more responsive to pedestrians, even weekend waits at crosswalks are too long (especially in winter). Why would I walk if I have walk down a narrow sidewalk or shoulder where drivers don't mind speeding through puddles to soak you, and then having to wait several minutes for the signals to change?

14. I think that downtown Kirkland has done a wonderful job to improve pedestrian safety with their crosswalks, curb extensions and pedestrian flags. The City of Kirkland seems to be very proactive concerning pedestrian safety
15. Crosswalk blinking lights and flags.
16. Flashing lights at pedestrian crosswalks very helpful; not enough public trash receptacles.

## **ENFORCEMENT**

1. I would like to see Kirkland have more police presence to cite drivers speeding and ignoring crosswalks and being distracted talking on cell phones. I know that the city of Bellevue does a good job of monitoring speeds so that drivers are more cautious and less likely to speed. This makes for a much more pedestrian friendly environment.
2. I think there should be more flashing crosswalks in high traffic areas and even better police patrolling show drivers it's serious to not stop for pedestrians in a crosswalk. I used to run along Lake Washington Blvd between the intersection with Lake Street and Downtown and many cars would pass before someone would stop, especially at the non-flashing crosswalks (and even the flashing ones it's hard to get people to stop sometimes!)
3. I really wish the crosswalk policy would be enforced on 116th (and elsewhere). There are more cars that will try to beat me to it than will stop. I think it needs to start being ticketed before someone gets really hurt.
4. Drivers are not courteous to people trying to cross the street. I have often stood at the crosswalk while up to 6 drivers drive by and do not stop. The flags and flashing lights help a lot. Maybe if tickets were given (I'm sure hard to do) or if there could be more emphasis on educating drivers....? More policing of motorists who ignore pedestrian crossings i.e....central and parkplace
5. More bike lanes and wider sidewalks. Harsher penalties for motorists that don't yield to pedestrians. Turn the railroad into a bike/walk/run trail like the Burke Gilman. Better cycling connections from Kirkland to Redmond. Improve connection from Juanita to downtown Kirkland to accommodate bicycles pulling children in trailers. My wife and I wouldn't even need to own a car if we could pull a trailer from Juanita to downtown Kirkland safely. The residential connection west of market has hills that are too steep for pulling a trailer up. Market is gradual enough, but there isn't enough room to safely pull trailers.
6. More enforcement of leash laws and dog poop offenders, education for owners.
7. Do something about aggressive drivers. Make pedestrian crossing more visible to drivers. Even I have a hard time noticing pedestrians crossing in some areas.
8. You need to enforce your pedestrian safety laws. It's not enough to just put up signs. If cameras can catch red-light violators, they can catch motorists who fail to yield the right-of-way to pedestrians in crosswalks.
9. Enforcement of crosswalks along Lake Washington Blvd particularly on the south end. Cars don't stop for people in crosswalks. I personally regularly have to wait for 20-30 cars to go by while waiting to cross until some stop. I believe there should be light up/flashing crosswalks along this section.
10. Have more police handing out tickets to the drivers that don't stop at crosswalks even when the crosswalk lights are flashing, and when you have an orange flag in your hand!

## **SIDEWALKS**

1. One thing that has been annoying me is somebody installed a pointless sidewalk along a very quiet road around the side of ICS on 62nd between 111th ave and 111 Pl. I find it a pointless sidewalk it was perfectly safe without it considering there is so little traffic along that street and it doesn't go anywhere. I think it was a pointless waste of money so please don't go adding anymore of these pointless sidewalks that last for 1/2 a block. To put it in the workers had to move the whole road moving onto the other side where there was grass that could have acted as an adequate sidewalk.
2. Also, while there are sidewalks all along 10th Ave east of market, they are buckled and difficult to run without tripping. So better maintenance of the existing sidewalks.
3. A sidewalk in every residential neighborhood.
4. I would like for Kirkland to have a long range plan to complete unconnected sidewalks. I am somewhat dismayed that new housing developments don't seem to have to put in sidewalks anymore.
5. Fix lumpy side walks. Keep trees from overtaking sidewalks
6. It would be nice if sidewalks were continuous and didn't switch from one side of the street the other.
7. Do it right. Curb and planting strip, plus a wide-sidewalk makes it much more comfortable to walk
8. We need more curb, planting strips and sidewalks. This is the safest and they are the most attractive. Gravel and asphalt paths do not last as long and are not as stable. The curb and planting strip provide the walker with protection from traffic.
9. The patchwork of sidewalks in Kirkland is very frustrating. You require new developments or remodels to put in a stretch of sidewalk that connects to nothing. Several major arterials such as 124th Ave NE require you to walk in a bike path/roadway. Sidewalks that start and stop on different sides of the street.
10. Santa Barbara, CA, has lovely wide sidewalks. Very conducive to locals and tourists strolling around
11. Please, please, please, put in sidewalks throughout west of market – with consistency! Some new houses put them in, the one next door does not. Makes no sense, looks ridiculous and is unsafe!
12. ALL More sidewalks.
13. The streets need sidewalks!!
14. Wider, more continuous, sidewalks with a buffer (space, grass etc.) between walkers and traffic.
15. Consider non-concrete sidewalks - a soft shoulder is way better for runners and it doesn't have nearly the expense or environmental impact
16. Sidewalks that accommodate two people walking side by side would be nice
17. This is a big opportunity that just takes time to work through. More sidewalks, even gravel is better than perfect, concrete
18. Removing poles and other items out of sidewalk e.g. the north sidewalk on NE 68th. west of 116th Ave NE.
19. More sidewalks and designated areas for walking and running.

20. Stop putting in sidewalks. They destroy the character of many neighborhoods. Sidewalks only belong along busy streets and in commercial areas. They aren't needed in residential areas.
21. Uneven sidewalks (VERY poor initial construction leading to tree roots upsetting sidewalk after only a few years) Light poles, mailboxes, street signs, and other "objects" that suddenly "appear" in the middle of a sidewalk (can not even imagine what that does for the visually impaired) Poor planning of sidewalk requirement. One example, new development on both sides of a small dead end street. Side walk required on both sides. Likely overkill. Better to use that "developer money" and fund a sidewalk where it is really needed and makes sense (area that has NO side walk). There ought to be a connection from Lake Avenue West, up, via steps, to NW end of Heritage Park since there is city owned property connection both parks. Lake Avenue is far too nice to be left "as is" (dead end w/o pedestrians) Pedestrian crossings that are VERY brightly lit at night (think there's at along 116th Street) A "pedestrian" plaza/piazza in downtown Kirkland where "pedestrians" could gather and relax. Best location would likely be the infamous parking at Central Way and Lake Street. In general, Kirkland drivers do stop for pedestrians at cross walks (at least in downtown core)
22. I would like to see more access sidewalks like I've seen in Mill Creek. These are short segments that allow pedestrians (but not cars) access through a block of residential housing. There are many dead-end cul-de-sacs around the perimeter of various large blocks of land. Cars drive all the way around the huge block, but pedestrians (and bikes) could save time and stay off of main commuter roads if they could get through these big blocks via other routes.
23. Sidewalks in core downtown area (Lake Street/Central Way, etc.) are narrow and cafes/restaurants want outdoor seating. If Lake St were more like Park Lane (maybe even more restricted) it could make a much more attractive walking/dining/congregating area for everyone. Business owners could have more room, restaurant/cafe customers would be more comfortable outside (not right on the sidewalk), and there would just be more room for more people. Traffic would have to be diverted, that part is problematic but it is probably a solvable problem
24. Pavement quality on roadways adjacent sidewalks is important to me, especially during rainy weather. Potholes that fill with water can often come close to soaking me as I walk to and from work.
25. In Eugene Oregon, they have a system to make the sidewalks cross at grade with driveways by bringing the sidewalk away from the street before it crosses.
26. Sidewalks at driveways used to be and still sometimes are designed for vehicles rather than pedestrians. They slant down to the street. Some newer ones are almost like curbs they dip so sharply and/or unevenly. In Eugene, Oregon they have used a design strategy that accommodates both pedestrians and vehicles at driveways.
27. Wide sidewalks in high use areas, especially where there's no bike lane (because bikers use the sidewalk).
28. Kirkland has done a great job. We just need more stroller friendly sidewalks in the outlying or neighborhood streets

29. Require proper sidewalks on all streets – especially on 85th, and around the state park.
30. Replace downtown sidewalks with a better surface material

## **OBSTRUCTIONS**

1. Please require home owners to trim back their bushes and thorn bushes.
2. Keep the sidewalks free of vegetation growth and overhanging trees. This is especially noticed on the east side of Lake Washington Blvd south of Carillon Point. In some areas walkers must walk in single file or one person in the bike lane.
3. Keep the sidewalks clear of debris and keep the trees and vegetation trimmed so that they do not require that we walk out to the street to get around them.
4. Force home owners to trim their plants. I am sick of being attacked by roses and blackberries and not being able to walk side by side because ivy is taking over.
5. Trees and bushes need to be trimmed back so walking on sidewalks can be done without having to duck under limbs or veer around tall grass/weeds, etc.
6. Sidewalks overgrown, sidewalks designed so that every driveway has a ramp for walkers, runners to drop down and then up again. Very irritating on Ne 70th St.
7. Trimming sidewalks is a BIG problem. Many sidewalks have overhanging or overgrown vegetation that obstructs. We need more education about trimming sidewalks (in utility billings?) and tougher sanctions (fines!) for people who don't comply.
8. There are many places on our walks where shrubs are significantly encroaching on the sidewalks, sometimes covering more than half the width. I would greatly appreciate the city having staff cruise key pedestrian routes, particularly near schools, and providing notices to homeowners to trim shrubs. If not remedied within a reasonable period, the city should proceed with trimming and charge the homeowners a defined fee.
9. Safer approaches to the walking bridges across the highway. Maybe lighting or clearing of trees/brush?
10. I would like to see the city enforce side walk maintenance throughout Kirkland. In the East of Market neighborhood especially, there are many residents who allow their plants to completely overgrow and block sidewalks, making them unpassable. One must walk on the street to avoid these shrubs/trees/bushes.

## **OTHER STREETS -SPECIFIC**

1. Enforcement of cross walks along Lake Washington Blvd particularly on the south end. Cars don't stop for people in cross walks. I personally regularly have to wait for 20-30 cars to go by while waiting to cross until some stops. I believe there should be light up/flashing cross walks along this section.
2. The sidewalks along Lake Washington Blvd can be crowded at times. I have been forced to run in the street. There's not much one can do about this though!
3. Running on Lk.Washington blvd along the lake is difficult due to pedestrian traffic, strollers, dogs on leash, etc. This area would benefit from a wider 'board walk' with lanes for walkers, joggers and bicycles.

4. walking along lake washington blvd in the summer it is so loud from all the motorcycles and cars it is impossible to hear music, even through headphones, or carry on a conversation. the detours off the main sidewalk down to the water are a great relief.
5. The sidewalk along Lake Street needs to be wider
6. This probably shouldn't be the absolute highest priority, but I really love those easy-to-use walk/don't walk lights and controls at Lake and Kirkland. The button is easy to push, you don't feel like you need to push it multiple times "just to be sure", and there's a real sense of security knowing how much time you have to cross.
7. Would like to see prompt relamping of street lamp burnouts especially in high traffic walking areas. I walk along Lk WA Blvd from Northup to downtown every night. Sometimes during the winter it will be 2 or 3 months before anyone relamps burnouts, it can get quite dark and somewhat dangerous footing at 8:00 pm in December!
8. Crosswalks on 85th near Peter Kirk Park and Park Place. Even with the measures in place, I almost always have multiple drivers cruise right through the crosswalk even when the lights are flashing. The entrance to Park Place from 85th is also tough to cross.
9. Better lakefront connection to Park Place
10. A very dangerous crossing is at NE 60th St and 108th Ave NE. Cars do not stop for the crosswalk. This crosswalk is used by general walkers, school children, and people going to the nearby bus stop. Also, I have almost been hit by cars passing stopped vehicles (especially a bus) at the crosswalk
11. NE 124th Street and 100th Ave NE signal, at the north-east corner of the intersection. Seems that lots of drivers taking a right onto 100th from 124th never/rarely look to see if there is someone trying to cross the street either going south or west from the NE corner, even when the pedestrian has the right-of-way.
12. From a driver's view coming down 124th, there is some planted vegetation that blocks the view of someone wishing to cross the sidewalk westbound from the NE corner. Clearing or lowering this vegetation may help increase visibility for those pedestrians. In addition, on NE 124th Street west of I-405 there are a series of crossings with signals. Most of these have lights at ground level that flash when a pedestrian wishes to cross. I found that these can be very difficult to see from a distance, especially if other cars in front are blocking the view, or if driving towards the sun. One of these crossing however just had overhead flashing lights installed. These are way more effective as you can see these from a very great distance, even if you are driving towards the sun. I would strongly recommend replacing or supplementing the ground signals with overhead signals
13. I walk the same loop every day. The only problem – but a very consistent problem – is crossing NE 116th St. at the existing pedestrian crosswalk near 113th Pl NE. Many cars do not wish to stop. If the first 2 cars in a line of cars ignore the flashing lights, then everyone will ignore them. However, if we step off of the sidewalk into the crosswalk, most cars will realize that they can't pretend we aren't there any longer and they stop immediately. What is the problem? Do the lines of cars have difficulty seeing the lights? Does the law say that they \*must\* stop or that they \*should\* stop? Is there any penalty for ignoring the lights? Both the street and the crosswalk are heavily used – particularly around lunch breaks. Can something be done?

## **DOWNTOWN**

1. A better walkway from the downtown marina to the lakefront walking path – so you don't have to walk through downtown.
2. Clear-up the mess of traffic and ped's around the Wednesday market.
3. Cars at 4 way stops are concentrating on whether of not it is their turn and not paying attention to walkers. I'd rather see traffic lights downtown.
4. A less retail / pedestrian crowded way to get through downtown Kirkland would be nice. As a runner, I always get jammed up coming into downtown Kirkland along the lake (my beginning/end point is at Carillon Point) and wish there was a side-trail behind the businesses that would cut out to and connect with the park sooner.
5. More free, public parking just outside the downtown area to encourage walking around downtown
6. We would dearly like to see the downtown portion of Kirkland (along Lake Street) be permanently blocked off to all forms of moving vehicles - it is quite common in progressive communities - for example Pearl Street in Boulder. The "mall" area of Pearl Street in Boulder is very much similar to what is in downtown Kirkland - and the eclectic and environmentally sensitive nature of downtown Boulder and downtown Kirkland seem comparable.
7. At the four way stop at State Street by the library it is hard to cross in any direction safely during peak traffic hours. I don't have a solution to that one except to put in a traffic signal.

## **JUANITA**

1. There is no sidewalk down Juanita drive - it is very frustrating that if I want to run near the water I have to go downtown and fight the pedestrian traffic. It would be really nice to have sidewalks up North along Juanita Drive.
2. Would be great if there was a pedestrian/bike path from 132nd near Juanita HS to 124th near QFC
3. My husband and I are retired, as are some of our neighbors. We walk for exercise and to maintain good health, and for the fresh air. It is somewhat scary to have to walk in the street where there are no sidewalks, when the traffic is moving quickly. We live in the Juanita area, north of 124th Street, and frequently walk to Starbucks at Juanita Village, via 93rd Avenue. The stop sign at the southeast corner of 93rd Avenue and 124th Street is ignored by drivers more than half the time, and is dangerous for pedestrians. I wish the police would stake it out sometime – there are a lot of short-cut drivers using that route.
4. Juanita Bay Park and Juanita Beach Park - Another possible solution, though not so attractive, would be to provide a safety barrier between the roadway and the sidewalk. This could perhaps be a temporary solution until the corner properties are redeveloped or right-of-way negotiations accomplished. Another suggestion is to reduce the speed to 25 mph (with an illuminated digital sign) until well clear of the old bridge. Then returning the speed to 35 mph. There was an accident a year or so ago at the bend in Market Street where a car went straight towards the old bridge rather than turning and took out a light standard. Luckily no pedestrians were on the sidewalk or bridge at that time. A repeat of

- that incident or a swerving vehicle in that section of roadway could lead to tragic consequences.
5. I live near Juanita Bay. In this area there are no long running paths from my home, just lots of pavement around 116th and 124th, unless I want to drive to a park. It would be nice if there were "natural" or running paths not just cement around this area of town.
  6. The medians and plantings in Juanita are not as scenic or maintained as the ones in downtown Kirkland
  7. Connections so we can walk to Fred Meyer, McDonalds. I believe there will be a walk way over I5 but it is still under construction. There are a lot of people riding buses with more when the transit center is finished.
  8. In the summer - I like to walk from Juanita to DT Kirkland. JB Beach is a lovely park, and only getting better, JB Park has awesome paths as well, but you are forced around the busy, dirty polluted intersection to get from one to the other. It would be awesome if you could work with the property owners in-between for an easement through the parks or along the water. Also more distance markers, or maps with every 1/4 mile marked?
  9. I'd like a walkway on the edge of the Yarrow Bay wetlands. No need to enter the wetlands, but it would be a nice neighborhood walk with some viewpoints along the edge.

### **OTHER NEIGHBORHOODS SPECIFIC**

1. Add pedestrian flags at Market & 11th.
2. Asphalt path walking routes work as well as concrete, especially where there is none. Recent large stone shoulders put in Norkirk have been problematic for walkers, joggers and pets who find it uncomfortable so walk on paved roadway instead.
3. I would like a bench or two on 128 NE on the hill from NE 90 to NE 85.
4. Sidewalks in neighborhoods and between neighborhoods. It is difficult to get around Kirkland without driving -After 3 years of living in North Rose Hill, we are planning on moving to a more pedestrian friendly city.
5. Pedestrian overpasses over busiest streets (like NE 85th)\Central Way).
6. Need to build NE 90th St. ped overpass.
7. There are really very few sidewalks in the South Rose Hill neighborhoods. Why does Houghton get them all?
8. Would love to go downtown from Rosehill but too many missing sidewalks where there is lots of traffic, feels too dangerous. 100street overpass is great but once you get over sidewalks to downtown are missing, same with NE 124th and 80th street overpass although traffic is lighter on 80th. Residents on the east side of 405 feel cut off from downtown because they can't walk safely, so we drive instead.
9. Removing poles and other items out of sidewalk e.g. the north sidewalk on NE 68th. West of 116th Ave NE.
10. It would be great to someday see a sidewalk along 6th Street from 85th to Houghton. Also, while there are sidewalks all along 10th Ave east of market, they are buckled and difficult to run without tripping. So better maintenance of the existing sidewalks.

### **WALKING**

1. I would like to see buffering between walking areas and streets. Walks that are safe but protected from traffic noise. Walks without steep hills, more accessible for non athletic walking
2. A public awareness program to help make walking safer.
3. Night walking is difficult because of unsafe sidewalk Our area is too large and spread out to facilitate walking as a means of transportation ofr errands, shopping etc. Businesses are typically grouped far from the housing. Small businesses need to be able to move into neighborhood areas, similar to Europe. Small markets, bakeries, coffee shops, etc could be accessed by walking if they were closer to the housing. If they're not close... we drive! conditions.
4. Maps and other general public information showing newcomers walking/run paths including pedestrian connections and transit connections throughout the City.
5. Overall I'd have to say there is little to complain about, it's a pleasure walking nearly everywhere in Kirkland. Thank you for the hard work
6. I'd love to walk for exercise, but there's really nowhere to do that safely close to my house. I'd really like to see the City develop the cross-Kirkland trail.
7. If you want to encourage walking make it comfortable and easy for walking.
8. I wasn't aware that there were walking programs in Kirkland
9. More walking/running routes that are laid out - similar to the Marina Park and Lake Ave. route that has signs and markers. I am especially interested in routes that connect the different neighborhoods
10. Perhaps more promotion/publicity about good places to walk in Kirkland – e.g., suggested walks. I know about the Kirkland Steppers program, but perhaps wider dissemination of good walking areas that one could do on one's own?
11. I would love to find a way to connect with other walkers in my neighborhood - is there some kind of bulletin board on the city website we could use? Or perhaps through the neighborhood association?
12. Be aware that most walking is about function, not recreation. People walk to the business districts, to the library, to the post office, they walk their dogs, they push their kids in strollers, they exercise. Picturesque pathways are great but what we need is city planners trying to entice people out of their cars!

### **PATHS/TRAILS**

1. It would be nice to have a green space trail system that connected some of the larger parks together.
2. A running trail along the railroad would be \*excellent\*. Running trails in general would be good - softer even surface and wider so you can pass with two way traffic - look at Burke Gilman - why don't we have some trails that hook up directly with that?
3. Remove the rails and install a trail!
4. Walking path where dinner train goes.
5. I'd like to see more pathways independent of streets -between vehicular dead end areas that also cut off walking access to parks etc.
6. I think having a system of trails connected through the city would enhance Kirkland's appeal considerably. Our neighbors in Redmond and Bellevue have good examples to consider.

7. More trails
8. More running/walking trails would be great but more importantly would be to finish putting sidewalks in the neighborhoods so kids can safely walk and play off of the street. Only part of West of Market has sidewalks
9. Complete walking / biking path on 116th.
10. Would be cool if we had our own Gilman type trail
11. I would love to see a maintained trail-walkway that would run east of 100th street down the gully and onto Willows Road. This would provide a green access to the river trail in Redmond and Redmond's services. There is a trail at the very west end of 100th ST that works down the hills of the Highlands area, but it is poorly maintained and very slippery in the winter. What about a complete east/west corridor between Kirkland and Redmond? A little inter-city cooperation perhaps?
12. More walking paths that were not along busy streets would be nice. I like to take my infant son for walks and to go anywhere besides residential areas, we're walking along busy roads with lots of traffic, noise and exhaust. A lot of the residential areas typically have winding roads that lead to other winding roads and dead-ends.

## **OTHER**

1. Also off leash pets. We had a problem with a Pitt Bull/Boxer mix running out of his yard across 132nd attacking our dog, which was on his leash, with my daughter and me withing feet of the skirmish. One of his trips over 132nd he was hit by a car and ran back home and they finally put up a gate on their property. But there are others that let their dogs run the park unleashed. Our dog was traumatized by the above dog so is afraid and leary of other dogs now.
2. a place to run dogs, it would give a location to walk to and something to do when you get there.
3. I walk my dog all around Kirkland. Doggy bags in PK park please.
4. I would love to see an off-leash dog area or specific times and seasons for off-leash somewhere. Kirkland is rightly admired for its parks, yet we go to Medina or Redmond for an off-leash park
5. Better accommodations for dog walking vs. people walking
6. School zone signs should read "20 MPH when flashing" or "20 MPH from 8am - 4PM". I find that signs that say "when children are present" get ignored because 1.people look briefly for a kid then zoom through or 2. They don't consider high school age a child and zoom on through. (I live by BEST High School)
7. I am also wondering if either a "when lights are flashing" sign could replace the "when Children are present" for the numerous schools along 108th. Or a stop sign at the intersection where the Metro stop coincides with students crossing for BEST. Too often I see students (not perceived by some drivers as "children") trying to dash across the street there as cars cruise through at or above the non-school-zone limit.
8. Easier path from the highlands to Peter Kirk school
9. Roofed bus shelters would make a difference
10. Rude bus drivers ignoring traffic in high congestion areas

11. Let's have a running lane rather than a biking lane. Bikers, although they help our environment seem to think they have special privileges to the road and do not obey or observe traffic signals while they are in turning lanes or regular lanes of traffic. I say we have bikers start paying an annual license fee to use bike lanes. If they want to be on the same road as a vehicle and in traffic in front of behind cars and get the respect they are demanding from drivers then they can pay a \$50 annual license to do so.
- 12.** Bike Paths need to be used for bikes, leave the sidewalks for the people
- 13.** Would like to see the BNSF rail acquired and converted to a walking/biking path. Would provide great recreation and connections to other regional trails. Future use for transit would be a bonus.
- 14.** Bikers and walkers often have to share the space. Would like that separated. More and more bikers and they go fast
- 15.** Bikes do not have priority over automobiles. DO NOT improve biking at the cost of automobile traffic EVERYONE drives cars year around. Only a few ride bikes year around.
16. More lighting on neighborhood streets to increase safety & increase number of options to walk in the winter
17. Some side streets have inadequate lighting.
18. More lighting on neighborhood streets to increase safety & increase number of options to walk in the winter.

## **GENERAL**

1. On I-405 North Exit 18 the direction of NE 85th is incorrect, thus trucks & cars seeking the NE 85th St. corridor (for the first time), turn west and end up in the downtown area.
2. Traffic lights are designed for motor vehicles, not pedestrians. One must push the button well before the next light change to get a walk sign and then the walk sign almost instantly shuts off. A few better systems exist, such as at Slater & 120th where one can get a pedestrian walk sign during the vehicle cycle.
3. I commute from my home in Green Lake/University District (Seattle) to the Plaza at Yarrow Bay office complex where I work, daily. I try, as often as possible, to take the bus - because of traffic, and so I can get a good workout in twice a day. I frequently walk the mile-long hill on Points Drive from Lake Washington Blvd to 92nd Ave - much of this is within Kirkland. I also, when it is practical, walk NE 38th St, from Lake Washington Blvd to the South Kirkland Transit Center, and occasionally walk from the first bus stop in Bellevue on Bellevue Way into Kirkland, across the Bellevue Way/Lake Washington Blvd/SR 520 overpass.
4. Strategy for dealing with the driveways
5. Make signals better
6. Some kind of publicity program for people in cars to get them to be tuned in to pedestrians.
7. Ban the use of cell phones while driving :-).
8. Any way to minimize exhaust fumes is really appreciated - the more vegetation the better the air for us all.
9. I would like to see Kirkland resemble a European walkplatz; a place for people to gather and mingle away from automobile traffic.

10. Separate sidewalk from traffic with planter area or parking strip. For example, it's hard to walk NE 70th St from 116th to 132nd because it's so noisy and it feels like the cars are racing by you like you're going to get hit.
11. Glare from lights really detracts from night time walking and actually makes it harder to see, not easier. The large sphere lights on the docks are atrocious. Even the new lights put into Waverly Park seem to put more light into one's eyes than on the path. It seems like light fixtures are chosen more because they are cool looking or advertise themselves than for the functionality of lighting the path. There is lots of good info at the International Dark Sky Association at <http://www.darksky.org/>.
12. It's time to take out all the pedestrian buttons downtown and assume there are pedestrians waiting to cross every corner like they do in larger cities. (In downtown Seattle, the WALK comes on automatically.)
13. And what is up with putting speed bumps in the wheelchair curb cuts? It's painful watching moms with kids in strollers or old people pulling groceries having trouble with those dang yellow bumps! STINKY!!
14. I'd love to have more connected waterfront walks.
15. Work towards dual use of BNSF right-of-way - getting it into public ownership is critical.
16. I'd like the city to encourage landowners to put overhangs or awnings I think they are called downtown. I've been in other cities where the awnings are at every business and very deep and you feel perfectly comfortable window shopping. It would be much more pleasant to walk and shop downtown in the rain if I didn't have to dash from one awning to the next in some areas. Some are too small for two people to pass without one getting wet. Juggling an umbrella, my purse and shopping bags kills the mood. And if I get caught without an umbrella and it starts raining, I tend to go home.
17. I haven't seen this elsewhere but I think an "Everyone's Walking" or a "Pedestrians Take Back the Streets" event would be great! It could bring pedestrians out for a community-wide walk with people with a shared interest meeting each other, raise awareness of pedestrian issues, promote the health benefits associated with walking and provide "street-equity" to often infringed-upon walkers. This event could be held seasonally with walkers exploring the unique gifts of walking in each season and in different areas of Kirkland. Could be a great all-ages event.
18. I recently visited Asheville NC and noted that like one of our downtown streets, this city had some shopping areas where the location was limited to a one "one-way" auto lane and limited parking with only a change from brick to cobblestone to differentiate the Pedestrian and Auto areas. This was very much like in Village streets in Germany. Autos share these paths with pedestrians and gave up the "Right-of-way" to bikes and walkers. The pace is slow and most autos are left parked outside the Village center. The exception is for delivery vans active at only certain times of day. Walking is a joy in those Villages.
19. I have bad knees so walking needs to be on a level area, which is also conducive to wheelchairs, so I would like to be sure that any new trails are accessible. I prefer walks like Juanita Bay Park or Peter Kirk Park for just this reason.
20. Give more separation between cars and peds! like: provide planter strip add barricade or railing raise or move sidewalk away from streetsmake boardwalks in swampy areas

21. I would like to see restrooms that are open year round instead of honey buckets during the winter months. We walk all year and I hate those portables - they stink and there is no where to wash your hands. A small restroom in the neighborhood parks would help also. If there is a problem with vandalism, maybe people who need these facilities on a regular basis could get a key card or something so they can use them year round.
22. I also saw on one trip that a place had hand sanitizer instead of water and towels. It works pretty good and eliminates the mess of towels.
23. On a visit to North Conway, New Hampshire we noticed that the traffic is stopped in all directions at once and pedestrians can cross in all directions including criss-crossing. This eliminates pedestrians holding up traffic wanting to turn right or left. It seems like this would be a good idea in the downtown area of Lake Street and Kirkland Ave. Although I'm sure the joggers would have a problem waiting for the light to turn since some of them run across against the light (and I have seen pedestrians do that also).
24. Separate pedestrians from vehicle travel lanes, not by 5 ft bike lanes, but by planter strips and guard/hand rails. 2. Make sure that all crossings on arterials used by students to get to school have signals, median refuge strips, and whatever else is possible, to make them as safe as possible. My worst fear is hearing about children crossing busy arterials and getting hit by cars.
25. All parks should have restrooms open year round. If concrete is too expensive use asphalt.