

**Where are the most problematic locations for walking in Kirkland? Be as specific as possible**

As of August 16, 2007

**CROSSWALKS GENERAL**

"I run through Kirkland and walk children to school. I find that many drivers are going too fast or are too distracted to stop at cross walks."

Any street corner or crosswalk.

Drivers continue to ignore the flashing light on either side of the street). At night the flashing lights are great.

Driveways leading to the street are dangerous (drivers look for traffic, but fail to look for PEDS.

Many cross walks are still dangerous due to multiple lanes of traffic & poor visibility for drivers.

Lighted crossings are always out of order or pedestrian flags are missing

Anywhere there is parking close to a crosswalk. Vehicles take the vision away from traffic and the pedestrians.

Having to cross streets in Kirkland is scary--this is not a pedestrian friendly place.

Drivers are impatient, do not stay out of the crosswalks, and run stop signs, regardless of whether or not you are in the crosswalk."

Any pedestrian crossing streets that contains flashing lights, cars ignore the lights during the daytime placing PEDS at high risk (a high risk area is 116 Street NE and I believe 113, where there is an island

**SIDEWALKS**

1. Anywhere there are "lips" sticking up to trip and fall--even little one are potentially dangerous
2. Neighborhoods without sidewalks
3. Anywhere the sidewalks have "lips" that can cause falling down
4. Busy streets without sidewalks/pathways/shoulders
5. Lack of sidewalks in my area
6. When it is trash day, the sidewalks are not big enough to allow easy passage.
7. Everywhere there aren't sidewalks.
8. Regarding sidewalks, I really don't like the round-edged curb. You can't turn your tires against it and it makes people come up onto the sidewalk to park. If it's a safety reason for pedestrians, then people should learn how to walk safely on a square curb. Not too difficult, by the way.
9. Anywhere there is no sidewalk. I come from Europe and it's amazing to me that I have to walk in the road this close to a city.
10. In general, Kirkland is terrible for walking...no continuous sidewalk connections, sidewalks too narrow for the number of users, sidewalks adjacent to high speed travel lanes, no sidewalks in older developments
11. When the City tries to create/force the installation of sidewalks in many city neighborhoods, we wind up with a series of stop/start sidewalks which don't solve the pedestrian problem but do manage to destroy the natural character of many of

- our neighborhoods. I would recommend that the City focus its limited money, time and energy on the maintenance and safety of Downtown sidewalks."
12. "Sidewalks that end for no apparent reason please consider adding perimeter trails (non-paved) at schools"
  13. Any place where there is a safe path/sidewalk discontinuity on an arterial.
  14. I wish all the contractors building new homes were required to also build sidewalks
  15. Residential neighborhoods with patchwork of sidewalks
  16. Along many busy streets, there are not safe sidewalks, or in some places no or non continuous sidewalks. People won't walk if they feel they are not safe. I'd love to walk more to school, shopping, transit, etc., but am unlikely to increase my walking unless there are safe, contiguous sidewalks, especially since I have young children.
  17. "I really enjoy walking in my west of market neighborhood; however, the inconsistency of sidewalks is perplexing and unsafe. I don't understand why there are sidewalks some places, not others, and then ""here and there"" throughout my neighborhood. It would be easier to take my kids out for walks to the park etc. if we could be on sidewalks the whole way! We have been almost hit by a car on two occasions while not on a sidewalk and it is terrifying! (Corner of 16th Ave. W and 6th St. W both times)"
  18. The Lake Street sidewalk is getting too narrow and too crowded. I know it's hard, but we need to think of a way to widen it -- even six to 10 inches width would help. It's kind of tricky to get from Marina Park to Heritage Hall and back in the dark.
  19. Anywhere without a sidewalk or pathway.
  20. Large areas without sidewalks
  21. Lack of safe sidewalk from downtown Kirkland to I-405 and beyond to North Rose Hill
  22. Thru neighborhood streets without sidewalks
  23. Not enough sidewalks in the neighborhoods, requiring walking in the streets
  24. The corner from 12th Street onto 110th Ave NE. There is no sidewalk and it's a narrow turn.
  25. Walking on 110th Ave NE where there is no sidewalks or pedestrian lanes and a blind corner both ways for cars just West of the RR tracks
  26. 4th St W between 11th Ave W and 13th Ave W has no sidewalk northeast of the alley, even though this is city designated pedestrian route
  27. No sidewalk on 94th in Brookhaven Neighborhood

## **ENFORCEMENT**

1. I'd like to see more police patrol at 'flashing crosswalks' I'm almost hit daily by people failing to yield. When police are there, people actually stop!
2. Have more police handing out tickets to the drivers that don't stop at cross walks even when the cross walk lights are flashing, and when you have an orange flag in you hand

## **SCHOOL ZONES**

1. School and Park walking routes, particularly along Metro Bus, School Bus, and City/School service vehicle routes.
2. Side streets around Mark Twain Elementary and on 132 Ave are also missing sidewalks
3. The North side of NE 95th Street should have sidewalks all the way from 124th Ave NE and Mark Twain Elementary. Especially since the playground was put in at Woodlands park.
4. 13th Ave between 3rd St and 4th St. This is a school walking route leading directly into Peter Kirk Elem, and there is no sidewalk. It also abuts a heavily used city park with playground.
5. Behind Peter Kirk School from RR tracks to 12th.
6. On 12th behind Peter Kirk Elementary - particularly the curve near the railroad tracks
7. Safe walking routes to schools should be emphasized. Why are there not sidewalks along 122nd Ave NE by Lake WA High School? I know a paved strip was recently added, but residents and others now just use it as a paved parking area, blocking its use for PED

### **BUS ROUTES**

1. Take those buses out of downtown where people are supposed to be comfortable walking. They are too large, smelly, and dangerous. They ruin the character of the city.
2. No sidewalk on south side of Northup Way where bus stop used to be located.
3. No sidewalk along NE 38th Pl, immediately next to South Kirkland Transit Center Downtown near the transit center tends to be a bit confusing, would rather have signals than flags there since they always end up on one side or the other. Also near the South Kirkland P&R there are some places where you have to walk on the street.
4. Also, the Transit Center crossing is really bad."
5. Downtown park area, do not feel safe with unsavory crowds hanging out near transit center.
6. 113th Avenue NE & NE 124th Street (near QFC). Bus stop at this location has no light. All nearby street lighting is blocked by surrounding trees. This corridor should have better pedestrian level lighting.

### **TRIM REQUESTS**

1. Along 108th between 68th and downtown the sidewalk is overgrown in some places.
2. Thorny bushes covering the sidewalk,
3. City of Kirkland rarely mows grass along City-owned property next to NE Points Drive. This results in a grass-covered sidewalk that is slick when it rains. (I walk the mile from NE Points & Lake Washington Blvd. to NE Points & 92nd Ave almost daily, year-round.)
4. There are areas on Lake Street on the east side where blackberry bushes grow over the sidewalk, making walking a challenge for two people, or a double wide stroller, or a person walking a dog. I don't see the excuse for that kind of neglect of a downtown sidewalk.

5. Lakeview Dr sidewalk is impassible in areas
6. In several places on Market Street and on Lakeview, the sidewalks are partially (and some completely) overgrown with vegetation. Tree roots lifting sections of sidewalks because tripping hazards, and I do appreciate the efforts to shave down the concrete.
7. Overgrown trees blocking the traffic flow on 93rd & 124th. Makes it difficult to pedestrians and on-coming traffic.
8. Streets with overgrown vegetation that makes sidewalks even smaller. Any street like 100th Ave
9. NE 116th Street at railroad crossing (just west of I-405)
  - The sidewalk on the bridge crossing is extremely overgrown with vegetation."

### **CROSSING I-405**

1. Crossing I-405 at all the Kirkland exits: 124th Ave, 116th Ave, 85th St. 70th Sr.
2. Crossing I-405 east/west at 132nd, 124th and 116th.
3. No sidewalks on 124th across 405, under 405 at 85th - both are nerve racking for pedestrians
4. Places where vehicles splash up water on walkers, such as under the N.E.116th freeway overpass and on Totem Lake Blvd.
5. Under 405
6. NE 116th @ I405 interchange. I could walk to work if this area were more pedestrian friendly.
7. Crossing 405 @ 85th, 116th, 124th - all abysmal!
8. East & west along 85th/Kirkland way under Hwy405 -- linking downtown Kirkland and Rose Hill. There are NO cross walks!
9. Crossing over/under 405 at NE 124th and NE 116th.
10. Personally, crossing from east to west (or vice versa) over/under the 405. To walk to/from work I have to go out of my way to find a safe place to cross the freeway. There are sidewalks that run right up to the freeway on either side, but in some places there is no safe way to cross.
11. The NE 124th St overpass over I-405. I can't tell you how many times I've seen an adult with small children/stroller walking from one side of I-405 to the other.
12. PROBLEMS GETTING FROM ONE SIDE OF THE FREEWAY TO THE OTHER.
13. Central Ave. as you try to cross under I405.
14. Central Way/85th across 405. Alternatives are pretty far out of the way for walking, OK for biking."
15. Lack of safe sidewalks from East to West of I-405 especially at 85th St.
16. Walking on 85th under Hwy 405 to get to and from down town Kirkland

### **LAKE WASHINGTON BLVD**

1. All crosswalks, especially those on Lake. Washington Blvd, are still disregarded by 80% of drivers.
2. Can Lake St sidewalks downtown be made wider?
3. Lake Washington Boulevard/Lake Street South due to runners being inconsiderate and threatening Walkers.

4. The "waterfront" (condo front, really) walkway is much too narrow to accommodate the volume of people who use it
5. Lakefront is crowded and dangerous with traffic.
6. Across LW blvd
7. Some side walks along Washington blvd are not level; I have stumbled while jogging in this area a number of times.
8. Crossing Lake Washington Blvd at 4600 continues to be the biggest challenge, BECAUSE the driving speed is too high 35 mph for drivers to be mindful of pedestrians and brake for crossings.
9. It would be nice to be able to walk continuously along the water. It seems that some areas would permit additional walkways
10. Along LK WA Blvd. It seems there are too many cars parked along the streets that it creates "blind spots" for pedestrians even when crossing in the crosswalk.
11. Waterfront sidewalks need maintenance
12. Getting access to the waterfront
13. Downtown Kirkland, on Lake Street comes to mind immediately. The sidewalks are not consistently wide enough. For a city that wants to emulate Sausalito, the sidewalks need to accommodate more people, more comfortably

## **MARINA**

1. Intersection of Lake around the Marina - horrible curve
2. To get from eastside of market St to Marina Park have to cross with no crosswalk at curve by boat launch at park.
3. Also pedestrian access to the Marina is a bit harder than it has to be since one has to cross a busy parking lot to get to this destination
4. At the end of Market as you turn onto central. My son almost got hit by a car coming straight instead of turning onto central b/c the driver was looking down central but going toward the marina.
5. Crossing Central Avenue near Market Street+
6. Corner of Central and Market Street. Traffic turning west on Central, from southbound Market, do not always see pedestrians in crosswalk. Also traffic turning left, from Central, into the Park is not watching for pedestrians because they are looking for the 'hole' to turn into. I don't have the answer but maybe a four way stop would be appropriate.
7. At the end of Central Street at market -- cars often don't stop, or see pedestrians as they come down the hill -- Also, cars stopping suddenly for pedestrians at this intersection can cause accidents 3-4 cars back in the line.

## **PARK PLACE**

1. Near Park Place on the Central Way side. Cars exiting Park Place near Purple poke out into the road, and something about the cars turning left into that entrance, cars turning right into that entrance, and cars trying to leave make it feel surprisingly unsafe to either cross the driveway or enter Park Place on foot.
2. (For what it's worth, on the private Park Place grounds, the two-way stop near Purple and Noah's is a disaster waiting to happen. Half the drivers think it's a 4-way stop and the confusion is dangerous to people on foot.)

3. Park place parking lots are very hazardous. Most drivers backing out without looking, and most seem to be on their cell phones as soon as they start the engine
4. Also getting into and around Park place.
5. Crossing Central at Park Place
6. Crosswalk at 5th Street and Central Way - If stairs were added at Park Place side it would preclude pedestrians taking a short cut away from the ramp. Even with the crosswalk signal system, there are still too many cars that race through the crosswalk while pedestrians are crossing. Enhanced warning lights and emphasis policing would be helpful.
7. Traffic that does not stop for the pedestrian cross walk on NE 85th at 5th Street.

## 108TH

1. I believe the traffic speed should be reduced to 25 mph on 108th and that more traffic calming methods should be installed. I hope that police presence can also be increased here.
2. Crosswalks on busy streets: 108th Avenue,
3. "The ones I encounter most frequently may be due to an interface with Bellevue. My route to work is complicated by sidewalks ""ending"" in places where crossing to the other side of the street is unsafe. My route is along 108th Ave NE between 46th St and the Linnbrook Office Park (now mostly schools) across from the South Kirkland Park and Ride. The ""best"" place I have found to cross is at the railroad tracks because there is at least an island there. Once I get to the Park and Ride I face a choice of crossing at the crosswalk to a sidewalk the is mere feet long and ends in brambles, or walking in the street right where the buses all come around the corner as they enter the P&R lot. Neither is a safe alternative.
4. One other is the route down 52nd from the RR tracks down the hill to the Lake. There is no way to get there without crossing the street in a steep and curving road. I see many other walkers on this route and wish it were safer.
5. Also, a minor inconvenience for me is getting across 108th to and from the Metro stop next to Phyllis Needy Park, the corners and intersections and bus stops are at odds with the crosswalks. I see others do so and am myself frequently tempted to ""jaywalk"" instead of walking one way or the other to cross at a cross walk that is mid-block and in the opposite direction of where I want to get to.
6. I would love to see some means of physically slowing traffic along 108th without impeding emergency vehicles. Round about? ""Traffic calming bumps"" or raised crosswalks with ""pass through"" at wider wheel width than average autos but right width for emergency vehicles and busses. I have seen these in other locations but don't know how well they work."
7. West side of 108th to South Kirkland Transit Center -- have to cross to E, then where do you cross back?
8. Intersection of 68th St and 108th Ave. right turning vehicles totally disregard crossing pedestrians

9. #1 Northrup, east of 108th - especially right under 405; other notable mentions - any road that the sidewalk ends and switches sides (108th down the hill, 6th near Kirkland Ave)
10. Along 108th from Houghton to Park Place.
11. 108th Ave NE
12. Houghton, between 108th Ave and Lakeview Dr

### **MARKET STREET**

1. Crossing Market St. Can the crossings be made more visible?
2. Drivers going too fast on Central Way and Market Street and not looking at pedestrians in crosswalks.
3. 16th Ave W; 18 Ave W; & 6th St W - from Market toward Lake Washington;
4. Everywhere in neighborhoods where there are no sidewalks. Specifically and especially, West of Market on Sixth Street West, northeast of 13th Ave. W. and everywhere on 16th Ave. W.
5. Crossing Market Street north of 95th - whiz!
6. Crossing Market Street on non-signalized crosswalks, people fly up and down there.
7. "My personal problem location is crossing Market Street at 11th. North bound drivers are not good about stopping for pedestrian in the crosswalk. "
8. The most dangerous aspect of walking in Kirkland is the amount of traffic and the speed of traffic on Market Street.
9. Businesses crowding the sidewalks like often are the case on Market St.
10. Crossing Market street in front on Zip Market and in front of the tennis courts on Central
11. Kirkland is a pretty good walking community. It is easy to walk from where I live in Norkirk to downtown or to any of several parks. Crossing intersections is often hard, because cars drive too fast, but it simply takes concentration and being aware. If I have to pick a "problem", I will say crossing Market Street because cars tend to drive fast and drivers don't pay enough attention to PEDS.
12. "Market Street - dangerous to get across in rush hour. (Why was the crosswalk at 13th taken?)
13. NE 52nd St, Lake WA Blvd to 108th. Have to cross twice. I was disappointed when you redid the track crossing that no pedestrian improvement was done.
14. Market Street (need blinking lights at crosswalks because if cars are parked, a driver may not be able to see a PED ready to cross
15. I am scared to safely cross Market St in the morning darkness in Winter at 7th St to get to the West side in the morning with the morning traffic pattern. I would like those flashing lights to help stop traffic."

### **CENTRAL WAY**

1. Central Way, east of downtown, because of traffic, many businesses accessible off of Central. Not really pedestrian friendly; don't know how many people would walk in that area even if more friendly.
2. Crosswalks on busy streets: Central
3. Central Avenue crossings

4. Central Way crosswalks between 1st and 3rd. So many people run lights at 3rd Street and down to 1st; it is hard at times to get people to stop when we walk to lunch.
5. Central Way - there's no walkway up the hill toward the freeway and walking on the outside of the guard rail is treacherous to say the least.
6. Crossing Central Way anywhere between Lake Street and 4th. Cars still drive at high rates of speed, are not paying attention (on their cell phones) and/or do not stop for pedestrians.
7. Crossing Central.
8. Central Way, I-405 west into downtown Kirkland--No sidewalks, dangerous to walk to Rose Hill.

## **LIBRARY**

1. Crosswalks on busy streets: Kirkland Avenue in front of the library
2. Wednesday market and bus station jam. Near Johnson ballpark and library.
3. We desperately need a temporary traffic light or a city worker to direct traffic during rush hour traffic at the Library and Heathman hotel intersection. Just a city worker with an orange vest during rush hour would solve the problem. Last week, I saw two mothers with strollers try to cross for 10 minutes and they were scared. Cars are making turns after people have entered crosswalks and I'm pretty sure that's illegal. I've nearly been hit twice by people making left hand turns who didn't look first. I know because I watch their eyes. It goes like this: I make eye contact with all the drivers and get the happy wave to go. I start walking. Then one car rolls up, taps the brakes at the white line and thinks everyone had stopped for them, when in fact all the cars have stopped for me. So the car tries to make a fast left turn without looking in my direction. Other drivers honked at him and the driver was so startled he almost didn't see me until the last minute. Other pedestrians charge into the streets without looking and I've seen them get missed by a foot or two, so pedestrians are at fault too the cross walk at the corner of the library & Kirkland Way.
4. Also no fun maneuvering through the library parking lot where you always want us to park.
5. The library intersection is complicated due to high pedestrian use and cars from all directions making turns.
6. Near the Heathman Hotel construction, on condos on State Street

## **85TH ST**

1. along 85th street: I live in the highlands neighborhood (where there aren't many sidewalks) and occasionally would like to be able to go to lake Washington high school by foot (or bike) but it is a busy street to cross and also to get around through Costco, the shortest route, is very complicated...
2. Down on 85th street the light down the hill from Lake Washington High School, the lights don't change quickly and kids on Wednesdays tend to miss their buses, making them late for things. Not a lot of cars stop either while pedestrians cross these crosswalks on this road.

3. The distance is not that great, but there is no walking route to make the crossing. 85th street/124 Ave business district
4. Walking downhill on 85th from Rose Hill into downtown Kirkland. I'd love to walk down there for movies, restaurants, etc, but the walk is unpleasant (car exhaust) and dangerous (unsafe crossings).
5. Connecting downtown with NE 85th and North/South Rose Hill.
6. Getting across the freeway (I-405), getting across 85th street - high car travel lanes that are very dangerous to foot and bike traffic.
7. Crossing the 85th St. corridor east of 405
8. "85 and 124th streets are most problematic to walking. The fragmented nature of the business structure along these streets, the heavy traffic as well as more limited crossings all contribute to these problems."
9. 85th Street should be made more pedestrian friendly. The street and shops are unsightly, NO sidewalks in most places, no trees, no shade, no benches. Improve these things. Also add drinking fountains and traffic strip down the middle of 85th Street with trees and plantings (like 70th St.).
10. South side of 85th street from 128th to 132nd. 122nd from 70th to 85th is better now with the recent work.
11. I run a lot of my errands along 85th St., east of 405. This area is completely dedicated to automobile travel, especially on the north side of 85th, where sidewalks are narrow, intermittent, or nonexistent.
12. "NE 85 from downtown up to past the 405 interchange. For example, I get work done on my car at Honda and I work at the city. The distance is walkable, but it's not a safe walk.
13. Crossing the busy streets safely. Specifically 85th/Central Way. The flashing crosswalks don't seem to slow or stop all traffic...It always scares me when I see people step out into those crosswalks believing they simply have the right of way....they don't seem to realize that the flashing lights are not always completely visible to all drivers. The flags seem to work better.
14. anywhere where there's no shoulder or sidewalk ex: NE 104 St e of 124th Ave
15. driveway aprons where they go down to meet sidewalks tilted or non-level sidewalks: NE 116 and NE 85th under the freeway
16. Areas where there is no planter strip and water splashes
17. No safe way to cross NE 85th from north on 114th Ave NE to get to the park and ride.
18. Would like to see sidewalks between Rose Hill and downtown Kirkland along 85th/Central Way.
19. 85th St from Park place toward Costco and reverse.

## **124<sup>TH</sup> STREET**

1. Getting through Totem Lake (e.g. NE 124th Street, etc
2. Crosswalks on NE 124th St. - Traffic does not always yield for pedestrians.
3. "NE 124th St - Very unpleasant to walk along yet there are a number of people who do."
4. My pet peeve is the light by Les Schwab on 124th Street to get across 124th street. It takes approximately forever to turn green.

5. 116th and 124th streets...very high concentration of cars, not many running paths or long distance paths for jogging.
6. Crossing 124th St. corridor all through Totem Lake
7. "113th Avenue NE & NE 124th Street (near QFC)
  - a. Lighting needs to be better maintained, the street light at the northwest corner was inoperative all winter
  - b. Bus stop at this location has no light. All nearby street lighting is blocked by surrounding trees. This corridor should have better pedestrian level lighting.
8. NE 124th Street between 108th Court NE and 103rd Avenue NE
  - a. Vegetation near sidewalk severely overgrown along sections in this area
  - b. Homeowners often set trash and recycling bins center of sidewalk blocking the pathway. These are both being addressed by the City of Kirkland

### **124TH AVE NE**

1. 124th Ave NE: Missing segments
2. 124th Avenue NE, missing sidewalks, lots of 405 reroute traffic
3. Along 124th AVE between 100th and 116th ST. Missing sidewalks put kids waling to the Boys and Girls Club and those waiting for buses in danger.
4. Along 124th Ave where the sidewalks are patchy and the road is busy
5. Crossing 124th Ave. N.E.
6. 124th Ave NE from 70th to 85th
7. Walking on 124th NE between 85th and 116th. I was surprised at how often the sidewalk ended.
8. On 124th Ave NE, between NE 85th St. and NE 116th St. Sidewalks are very fragmented and there are many places where you have to walk on the road.
9. Lack of continuous sidewalks along NE124th Ave between 85th St and 116th St
10. "Crossing 124th Ave in the area NE 85th to NE 116th
11. 124th north of 85th

### **TOTEM LAKE**

1. Places where vehicles splash up water on walkers Totem Lake Blvd.
2. Totem Lake Mall area East and West of 405. The distance is not that great, but there is no walking route to make the crossing
3. access to Totem Lake from West side of 1-405
4. Totem Lake area - especially 124th St from 85th to 124th, and up around the hospital.
5. Totem Lake Boulevard & 120th
6. Around the hospital people are very bad about stopping at crosswalks. I have even had a King County Sheriffs' car drive by without stopping while I waited at the crossing on 132nd. Flashing lights would be helpful I think.
7. CONTINUOUS SIDEWALKS FROM 160 to Evergreen Hospital
8. Crossing Evergreen Hospital's parking (124th) and 133rd Street. Additionally, 124th and 132nd. I used to live on that corner, and saw many accidents. Crossing 124th from the Evergreen Hospital Side I was involved in an accident while

- walking, but cars didn't yield, and struck each other, just missing me when I was half way through. Most cars don't yield at the crosswalk there, but if they do, some pass on the right making it even worse.
9. It is difficult to walk along Totem Lake Blvd because of the speed of traffic and dirt on the road. Buses and trucks kick a lot of sand, hard to breathe, hard on the eyes.
  10. Totem Lake Blvd. Sand and dust in air. See above answer.
  11. All intersections from Trader Joes to Evergreen Hospital. People run red lights.
  12. What I see mostly are drivers who forget that there are actually people walking across crosswalks. I've seen a couple near misses near Evergreen Hospital just up the hill from Trader Joe's.
  13. "I walk east on 132nd to Evergreen Hospital weekly at night. The lighting is horrible since every other street light is apparently deliberately turned off (although I'm not sure the street lights that are out are Kirkland's responsibility) and the sidewalk is a mess.
  14. Around Evergreen Hospital/Totem Lakes Mall. Downtown (shopping areas). Juanita (from Village to Beach).
  15. Better sightlines on ne 130th st by the Evergreen Hospital ER. Because of the available street parking, it is sometimes hard to see oncoming cars when trying to cross the street.
  16. Totem Lake Blvd. between NE 128th St and NE 132nd St, on the east side of the street--sidewalk is narrow, and people speed by. Someone can slip and easily fall into the traffic lane (install a hand rail?).
  17. Totem Lake.
  18. "If there is no business factor involved in pedestrian traffic (like there is right downtown Kirkland), pedestrian access is not very friendly. 124th over 405 is the worst, as is most of the Totem Lake area. And the DOT closure of 116th at the park & ride has been ridiculous and inexcusably over schedule.
  19. Even walking down 132nd to the park & ride is a bad option. There is very little room for pedestrians."
  20. On 116th Way NE (west side of I-405), between NE 124th St and NE 128th St-- cars speed down the hill right next to the small 5 ft sidewalk adjacent to the curb. Can a hand rail be installed?
  21. LIVING ON NE 124TH OR NE 132ND AND WALKING TO TOTEM LAKE
  22. puddle forms on 120th Ave on east side near tracks (towards Fred Meyer I think)
  23. NE 116th/120th area - I work in this area and the walking environment is not very pedestrian friendly. Most people tend to drive to lunch and/or to do errands.

## **DOWNTOWN**

1. Downtown and along main thoroughfares. The city's traffic data show about ten times more pedestrian injuries there than occur in residential neighborhoods.
2. The corner of State Street and 2nd Ave S where the new 128 on State condo is being built. The sidewalk has been taken over by construction and it's often backed up with cars.
3. Downtown at major intersection

4. the immediate downtown area - the sidewalks are very narrow and the people-load is huge
5. Side-streets going up the hill from the lake to State St. The sidewalks are either non-existent, overgrown, or in need of repair. A good example is 5th Ave.
6. In many areas all over the downtown vicinity, sidewalks are pushed up by tree roots - this can easily cause falls - I'd be surprised if there haven't been law suits already that have cost the city plenty.
7. Make downtown sidewalks wider for multiple uses
8. Pedestrian comfort would be greatly improved if the west side of the Lake Washington Blvd/Kirkland Ave intersection and the entry from Lake Washington Blvd to Park Ln were closed to traffic.
9. Downtown sidewalks are overcrowded and damaged.
10. "One problem area for us is trying to cross 7th Avenue at 2nd, 4th and 5th streets. The crosswalk at 4th street is on the side where there is no sidewalk going down the hill (NW). In order to cross in that crosswalk we have traffic to our back and we are not on a sidewalk. On the other corner where there is not a crosswalk (NE) but we are facing oncoming traffic, there has been a big truck parked at the corner and you have to step out into the street to see if a car is coming. Very scary. Also, there is a lot of growth there and cars do not slow down.
11. The crossing at 5th street (7th Ave) is difficult because of fast moving cars on 7th. Going the other way, the crosswalk at 5th Street across Central Ave. from Park Place (going from south to north) has a flashing light, but if you are standing there, cars do not see you because of the trees (to the west) and if it is bright daylight they don't see the flashing lights on the street either. We have watched more than one car speed right by us after we have pushed the button and the lights are flashing and we are leaning out looking for traffic. We even stick out the flag and people haven't stopped (although, many times the flags are all gone on that side). And, it is not that they were too close to stop, they either didn't want to stop or didn't see the lights or the pedestrians. Maybe an overhead flashing light (red) at this point is needed along with the ones on the street.
12. Any crosswalk in DT!
13. Downtown sidewalks need repair
14. Down town. The new parking configuration has made traffic worse than it was before making walking a poor experience.
15. Downtown because of clueless drivers - but we're already doing a lot down there, so I'm not sure what else is possible."
16. 4th Ave. and 6th St., and all downtown crosswalks and intersections. Drivers don't know or ignore crosswalk laws. I've been bumped once; nearly hit only last week; and make it a policy not to cross until I make eye contact with a driver to stop.
17. Downtown, (need blinking lights at crosswalks because if cars are parked, a driver may not be able to see a PED ready to cross

## **6TH STREET SOUTH**

1. Crossing 6th Street South. There are very few crosswalks along that street and more and more traffic.

2. Walking past 6th street on the way to park place is difficult partially because of the construction but partially because of the busy traffic and lack of safe areas
3. 6th St. S, south of Kirkland Way;
4. "areas where there are no sidewalks e.g. 6th and 6th St south have to make more street crossings"
5. Car yield enforcement, particularly at the intersection of 4th Avenue and 6th Street. In the mid to late afternoon, cars turning left out of the shopping center get very aggressive and will cross the center line (the turn lane onto 4th) in order to "beat" pedestrians beginning to cross the road.
6. down 6th street toward central way from 68th - sidewalk ends - switches sides of the street - just ends and forces walker in the street
7. Intersection of 6th St and Kirkland Ave. Crossing 6th to get to Kirkland Ave is EXTREMELY dangerous due to blind crossing and speeding cars on 6th. Sidewalk and crossing are missing on Kirkland Ave.
8. Sixth Avenue S of Kirkland Way - sidewalks are a mess.
9. For my family, we live in Houghton and enjoy walking to downtown Kirkland to go to the library or Wednesday Market or pool. But the worst stretch for us is along 6th St. South from 68th to about Kirkland Avenue. The sidewalks are spotty...they go along one side of the street, then disappear, then reappear on the other. Perhaps with the new construction along the west side of 6th, new sidewalks will be put in
10. The 6th Street and Kirkland Way intersection is a 4 way stop. At peak traffic hours, traffic is often coming from all four directions with cars both turning and going straight. It can be hazardous for pedestrians trying to cross that intersection. A traffic light would help both vehicles and pedestrians.
11. There's a terrible crosswalk on 6th street, south of the railroad tracks. Cars rarely stop for you, and when they do, many seem irritated that someone would want to cross the street. Additionally, 6th street is a bad walking area because there aren't sidewalks continuously on both sides so even when you take this crosswalk; you end up walking on a side without a sidewalk.
12. Crossing Central Way south of 6th St.
13. I work in an office on 6th Street South between the downtown and Houghton shopping center. I frequently walk to the downtown and Houghton to shop, bank, eat. I am very concerned about safety along this corridor, which is undergoing redevelopment. First, on part of the route to the downtown, there is NO sidewalk on this busy street. Second, telephone poles and garbage cans left on the sidewalk all along the sidewalk make walking hazardous. I've even seen people pushing baby strollers and in wheelchairs out in the street to attempt to negotiate around all the clutter. Why are there telephone poles in the sidewalk? Can some of this be put underground and improve safety and the appearance of the neighborhood? Also very dangerous is the crossing at 68th and 6th Street south, particularly the northeast corner, which is so tight for pedestrians to stand! 6th Street is a very popular walking arterial and links Houghton and downtown. It needs some attention!
14. East side of 6th Street South between 72nd and Kirkland Avenue.
15. also people speeding on 6th st / 6th st south between Kirkland way and 68th St

16. It would be great to someday see a sidewalk along 6th Street from 85th to Houghton
17. Crosswalk on 6th Street near the RR tracks. I am terrified there because cars don't stop for you.
18. Arterials with no sidewalks in Everest and Rose Hill

### **RAILROAD**

1. Crossing the railroad tracks on NE 87th Street
2. Crossing the RR tracks (112th line) along NE 87th on the North side without a sidewalk.
3. railroad crossing on 87th
4. I think the most problematic spot is when you cross the railroad tracks, but that might be alleviated with the closure of the Dinner Train.
5. Badly finished/maintained railroad tracks such as Totem Lake Blvd. and N.E. 120th
6. 120th Avenue NE at Railroad Crossing (between NE 116th Street and NE 118th Street)
  - a. Sidewalk is missing at railroad crossing. There is an asphalt and gravel/dirt section where the tracks are. The asphalt has severe heaving which creates trip hazards for pedestrians and cyclists. This section also fills up with very large pools of water.
7. Along 6th Street South, after the railroad tracks (ex around the intersection at Kirkland Ave) and under the railroad trestle at Kirkland Ave and RR Ave
8. 120th Avenue NE at Railroad Crossing (between NE 116th Street and NE 118th Street) This section should be improved with a concrete sidewalk and adequate drainage.

### **KIRKLAND AVE/KIRKLAND WAY**

1. Kirkland Avenue/Central Way missing sidewalk pieces to connect east to west with lots of fast moving traffic
2. Kirkland Way
3. Getting over the railroad tracks from Railroad Ave. to Kirkland Ave. especially with strollers, etc.
4. Kirkland Ave, near the Bungee office and the KPC
5. "Kirkland Way - it's a dangerous walk from the railroad tracks north/east to Central. I have to crisscross the street repeatedly to find space to walk and in some areas I have to walk (and dodge cars) in the street."
6. On Railroad Way south of Kirkland Way
7. Crossing Kirkland Way at 8th St. S/Railroad Way.
8. on Kirkland Way under the railroad bridge
9. Old Kirkland Ave
10. Kirkland way from 85 towards downtown
11. Railroad track crossings: at 120th

### **JUANITA**

1. Corner of 116th/Walgreens in Juanita is VERY dangerous. I have seen several near misses on this corner. Cars come westbound down 116th towards Walgreen's

- and turn right onto Market Street at the same time pedestrians are in the crosswalk. Cars do not see pedestrians due to large propane tank at gas station blocking their view of the crosswalk. I ALWAYS try to avoid this crosswalk - it is SO dangerous.
2. 97th Avenue between NE 120th Street and Juanita Drive.
  3. Lack of connections between Forbes Valley and Juanita;
  4. Narrow sidewalk along 98th Ave. NE connecting Juanita Bay Park to NE 116th St;
  5. Juanita off 100th Ave NE
  6. Juanita Beach
  7. To the boardwalk in Juanita park from the intersection of NE 116th St and 100th.
  8. Some of the sidewalk areas in Juanita.
  9. The crosswalk by the park on 116th is very dangerous. I have been almost hit there numerous times. People just DO NOT stop there for the crosswalk. I'm not sure if it is because it is not very visible (no blinking lights like the one up the street) or if they just don't care.
  10. There needs to be barriers constructed between the sidewalk and roadway on 98th near the intersection of 116th NE. This is one of the most dangerous walkways I have ever experienced. This walkway is a well-used connector for pedestrians exploring Juanita Bay Park, meeting buses and visiting Juanita Village. Car drivers tend to drive this S-shaped roadway like a NASCAR track and there are no dividers between the road and unprotected pedestrians. If someone trips on the sidewalk they could fall directly into the roadway.
  11. 100th and 124th North South to Juanita Village. Sidewalks don't feel wide enough for the speed at which cars often travel around the S curve. The flagged crosswalk is a death trap. The sight-lines for cars are terrible and most of them don't even see me when I cross there with the flags. I now cross at the light just south of there because the flagged crosswalk is too dangerous.
  12. Streets with sidewalks without medians on wide motorways (4/5 lanes & high speed) such as 124th NE and 100th Ave in Juanita are very uncomfortable for average folks and down right scary for seniors and those who are disabled. Trees and garbage cans make sidewalks even less accessible for people in wheelchairs.
  13. Construction areas near Sump Pump construction Juanita Drive & Juanita Park.
  14. Westside of 100th Ave NE. There needs to be a sidewalk put in. Cars drive extremely fast on this road especially at night and early AM. Or put in a speed bump or two. There are several blind driveways and a lot of children in the neighborhood.
  15. "Walking from NE 110th around 101st-104th, down to 99th/100th, past the Shumway Mansion. Blind curves, overgrown vegetation, and no sidewalks make it sooo dangerous, especially with cars zooming through to cut off the 116th/405 mess. Jr high kids have to walk this route to get the bus, and lots of residents would like to use it to get to the parks and Juanita Village shopping.
  16. Crossing at 98th/Juanita Drive intersection is also very dangerous as cars turning right from 116th (in both directions) cannot see the crosswalk occupants.

17. A lakeside path between Juanita Beach and Bay parks would be a dream. Also, walking along 98th toward Market St. and downtown Kirkland is difficult as there are only crosswalks at the lights and no sidewalk on the east side."
18. 100th Ave NE, (need blinking lights at crosswalks because if cars are parked, a driver may not be able to see a PED ready to cross
19. NE 120th Street between 93rd Ave and 120th Place is a very unsafe walking route, yet it is the main path to the new Juanita village and park.
20. Forbes Creek Drive east of the fire station where it passes through Juanita bay park land. This is a major connector for bus riders walking to the bus stops on Market Street. I petitioned a number of years ago to have street lighting improved for walkers in the winter months when it so very dark along here during the commuting hours when people are heading for the bus stop. One light was put in which was a small improvement but it really needs at least two more to make it comfortable to venture into. We often have female Asian students living with us who utilize the bus and described the walk as "terrifying" during the winter.
21. Kirkland is a very walker-friendly city. The harder areas to walk in are the busiest, such as on 124th and 100th Aves, and in the Juanita/Totem Lake areas. The sidewalks are not as well kept; the traffic on the streets is higher and less likely to be watching for peds
22. A walking path between Juanita Bay Park and Juanita Beach Park would be a great neighborhood improvement.
23. Many people enjoy a walk in Juanita Bay Park and along the old bridge through the wetlands. Others enjoy the pleasures of Juanita Beach Park and a pleasant walk around the promenade in the bay. Still others join the two by using the sidewalks on Market Street and Juanita Drive.
24. The sidewalk along Juanita Drive is nicely done and set back from the traffic with a planting strip. However the short section of sidewalk on Market Street is adjacent to the roadway and very uncomfortable for walkers, bicyclists and parents with strollers with vehicles accelerating to 35 - 40 mph just a few feet away. There is not even a bike path between the outside lane and the sidewalk. Nor is there a turning lane into the athletic club just to the east.
25. There is a section of wetland to the west of Market Street between the old bridge, the Sushiya Restaurant and Michael's Arts & Crafts. It would be a great addition to the neighborhood if a pathway could be created through this area to join Juanita Drive or better still, through negotiations with the adjacent condominiums, a direct path to Juanita Bay Park. Is that possible?
26. The road that parallels Market St. that runs between NE 112th and NE 116th: no sidewalks and a blind curve. We frequently walk that route as an easy access to Juanita Village from our house in Forbes Cr. Valley
27. Any street like 100th Ave
28. Along NE 118th St, between 120th Ave NE and Fred Meyer's south driveway
29. Some side streets are inadequately lit. • 113th Avenue NE & NE 124th Street (near QFC)

The pedestrian Walk phase should run at all cycles during PM peak hours (3 to 6pm). The existing timing at this light only runs the Walk phase that crosses 124th Avenue when it is requested. The traffic volume traveling north and south on 113th Avenue NE nearly always extends the green time longer

than the minimum green time when the Walk phase is requested. Therefore, drivers experience minimal benefits; however there is almost always a pedestrian waiting to cross here. Many times a pedestrian waits through an extra cycle or crosses NE 124th Street when there is a green signal for drivers and Don't Walk signal for pedestrians. The pedestrian would receive much greater benefits if the Walk phase were triggered at all times during the PM peak hours.

### **NORTH ROSEHILL**

1. Arterials with no sidewalks in Everest and Rose Hill.
2. Walking from downtown Kirkland to Rosehill - Costco area, specifically from the east end of park place to Costco.
3. In North Rose Hill (where I live and walk) - the crosswalk across 116th right by I-405. Drivers exiting the freeway turn right without looking for pedestrians, even though there is a light.
4. Be aware that new denser construction in the North Rose Hill area has attracted families with children and more cars.
5. Need to build NE 90th St. PED overpay
6. Should be a lights at the cross walk on 132 NE and 120. What would be even better is a crosswalk that you push the button for lights to go across the road for when people want to cross on the crosswalk.
7. Streets without sidewalks or shoulders, such as N.E. 100th St. Of 124th Ave. N.E., east end of Kirkland Way, N.E. 90th St. west of 124th Ave. N.E.
8. From 6th Ave heading East on 85th to 405 overpass (The hill in and out of Kirkland)
9. 90th w of 124
10. N.E. 104th east of 124th N.E., without even shoulders
11. Slater Ave NE: Missing segments north of NE 100th Street; between NE 105th Street and NE 108th Pl; all of Slater Ave NE south of 97th Street
12. You can walk along Slater Ave instead, except that the sidewalks are patchy there as well.
13. NE 90th Street: Several missing segments between 124th Ave NE and Costco
14. NE 90th no sidewalks, deep ditches, Costco traffic
15. "The section of NE 90th between 124th Avenue NE and Costco. No sidewalks; very narrow shoulders; and lots of traffic.
16. NE 95th Street to south of NE 94th Pl; south of NE 87th Street to NE 85th Street

### **SOUTH ROSEHILL**

1. Crossing busy streets like 70th street near 130<sup>th</sup>
2. Most people on Rose Hill walk only for recreational/exercise purposes. We live too far from any shopping or other business to use walking as the mode of transportation.
3. Rose Hill is the worst! Along 85th and under the freeway.
4. Lots of places in Rose Hill don't really have sidewalks, or clearly pedestrian roadsides
5. Rose hill by shopping area

## HIGHLANDS

1. On 116th in the Highlands neighborhood. There is an awful gravel path from NE 94th to NE 87th. There is no curb to act as a buffer between the heavy traffic on 116th. Cars park on the gravel path. The path looks very unstable. There should be a curb, planting strip and concrete sidewalk.
2. west side of 116th AVE. NE (Highland)--no side walk and fast cars
3. No pedestrian link from north end of Highlands neighborhood to Totem Lake and Juanita (using the 100th St Overpass is not direct enough).
4. There is no continuous sidewalk on the south side of 7th Ave W of the RR tracks. The bits of path are often blocked by parked vehicles or trash/recycling totes. The sidewalk on Central Way from 7th Ave to 6th St is not continuous. This is the best route from the Highlands to downtown, and should provide a safe walking surface.
5. 116th Ave NE in the Highlands, between NE 95th and NE 87th
6. 16th Ave. NE - Highlands neighborhood;
7. 12th Ave./ 110th Ave. NE connection between Norkirk and Highlands;
8. The Highlands neighborhood because there are few sidewalks in the area. 116th is in need of a sidewalk. I see joggers and mothers walking their children near the street because there are no sidewalks.
9. Highlands neighborhood, Forbes Creek Drive, West side of 108th Avenue (near Watershed Park).
10. Kirkland highlands along 116th
11. 116th Ave Highlands
12. "In the Highlands neighborhood on 112th Avenue NE, the City recently improved a sidewalk. I have three issues:
  - a. The sidewalk dips very steeply into two driveways. Pedestrians tend to walk in the road at these driveways. Also, at these driveways there is extruded curbing that making it difficult for small children riding bicycles.
  - b. The sidewalk ends before it reaches 7th. There is no crosswalk.
  - c. I would like this project to be re-built with a concrete curb and gutter and concrete sidewalk. This is the entrance to the neighborhood. All the recent builders along 112th have had to construct concrete sidewalk. The Highlands neighborhood should have been held to the same standards. "
13. "I live in the Highlands so .85th (Kirkland Way) and 405 and sections of 116th in the Highlands"
14. Highlands along 116th
15. no sidewalks on narrow curving road on 116th Ave in Highlands
16. I live in the Highland area and sidewalks aren't continuous. While we've paved 112th, I'd like to see a proper sidewalk. I'd also like to see sidewalks on 116th so we have two routes to leave our residential area and walk safely into the downtown area.
17. Along 111th in Kirkland Highlands (No sidewalk, narrow road and blind spots)
18. East of Market and the Highlands have poor sidewalk continuity and some stop signs/crosswalks don't have stop lines for the cars.
19. on 116th in the Highlands neighborhood

20. The corner from 12th Street onto 110th Ave NE. There is no sidewalk and it's a narrow turn.

### **BRIDLE TRAILS**

1. Along 116th Ave by the main entrance to Bridle Trails, north to 60th.
2. We desperately need to continue the bike / walking / horse path along 116th. Bellevue did a super job and we need to complete the Kirkland side. I disagree that the project requires a third turning lane on that street -- there is almost no where to turn anyway, and adding that to the project requirements seems like something that just ensures that the project won't happen.
3. North-south on 116th Ave. NE - no sidewalks!
4. Wide shoulders with out any curb e.g. 116th between NE 70th and NE 80th walkway bridge over I-405. Cars go too fast and use the extra shoulder to bank around curves in the road.
5. The street that runs north and south to the west of Bridle Trails Park
6. NE 60th St. east of I-405. (Traffic, both auto & truck)"

### **NORKIRK**

1. 4th St. between 13th & 19th Avenues (Norkirk)
2. All of the north-south sidewalks through Norkirk stop at 18th Ave. Those of us who live on 19th and 20th are left to walk in the street. We walk through the jr. high sch but that is imperfect
3. "Walking around Norkirk and trying to stay on the sidewalk is difficult. If I walk to Van Asselt Park, there is no side walk going to the park on the park side of the street. Walking North up 2nd Street, there are no sidewalks after a point and I don't feel safe at night or in the evening.
4. Speeding vehicles in West of Market and East of Market are safety problems for pedestrians.
5. Through the neighborhoods east of market where sidewalks are not consistent.
6. East of Market neighborhoods that don't have sidewalks
7. Throughout the East of Market area, many of the sidewalks abruptly end. I walk 4 to 5 times a week, between 5-15 miles each trip and find E of Market the most challenging...particularly with a jogger
8. Another problem area for us is that we like to walk to Juanita Park from the Norkirk Neighborhood. Many areas have no sidewalks and east of Market we are walking on fairly narrow streets where cars can't pass each other if we are walking in the street. "
9. corner of 4th and 6th, nearly been run into multiple times by cars turning
10. 6th Ave. I avoid it now that it has the roundabouts that force cars to swerve at me. Also more dangerous to cross now, wider area of danger

### **GENERAL**

1. Secondly, the zero-lot-line houses are extremely ugly, and I am surprised this is allowed. Kirkland is known for its nice trees and the new houses, especially near Rose Hill Safeway have such small lots that there is no room for a full-sized tree on any lot. It almost makes me cry every time I see them."

2. It seems that there are more problems in the 98034 areas of Kirkland. Also, anywhere where there is heavy construction going on seems to create problems.
3. I walk for recreation, usually walking from my home on Rose Hill into Houghton and back again (using the freeway walkway overpasses). I really hate having to walk near heavy traffic areas, not only because a car could leave the road and hit me, but because the exhaust fumes are terrible. For this reason I try to walk in quiet neighborhoods, where I don't care if there is a sidewalk, just low traffic volume.
4. Better ability to get between neighborhoods across busy traffic areas and where there are no vehicle connections is important to me. That would really increase my likelihood of walking, for both utilitarian (shopping etc.) and exercise/pleasure purposes.
5. From downtown Kirkland to Juanita Bay Park. From Rose Hill to downtown Kirkland
6. Please spend an equitable amount of money for improvements east of the freeway. It seems like most money goes to improve areas west of the freeway.
7. The second most dangerous aspect of walking in Kirkland is the number of unleashed dogs. I would like to see increased activity by our Animal Control Officer and instill more onerous fines until this issue is under control. Waverly Beach Park is now utilized as a Dog-Off-Leash park as is Kiwanis Park. Any sunny morning there are between 3 and 8 dogs being exercised off-leash. This scares young children. The owners rarely police their animal's droppings as well so it is a health hazard.
8. Something brought up at ALTF meeting. Garbage collection should be placed on the street, not the sidewalk.
9. More garbage containers are necessary to collect trash. When the bus route for 230 was removed from Lake Wash Blvd, so were some garbage containers. These should be replaced by the city.
10. Recycle containers should be located in parks along the Blvd
11. Sidewalks need repair where offset is small but city only fixes big offsets. I have to watch the sidewalk not the enjoyable scenery.
12. Trying to get to the park in Juanita, there is no place to park the car, to be able to walk along the waterfront and the Juanita Park. I keep looking for some signage re parking and only found the small parking lot at the southern end.
13. all the places where gravel pathways were put in place of sidewalks (makes pushing strollers and kids riding bikes difficult)
14. Traffic signals geared for vehicles not pedestrians ex: as PED you have to be there a long time in advance to push the button or you have to wait for the whole cycle."

## **OUTSIDE CITY LIMITS**

1. The ramp from Lake Washington Blvd Southbound to westbound SR 520 has an implied crosswalk - sidewalks on either side of the ramp, immediately adjacent to the roadway - but the crosswalk is not striped. Motorists drive VERY aggressively onto this ramp and some even refuse to stop for pedestrians. THIS CROSSWALK NEEDS TO BE PAINTED!

2. Incorporate Holmes Pt/St. Edwards Park area and link trails from Denny Park/Finn Hill.”
3. In our neighborhood, there's a blind corner on 72nd Ave NE and very little shoulder (and no sidewalk).
4. Our sons ride Metro and would like to be able to cross Juanita drive at NE 132nd Street, but there's no crosswalk until 141st."
5. Juanita Dr. from the beach north/west towards Kenmore up to St. Edwards Park. The shoulder is not safe relative to the speed of traffic and the number of cars that veer into the shoulder on turns.
6. Crossing at either end of the overpass on 160th for pedestrians. Feel that there should be flashers on the crosswalks - very dangerous as people exiting/entering the freeway and in "speed" mode
7. Up Juanita Drive
8. NE Juanita Drive. Cars drive fast and walkers and bikers share the road. Needs to have a good walking space. See too many people jog and walk there
9. Juanita Drive. Or any way to get down off of Finn Hill. 84th street on Finn Hill. Or 124th off of Juanita Drive heading up towards Carl Sandberg. It's a dangerous nightmare and we have lots of kids who live around here.
10. For me the most problematic area is Juanita Dr., because I live there. I live only a mile or so away from shops and restaurants but I always drive because the walk is so unpleasant. Not to mention, I wouldn't even attempt to walk my dog in the area that is on the shoulder because it is far too narrow. I often suck it up and run on Juanita Drive but it is not the most pleasant place to run. I am currently getting ready to sell my house and move. The fact that I am unable to walk anywhere is a very a large factor in that decision.