

Raw data from pedestrian surveys

Problem	Positives	Other
	Walk by lake	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
School and Park walking routes, particularly along Metro Bus, School Bus, and City/School service vehicle routes.	Downtown.	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.
Intersection of Lake around the Marina - horrible curve.	Lakefront just north of Marina - starting in Heritage park.	Better lakefront connection to Park Place
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.	The crosswalk with flags on Central -- East of Lake street -- great visibility, so cars always stop -- good access to parking lots too, its so much faster to cross at this crosswalk than at the stoplight.	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!!
along 108th between 68th and downtown the sidewalk is overgrown in some places.	neighborhoods	One thing that has been annoying me in 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.
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. (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.)	The core of downtown -- Central Way, Lake Street, Kirkland Way, etc. Particularly the pedestrian walk/don't walk controls that give you feedback to indicate they've been pressed, and the lights that give you a countdown.	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.
Arterials with no sidewalks in Everest and Rose Hill.	Lake Washington Boulevard	

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Downtown	Around/Near parkplace	
<p>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.</p> <p>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 presense can also be increased here.</p>	<p>Lake Washington Blvd., Waverly, Lake St., Peter Kirk Park</p>	<p>I would like to see Kirkland have more police presense to site drivers speeding and ignoring cross walks 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.</p>
<p>Any street corner or crosswalk.</p>	<p>Off-street trails and sidewalks.</p>	<p>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.</p> <p>At night I wear reflective gear and have red blinking lights for my dogs but still drivers are inattentive.</p> <p>I found the walking routes online for the city. It has encouraged me to explore new routes.</p>
<p>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. Not only is it hazardous to cross, but before the island and after the island are dual hazards. Drivers continue to ignore the flashing light on either side of the street). At night the flashing lights are great.</p> <p>Thorny bushes covering the sidewalk, driveways leading to the street are dangerous (drivers look for traffic, but fail to look for peds,</p>	<p>Starting at the Kirkland Library, continuing onto downtown Kirkland, then walking along Lake Washington. OR-- the route I walk --starting at 101 PL NE, down 116 street to 100, over to 124, walk along 124 to the freeway, walk along the freeway to 116 and end at 101 PL NE</p>	<p>Please require home owners to trim back their bushes and thorn bushes.</p>
<p>Anywhere without a sidewalk or pathway.</p>	<p>Downtown core between Carillon Point to downtown to Parkplace.</p> <p>Juanita Bay park.</p>	
<p>Through the neighborhoods east of market where sidewalks are not consistent. Also getting into and around Parkplace.</p>	<p>Waterfront and Kirkland Ave</p>	<p>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.</p>

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		<p>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.</p>
<p>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.</p>	<p>Downtown area; along Lake St. between downtown and Carillon Point. Because of many parks and access to lake front.</p>	<p>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?</p>
<p>crosswalks on busy streets: 108th Avenue, Central, Kirkland Avenue in front of the library. 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.</p>	<p>Lake Washington Blvd. I wish the sidewalk could be wider. It is used by joggers, dogwalkers, strollers, that need more room.</p>	<p>Something brought up at ALTF meeting. Garbage collection should be placed on the street, not the sidewalk.</p> <p>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)</p> <p>Sidewalks and crosswalks are not lit. Lighting is for the cars and the road, not for people walking or running.</p>
<p>1. NE 60th St. east of I-405. (Traffic, both auto & truck)</p>	<p>1. Waverly Way from Heritage Park to 6th St. W. 2. West side of Lake Wash Blvd NE. 3. Lake Ave W. (Little traffic and level) from Marina Park to Waverly Beach Park.</p>	<p>1. 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. 2. 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. 3. Recycle containers should be located in parks along the Blvd. 4. 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.</p>

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<p>1. NE 60th St. east of I-405. (Traffic, both auto & truck)</p>	<p>1. Waverly Way from Heritage Park to 6th St. W. 2. West side of Lake Wash Blvd NE. 3. Lake Ave W. (Little traffic and level) from Marina Park to Waverly Beach Park.</p>	<p>1. 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. 2. More garbage containers are neccessaay to collect trash. When the bus route for 230 was removed from Lake Wash Blvd, so were some garbge containers. These should be replaced by the city. 3. Recyle containers should be located in parks along the Blvd. 4. 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.</p>
<p>along 85th street: i live in the highlands neighborhood (where there arnt 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...</p>	<p>the general downtown kirkland area is very good for walking</p>	
<p>Crossing I-405 at all the Kirkland exits: 124th Ave, 116th Ave, 85th Str, 70th Str.</p>	<p>Leisure walking: From South Juanita to Crestwoods Park. The equestrian easements in and around Bridle Trails neighborhood. Lots of sidewalks and low traffic speeds West of Market.</p>	<p>Do it right. Curb and planting strip, plus a wide-sidewalk makes is much more comfortable to walk.</p>
<p>Lack of sidwaks in Neighborhoods. Lack of safe sidewalks from East to West of I-405 espically at 85th st. Lack of safe sidewalk from downtown Kirkland to I-405 and beyond to North Rose Hill.</p>		<p>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.</p>
<p>On 116th in the Highlands neighborhood. There is and 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 srit and concrete sidewalk.</p>	<p>Along Lake Washington Blvd</p>	<p>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.</p>

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Crossing I-405 east/west at 132nd, 124th and 116th.		
<p>124th Ave. N.E. Anywhere the sidewalks have "lips" that can cause falling down Drivers in Kirkland are not considerate, even concious, of pedestrians to a large extent N.E. 104th east of 124th N.E., without even shoulders Busy streets without sidewalks/pathways/shoulders Sidewalks that are "slanted" rather than level Places where vehicles splash up water on walkers, such as under the N.E.116th freeway overpass and on Totem Lake Blvd.</p>	<p>One of my favorites is Lake Wash. Blvd. with mostly well maintained sidewalks that allow one to look at and enjoy the scenery instead of looking down to watch for sidewalk dangers and/or "unconscious" drivers. (It does have "slanted" sidewalks for driveways.)</p>	<p>Traffic lights tend to strongly favor motorized vehicles over pedestrians. One needs to be at most intersections well ahead of a light change in order to get a pedestrian "green light." One good exception is on Slater & 120th where a pedestrian can push the botton after the light change and it will turn on again for pedestrians.</p> <p>An engineering strategy that helps create level sidewalks that I observed in Eugene, Oregon and offered to the City of Kirkland, but it has never been used.</p> <p>A public awareness program to help make walking safer.</p> <p>Night walking is difficult because of unsafe sidewalk conditions.</p> <p>Roofed bus shelters would make a difference.</p>
<p>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. 85th street/124 Ave business district. 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.</p>		<p>Our area is too large and spread out to facilitate walking as a means of transportation ofr errands, shopping etc. Businesses are typcally 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!</p>
<p>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.</p>	<p>We enjoy walking the neighborhoods east of Market St. and north of downtown because the hills provide exercise, views are pretty, and houses are always changing.</p>	
<p>I have not encountered any problems walking in the downtown area where I live.</p>	<p>I think the downtown area is great. There are a lot of crosswalks and drivers are generally cautious and yield to pedestrians.</p>	
<p>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.</p>	<p>Lake Street and all along the lake has nice broad sidewalks that are continuous - it is a beautiful place to walk.</p>	<p>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.</p>

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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 and within Juanita Beach area.	Maps and other general public information showing newcomers walking/run paths including pedestrian connections and transit connections throughout the City.
	I walk 132nd on Rose Hill then down around the neighborhood back home. There is a long straight away to get your muscles wormed up then down and up hills in the neighborhood to give a little more to the walk. I walk an hour.	Issues: Trees and brushes that grow over the walkways need trimming. Also off leash pets. We had a problem with a Pitt Bull/Boxer mix running out of his yard accross 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.
Downtown and along main thoroughfares. The city's traffic data show about ten times more pedestrian injuries there than occur in residential neighborhoods.	Parks and residential streets, especially streets with sidewalks. However, walkers still need to be alert for inattentive drivers at intersections and driveways.	
		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!
getting across the freeway (I-405), getting across 85th street - high car travel lanes that are very dangerous to foot and bike traffic.	All along the waterfront.	Do whatever it takes to keep Bridle Trails State Park. There is nothing like it anywhere in the area!
Crossing 6ht Street South. There are very few crosswalks along that street and more and more traffic.	along State Street, Waverly Way and the new Heritage Park and along Lake Washington Blvd and Lake Street.	
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.).		
thru neighborhood streets without sidewalks	South Rose Hill and lakefront	The sidewalk along Lake Street needs to be wider

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Getting over the railroad tracks from Railroad Ave. to Kirkland Ave. especially with stollers, etc.	along Lake Washington Blvd. Juanita Bay Park	
Crossing busy streets like 70th street near 130th	Bridle Trails State park	
South side of 85th street from 128th to 132nd. 124th Ave NE from 70th to 85th. 122nd from 70th to 85th is better now with the recent work.	North side of 80th street from 120th to 132nd.	
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.	Kirkland has some very popular places to walk, and the shoreline is among the most frequently used. People have to cross Lake Washington Boulevard, and it is dangerous because of the 35 mph speed limit.	
the immediate downtown area - the sidewalks are very narrow and the people-load is huge	the walk along Lake Street - Lake Washington Blvd between downtown and Carillon Point	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. If you could do a second "wish" it would be to have a noise ordinance on whatever pathways you develop - the "chopper" motorcycles are horrible.
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.	A pleasant place to walk in Kirkland is along the waterfront south of Market street, with its mix of shops and park areas. I t would be nice if one could accomplish more daily errands in that area.	
It would be nice to be able to walk continously along the water. It seems that some areas would permit additional walkways. 85th and south to Yarrow Bay.		
down 6th street toward central way from 68th - sidewalk ends - switches sides of the street - just ends and forces walker in the street	along lake washington blvd - amenities, lake, other walkers, things to do and see	easily available carts for grocery and other shopping - canvas bags and carts easily available for walkers
116th ave Highlands	Waterfront	
	Lake front (Lake WA Blvd)	Would love to see more bike trails!!

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the cross walk at the corner of the library & Kirkland Way.	Just anywhere along the blvd.	
Anywhere there is parking close to a crosswalk. Vehicles take the vision away from traffic and the pedestrians.	Park Lane all the way up to Peter Kirk Park.	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.
Some of the sidewalk areas in Juanita.	Juanita Beach	
Crossing 124th Ave. N.E. Streets without sidewalks or shoulders, such as N.E. 100th St.east of 124th Ave. N.E., east end of Kirkland Way, N.E. 90th St. west of 124th Ave. N.E. Badly finished/maintained railroad tracks such as Totem Lake Blvd. and N.E. 120th Anywhere there are "lips" sticking up to trip and fall--even little one are potentially dangerous	Where's it's physically safe and visually attractive, such as Woodlands Park trails, the trail through the wooded area on 130th Ave. N.E., the waterfront area on Lake and Lake Wash. Blvd.(except for the slanted driveways and the few unrepaired "lips")	Traffic lights are designed for motor vehicles, not pedestrains. 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 exit, such as at Slater & 120th where one can get a pedestrian walk sign during the vehicle cycle. 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 accomodates both pedestrians and vehicles at drvweways. There are still lots of places where there are neither
corner of 4th and 6th, nearly been run into multiple times by cars turning	through Peter Kirk Park	
Crossing Central at Park Place	Juanita wetlands	Clear-up the mess of traffic and ped's around the Wednesday market.
Crossing market street on non-sigaled crosswalks, people fly up and down there.	In the parks themselves, through downtown by the waterfront.	
Wednesday market and bus station jam. Near Johnson ballpark and library.	Waverly Way.	Rude bus drivers ignoring traffic in high congestion areas
across LW blvd	Market street	

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<p>East & west along 85th/Kirkland way under Hwy405 -- linking downtown Kirkland and Rose Hill. There are NO cross walks!</p> <p>Many cross walks are still dangerous due to multiple lanes of traffic & poor visibility for drivers.</p>	<p>Along Lk.Washington Blvd. Around the downtown shops & marina.</p>	<p>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.</p>
<p>Crossing Central Avenue near Market Street.</p>	<p>Along Lake Washington Boulevard.</p>	
		<p>I think there should be more flashing crosswalks in high traffic areas and even better police partoling show drivers its 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 its hard to get people to stop sometimes!)</p>
<p>1. No sidewalk on south side of Northup Way where bus stop used to be located.</p> <p>2. No sidewalk along NE 38th Pl, immediately next to South Kirkland Transit Center.</p> <p>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.)</p> <p>4. 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!</p>	<p>Lake Washington Blvd, from Northup Way into Downtown Kirkland, has ideal walkways that are well-maintained, but I never have any reason to walk this corridor.</p>	<p>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.</p>

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<p>Corner of 116th/Walgreens in Juanita is VERY dangerous. I have seen several near misses on this corner. Cars come westbound down 116th towards Walgreens 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.</p>	<p>Juanita park... not the beach park but the other one with several docks/birds.</p>	
<p>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.</p>	<p>Along Lake Washington blvd is really nice, especially near Corillon pt.</p>	<p>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!</p>
<p>The section of NE 90th between 124th Avenue NE and Costco. No sidewalks; very narrow shoulders; and lots of traffic.</p> <p>Also, the Transit Center crossing is really bad.</p>	<p>Probably downtown is best (other than the transit center). Wide, continuous sidewalks make a huge difference.</p>	<p>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.</p>
<p>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 visable (no blinking lights like the one up the street) or if they just don't care.</p>		<p>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.</p>
<p>Downtown at major intersection</p>	<p>Along water and the major streets leading out of downtwon</p>	
	<p>Lake Washington Blvd is the best as you have very few streets to cross.</p>	<p>There are really very few sidewalks in the South Rose Hill neighborhoods. Why does Houghton get them all?</p>
<p>I believe walking areas are good in Kirkland</p>	<p>Along Lake WA Ave.</p>	
<p>When it is trash day, the sidewalks are not big enough to allow easy passage.</p>	<p>Lake Washington Blvd between Carillon Point and Downtown Kirkland</p>	

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<p>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.</p>	<p>Along the lake from 520 to the edge of downtown Kirkland.</p>	<p>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.</p>
<p>In the Highlands neighborhood on 112th Avenue NE, the City recently improved a sidewalk. I have three issues:</p> <ol style="list-style-type: none"> 1. 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 make it difficult for small children riding bicycles. 2. The sidewalk ends before it reaches 7th. There is no crosswalk. 3. 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. 		
		<p>More lighting on neighborhood streets to increase safety & increase number of options to walk in the winter.</p>
<p>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. Downtown because of clueless drivers - but we're already doing a lot down there, so I'm not sure what else is possible.</p>	<p>Along the water from downtown up to Carillon is great</p>	

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<p>Crossing 124th ave in the area Ne 85th to NE 116th anywhere where there's no shoulder or sidewalk eg Ne 104 st e of 124th ave 90th w of 124 kikrland way from 85 towards downtown rr track crossings: tlblvard, 120th puddle forms on 120th ave on east side near tracks (towards Fred meyer i think) driveway aprons where they go down to meet sidewalks tilted or non-level sidewalks: NE 116 and NE 85th under the freeway Areas where there is no planter strip and water splashes sidewalks need repair where offset is small but city only fixes big offsets. I have to watch the sidewalk not the enjoyable scenery. traffic signals geared for vehicles not pedestrrians eg: 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.</p>	<p>Woodlands park trails 130 ave ne through the wooded part on pathway Lake st lwb along the waterfront (but watch for driveway aprons and offsets) anywhere where there's scenery and nature Slater and 120th traffic signal: after the ped. signal goes off but the signal is still green the ped recycles.</p>	<p>Stratgey for dealing with the driveways Make signals better (see above) 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. if you want to encourage walking make it comfortable and easy for walking Some kind of publicity program for people in cars to get them to be tuned in to pedestrians.</p>
<p>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.</p>	<p>Along the waterfront in the downtown area.</p>	
<p>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.</p>	<p>Along Kirkland Ave. and into the Marina.</p>	
<p>Near the Heathman Hotel construction, constuction on condos on State Street</p>	<p>Along the Lake</p>	
<p>Everywhere there aren't sidewalks.</p>	<p>Downtown along the waterfront where there are no stop lights :)</p>	

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Problem	Positives	Other
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.	Lake Washington Blvd is GREAT, the East side of the street could use some maintenance. I like to walk there in the morning, cause it's shady and it's got a lot of cracks, damage and such. I also enjoy West of Market because of the sidewalks and wide streets.	
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. Even walking down 132nd to the park & ride is a bad option. There is very little room for pedestrians.	Downtown Kirkland, where the success of the businesses depends on pedestrian traffic. But it mostly benefits the residents who can afford to live there.	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?
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	Railroad track, 100th street bridge, Woodlands Park, path from railroad track down to Park Place	Would be great if there was a pedestrian/bike path from 132nd near Juanita HS to 124th near QFC.
From 6th Ave heading East on 85th to 405 overpass (The hill in and out of Kirkland)	All along the Waterfront, Lake Washington Blvd.	
My personal problem location is crossing Market Street at 11th. North bound drivers are not good about stopping for pedestrian in the crosswalk.		Add pedestrian flags at Market & 11th. Ban the use of cellphones while driving :-).
Not enough sidewalks in the neighborhoods, requiring walking in the streets		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.
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.	Any where along the lake.	

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>Central Way - there's no walkway up the hill toward the freeway and walking on the outside of the guard rail is trecherous to say the least.</p> <p>Sixth Avenue S of Kirkland Way - sidewalks are a mess. In many areas all over the downtown vacinity, 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.</p>	<p>I live in the downtown area so that's where my experience is. The best place for walking is along Lake St/Lk WA Blvd because that area has had lots of attention from the city and of course it is scenic. But I have to walk nearly a mile to get to that area and along many of the streets along the way, sidewalks are a hit/miss proposition.</p>	<p>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.</p>
<p>Anywhere there is no sidewalk. I come from Europe and its amazing to me that I have to walk in the road this close to a city.</p>		<p>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 becuase ivy is taking over.</p>
<p>85th from 405 to downtown Kirkland 85th from 405 east to City Limits</p>	<p>Parks --like Juanita Bay Park Along the waterfront (downtown to Carilon Point)</p>	
<p>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.</p>	<p>I love walking along the power lines next to Ben Franklin Elementary extending N. and in Bridle Trails. I also like pedestrian only access between residential areas, such as the walk way on NE 75th that allows only pedestrians to connect between 126th and 128th. And the other new street on Rose Hill (not sure of name) between NE 73rd and NE 75th that you can cut between 126th street and 124th street, which is also pedestrian only.</p>	<p>I wasn't aware that there were walking programs in Kirkland. 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? Any way to minimize exhaust fumes is really appreciated - the more vegetation the better the air for us all.</p>
<p>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.</p>	<p>All along Lake Steet/Lake WA. Blvd. Good sidewalks (although crowded for a bit) and nice access to parks and waterfront.</p>	<p>As a runner I have to comment that sidewalks are not ideal for running. Concrete is quite hard and causes more shock to joints. Asphalt is a better alternative because it is softer. When running up around the neighborhoods from 5th Ave. to 10 Ave. I typically run next to the sidewalk on the asphalt to prevent injury.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
	downtown/carillon point area.	
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.	The waterfront side of Lake Washington Blvd from Carillon Point to Market Street.	I would like to see Kirkland resemble a European walkplatz; a place for people to gather and mingle away from automobile traffic.
The corner from 12th Street onto 110th Ave NE. There is no sidewalk and it's a narrow turn. Also, East of Market neighborhoods that don't have sidewalks. I wish all the contractors building new homes were required to also build sidewalks.		A sidewalk in every residential neighborhood. A better walkway from the downtown marina to the lakefront walking path -- so you don't have to walk through downtown.
Along 6th Street South, after the railroad tracks (esp around the intersection at Kirkland Ave) and under the railroad tressel at Kirkland Ave and RR Ave	Along Lake WA Blvd, along 68th from 108th to LK WA Blvd	Drivers are not courteous to people trying to cross the street. I have often stood at the cross walk 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....?
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. 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.	Along Lake Washington Boulevard from Carillon Point to Marina Park.	I love the little footpaths along the waterfront that let you leave the sidewalk and meander closer to the shore, usually walking among some condo buildings. It would be fun to have more of those around Kirkland--maybe there are but I just don't know about them.
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.	Lake WA Blvd from Marina Park to Carillon Point is awesome. The super wide sidewalks are great. Juanita Bay Park is very nice as well. It would be nice if Juanita Bay Park and Juanita Beach Park could be connected better. The railroad tracks from 52nd to 60th in the Houghton neighborhood is one of my favorites.	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 accomodate 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.

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p>	<p>Lake WA Blvd from Marina Park to Carillon Point is awesome. The super wide sidewalks are great. Juanita Bay Park is very nice as well. It would be nice if Juanita Bay Park and Juanita Beach Park could be connected better. The railroad tracks from 52nd to 60th in the Houghton neighborhood is one of my favorites.</p>	<p>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 accomodate 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.</p>
<p>From downtown Kirkland to Juanita Bay Park. From Rose Hill to downtown Kirkland.</p>	<p>See #4</p>	
<p>From downtown Kirkland to Juanita Bay Park. From Rose Hill to downtown Kirkland.</p>	<p>See #4</p>	
<p>The most dangerous aspect of walking in Kirkland is the amount of traffic and the speed of traffic on Market Street. The second most dangerous aspect of walking in Kirkland is the number of un-leashed 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.</p>	<p>Waverly Way from Heritage Park to Waverly Beach Park. Juanita Bay Park in general.</p>	
<p>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.</p>		<p>I'd like to see more pathways independent of streets -between vehicular dead end areas that also cut off walking access to parks etc.</p>
<p>Residential neighborhoods with patchwork of sidewalks</p>	<p>Waterfront - Juanita Bay park</p>	<p>Remove the rails and install a trail!</p>
<p>Walking on 85th under Hwy 405 to get to and from downtown Kirkland</p>	<p>North on 128 NE from NE 85 to ? There is a sidewalk which is a novelty on North Rose Hill.</p>	<p>I would like a bench or two on 128 NE on the hill from NE 90 to NE 85.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
Up Juanita Drive	Downtown Kirkland, along the waterfront on Lake Washington Blvd and throughout the downtown core.	
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. 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.	Lake Washington Blvd in the new areas where the sidewalk is wide.	Wide sidewalks in high use areas, especially where there's no bike lane (because bikers use the sidewalk). 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.
	Waterfront	
	Downtown by the waterfront, KTUB, and Kirkland Park Place.	
	Along the boardwalk in Juanita	more trails
along 116th Ave by the main entrance to Bridle Trails, north to 60th.	Lake Washington Blvd	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!
All crosswalks, especially those on Lk. Washington Blvd, are still disregarded by 80% of drivers.	Lk. Wash. Blvd from Carillon Point to Waverly Park.	Enforce crosswalk laws so strictly that we become known statewide or even nationally for it. Lk. Wash Blvd is the biggest issue.
To get from eastside of market st to marina park have to cross with no crosswalk at curve by boat launch at park. No sidewalks on 124th across 405, under 405 at 85th - both are nerve racking for pedestrians.	Love walking downtown and Juanita. Flashing & flagged crosswalks are great for increasing visibility.	
	Juanita beach park	
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	Marina/waterfront area	

Raw data from pedestrian surveys

Problem	Positives	Other
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. NE 90th Street: Several missing segments between 124th Ave NE and Costco. 124th Ave NE: Missing segments, NE 95th Street to south of NE 94th Pl; south of NE 87th Street to NE 85th Street.		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.
Crossing Market St. Can the crossings be made more visible? Speeding vehicles in West of Market and East of Market are safety problems for pedestrians. Can Lake St sidewalks downtown be made wider?	Overall, there are lots of great places to walk in Kirkland. Waverly Way is beautiful. Many streets in East and West of Market are nice for walking (except for speeding vehicles).	Santa Barbara, CA, has lovely wide sidewalks. Very conducive to locals and tourists strolling around.
116th Ave NE in the Highlands, between NE 95th and NE 87th Along NE 118th St, between 120th Ave NE and Fred Meyer's south driveway Under 405 The "waterfront" (condofront, really) walkway is much too narrow to accomodate the volume of people who use it		
Drivers going too fast on Central Way and Market Street and not looking at pedestrians in crosswalks.	Lake Washington Boulevard, Waverly Way, from Parkplace to the Marina, 1st Avenue East of Market, 3rd Avenue East of Market	
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.	All the streets West of Market that have sidewalks.	ALL the streets need sidewalks!!
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.	Along the lake	More running/walking trails would be great but more importantly would be to finish puttind sidewalks in the neighborhoods so kids can safely walk and play off of the street. Only part of West of Market has sidewalks.
around construction or lakefront - lakefront is crowded and dangerous with traffic. some side streets are inadequately lit.	along the lake/marina park.	some side streets have inadequate lighting.

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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)</p>	<p>The "strip" along Lake Washington Blvd. Why? Because there are SIDEWALKS -- (are you getting the theme?) Despite crossing a busy road (LWB), there are flags, flashers etc. that make it safer and at least you can be on a sidewalk with the stroller instead of hugging the edge of the road hoping no one will hit you in your own residential neighborhood!</p>	<p>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!</p>
<p>NE 116th @ I405 interchange. I could walk to work if this area were more pedestrian friendly.</p>	<p>St Edwards Park for exercise</p>	<p>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.</p>
<p>Any place where there is a safe path/sidewalk discontinuity on an arterial.</p>	<p>Waterfront, west and east of Market, Downtown, Juanita wetlands, park trails.</p>	<p>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/.</p>
<p>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).</p> <p>Lots of places in Rose Hill don't really have sidewalks, or clearly pedestrian roadsides.</p>	<p>Along the waterfront is one of the best places to walk. There's a safe sidewalk, with many detours that wind up close to the water.</p> <p>Broadening the side walk and bike path (if that's possible) to give it more room would probably invite more people to that area.</p>	
<p>west side of 116th AVE. NE (Highland)--no side walk and fast cars</p>	<p>Lake Wash Blvd</p>	
<p>No pedestrian link from north end of Highlands neighborhood to Totem Lake and Juanita (using the 100th St overpass is not direct enough).</p>	<p>Along Lake Washington Blvd. Also Juanita Bay causeway.</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
<p>124th Avenue NE, missing sidewalks, lots of 405 reroute traffic NE 90th no sidewalks, deep ditches, costco traffic Kirkland Avenue/Central Way missing sidewalk pieces to connect east to west with lots of fast moving traffic</p>	<p>downtown where there are complete sidewalks</p>	<p>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.</p>
<p>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. 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.</p>	<p>Around / in Bridle Trails State Park (but 2 sides of the park lack anywhere for pedestrians -- north and west side.) downtown kirkland is nice for walking. 85th is the worst because most of 85th has no real sidewalks -- just narrow cheap blacktop paths right next to busy cars.</p>	<p>Complete walking / biking path on 116th. Require proper sidewalks on all streets -- especially on 85th, and around the state park.</p>
<p>Rose Hill is the worst! Along 85th and under the freeway.</p>	<p>Along the waterfront. Lake Street and Lake Washington Blvd. Although the walkways on the West side of those streets should be much wider to accomodate all the people that use them.</p>	
<p>neighborhoods without sidewalks</p>	<p>Downtown on LWB</p>	<p>Kirkland has done a great job. We just need more stroller friendly sidewalks in the outlying or neighborhood streets</p>

Raw data from pedestrian surveys

Problem	Positives	Other
1. Crossing the 85th St. corridor east of 405 2. Crossing 124th St. corridor all through Totem Lake 3. Crossing 405 @ 85th, 116th, 124th - all abysmal! 4. Crossing Market Street north of 95th - whizz! 5. North-south on 116th Ave. NE - no sidewalks! 6. Crossing the railroad tracks on NE 87th Street	1. Juanita Bay Park 2. Slater Ave. NE north of Costco out to 116th - peaceful 3. Lake Washington Boulevard south of Central 4. Meandering through NorKirk on the - joy! - sidewalks 5. Trails behind Everest Park down through to Houghton	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! 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.) 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!!
Highlands, Juanita off 100th Ave NE and 108th Ave NE, Rose hill by shopping area	Juanita with Bay park, beach park.	Walking path where dinner train goes.
	Through Houghton and down Lake Street East of Market through neighborhoods West of Market and the park (the old jr. high) Spinney Homestead Park in the Highlands	
lack of sidewalks in my area	downtown Kirkland to Carillon point on west side of street - you have almost no streets to cross	
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.	Walking in neighborhoods and between neighborhoods are excellent locations for walking. The busy traffic downtown makes it difficult to go for a stroll there.	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.
		I'd love to have more connected waterfront walks.
	Water Front.	Bike Paths need to be used for bikes, leave the sidewalks for the people.
access to Totem Lake from West side of 1-405	Along lakefront, or along BNSF corridor.	Pedestrian overpasses over busiest streets (like NE 85th)\Central Way).

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>Along 124th Ave where the sidewalks are patchy and the road is busy. You can walk along Slater Ave instead, except that the sidewalks are patchy there as well.</p>	<p>In North Rose Hill - the new park which connects with the old one.</p> <p>the downtown Kirkland core by the library and transit center.</p>	<p>More sidewalks.</p>
<p>Downtown</p>	<p>Lake Washington shore</p>	
<p>Juanita Beach</p>	<p>Down town</p>	<p>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.</p>
<p>Highlands neighborhood, Forbes Creek Drive, West side of 108th Avenue (near Watershed Park).</p>		
		<p>Wider, more continuous, sidewalks with a buffer (space, grass etc.) between walkers and traffic.</p>
<p>sidewalks that end for no apparent reason</p> <p>please consider adding perimeter trails (non-paved) at schools</p>	<p>watershed park in houghton</p> <p>kirkland waterfront</p> <p>west of market neighborhood</p> <p>juanita bay wetlands</p> <p>bridle trails park</p>	<p>consider non-concrete sidewalks - a soft shoulder is way better for runners and it doesn't have nearly the expense or environmental impact</p>
<p>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.</p>	<p>Lake Wash Blvd from Carrilon Point to Marina Park. Great Sidewalks, ample cross walks and integration of side walks to park space.</p>	
<p>97th Avenue between NE 120th Street and Juanita Drive. Getting through Totem Lake (e.g. NE 124th Street, etc) Connecting downtown with NE 85th and North/South Rose Hill.</p>	<p>Lake Washington Blvd and Juanita Bay are excellent walk routes and very popular.</p>	<p>Replace downtown sidewalks with a better surface material.</p> <p>Work towards dual use of BNSF right-of-way - getting it into public ownership is critical.</p> <p>Need to build NE 90th St. ped overpass.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>6th St. S, south of Kirkland Way; 116th Ave. NE - Highlands neighborhood; 12th Ave./ 110th Ave. NE connection between Norkirk and Highlands; Lack of connections between Forbes Valley and Juanita; Narrow sidewalk along 98th Ave. NE connecting Juanita Bay Park to NE 116th St; 16th Ave W; 18 Ave W; & 6th St W - from Market toward Lake Washington; 4th St. between 13th & 19th Avenues (Norkirk)</p>	<p>Downtown; Most of Market and Norkirk neighborhoods; Lake Washington Blvd. (although pedestrian volume suggests need for wider sidewalks at many locations);</p>	<p>Pedestrian connections in ROW unopened to cars are great. Ped. flags are great.</p>
<p>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. Sidestreets around Mark Twain Elementary and on 132AVE are also missing sidewalks. Be aware that new denser construction in the North Rose Hill area has attracted families with children and more cars.</p>	<p>I run nearly daily in my North Rose Hill neighborhood. But when I want to go for a long walk where I don't have to deal with traffic, I head to Alki or Seward Park. The kirkland waterfront is just too noisy and interrupted by driveways.</p>	<p>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 Kikland and Redmond? A little inter-city cooperation perhaps?</p>
<p>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.</p>	<p>Along Lake Washington Blvd from 2nd ave down to carillon point.</p>	
<p>Lack of continuous sidewalks along NE124th Ave between 85th St and 116th St</p>	<p>Lake Washington Blvd</p>	
<p>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.</p>		
<p>areas where there are no sidewalks e.g. 6th and 6th st south have to make more street crossings also people speeding on 6th st / 6th st south between kirkland way and 68th st</p>		

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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 the 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.</p> <p>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.</p> <p>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</p> <p>I would love to see some means of physically slowing traffic</p>	<p>106th Ave NE is a terrific alternative to 108th. I LOVE the pedestrian "alleys" that provide access between other walkways, such as the one across the RR tracks on 60th (?) and all the access points to the lake shore away from the Lake Washington Blvd traffic!</p>	<p>See above on traffic "calming". I realize 108th is a main arterial, but so is Central, and there is much more restriction on availability of speeding through. I would be glad to see th addition of stop signs along 108th to make traffic have to pause. Another hazard I have seen very frequently and don't know if it has actually caused accidents, but have seen numerous near misses, is the tendency for traffic to pass busses that are stopped to pick up and drop off riders. Diferently placing either the stops or the median islands could help control this.</p> <p>Phyllis Needy Park is shown on the walking maps as being equipped with a restroom , However, about half the year it is closed. Could a Honey bucket tye facility be placed there during the many months it is closed?</p> <p>There are enormous "hedges" that force walkers into the road or bike path when passing or meeting another walker. Can something be done to get those trimmed to allow two people to comfortably pass each other on the sidewalk?</p> <p>I am also concerned and have been unsuccessful getting city cooperation on having a neighbor's fence reduced in height to allow</p> <p>I am also wondering if either a "when lights are flashing" sign could</p>
<p>kirkland highlands along 116th</p>	<p>waterfront</p>	<p>easier path from the highlands to Peter kirk school</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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 cars 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. In other news, the Lake</p>	<p>Lake Street, State Street, downtown core around the shops, Marina Park, Peter Kirk Park is pretty,</p>	<p>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.</p>
<ul style="list-style-type: none"> • 113th Avenue NE & NE 124th Street (near QFC) <ul style="list-style-type: none"> o Lighting needs to be better maintained, the street light at the northwest corner was inoperative all winter o 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. o 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. • NE 124th Street between 108th Court NE and 103rd Avenue <ul style="list-style-type: none"> o Vegetation near sidewalk severely overgrown along side o Homeowners often set trash and recycling bins center 	<p>Lake Washington Boulevard (between downtown Kirkland and Houghton Park). Downtown Kirkland.</p>	<p>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.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>Houghton, between 108th Ave and Lakeview Dr.</p> <p>Lakeview Dr sidewalk is impassible in areas</p> <p>intersection of 68th st and 108th ave. right turning vehicles totally disregard crossing pedestrians.</p> <p>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.</p>	<p>downtown area, although sidewalks on Park Ln are in need of serious maintenance. Uneven surface is hazardous.</p>	
	<p>Juanita Bay Park</p>	<p>More continuous facilities</p> <p>Better connections between streets. Need more public rights of way.</p>
<p>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. Parkplace 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. 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 cause tripping hazards, and I do appreciate the efforts to shave down the concrete.</p>	<p>I love all the waterfront parks and the old Juanita Bridge. Neighborhoods are wonderful, but sometimes sidewalks are not available or are broken up by some lawns where walks were not installed, forcing walkers into the street.</p>	<p>Sidewalks that accommodate two people walking side by side would be nice. The maintenance of sidewalks mentioned in #4.</p>
<p>Lake Washington Boulevard/Lake Street South due to runners being inconsiderate and threatening Walkers.</p>	<p>Parkplace Park.</p>	<p>Crosswalk blinking lights and flags.</p>
<p>walking from downtown kirkland to rosehill/costco area, specifically from the east end of park place to costco.</p>	<p>along the lake front - lake street to carillon point</p>	<p>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.</p>
<p>Crosswalks on NE 124th St. Traffic does not always yeild for pedestrians.</p>		
<p>Central Avenue crossings</p>	<p>Waverly way and other west of market streets.</p>	<p>More enforcement of leash laws and dog poop offenders, education for owners.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p>	<p>In most areas along the waterfront from Carillon Point to Downtown --- and, for the most part, in the Central Business District.</p> <p>(Kirkland Parkplace is a nightmarish exception with none of the inter-connectedness found in Redmond Town Center for example.)</p>	<p>I would like to see our Kirkland neighborhoods remain more like many of the neighborhoods I see in comparable towns like Mercer Island and Bainbridge Island. I would like to see sidewalk efforts focused on Downtown and leave the sidewalks, bumps, humps, and flashing speed signs out of our neighborhoods.</p>
<p>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.</p>	<p>Our favorite walk is along Lk Washington Blvd between downtown and Carillon Pt, although it is so popular that it could do with a wider sidewalk. Waverly Way is also nice, due to the views and generally light traffic. Most of downtown is pretty decent, with good crosswalks.</p>	
<p>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 alot of cars stop either while pedestrians cross these crosswalks on this road.</p>	<p>Down by the waterfront and throughout the mall, and resturant walk ways.</p>	
		<p>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.</p>
		<p>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.</p>
<p>Kirkland Way</p>	<p>Lake Washington Blvd</p>	
<p>To the boardwalk in Juanita park from the intersection of NE 116th St and 100th.</p>		
<p>Crossing over/under 405 at NE 124th and NE 116th.</p>	<p>Market Street corridor and parallel streets.</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
Some side walks along washington blvd are not level, i have stumbled while jogging in this area a number of times.	Trails near lake WA	
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.	Lk Wa Blvd.	
Kirkland Ave, near the Bungee office and the KPC	Within Peter Kirk Park	All of the issues you've noted are priorities, and so it's hard to select just 3. For instance, I wish that there were longer continuous sections of walkways, but as compared to safety, that's a lesser priority - but it's still vitally important!
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.	Peter Kirk part and down on the waterfront.	See item 4.
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.	Juanita Bay Park IF THE LACK OF PROTECTION FOR PEDESTRIANS ON 98TH NEAR 116TH WERE ADDRESSED (SEE QUESTION 4).	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.
Along LK WA Blvd. It seems there are too many cars parked along the streets that it creates "blind spots" for pedestirans even when crossing in the crosswalk.	Kirkland Marina (obviously noticable to all)	
NE 124th St - Very unpleasant to walk along yet there are a number of people who do.	Downtown is the place to be. Also the neighborhoods that are fortunate enough to have sidewalks.	
116th and 124th streets...very high concentration of cars, not many running paths or long distance paths for jogging.	Juanita Bay and its parks	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.

Raw data from pedestrian surveys

Problem	Positives	Other
I live in the Highlands so ... - 85th (Kirkland Way) and 405 - Sections of 116th in the Highlands	#NAME?	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.
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. Crossing the RR tracks (112th line) along NE 87th on the North side without a sidewalk. No safe way to cross NE 85th from north on 114th Ave NE to get to the park and ride. Traffic that does not stop for the pedestrian cross walk on NE 85th at 5th Street.		
Highlands along 116th	everywhere to keep the variety	This is a big opportunity that just takes time to work through. More sidewalks, even gravel is better than perfect, concrete.
	Juanita Beach wetlands	Fix lumpy side walks. Keep trees from overtaking sidewalks
Would like to see sidewalks between Rose Hill and downtown Kirkland along 85th/Central Way.	Along the lake Boulevard downtown.	
My WoM neighborhood where there are no sidewalks. Also no fun maneuvering through the library parking lot where you always want us to park.	most of the downtown core has great marked lighted crosswalks with flags, signals, sidewalks, etc.	Would be cool if we had our own gilman type trail
	Juanita bay park forbes creek crestwoods	
No sidewalk on 94th in Brookhaven Neighborhood Lighted crossings are always out of order or pedestrian flags are missing	In Juanita at the wetlands park and in the big park	The medians and plantings in Juanita are not as scenic or maintained as the ones in downtown Kirkland

Raw data from pedestrian surveys

Problem	Positives	Other
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 Make downtown sidewalks wider for multiple uses	From Juanita Bay to Juanita beach park. Along LW blvd	More free, public parking just outside the downtown area to encourage walking around downtown
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.	Lake Washington Blvd	Removing poles and other items out of sidewalk e.g. the north sidewalk on NE 68th. west of 116th Ave NE.
	Along Lake Washington	Better accommodations for dog walking vs. people walking.
railroad crossing on 87th no sidewalks on narrow curing road on 116th Ave in Highlands all the places where gravel pathways were put in place of sidewalks (makes pushing strollers and kids riding bikes difficult)	Along the waterfront where there are continuous sidewalks	
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.	Peter Kirk park is beautifully designed, with a walk through it that is both functional, in that it connects Park Place mall with the downtown area, and enjoyable.	Nothing that I can think of at the moment.
Any street like 100th Ave as noted above. Streets with overgrown vegetation that makes sidewalks even smaller.	Off the main streets of downtown. In the parks such as Juanita Beach or in neighborhoods where traffic is limited or speed controlled such as Springbrook.	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 "oneway" auto lane and limited parking with only a change from brick to cobblestone to differentiate the Pedestian 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.
My pet peeve is the light by Les Schwab on 124th Street to get across 124th street. It takes approximately forever to turn green.	Juanita Bay Park	
Crossing Central.	Across Kirk Park to Transit Center.	

Raw data from pedestrian surveys

Problem	Positives	Other
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.	Market St., Lake Washington Blvd.	
Totem Lake area - especially 124th St from 85th to 124th, and up around the hospital.	Downtown Kirkland - Lake WA Blvd and Main St	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.
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.	<p>If you succeed in building it, the rail line where the Dinner Train currently runs will be the best location.</p> <p>If there were parking, Kingsgate Park - the wooded park on the corner of 140th by the freeway would be excellent. This place could use occasional police controls as well because bb gun shots and creepy guys are sometimes an issue here.</p>	
Construction areas near Sump Pump construction Juanita Drive & Juanita Park.		
Overgrown trees blocking the traffic flow on 93rd & 124th. Makes it difficult to pedestrians and on-coming traffic.	124th Avenue; by the Evergreen Healthcare Facilities even with construction, the marina and downtown	Flashing lights at pedestrian crosswalks very helpful; not enough public trash receptacles.
Totem Lake Boulevard & 120th	Juanita area by 100th and 116th	
	Juanita	overpasses would be nice
Crossing Evergreen Hospital's parking (124th) and 133rd Street. Additionally, 124th and 132nd. I used to live on that corner, and saw many 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.		more crosswalks with the flashing white strip lights along the walkway that give drivers visibility especially in low light situations (evenings).
CONTINUOUS SIDEWALKS FROM 160 to Evergreen Hospital		

Raw data from pedestrian surveys

Problem	Positives	Other
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	Burke Gilman Kirkland waterfront	
large areas without sidewalks.	Downtown. The lighted sidewalks and flags are great!	More sidewalks and designated areas for walking and running.
	I walk around the hospital all the time for lunch breaks and to and from bus stops	
I see less people walking in my neighborhood.....not particulary safe at night or very early in the am.	Downtown and along the lake.	
Traffic congestion. Poor drivers. Stressed population.	Multiple sites.	
Totem Lake Blvd. Sand and dust in air. See above answer. All intersections from Trader Joes to Evergreen Hospital. People run red lights.	Along the road from Evergreen to Safeway in Kingsgate. But there is still a lot of sand on the road that gets kicked up in the air by speeding cars and buses.	Connections so we can walk to Fred Meyer, McDonalds. I believe there will be a walk way over I5 but it is still under contruction. There are a lot of people riding buses with more when the transit center is finished.
waterfront sidewalks need maintenance	waterfront	wider sidewalks alng waterfront on Lake Washington
	Waverley Way, for the scenery - one sidewalk seems to be enough.	Thank you for installing in-pavement crosswalk lights!
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.	All around the lake.	
Businesses crowding the sidewalks like often is the case on Market St.	Kirkland Avenue because it's not too busy.	N/a
Crosswalk on 6th Street near the RR tracks. I am terrified there because cars don't stop for you.		Really well marked crosswalks, like with a sign over the road that cannot be missed.

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>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.</p>	<p>Most of my walking is outside Kirkland. 124th from EGH to Kingsgate Library is nice since the sidewalks are wide and there is only 1 busy street to cross.</p>	<p>Do something about aggressive drivers. Make pedestrian crossing more visible to drivers. Even I have a hard time noticing pedestrians crossing in some areas.</p>
<p>Downtown park area, do not feel safe with unsavory crowds hanging out near transit center.</p>	<p>That would be the best place, Peter Kirk Park, as it is central to everything.</p>	<p>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.</p>
<p>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.</p>	<p>The enhancements to Heritage Park have been great. This is part of our near daily walk and its very nice to have a good path along the edge.</p>	<p>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.</p>
<p>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.</p>	<p>Walking along the bluff between Heritage Park and Waverly Beach Park. Very pretty, and the improvements to Heritage Park are great.</p>	<p>I like the crosswalk/flag program. The crosswalk lights (in the pavement) are VERY effective; I wish we had those more places.</p>
<p>The street that runs north and south to the west of Bridle Trails Park</p>	<p>I walk in the area around downtown and Houghton and find it excellent</p>	
<p>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.</p>	<p>Market Street, Washington Blvd.</p>	<p>Bikers and walkers often have to share the space. Would like that separated. More and more bikers and they go fast.</p>
<p>Downtown sidewalks are overcrowded and damaged.</p>	<p>Down by the waterfront at carillon point</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p>		
<p>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.</p> <p>Crossing at 98th/Juanita Drive intersection is also very dangerous as cars turning right from 116th (in both directions) cannot see the crosswalk occupants.</p> <p>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.</p>	<p>I like walking through the neighborhoods in South Juanita and west of Market. Once you are off the main drags and onto streets with visibility, the lack of sidewalks doesn't matter. Walking within Juanita Beach and Bay Parks is fabulous -- but walking TO them is difficult. Love being able to walk anywhere in downtown from Marina Park to Parkplace -- but often have to move the car because of proprietary lot or timed parking, so we end up driving! Example -- parked Wed. at 9:40 in 2-hour zone to enjoy the concert and beach, then rushed to market before it opened officially to get back to car by 11:40.</p> <p>I like that the trails in Forbes Creek are passable these days -- thanks for the maintenance!!</p>	<p>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.</p>
<p>#1 Northup, 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)</p>	<p>downtown in general - lake washington blvd has nice wide sidewalks and a bike lane; state street is pretty good too.</p>	<p>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?</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>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.</p>	<p>Crossing the street all over downtown has gotten easier with the changes to the street that were made. Market St is good walking. Lake Wa Blvd is good walking.</p>	
<p>Crossing Market street in front on Zip Market and in front of the tennis courts on Central</p>	<p>In the trails behind Crestwood park. Then anywhere there are sidewalks.</p>	<p>I walk my dog all around Kirkland. Doggy bags in PK park please.</p>
<p>Crossing Central Way south of 6th St. On Railroad Way south of Kirkland Way Crossing Kirkland Way at 8th St. S/Railroad Way.</p>	<p>East side of 8th St. S. along Everest Park</p>	<p>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.</p>
	<p>along Lake street. Lots of people and traffic. Not alone, less likely to get attacked or hit by car.</p>	
<p>by slater ave, totel lake blvd. by waterfront and downtown, things are great!!!</p>	<p>downtown, all along the bulevard and water way up to carillon point.</p>	<p>mark pathways, make greenbelts or connecting paths between neighborhoods.</p>
<p>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.</p>	<p>Lake Washington Blvd, State Street and Lake View Street.</p>	
<p>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.</p>	<ol style="list-style-type: none"> 1. Juanita Bay Park 2. Heritage Park 3. Along the downtown waterfront 4. Downtown Kirkland 	<p>I think safety, attractiveness, and having appealing activities around. I often go to walk along Commencement Bay in Tacoma. That is a very popular walking area because there is the Bay on one side and lots of activities and excitement (restaurants, walkers, skaters, bikers, etc.) going on all around you. It is an entertainment scene unto itself. I think Kirkland has many of the same features.</p> <p>I would like to see an attractive walking path from Park Place, through Peter Kirk Park, past the parking garage, to downtown Kirkland, especially from the parking garage to the heart of downtown Kirkland. I think it would make the garage more appealing.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
Along 108th from Houghton to Park Place	Along the waterfront where there are nice, wide sidewalks and from Houghton down to Lakeview Elementary and along State Street to downtown has sidewalks on both sides of the street (not during construction areas)	Safer approaches to the walking bridges across the highway. Maybe lighting or clearing of trees/brush?
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.	Downtown Kirkland, the waterfront, Market st.	
getting access to the waterfront	Harber park and along water to the south(entrance is very hard to find)	Give more seperation between cars and peds! like: provide planter strip add baricade or railing raise or move sidewalk away from streets make board=walks in swampy areas
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.		

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>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 cars.</p> <p>Another problem area for us is that we like to walk to Juanita</p>	<p>There is no excellent place for any length of time. Downtown by the lake where the sidewalk is wide is pretty good. More downtown sidewalks could stand to be wider to accommodate the slow walkers, the fast walkers, the joggers, and the strollers and dogs on leashes.</p> <p>Most of the side streets don't have continuous sidewalks. Many of the side streets are not wide enough for two people to walk side-by-side because of growth that extends over the sidewalk. If you want to see what I see, take a walk from 420 10th Avenue to Carillon Point and back taking two different routes (try 4th street going and 5th street coming back through Park Place). Or even 6th street if there are two of you trying to walk together. Try a sunny day at 5:00-7:00 or a dark winter night same time.</p>	<p>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.</p> <p>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.</p> <p>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).</p> <p>At the four way stop at State Street by the library it is hard to cross</p> <p>Good Luck!!</p>
<p>1) 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.</p> <p>2) 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.</p>		
<p>Behind Peter Kirk School from RR tracks to 12th. Along 111th in Kirkland Highlands (No sidewalk, narrow road and blindspots)</p>	<p>Lakefront Promenade</p>	<p>More Walk access to Lakefront along Lk Wash Blvd.</p>
	<p>St Edward park, bridle trails park</p>	
<p>The library intersection is complicated due to high pedestrian use and cars from all directions making turns.</p>	<p>Along the waterfront, west of Market, Houghton, Watershed Park.</p>	
<p>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.</p>		

Raw data from pedestrian surveys

Problem	Positives	Other
Around Evergreen Hospital/Totem Lakes Mall. Downtown (shopping areas). Juanita (from Village to Beach).	Waterfront walks. (Marina, concert area).	
East of Market and the Highlands have poor sidewalk continuity and some stop signs/crosswalks don't have stop lines for the cars.	Along the waterfront has good sidewalks.	We just need better sidewalks and for the cars to slow down.
Mentioned above.		
	waterfront	Better placement of crosswalks. ie. market and central more policing of motorists who ignore pedestrian crossings ie....central and parkplace
Any crosswalk in DT!	Marina Park	More walking only zones!!!
<p>1. 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?</p> <p>2. 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?).</p> <p>3. 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.</p> <p>4. Central Way, I-405 west into downtown Kirkland--No sidewalks, dangerous to walk to Rose Hill.</p>	<p>1. Lake Washington Blvd, from Central Way to Lakeview Dr.</p> <p>2. The Juanita area, near 98th Ave NE, NE 116 St, and Juanita Dr near Juanita Beach Park--definite improvement over the years.</p>	<p>1. Separate pedestrians from vehicle travel lanes, not by 5 ft bike lanes, but by planter strips and guard/hand rails.</p> <p>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.</p>
Walking on 124th NE between 85th and 116th. I was surprised at how often the sidewalk ended.	I enjoy walking in my neighborhood, the Highlands, despite the lack of sidewalks. I enjoy seeing people out and about. I like walking on the trails around the Highlands that connect to Crestwoods Park. Juanita Bay Park is also good, especially for people like my parents who can't do big hills.	It would be nice if sidewalks were continuous and didn't switch from one side of the street to the other.

Raw data from pedestrian surveys

Problem	Positives	Other
Downtown sidewalks need repair	Along waterfront from 3rd to Carillon Pt.	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.
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 are not watching for pedestrians because they are looking for the 'hole' to turn into. I dont have the answer but maybe a four way stop would be appropriate.	Along Lk. WA Blvd. but on the east side of the street. There are less people on that side. The negatives to that is the width of the sidewalks. Babystrollers, dog walking, and runners do not always fit.	
Most walking is done on Lake Washington Blvd so I have not encountered problematic locations.	Lake Washington Blvd from Carillon Point into the Downtown.	
	Most places are excellent with the exception of high traffic volume areas near 405	
<p>on 12th behind Peter Kirk Elementary - particularly the curve near the railroad tracks</p> <p>on Kirkland Way under the railroad bridge</p> <p>on 116th in the Highlands neighborhood</p> <p>124th north of 85th</p>	<p>Lake Washington Blvd</p> <p>Waverly</p> <p>West of Market and Norkirk neighborhoods</p>	<p>All parks should have restrooms open year round.</p> <p>If concrete is too expensive use asphalt.</p>
		<p>Many street trees hang too low, and make it hard to walk under.</p> <p>Lake Street walking path is narrow and thus gets too crowded.</p> <p>Provide more waterfront walking paths along Kirkland's precious waterfront. Do everything possible to maximize public ownership of and access to waterfront. It should be a shared resource for all.</p>
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.	Downtown Kirkland is very well made for walkers. I feel very safe to walk around there, and the traffic is used to looking for peds.	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.

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p>	<p>Downtown/waterfront.</p>	
<p>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 gargabe 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!</p>	<p>Lake Washington Boulevard Juanita Beach Park Watershed Park -- wonderful walking</p>	<p>See above</p>
<p>East end of NE 85th St - sidewalks have become narrow to the point of being almost unuseable.</p> <p>NE 118th St along north side of Dunn Lumber. There is no safe place for pedestrians to walk here. I work here and every day I see pedestrians walking in the road here. Could you gravel the narrow shoulder on the south side? It would sure be better than nothing!</p>		<p>Many street tree branches hang too low!</p>
<p>On 124th Ave NE, between NE 85th St. and NE 116th St. Sidewalks are very fragmented and there are many pecces where you have to walk on the road.</p>		
<p>East side of 6th Street South between 72nd and Kirkland Avenue.</p>	<p>Downtown; Market Street; Lake Washington Blvd; Forbes Creek Park</p>	<p>No comment.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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 accomodate more people, more comfortably. Further, 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.</p>	<p>Most of the neighborhood sidewalks just east of Market Street, generally, are good for walking.</p>	<p>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.</p>
<p>PROBLEMS GETTING FROM ONE SIDE OF THE FREEWAY TO THE OTHER. LIVING ON NE 124TH OR NE 132ND AND WALKING TO TOTEM LAKE.</p>	<p>FROM MOSS BAY TO CARRILON POINT.</p>	
<p>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 large factor in that decision.</p>	<p>All along lake Washington blvd. The pedestrian friendliness of downtown Kirkland is really great. It would be awesome if that was expanded into surrounding areas</p>	
<p>Incorporate Holmes Pt/St. Edwards Park area and link trails from Denny Park/Finn Hill.</p>	<p>Love to walk from Juanita Bay park, across old wooden bridge loop around park by Forbes Creek Fire Station and return!</p>	<p>Scottsdale AZ has multi-use trail that extends along a wash for 24 miles. It's fantastic. I love trains but it would be great to get access of the Dinner Train trails for a trail. Sitka, AK and Boulder, CO are super as well</p>
		<p>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.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
		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 beleive there should be light up/flashing cross walks along this section.
Downtown, 100th Ave NE, 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.	Lakeside. Where there are traffic lights or crosswalk lights.	See above comments.
1)In our neighborhood, there's a blind corner on 72nd Ave NE and very little shoulder (and no sidewalk). 2)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.	We love to walk in our neighborhood (west of Juanita Drive between 141st and about 120th, both on the streets and on the trails through Denny Park, Big Finn Hill Park, and St Edwards Park.	
	Most places in Kirkland are great for pedestrians. Downtown especially.	Would like to see the BNSF rail aquired 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.
down town. the new parking configuration has made traffic worse than it was before making walking a poor experience.	downtown, but it's too conjested there now.	a place to run dogs, it would give a location to walk to and something to do when you get there.
1. Totem Lake. 2. Old Kirkland Ave.	1. Marina/Park Lane/Park Place/Library - heaven 2. Walking anywhere there are sidewalks. Ex: up 122nd Ave. from 60th to 70th.	1. Sidewalks!

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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 stree 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.</p>	<p>Walking the streets west of Market street are always very interesting (but also confusing becasue of the layout of the streets and ends). However there are not consistent sidewalks so on ends up walking in the street most of the time. There are many new homes and remodeled homes in the area without sidewalks. I thought that major remodels and new homes were required to add sidewalks?</p>	
<p>Market street - dangerous to get across in rush hour. (Why was the crosswalk at 13th taken?)</p> <p>West side of 108th to South Kirkland Transit Center -- have to cross to E, then where do you cross back?</p> <p>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.</p> <p>Central Way/85th across 405. Alternatives are pretty far out of the way for walking, OK for biking.</p>		<p>Web site or e-mail place to report problems.</p> <p>I liked the program where we could report overgrown sidewalks, not sure if it still exists.</p>
	<p>Most of the parks are very nice to walk/run through.</p>	<p>It would be nice to have a green space trail system that connected some of the larger parks together.</p>
<p>Central Ave. as you try to cross under I405.</p>	<p>Along the lake and Waverly. Also, Juanita Park. totem Lake does not feel as safe (traffic-wise)</p>	<p>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.</p>
		<p>Maps posted for Bridle Trails and other parks.</p>
<p>Places near to where I live with no side walk.</p>	<p>Down town area Lake Washington Blvd.</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
85th St from Parkplace toward Costco and reverse.	West of Market. Lake Street. Lake Street South. Neighborhood near Kirkland Jr. High. Crestwoods Park Trails. Forbes Creek Rd.	
Along many busy streets, there are not safe sidewalks, or in some places no or noncontinuous 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.	Downtown Kirkland core.	-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 pe
Main roads with lots of noisy traffic like 100th Ave NE.	I walk from my house to Juanita Beach Park and Juanita Bay Park and return, about a 1 hour walk. Part of the walk is in quiet neighborhoods, part of the return walk is down busy, noisy 100th Ave NE. Walking along Lake Washington BLVD on the sidewalk is the best place to walk in Kirkland	
Any cross walk in the downtown area, and in Houghton.	Ant were away once I cross at a cross walk, and hope that I make it with out some idiot hitting me while I am crossing!	Have more police handiong out tickets to the drivers that don;t stop at cross walks even when the cross walk lights are flashing, and wene you have an orange flag in you hand!
	Residential areas along East of Market and West of Market. Also, downtown Kirkland is an easy place to walk/run. Many of these streets, even if they don't have sidewalks, are very easy to navigate on foot as traffic is generally very accomodating to walkers.	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.

Raw data from pedestrian surveys

Problem	Positives	Other
		<p>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 inbetween for an easement through the parks or along the water. Also more distance markers, or maps wiht every 1/4 mile marked?</p>
<p>Juanita residences. Few sidewalks and street lights off the beaten path.</p>	<p>Downtown Kirkland. Moss Bay to 520 interchange is great.</p>	
<p>-on 132nd Way, walking west from Albertson's/Juanita Elementary up to the top of Finn Hill. The traffic is VERY fast, no actual sidewalk. -There is currently no safe pedestrian crossing over I-405 north of 100th Street -no consistent sidewalk on 93rd Ave</p>	<p>Love Lake WA Blvd, Market Street from Juanita to Central</p>	
<p>I have ripped my clothes walking by mailboxes that are in the sidewalk.</p> <p>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.</p>		
<p>Sidewalks are too narrow on Lake Wash Blvd (Lake Street) - especially downtown and also along east side of street in area just south of downtown. It is almost impossible for 2 people to walk side-by-side on this busiest walkway corridor in the city.</p> <p>Uneven hazardous sidewalk surfaces downtown -- especially on high-walk-volume block of Park Lane just east of Lake St. Heaving from tree roots?</p>		<ol style="list-style-type: none"> 1. Provide kiosks at key locations (including at the parks and major transit stops) thru out the city with city map, including popular walk routes and trails and allied info. 2. Need improved bus stops (shelter, bench, route map, etc) which do not block the sidewalk.
<p>Traffic</p>		

Raw data from pedestrian surveys

Problem	Positives	Other
<p>Along 99th Place/100th Avenue, north of 110th Street Between intersection of 98th Avenue NE / 116th Street NE and the Juanita Bay Bridge - skimpy side walk with plenty of room to grow Stretches along Lake Street and Lake Washington Boulevard Between 124th Street and 132nd Street (no connections) Totem Lake in general Along 116th Street under I-405 From Costco and down along 85th under I-405 No connectivity between 132nd Avenue and Willows Road in Redmond (except very busy Redmond Way or very busy 124th Street). Ought to be a path somewhere in the middle, maybe at 100th, 110th. Coming up from Forbes Drive into the highlands, there is nice walking up until NE 10th Lane, but then there is very poor connectivity (along freeway wall) to Spinney Home Stead Park</p>	<p>East of Market (along 1st, 2nd, 3rd Streets) but poor connectivity northbound to Juanita (apart from steps by Crestwoods) West of Market (anywhere) The Highlands (anywhere) From South Juanita (112th Street) via the steps up to Crestwoods Park and continue to downtown Slater Avenue/Rose Hill From Crestwoods, over BNSF up into Highlands</p>	<p>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 (</p>
<p>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.</p>		
<p>NE 124th street has incomplete sidewalks.</p>	<p>Downtown, along the water and nearby to downtown shops.</p>	
<p>There are not enough places to safely and easily cross I-405 for pedestrians, particularly on 124th Street.</p>	<p>Juanita residential neighborhoods.</p>	<p>Bozeman, MT has an excellent trail system for pedestrians and bikers with connecting trails throughout the town. These trails are safe, wide, easy to access, and keep pedestrians away from traffic.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>From work I walk starting near the corner of Willows road and 124th to Kirkland Ave, so I see alot of the Kirkland Rose Hill area. I also walk into downtown all the time, so these are my references.</p> <p>I think Kirkland Ave needs continuous sidewalks from west of the railroad tracks. This is a major walking route starting with the highschool on the other side of the freeway. These sidewalks should be on the south side of the street. I find the block west of 6th to be dangerous, even though there are sidewalks on the north side, it doesn't make sense safety-wise to switch back and forth. Also, there is a gap or lack of sidewalks just east of 6th on Kirkland Ave.</p> <p>I like to use the path that starts just west of the railroad underpass on Kirkland Way. As I'm sure you are aware, this is a dangerous place to cross the street to get to the path. If the alternative is to give it up, I don't want that. Near this location 8th street could use sidewalks connecting to currently nonexistent sidewalks on the south side of Kirkland Way.</p> <p>I have a difficult time crossing Kirkland Way from west to east</p>	<p>The waterfront sidewalks running north to south on Lake Street are beautiful. The walkway from ParkPlace to downtown through Peter Kirk Park then along Park Lane is wonderful.</p> <p>I like walking along the Power Line trail south of NE 70th eventually leading into Bridle Trails. I make a loop into the Landfill (it would be nice if there were an official trail here)</p> <p>The new Heritage Park trails are fantastic. Thank you!</p> <p>The new Woodlands boardwalk is great!</p> <p>It's always pleasant to walk west of Market St.</p>	<p>Put in a trail-rail combination on the Eastside trail corridor! We don't want to miss this opportunity!</p> <p>It may be to difficult to give up the parking spaces but I would like to see the Park Lane street section between Cactus and Zeeks as pedestrian only.</p>
<p>corner of Juanita Dr & Market as you head into the Wetlands park.</p>	<p>The Blvd!</p>	<p>Would be great to have more walking paths that give you water access & views.</p>
<p>The intersection of Lake Street and Kirkland Avenue. Traffic has a hard time turning right from Kirkland Ave onto Lake Street due to the high volume of cars and pedestrians trying to use this area. I've seen many near misses for cars and walkers.</p>	<p>Along Lake Street/Lake Washington Blvd on the water side. You don't have any cross streets (some driveways)and there is a great view. It would be nice if the sidewalk were wider to allow for ped traffic in both directions when you have people walking side by side.</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
<p>Some of the railroad crossings are too steep - simple steps using railroad-ties would help. Or perhaps for safety reasons you prefer to not encourage more use of railroad crossings until the future of the railroad is decided.</p>	<p>Well, it would be nice to add a walking path north of the Junior High School that would connect up with the park down the hill back there (sorry, I forget the name). In other words, connections to wilder places in Kirkland's many parks would really appeal to me.</p>	<p>I used to live in Woodinville and walked the Sammamish River Trail regularly, even though there was a lot of competition with bikers and runners and roller bladers.</p> <p>A similarly extensive walk around Lake Washington, accessible from the Pavillion downtown, would be marvelous. But I don't know the land-use issues. Possibly too much of the lakeshore is privately owned to permit such a trail - unless it could be alongside the roads that go north.</p>
<p>When walking N on 108th, once you cross 68th St, the sideways all along 6th, especially near the newer construction - as you get closer to downtown Kirkland (Library), are difficult to walk on and you have to cross the street a few times because there are only sidewalks on one side of the street.</p>	<p>I really like the waterfront walking path. I enjoy how it takes you away from the cars on Lakshore Drive.</p>	<p>I would love to see more paths through Kirkland that do not run right along the road. I enjoy walking/running without all the traffic next to me.</p>
<p>-Kirkland Way from W of BNSF to Central Way @ 120th -Totem lake to 124th Street on the west side of I-405 -124th Avenue NE between B's&G's Club and 85th St. -132nd Ave NE between 85th & 75th Streets -Ave.85th Street between downtown and Rose Hill -100th</p>	<p>Woodland's park (except for the NE bridge when it is slippery)</p>	<p>- Buffer walkers/runners from traffic by a parking or planting strip - More pedestrian flags at more locations would help -</p>
<p>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.</p>	<p>Along Lake Washington.</p>	<p>An overpass over 85th to Park Place/ PeterKirk park?</p>
<p>The business district of Houghton. Specifically Sixth Street South and 68th street. There are no crosswalks along Sixth St. South. There are also a lack of sidewalks on the western end of 6th street south. I walk from work to PCC every day and it is difficult to cross the road.</p>	<p>Downtown Kirkland has seen a lot of improvements to pedestrian crossings. Now if we could only educate the pedestrians more (i.e. don't walk in front of a moving vehicle and expect it to stop) there would be less accidents.</p>	<p>Please figure out a way to make pedestrians more responsible for their actions. I am a responsible pedestrain, and a responsible driver. There are times when I can not see the pedestrians trying to cross until they are already on the road. People should realize that it takes time to respond, as a driver, to a crossing pedestrian. Pedestrians crossing should make sure that they are seen before crossing.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
The corridor along 85th St. into Redmond is dreadful. Let's build a continuous sidewalk.	Lots of pleasant walks are available in Kirkland. My favorites are Waverly Way and Lake St.	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.
construction area in totem lake. I have stoppped walking to work because of it.		
120th Avenue NE near NE 116th Street		
	Near Juanita Beach.	
I walk the same loop every day. The only problem -- but a very consistent problem -- is crossing NE 116th St. at the existing pedestrain crosswalk near 113th PI 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 immediatly. 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?		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.

Raw data from pedestrian surveys

Problem	Positives	Other
<p>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.</p> <p>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.</p> <p>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 wo</p>		

Raw data from pedestrian surveys

Problem	Positives	Other
<p>A walking path between Juanita Bay Park and Juanita Beach Park would be a great neighborhood improvement.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Another possible solution, though not so attractive, would be to reduce the speed to 25 mph (with a 10' turning lane).</p> <p>Another suggestion is to reduce the speed to 25 mph (with a 10' turning lane).</p>	<p>See Item 4</p>	<p>See Item 4</p>
<p>Kirkland Way</p>	<p>waterfront</p>	
<p>Crossing Central Way at the 5th Street pedestrian crossing. Vehicles are either entering or leaving the town and nearly all are speeding. It is hard to make them stop and this combination makes it a dangerous crossing place. The lights in the road are the most effective; the flags aren't a lot of use, especially after dark in the rain. I have had people shout abuse at me for crossing the road! (As they speed through the crossing while I am in it.)</p>	<p>Park Lane because traffic is restricted. Lake Street because it is continuous.</p>	<p>Sidewalks in core downtown area (Lake Street/Central Way, etc.) are narrow and cafes/restaurants want outdoor seating. If Lake Street 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.</p> <p>Traffic would have to be diverted, that part is problematic but it is probably a solvable problem.</p>

Raw data from pedestrian surveys

Problem	Positives	Other
<p>West of Market. New homes are landscaping to the pavement leaving little room to walk except in street. An example is 18th Ave, 16th Ave, 13th Ave.</p>	<p>Downtown, especially where the sidewalks are wider near Marsh Park.</p> <p>Waverly Way is good but some homeowners are letting their plants grow into the sidewalk area. They should be asked to keep them trimmed (Waverly near 10th Ave.)</p>	
<p>Kirkland Way between NE 85th and Railroad Ave, there are no sidewalks. Walking under the RR bridge is especially hazardous. In theory, pedestrians can follow the path along the road to the west of the RR tracks, then up the steep stairs and over the tracks. However, the path over the tracks is muddy, rough, and often practically unuseable. Plus, there is no way that a stroller or bicycle could navigate it.</p>	<p>Juanita Bay Park trails</p>	<p>Widen the path along the lake. Provide more lake views and access.</p>
<p>SIDEWALKS NOT AVAILABLE ON 124 NE, NE 92ND, 122ND NE AND OTHER AREAS IN NORTH ROSE HILL</p>	<p>HAVE NOT FOUND ONE IN MY NEIGHBORHOOD</p>	<p>COMPLETED SIDEWALKS</p>
<p>Definitely the cross street of 124th St. & 100th Ave. I walk quite often with my baby in a stroller. I use very bright blanket to cover stroller, so that people could see. Still, so many cars totally ignore us even when the light for those cars is RED and ours is Green. Many of them want to make a right turn, so drivers are always looking their left side, never even look at their right. Then they find us trying to cross the street. Some stop for us with annoyance on their look, others don't even bother and keep going. One day, I actually got 5-6 cars in front of us when I was trying to cross the street. Because of that, I couldn't cross--the signal was already RED for us by the time all cars passed. The length of time of green light is too short to cross the street, too.</p>	<p>Sorry, I can't think of any.</p>	

Raw data from pedestrian surveys

Problem	Positives	Other
For us it is sections of 6th St S where there are no sidewalks requiring us to walk on the road which is most hazardous when cars are also parked along these sections.	We really feel most of downtown Kirkland is fabulous for walking. We have recently moved here from Woodinville and this is such a wonderful change - we LOVE how pedestrian friendly Kirland is.	I think just filling in areas where sidewalks are missing would be very beneficial.
Anywhere where there are no sidewalks, such as 6th Street between Kirkland Way and the railroad crossing.	Waverly Way and Heritage Park.	Lake Street/Lake Washington Boulevard should have full-width sidewalks on the west side of the street between Central Way and Carillon Point.
Along NE 118th St next to Dunn Lumber Along Kirkand Ave under the railroad trestle Along the waterfront (sidewalks too narrow)		Make sure sidewalks stay trimmed. Send flyers in utility billings reminding people that they are responsible for trimming the sidewalks by their houses. Charge people for trimming if they don't do it (put a lien on their house if they don't pay). Mailboxes obstruct sidewalks - make sidewalks much wider near mailboxes. Garbage and recycle bins block sidewalks. Educate homeowners AND waste management personnel.
Those street without sidewalks. 108th NE west side of street where sidewalk ends for a block.	Along the lake	Wider sidewalks
The road downtown offwhere Cactus restaurant is located (I can never remember the name) is horrible! It is too narrow, bumpy, and the restaurant's seating areas make the sidewalks narrow and unpleasant.	Up and down Lake Washington Blvd is my favorite.	