

APPENDIX A.

PUBLIC ENGAGEMENT

Appendix A. Public Engagement

Engagement Summary

The update to the Active Transportation Plan (ATP) began in 2019 with some initial engagement activities such as community meetings and an on-line survey. Timeline for this update was extended due to COVID-19 pandemic related delays. In 2021, staff restarted an extensive public outreach schedule that included over 20 meetings with various groups throughout the year. These engagement efforts included:

- Neighborhood association meetings
- Interest group meetings
- Community meeting at City Hall (pre-pandemic)
- City Hall for All event (2021)
- Virtual community meetings
- Online public comment form
- Story Map and interactive Web Map

The virtual community meetings, survey and opportunities to comment on the webpage were advertised using social media, email lists and through This Week in Kirkland publication. Individual comments received through the public comment form are all noted below.

The Transportation Commission was briefed nine times throughout the process. Those discussions helped to shape the plan as it was being developed. In addition, Kirkland City Council was briefed at their [April 20, 2021](#) study session, at their [March 15, 2022](#) study session and at their [May 3rd, 2022](#) regular meeting.

Key take-aways

The City heard the most from the public regarding concerns about safety. These comments were varied but many of them included concerns related to:

- lowering speeds
- greater pedestrian connectivity and lack of or disconnected sidewalks in some areas
- separation of modes such as the greater need for protected bike lanes
- need for improved crossings
- human behavior such as cars failing to yield to pedestrians

The City also received many project / location specific comments and quite a few questions. Some questions/ general comments included:

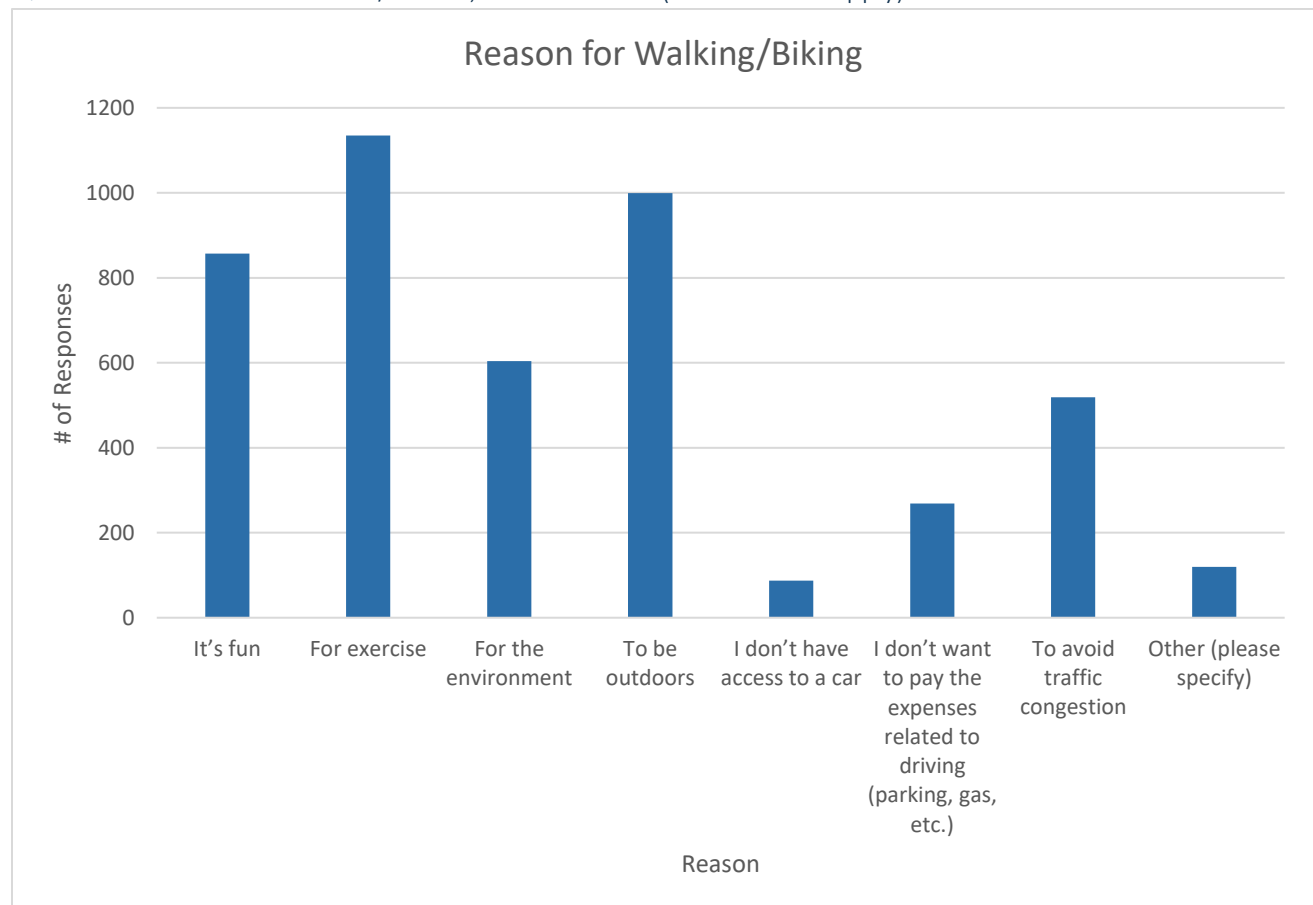
- appropriate use electric bikes and scooters in bike lanes and on sidewalks
- trade-offs between parking and other uses of right-of-way (people suggested to remove parking in lieu of bike lanes, others expressed concern about parking availability)
- need to ensure bike lanes and sidewalks are not blocked by cars, trash bins or debris

Safe and Active Transportation Survey

Between November 2019 and January 2020, the city conducted a Safe and Active Transportation survey to inform both the Active Transportation Plan and the Safer Routes to School Action Plans. This survey received 1,278 responses. The graphs and charts below show each question and responses (questions 1-24) and then includes some focused cross comparisons. Those cross comparisons look at specific responses from people who expressed an interest in walking more, bicycling more and also pulled out some questions based on specific demographics.

Survey Questions

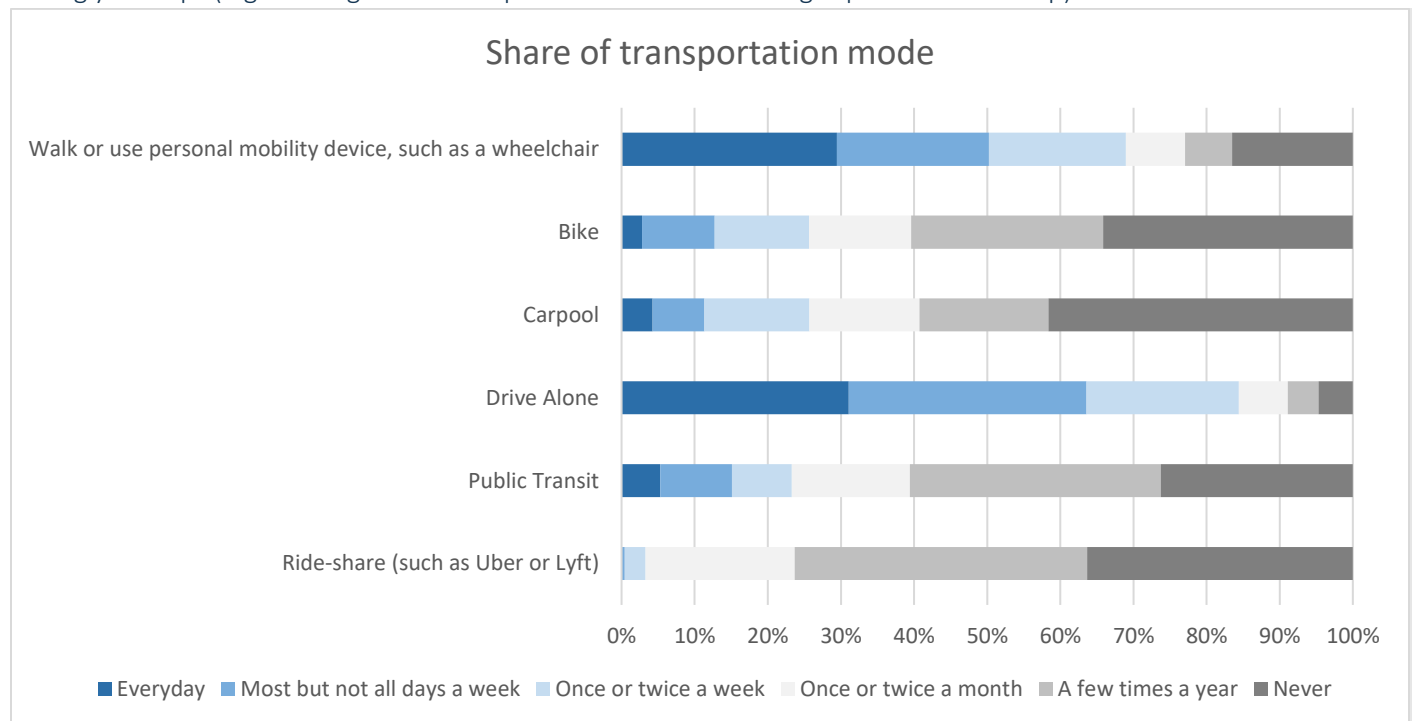
Q1. When I choose to walk and/or bike, I do it because (check all that apply)



Answer	Responses	# of Responses
It's fun	67.48%	857
For exercise	89.37%	1,135
For the environment	47.56%	604
To be outdoors	78.66%	999
I don't have access to a car	6.85%	87
I don't want to pay the expenses related to driving (parking, gas, etc.)	21.18%	269
To avoid traffic congestion	40.87%	519

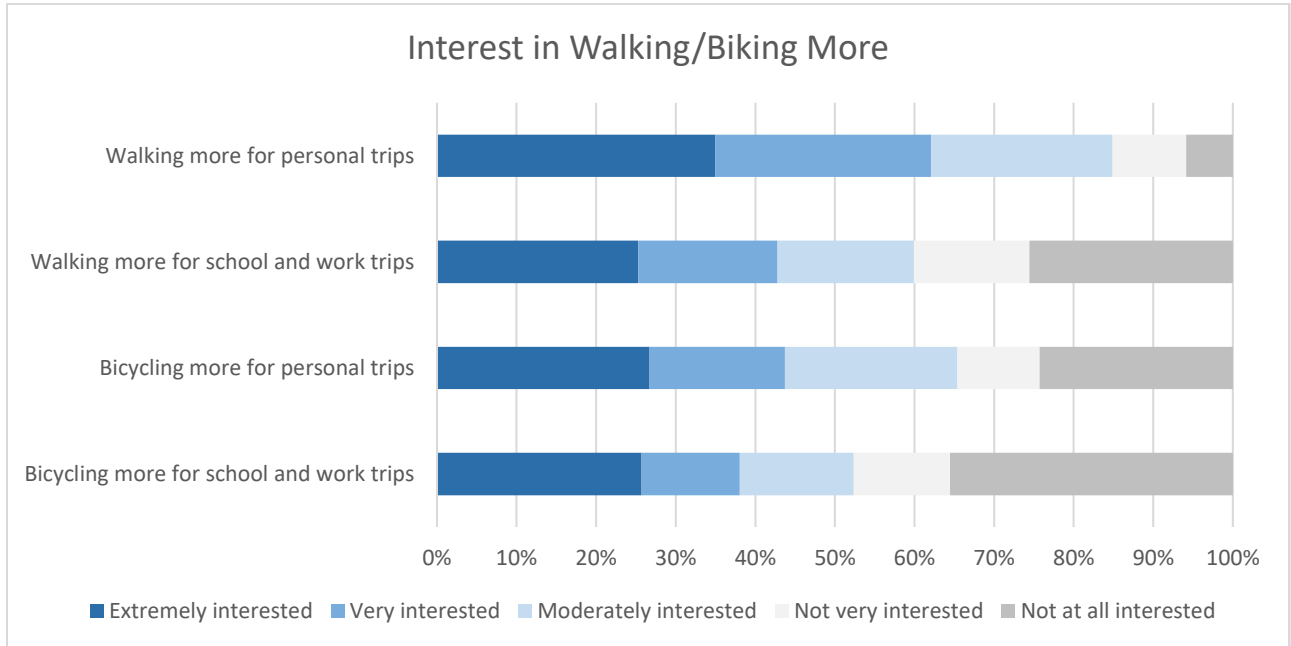
Other (please specify)	9.45%	120
Total		1,270

Q2. In a typical month, which of the following transportation options do you use? Include all types used during your trips (e.g. walking to a bus stop would be both a walking trip and a transit trip).



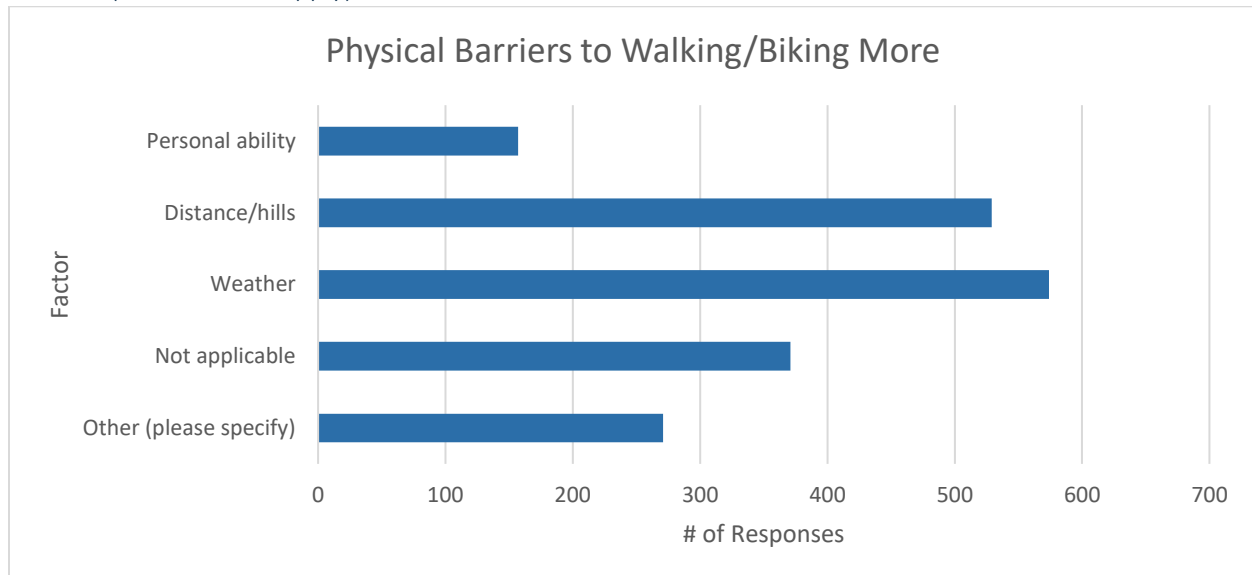
	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
Walk or use personal mobility device, such as a wheelchair	29.44%	20.81%	18.70%	8.12%	6.43%	16.50%	1,182
	348	246	221	96	76	195	
Bike	2.82%	9.92%	12.92%	13.94%	26.26%	34.13%	1,169
	33	116	151	163	307	399	
Public Transit	5.29%	9.81%	8.19%	16.13%	34.30%	26.28%	1,172
	62	115	96	189	402	308	
Carpool	4.25%	7.09%	14.35%	15.06%	17.63%	41.63%	1,129
	48	80	162	170	199	470	
Drive Alone	31.07%	32.53%	20.82%	6.70%	4.20%	4.68%	1,239
	385	403	258	83	52	58	
Ride-share (such as Uber or Lyft)	0.00%	0.45%	2.86%	20.36%	40.00%	36.34%	1,120
	0	5	32	228	448	407	

Q3. How interested are you in _____?



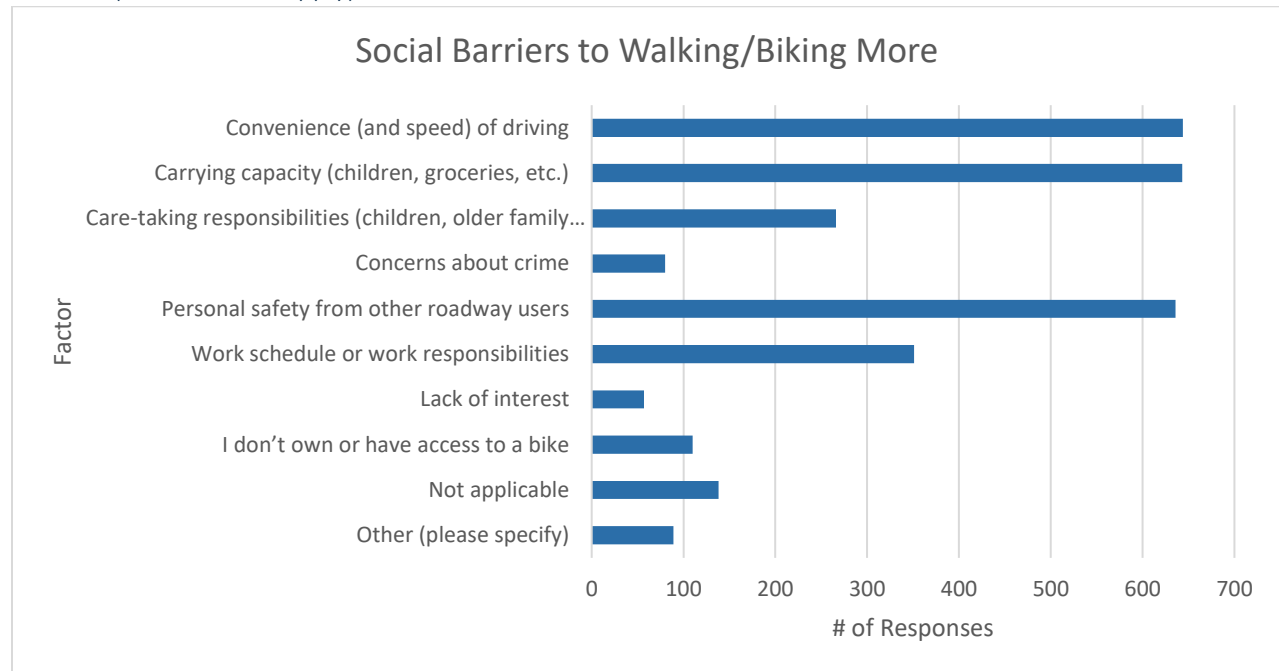
	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Walking more for personal trips	35.00% 435	27.11% 337	22.77% 283	9.25% 115	5.87% 73	1,243
Walking more for school and work trips	25.32% 300	17.47% 207	17.13% 203	14.51% 172	25.57% 303	1,185
Bicycling more for personal trips	26.73% 329	16.98% 209	21.69% 267	10.32% 127	24.29% 299	1,231
Bicycling more for school and work trips	25.69% 308	12.34% 148	14.35% 172	12.09% 145	35.53% 426	1,199

Q4. If physical factors keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



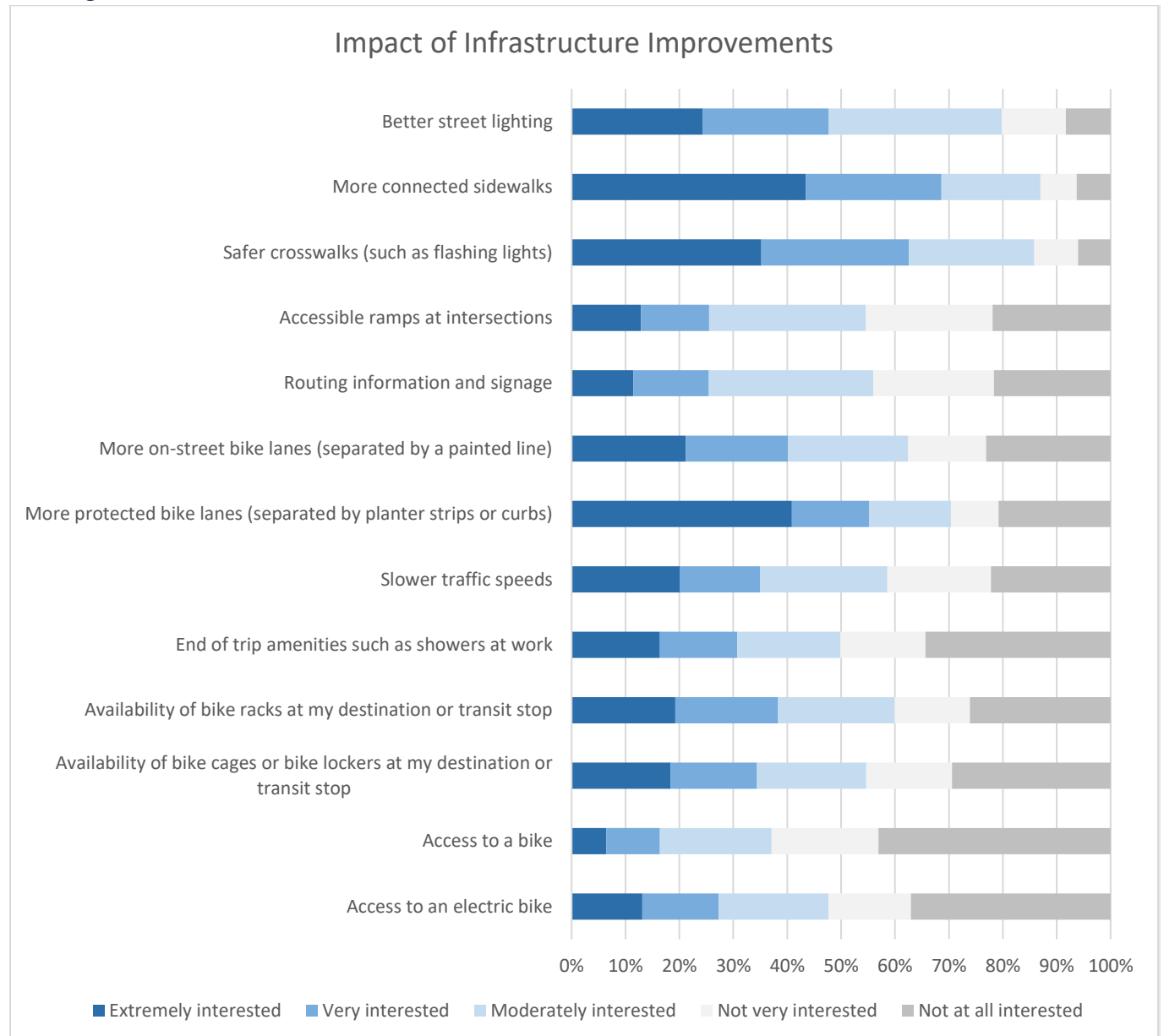
Answer	Responses	# of Responses
Personal ability	12.45%	157
Distance/hills	41.95%	529
Weather	45.52%	574
Not applicable	29.42%	371
Other (please specify)	21.49%	271
Total		1,261

Q5. If social reasons keep you from walking or biking more, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	50.99%	644
Carrying capacity (children, groceries, etc.)	50.91%	643
Care-taking responsibilities (children, older family members, etc.)	21.06%	266
Concerns about crime	6.33%	80
Personal safety from other roadway users	50.36%	636
Work schedule or work responsibilities	27.79%	351
Lack of interest	4.51%	57
I don't own or have access to a bike	8.71%	110
Not applicable	10.93%	138
Other (please specify)	7.05%	89
Total		1,263

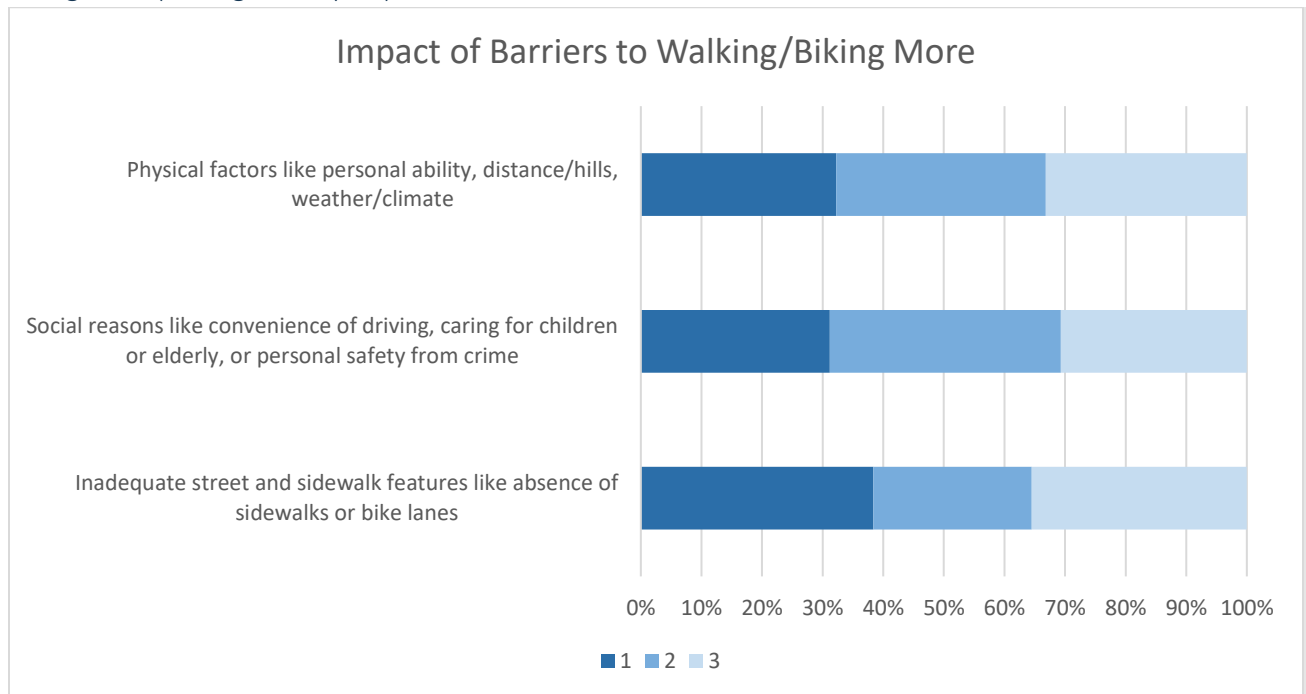
Q6. If the following street and sidewalk features were improved, how interested would you be in walking or biking more?



	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Better street lighting	24.36% 293	23.28% 280	32.17% 387	11.89% 143	8.31% 100	1,203
More connected sidewalks	43.50% 532	25.10% 307	18.40% 225	6.70% 82	6.30% 77	1,223
Safer crosswalks (such as	35.21% 432	27.38% 336	23.23% 285	8.15% 100	6.03% 74	1,227

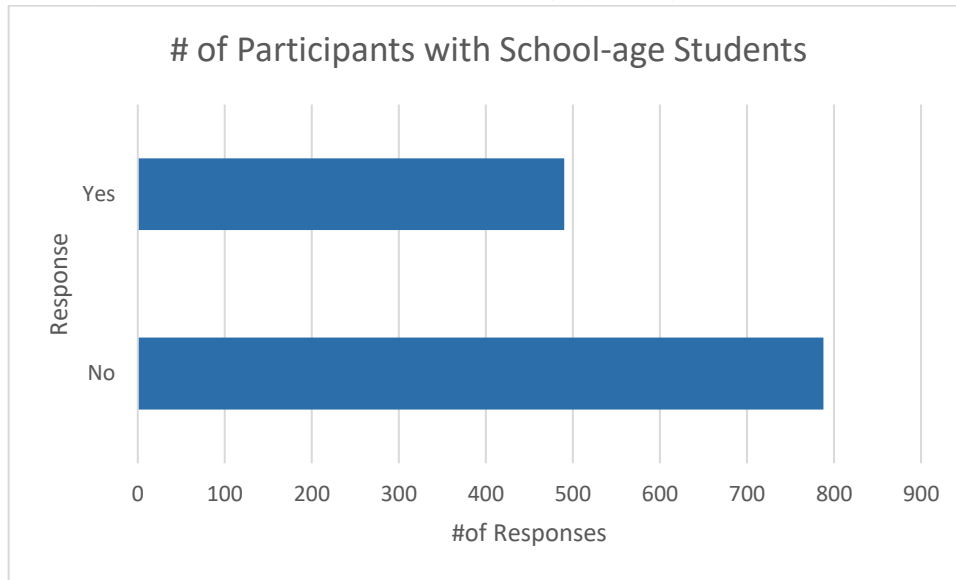
flashing lights)						
Accessible ramps at intersections	12.85% 151	12.68% 149	29.11% 342	23.49% 276	21.87% 257	1,175
Routing information and signage	11.45% 135	13.99% 165	30.53% 360	22.39% 264	21.63% 255	1,179
More on-street bike lanes (separated by a painted line)	21.20% 257	18.89% 229	22.36% 271	14.44% 175	23.10% 280	1,212
More protected bike lanes (separated by planter strips or curbs)	40.88% 500	14.31% 175	15.21% 186	8.83% 108	20.77% 254	1,223
Slower traffic speeds	20.05% 241	14.89% 179	23.63% 284	19.22% 231	22.21% 267	1,202
End of trip amenities such as showers at work	16.35% 190	14.37% 167	19.10% 222	15.83% 184	34.34% 399	1,162
Availability of bike racks at my destination or transit stop	19.24% 227	19.07% 225	21.61% 255	13.98% 165	26.10% 308	1,180
Availability of bike cages or bike lockers at my destination or transit stop	18.39% 215	16.00% 187	20.27% 237	15.91% 186	29.43% 344	1,169
Access to a bike	6.43% 72	9.92% 111	20.73% 232	19.84% 222	43.07% 482	1,119
Access to an electric bike	13.12% 149	14.17% 161	20.33% 231	15.32% 174	37.06% 421	1,136

Q7. Rank the following factors from highest to lowest impact on what is keeping you from walking or biking more (1 is highest impact).



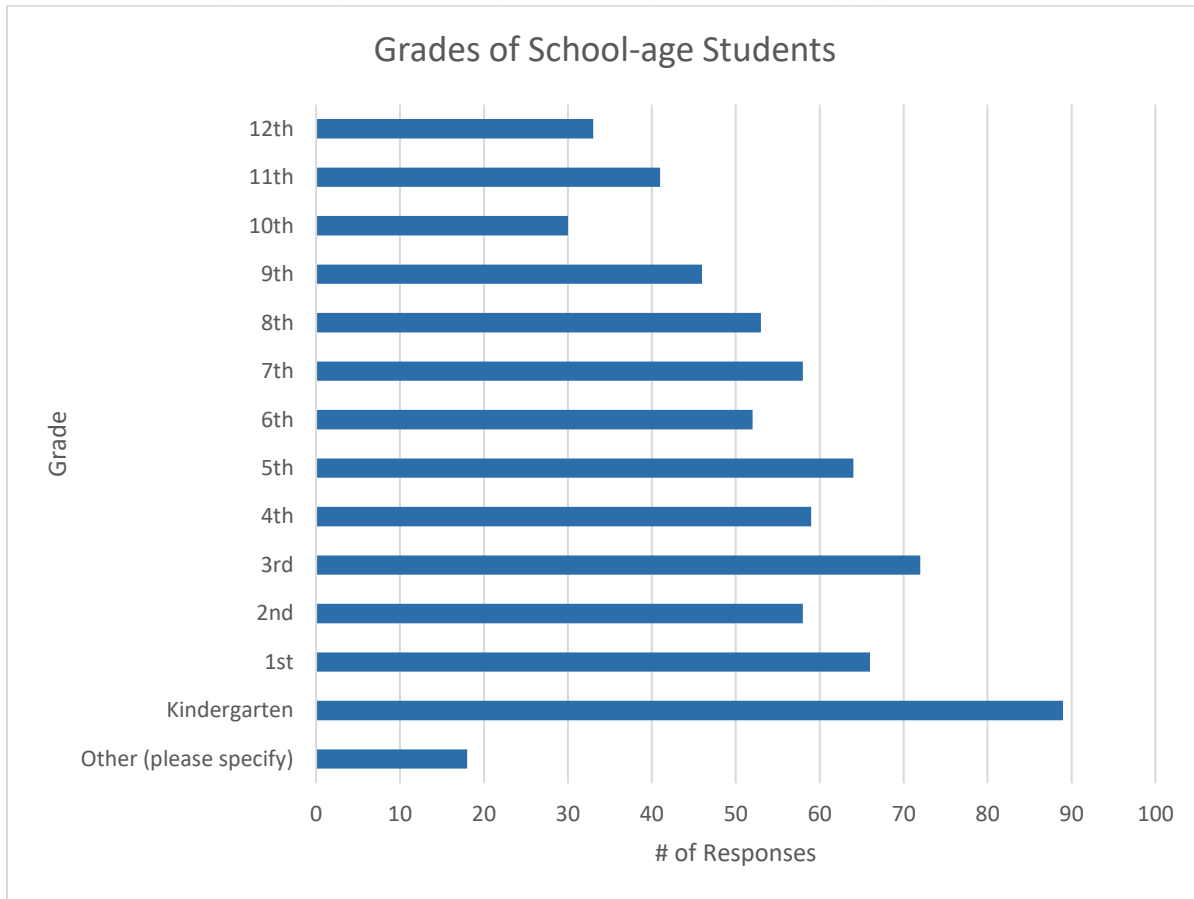
	1	2	3	Total	Score
Physical factors like personal ability, distance/hills, weather/climate	32.22% 375	34.62% 403	33.16% 386	1,164	1.99
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	31.20% 365	38.12% 446	30.68% 359	1,170	2.01
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.37% 465	26.16% 317	35.48% 430	1,212	2.03

Q8. Do you have or currently care for school-age (Kindergarten – Grade 12) students?



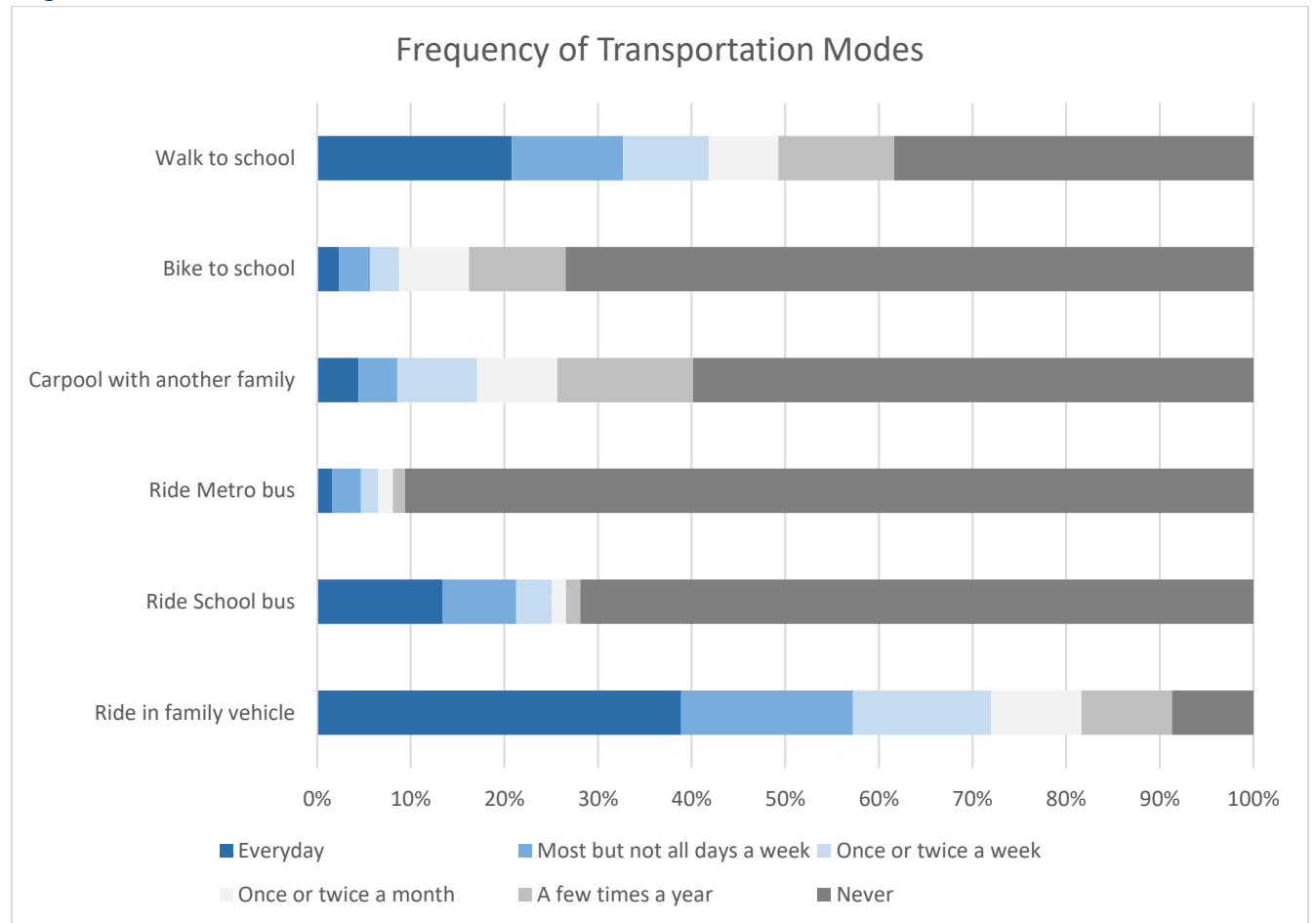
Answer	Responses	# of Responses
Yes	38.34%	490
No	61.66%	788
Other (please specify)	0.00%	0
Total		1,278

Q9. What are the grades of your school-age students? (check all that apply)



Answer	Responses	# of Responses
Kindergarten	20.32%	89
1 st	15.07%	66
2 nd	13.24%	58
3 rd	16.44%	72
4 th	13.47%	59
5 th	14.61%	64
6 th	11.87%	52
7 th	13.24%	58
8 th	12.10%	53
9 th	10.50%	46
10 th	6.85%	30
11 th	9.36%	41
12 th	7.53%	33
Other (please specify)	4.11%	18
Total		438

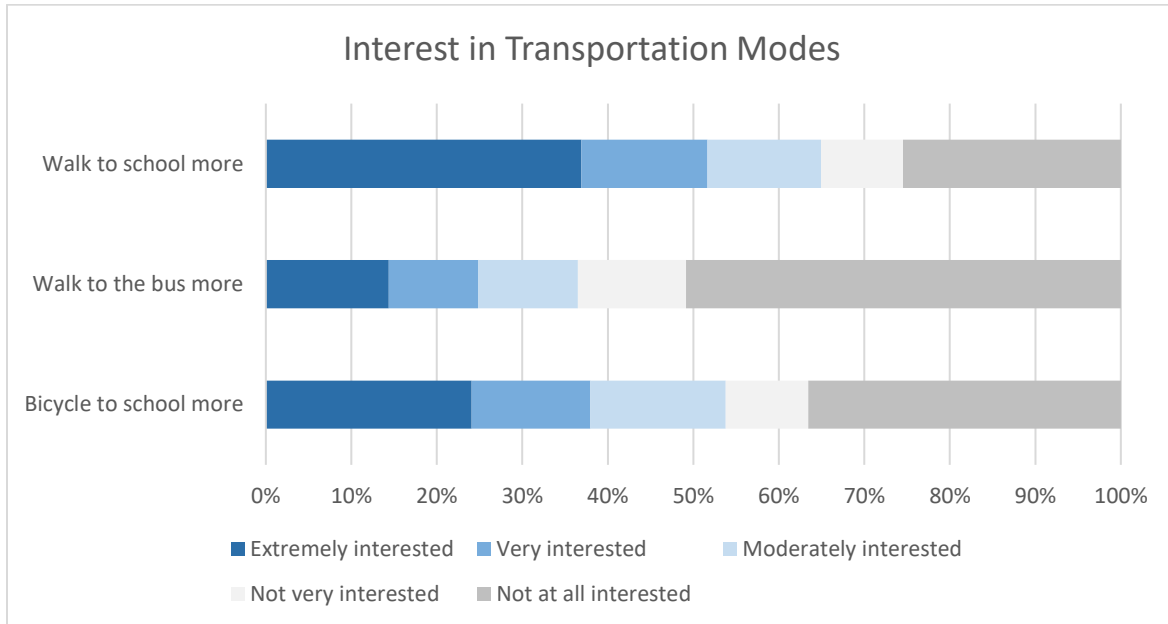
Q10. In a typical month, how often does your youngest student use the following transportation options to get to/from school?



	Everyday	Most but not all days a week	Once or twice a week	Once or twice a month	A few times a year	Never	Total
Walk to school	20.79% 84	11.88% 48	9.16% 37	7.43% 30	12.38% 50	38.37% 155	404
Bike to school	2.32% 9	3.35% 13	3.09% 12	7.47% 29	10.31% 40	73.45% 285	388
Carpool with another family	4.40% 17	4.15% 16	8.55% 33	8.55% 33	14.51% 56	59.84% 231	386
Ride Metro bus	1.56% 6	3.13% 12	1.82% 7	1.56% 6	1.30% 5	90.63% 348	384
Ride School bus	13.42% 53	7.85% 31	3.80% 15	1.52% 6	1.52% 6	71.90% 284	395

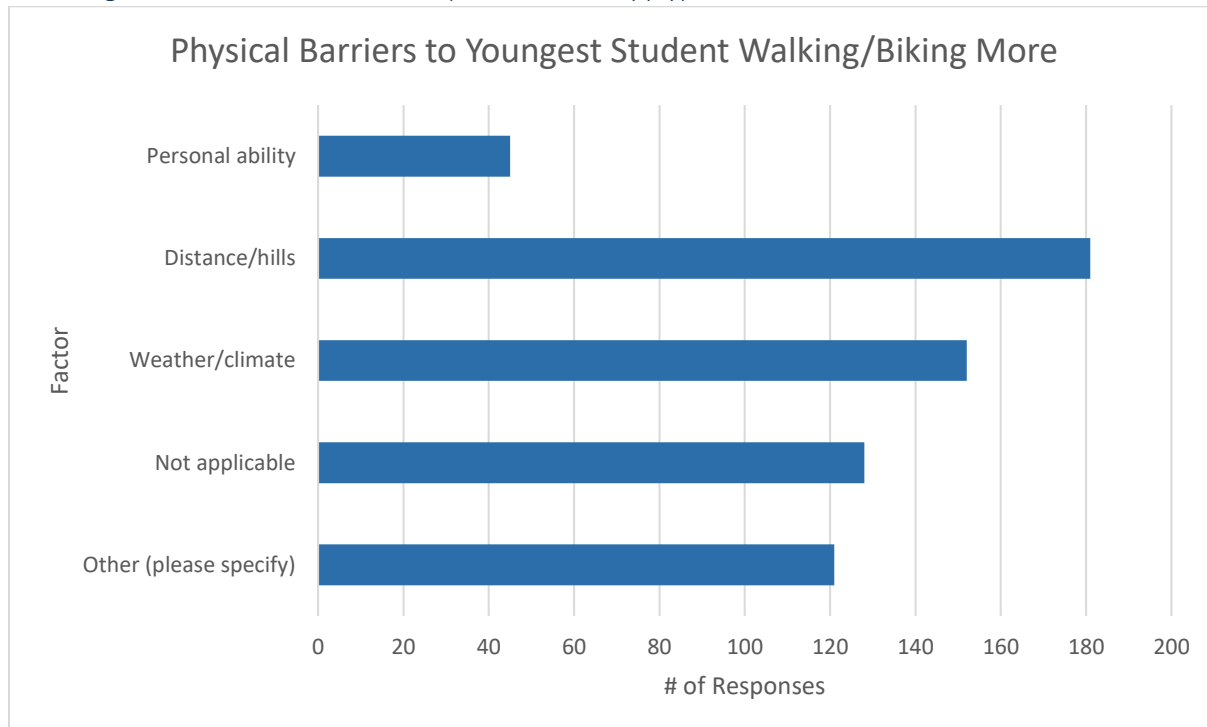
Ride in family vehicle	38.89% 161	18.36% 76	14.73% 61	9.66% 40	9.66% 40	8.70% 36	414
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Q11. How interested are you in having your youngest student _____?



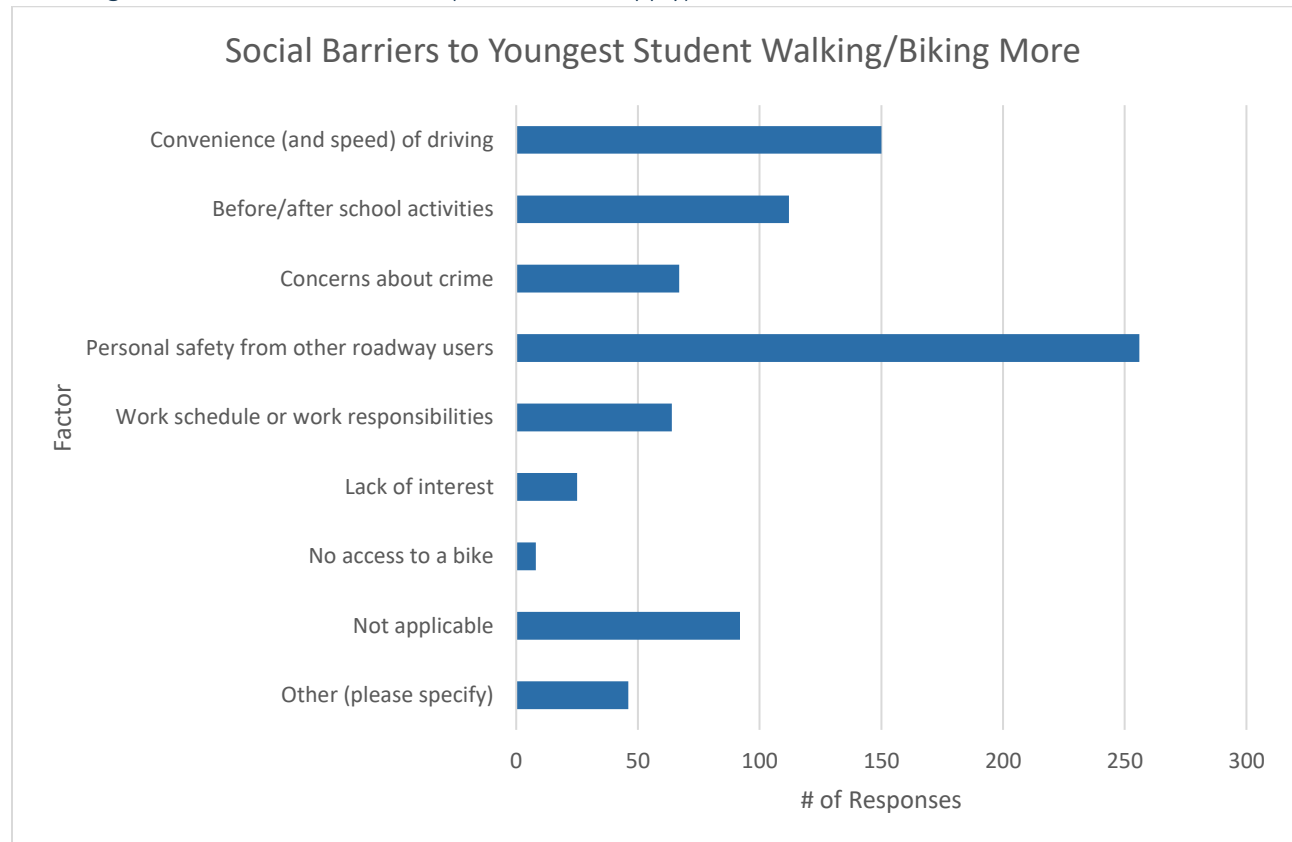
	Extremely interested	Very interested	Moderately interested	Not very interested	Not at all interested	Total
Walk to school more	36.92% 158	14.72% 63	13.32% 57	9.58% 41	25.47% 109	428
Walk to the bus more	14.39% 58	10.42% 42	11.66% 47	12.66% 51	50.87% 205	403
Bicycle to school more	24.06% 102	13.92% 59	15.80% 67	9.67% 41	36.56% 155	424

Q12. If physical factors keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



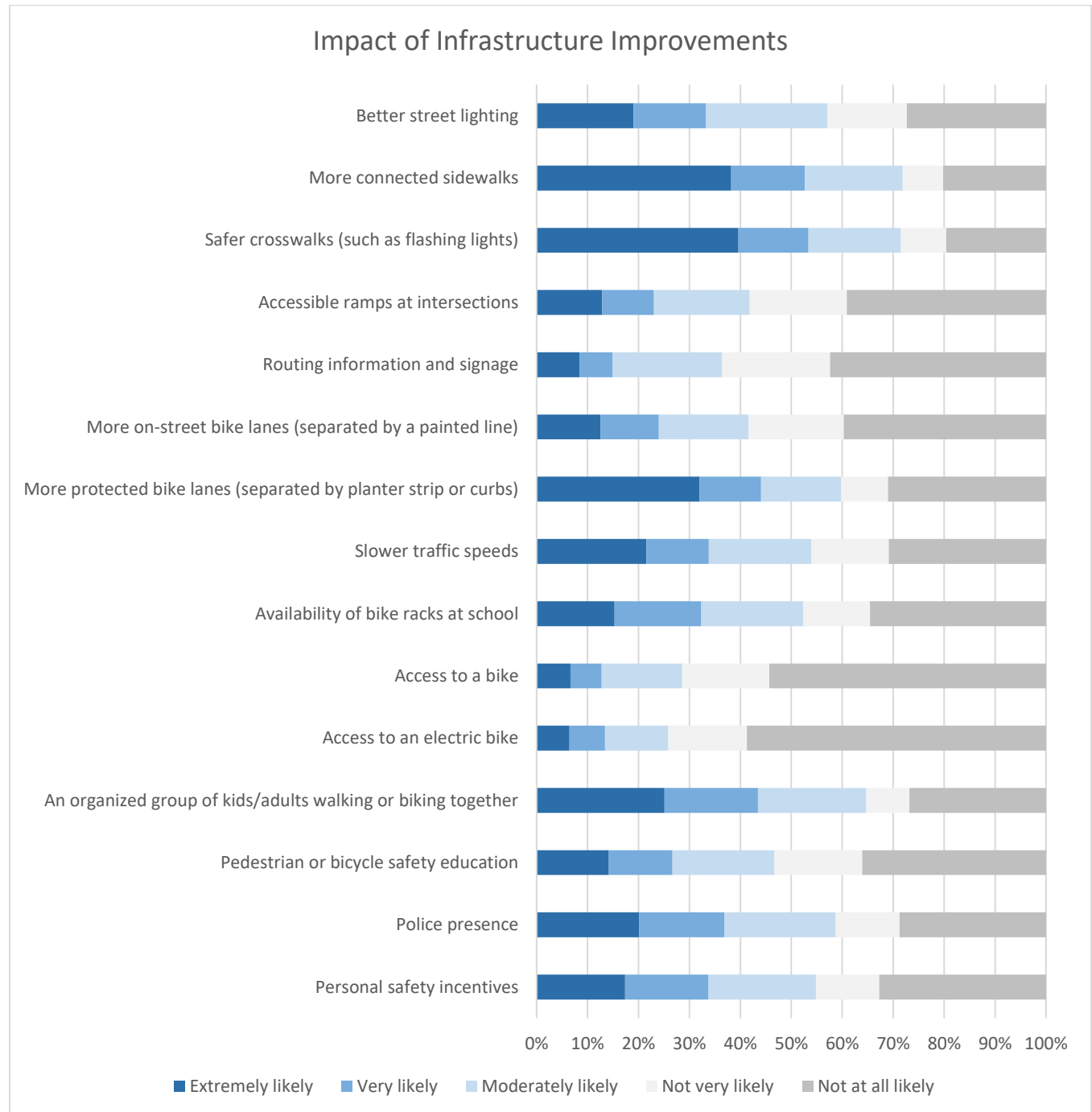
Answer	Responses	# of Responses
Personal ability	10.32%	45
Distance/hills	41.51%	181
Weather/climate	34.86%	152
Not applicable	29.36%	128
Other (please specify)	27.75%	121
Total		436

Q13. If social reasons keep your youngest student from walking or biking to/from school, which of the following best describes the reason? (check all that apply)



Answer	Responses	# of Responses
Convenience (and speed) of driving	34.32%	150
Before/after school activities	25.63%	112
Concerns about crime	15.33%	67
Personal safety from other roadway users	58.58%	256
Work schedule or work responsibilities	14.65%	64
Lack of interest	5.72%	25
No access to a bike	1.83%	8
Not applicable	21.05%	92
Other (please specify)	10.53%	46
Total		437

Q14. If the following street and sidewalk features were improved, how likely would your youngest student walk or bike to/ from school more?

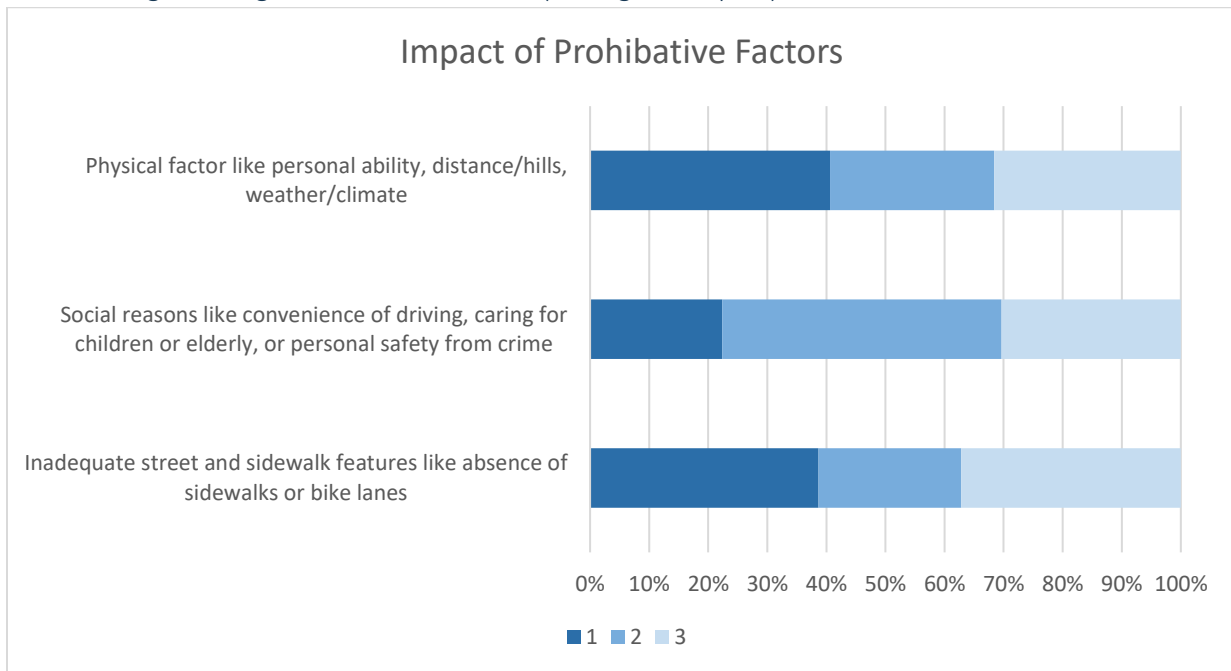


	Extremely likely	Very likely	Moderately likely	Not very likely	Not at all likely	Total
Better street lighting	19.02% 78	14.15% 58	23.90% 98	15.61% 64	27.32% 112	410

More connected sidewalks	38.22% 159	14.42% 60	19.23% 80	7.93% 33	20.19% 84	416
Safer crosswalks (such as flashing lights)	39.61% 164	13.77% 57	18.12% 75	8.94% 37	19.57% 81	414
Accessible ramps at intersections	12.87% 52	10.15% 41	18.81% 76	19.06% 77	39.11% 158	404
Routing information and signage	8.48% 34	6.48% 26	21.45% 86	21.20% 85	42.39% 170	401
More on-street bike lanes (separated by a painted line)	12.59% 52	11.38% 47	17.68% 73	18.64% 77	39.71% 164	413
More protected bike lanes (separated by planter strip or curbs)	31.96% 132	12.11% 50	15.74% 65	9.20% 38	30.99% 128	413
Slower traffic speeds	21.57% 88	12.25% 50	20.10% 82	15.20% 62	30.88% 126	408
Availability of bike racks at school	15.31% 62	17.04% 69	20.00% 81	13.09% 53	34.57% 140	405
Access to a bike	6.63% 26	6.12% 24	15.82% 62	17.09% 67	54.34% 213	392
Access to an electric bike	6.47% 26	6.97% 28	12.44% 50	15.42% 62	58.71% 236	402
An organized group of kids/adults walking or biking together	25.12% 104	18.36% 76	21.26% 88	8.45% 35	26.81% 111	414
Pedestrian or bicycle	14.07% 57	12.59% 51	20.00% 81	17.28% 70	36.05% 146	405

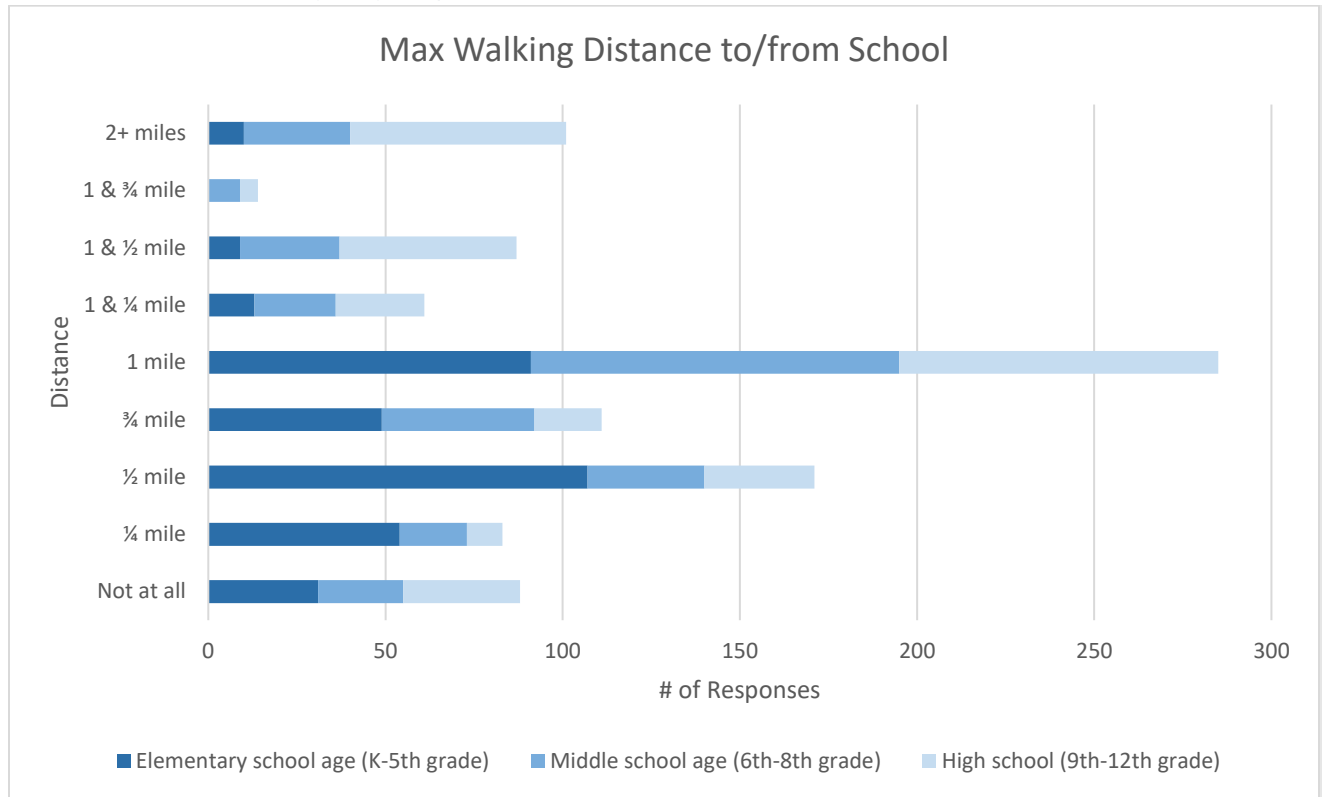
safety education						
Police presence	20.15%	16.71%	21.87%	12.53%	28.75%	407
	82	68	89	51	117	
Personal safety incentives	17.37%	16.38%	21.09%	12.41%	32.75%	403
	70	66	85	50	132	

Q15. Rank the following factors from highest to lowest impact on what is keeping your youngest student from walking or biking to/from school more? (1 is highest impact)



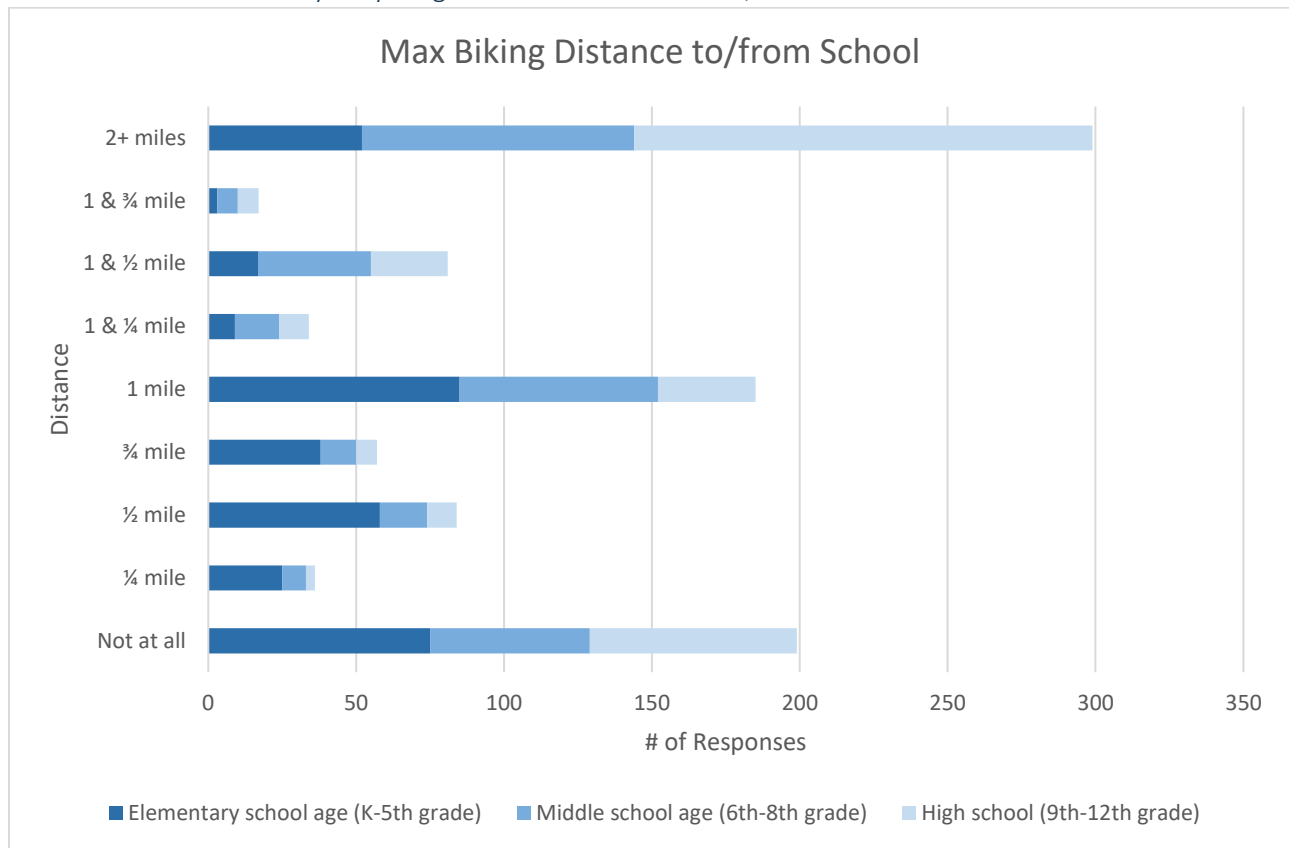
	1	2	3	Total	Score
Physical factor like personal ability, distance/hills, weather/climate	40.60% 162	27.82% 111	31.58% 126	399	2.09
Social reasons like convenience of driving, caring for children or elderly, or personal safety from crime	22.39% 90	47.26% 190	30.35% 122	402	1.92
Inadequate street and sidewalk features like absence of sidewalks or bike lanes	38.65% 160	24.15% 100	37.20% 154	414	2.01

Q16. What is the farthest your youngest student would walk to/from school?



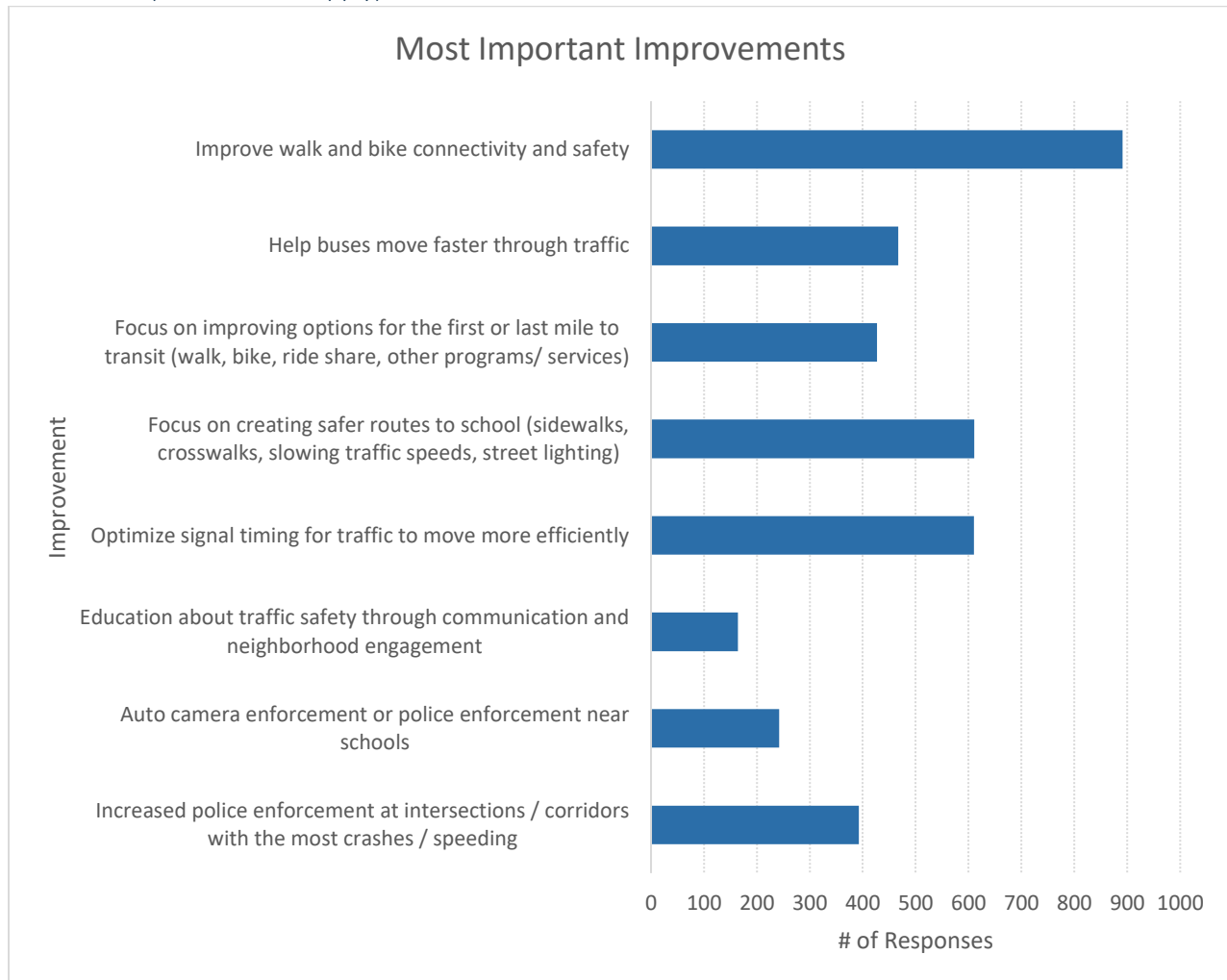
	Not at all	¼ mile	½ mile	¾ mile	1 mile	1 & ¼ mile	1 & ½ mile	1 & ¾ mile	2+ miles	Total
Elementary school age (K-5th grade)	8.52% 31	14.84% 54	29.40% 107	13.46% 49	25.00% 91	3.57% 13	2.47% 9	0.00% 0	2.75% 10	364
Middle school age (6th-8th grade)	7.67% 24	6.07% 19	10.54% 33	13.74% 43	33.23% 104	7.35% 23	8.95% 28	2.88% 9	9.58% 30	313
High school (9th-12th grade)	10.19% 33	3.09% 10	9.57% 31	5.86% 19	27.78% 90	7.72% 25	15.43% 50	1.54% 5	18.83% 61	324

Q17. What is the farthest your youngest student would bike to/from school?



	Not at all	¼ mile	½ mile	¾ mile	1 mile	1 & ¼ mile	1 & ½ mile	1 & ¾ mile	2+ miles	Total
Elementary school age (K-5th grade)	20.72%	6.91%	16.02%	10.50%	23.48%	2.49%	4.70%	0.83%	14.36%	362
	75	25	58	38	85	9	17	3	52	
Middle school age (6th-8th grade)	17.48%	2.59%	5.18%	3.88%	21.68%	4.85%	12.30%	2.27%	29.77%	309
	54	8	16	12	67	15	38	7	92	
High school (9th-12th grade)	21.81%	0.93%	3.12%	2.18%	10.28%	3.12%	8.10%	2.18%	48.29%	321
	70	3	10	7	33	10	26	7	155	

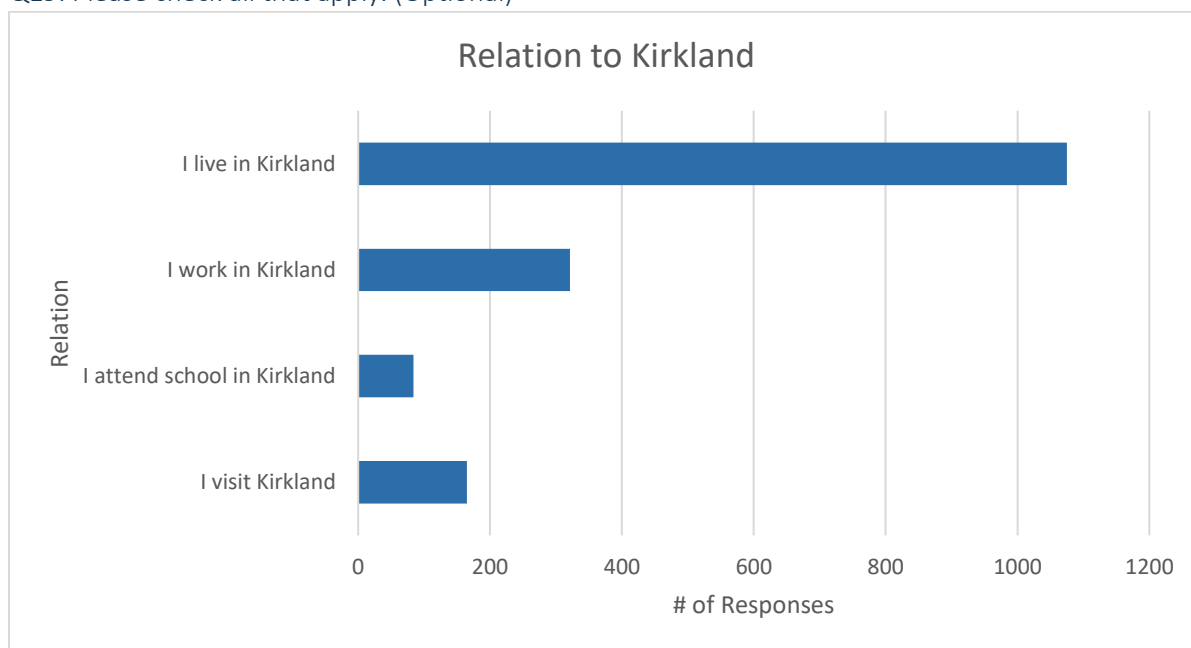
Q18. Please identify the following transportation improvements you think are most important for the City to focus on. (check all that apply)



Answer	Responses	# of Responses
Improve walk and bike connectivity and safety	74.56%	891
Help buses move faster through traffic	39.08%	467
Focus on improving options for the first or last mile to transit (walk, bike, ride share, other programs/ services)	35.73%	427
Focus on creating safer routes to school (sidewalks, crosswalks, slowing traffic speeds, street lighting)	51.13%	611
Optimize signal timing for traffic to move more efficiently	51.05%	610
Education about traffic safety through communication and neighborhood engagement	13.72%	164

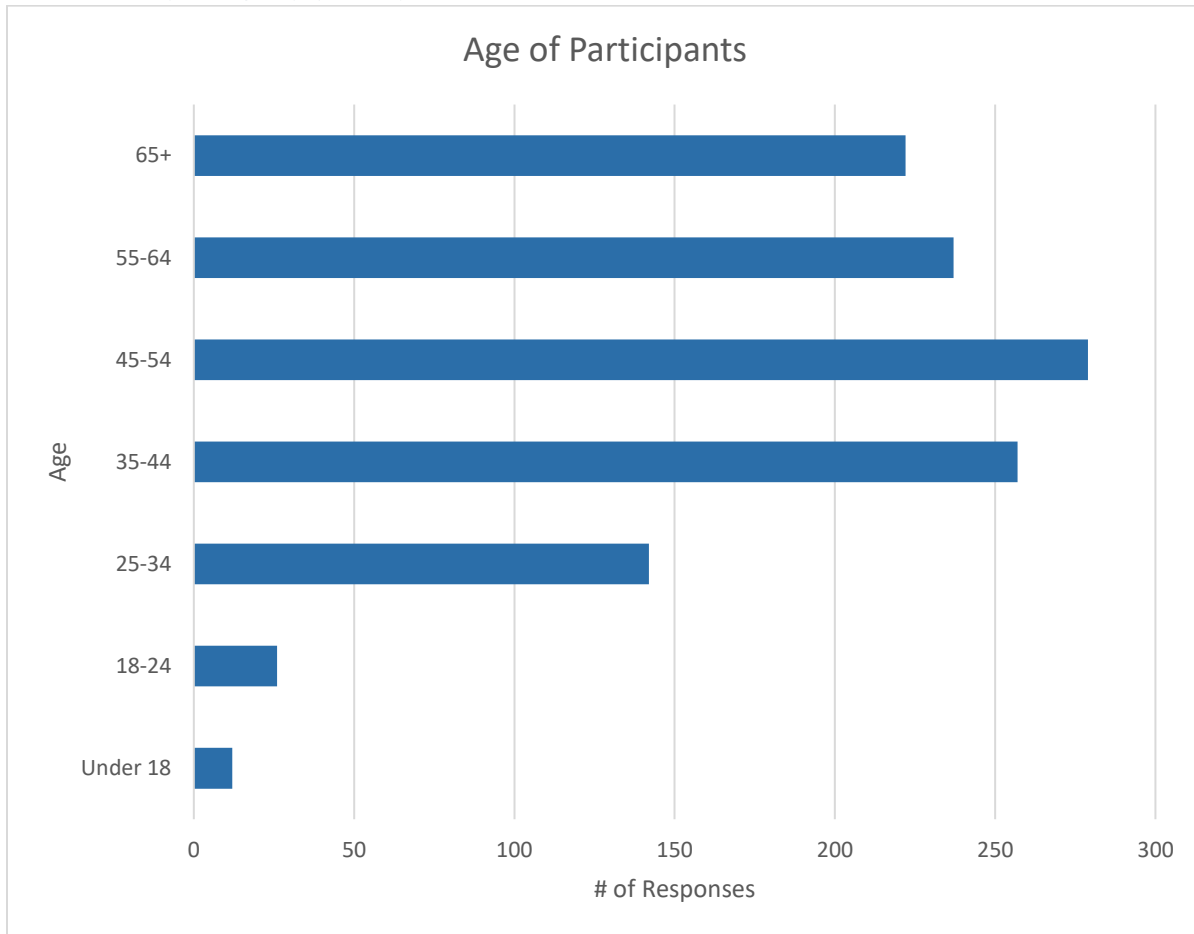
Auto camera enforcement or police enforcement near schools	20.25%	242
Increased police enforcement at intersections / corridors with the most crashes / speeding	32.89%	393
Total		1,195

Q19. Please check all that apply. (Optional)



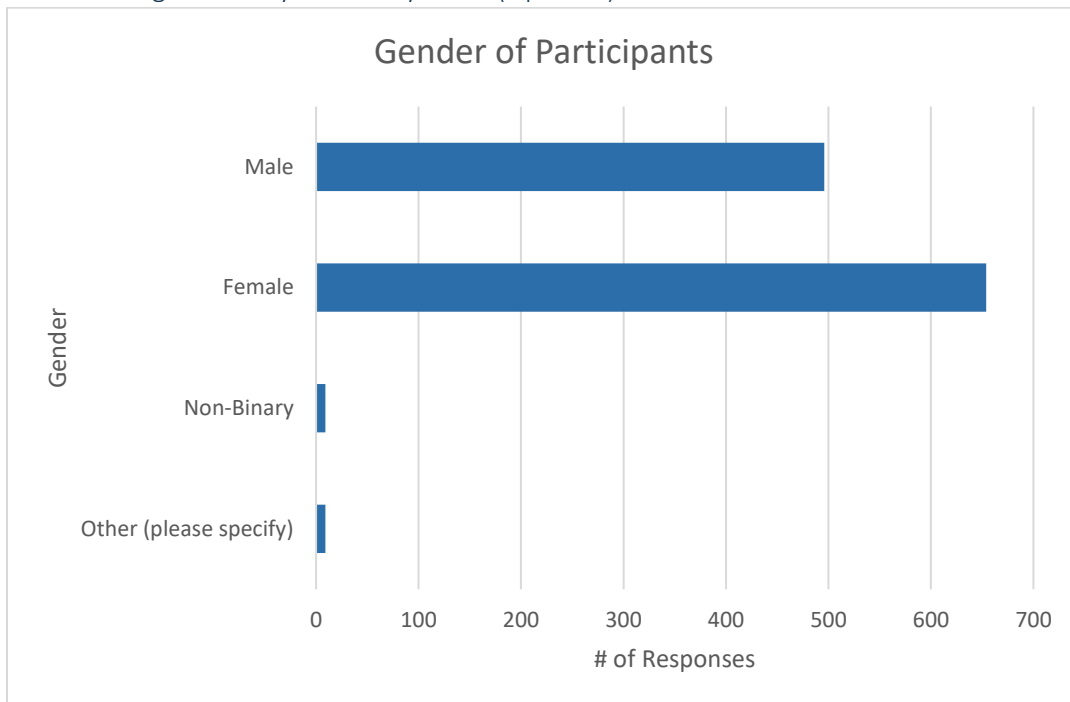
Answer	Responses	# of Responses
I live in Kirkland	89.58%	1,075
I work in Kirkland	26.75%	321
I attend school in Kirkland	7.00%	84
I visit Kirkland	13.75%	165
Total		1,200

Q20. What is your age? (Optional)



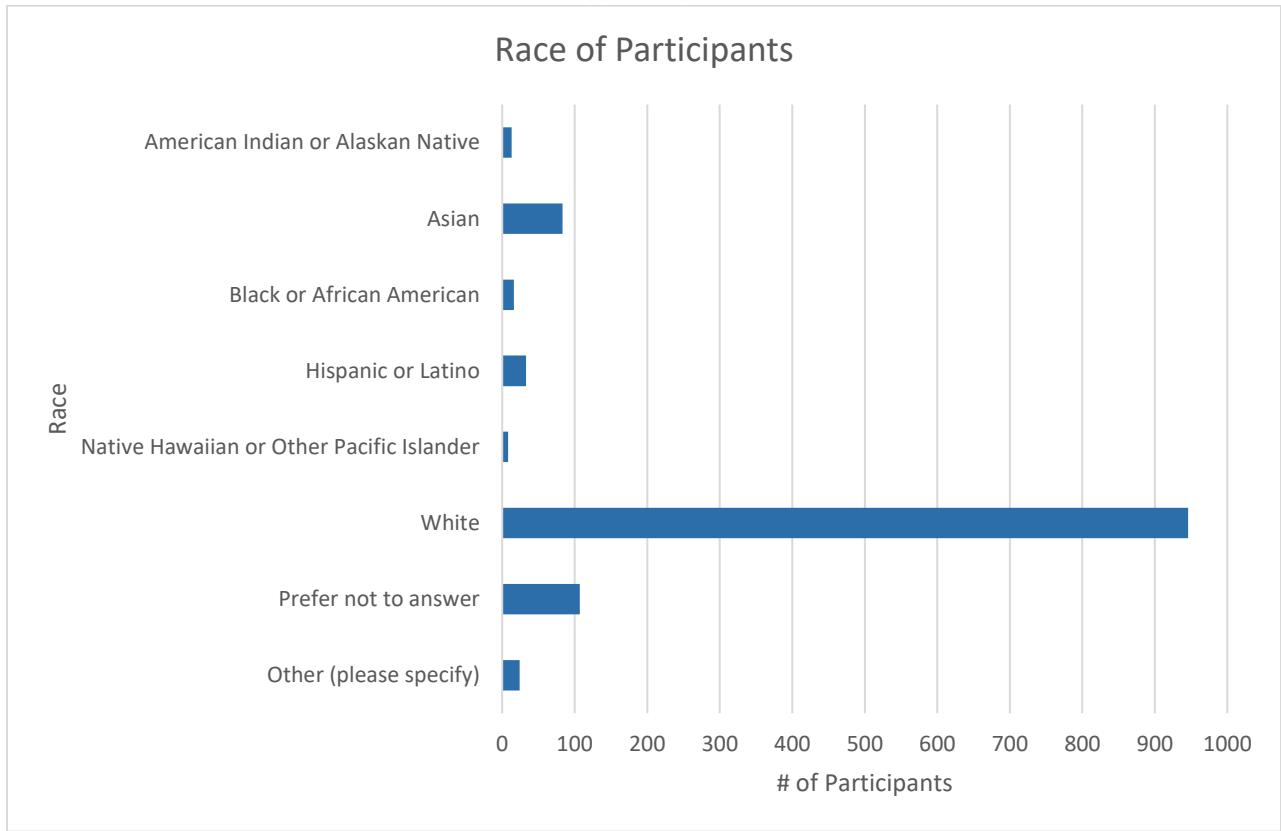
Answer	Responses	# of Responses
Under 18	1.02%	12
18-24	2.21%	26
25-34	12.09%	142
35-44	21.87%	257
45-54	23.74%	279
55-64	20.17%	237
65+	18.89%	222
Total		1,175

Q21. Which gender do you identify with? (Optional)



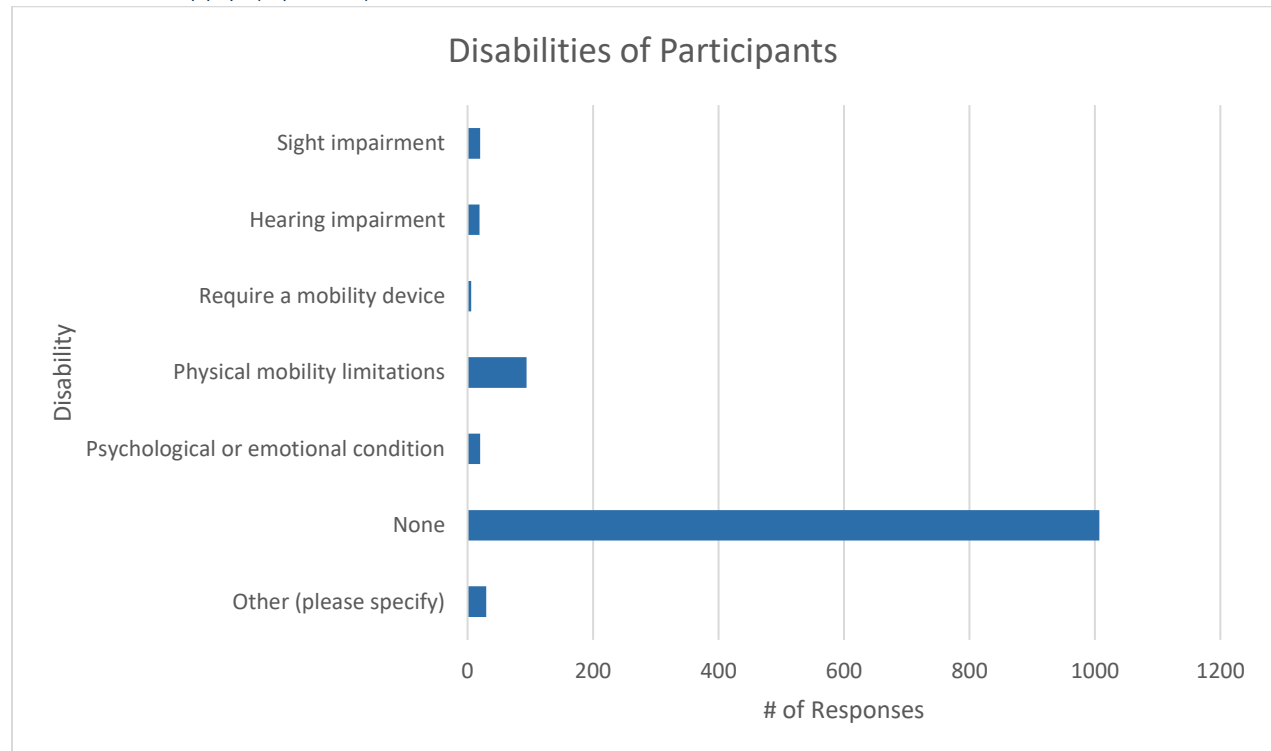
Answer	Responses	# of Responses
Male	42.47%	496
Female	55.99%	654
Non-Binary	0.77%	9
Other (please specify)	0.77%	9
Total		1,168

Q22. How do you identify? Please select all that apply. (Optional)



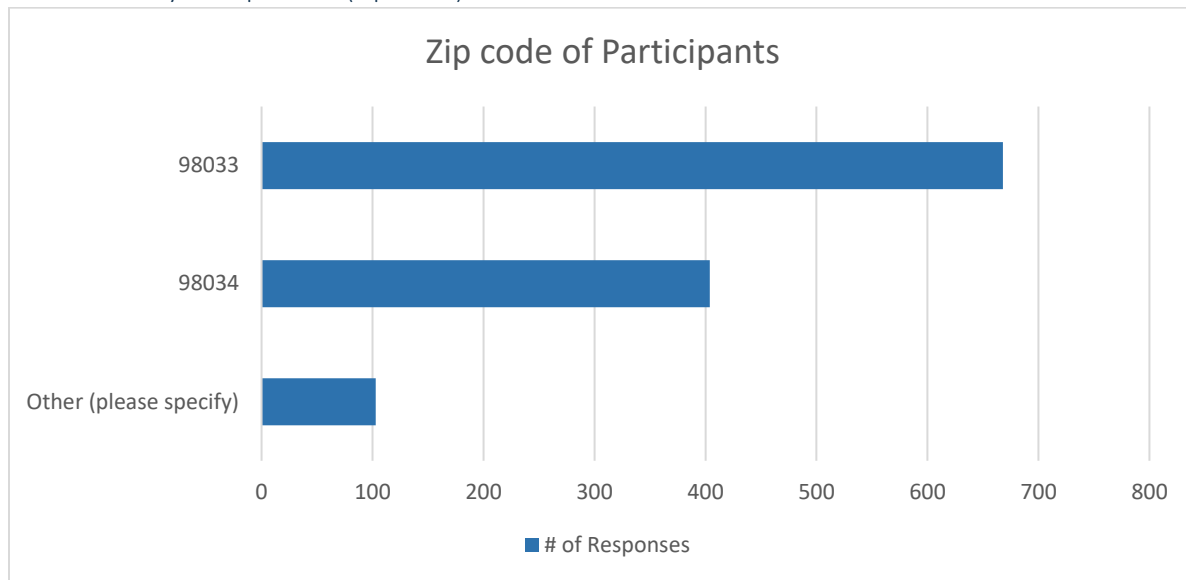
Answer	Responses	# of Responses
American Indian or Alaskan Native	1.11%	13
Asian	7.12%	83
Black or African American	1.37%	16
Hispanic or Latino	2.83%	33
Native Hawaiian or Other Pacific Islander	0.69%	8
White	81.13%	946
Prefer not to answer	9.18%	107
Other (please specify)	2.06%	24
Total		1,166

Q23. Do you experience a disability or other condition that affects your choice to walk or bike? Please select all that apply. (Optional)



Answer	Responses	# of Responses
Sight impairment	1.72%	20
Hearing impairment	1.63%	19
Require a mobility device	0.52%	6
Physical mobility limitations	8.08%	94
Psychological or emotional condition	1.72%	20
None	86.51%	1007
Other (please specify)	2.58%	30
Total		1,164

Q24. What is your zip code? (Optional)

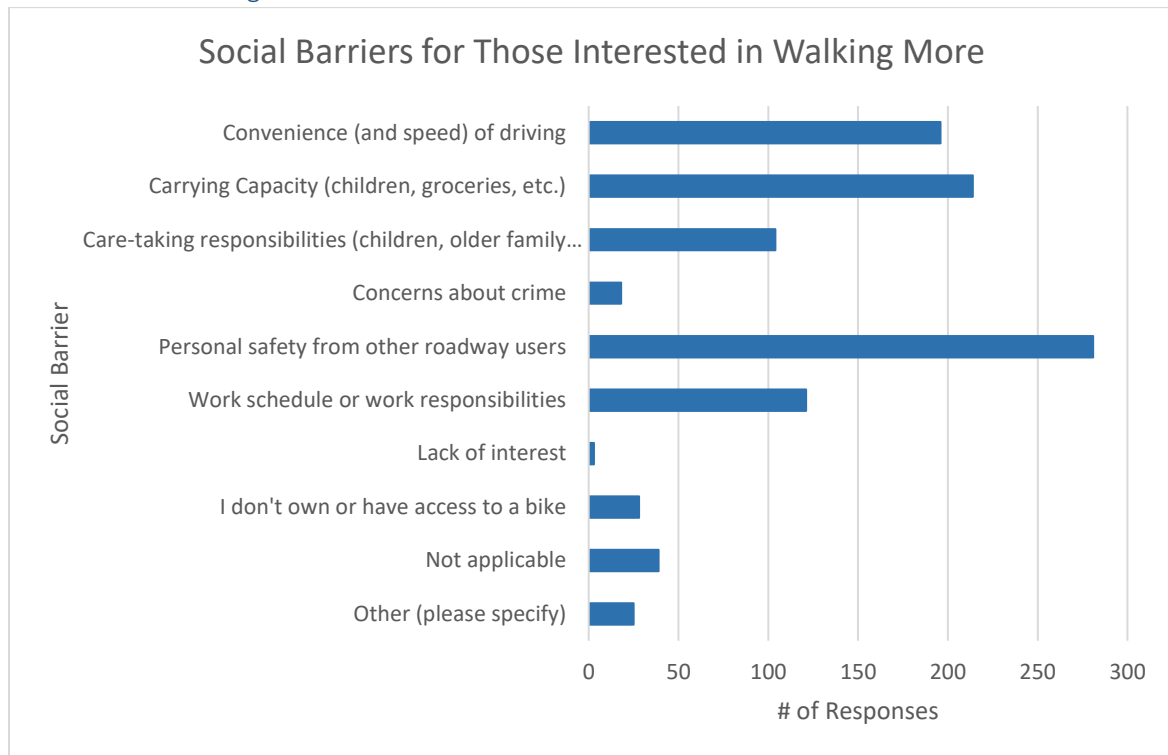


Answer	Responses	# of Responses
98033	57.09%	668
98034	34.53%	404
Other (please specify)	8.80%	103
Total		1,170

Cross-Question Analysis

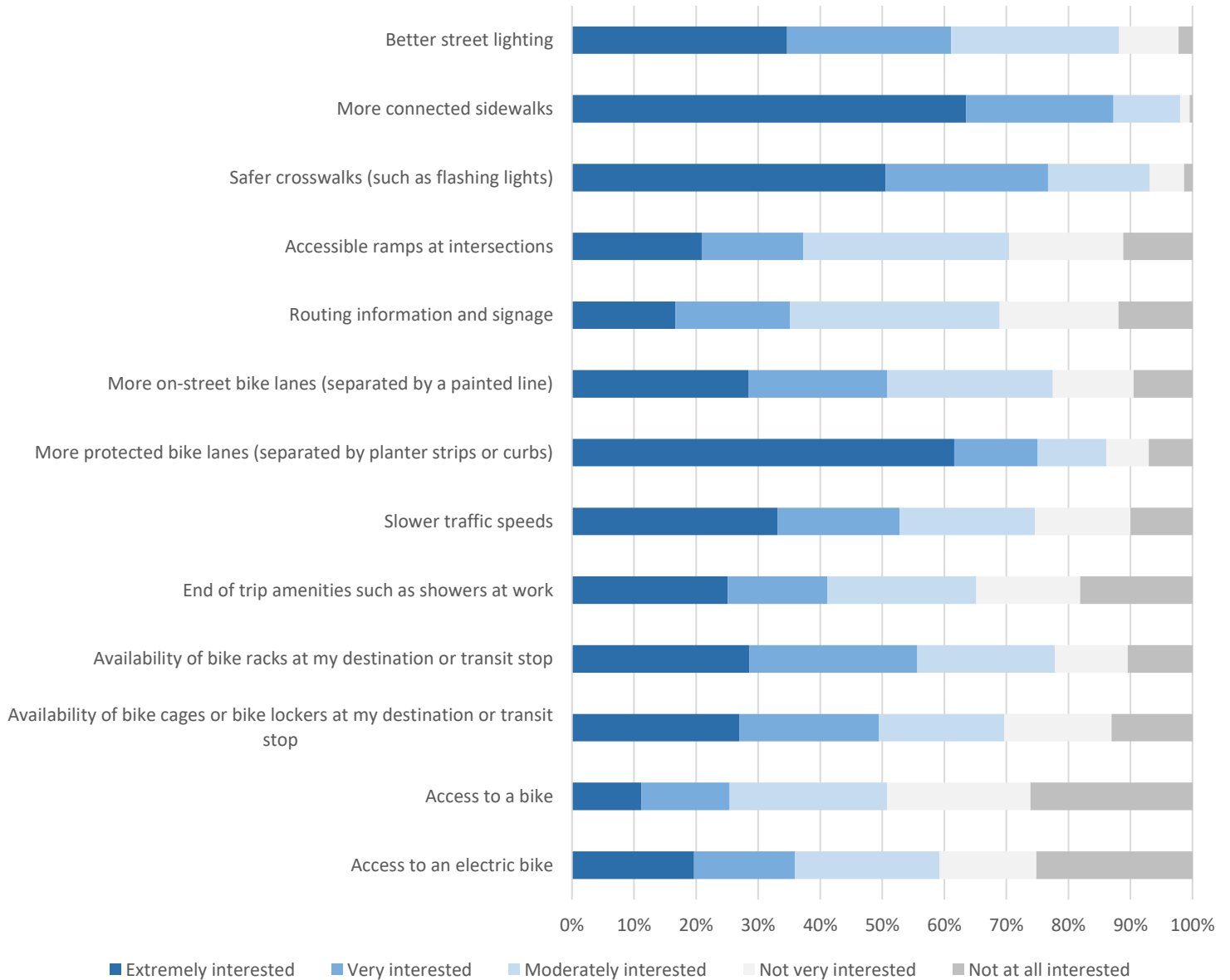
Barriers to Walking and/or Biking

Interested in Walking More



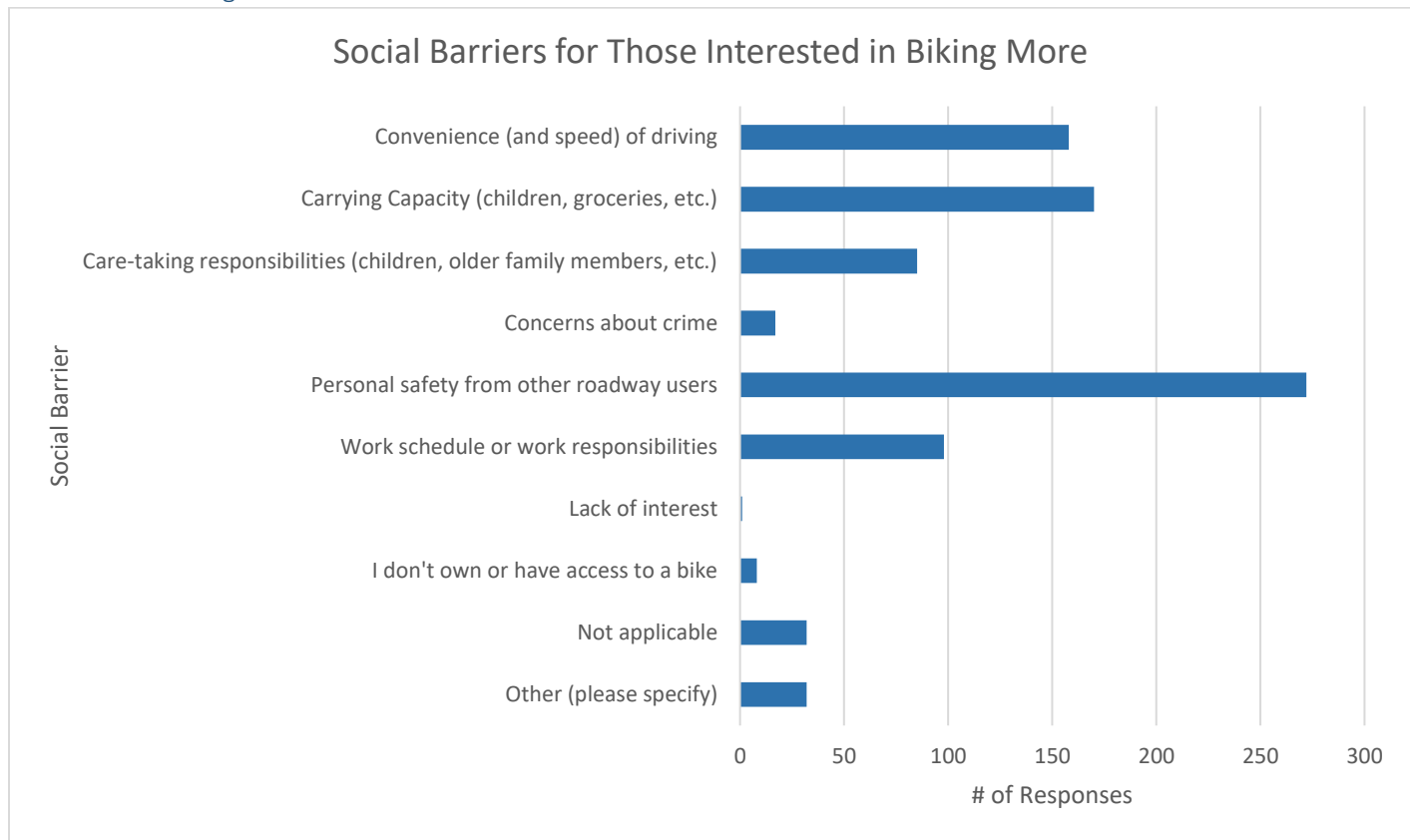
1. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q5.

Infrastructure Barriers for Those Interested in Walking More



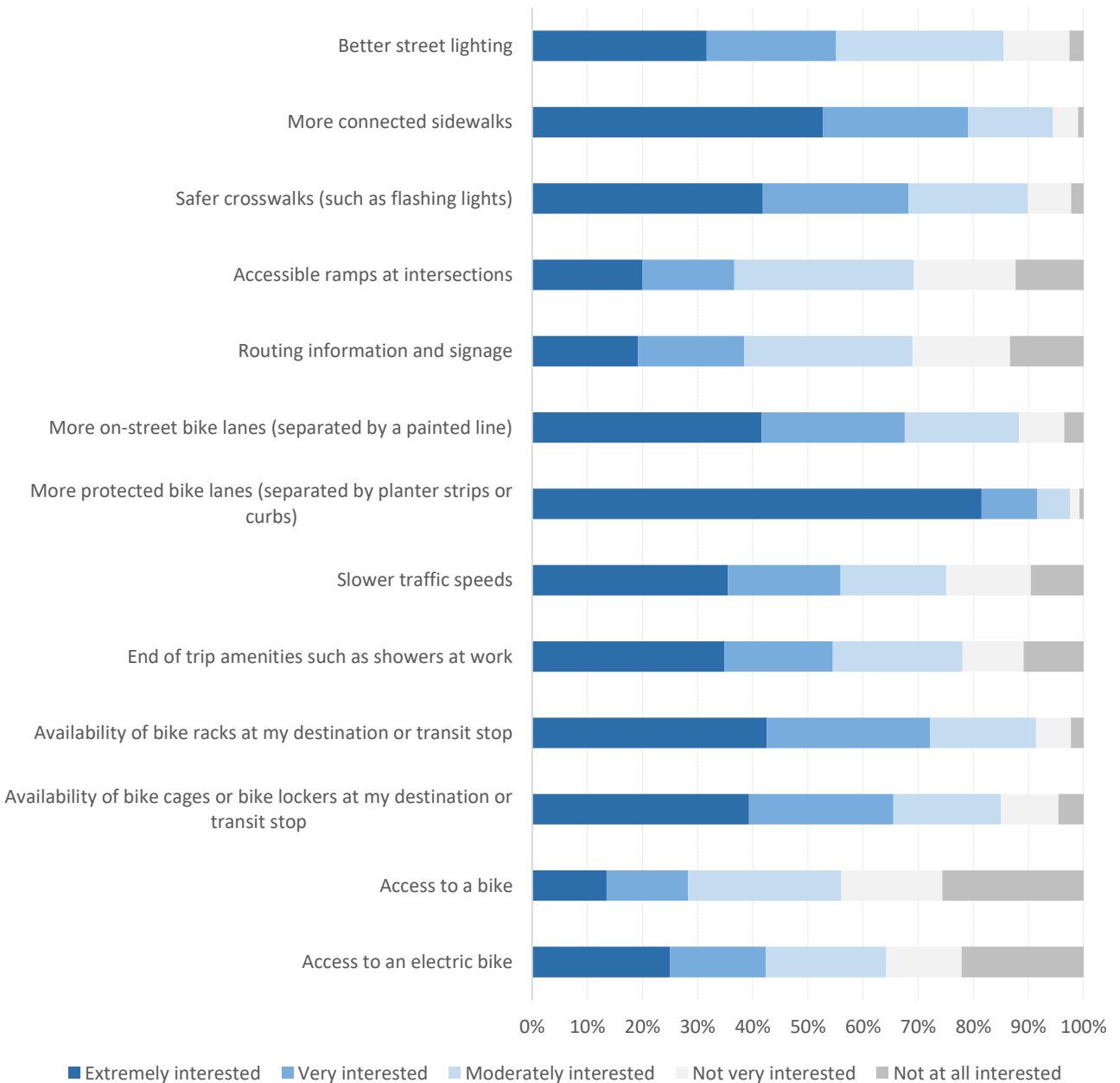
2. Crosstab of Q3 answers: extremely and very interested in walking more for personal, school, and work trips and Q6.

Interested in Biking More



3. Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q5.

Infrastructure Barriers for Those Interested in Biking More

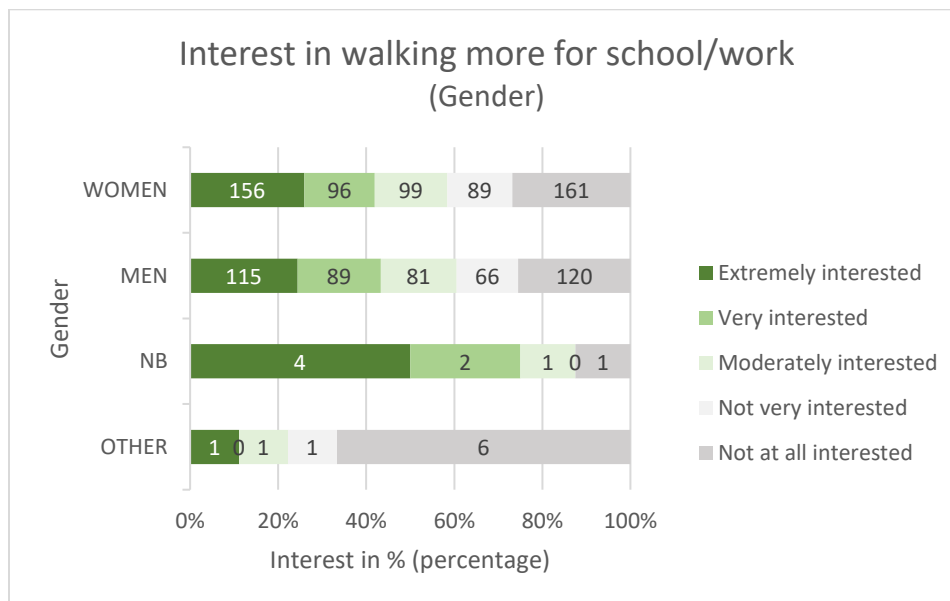
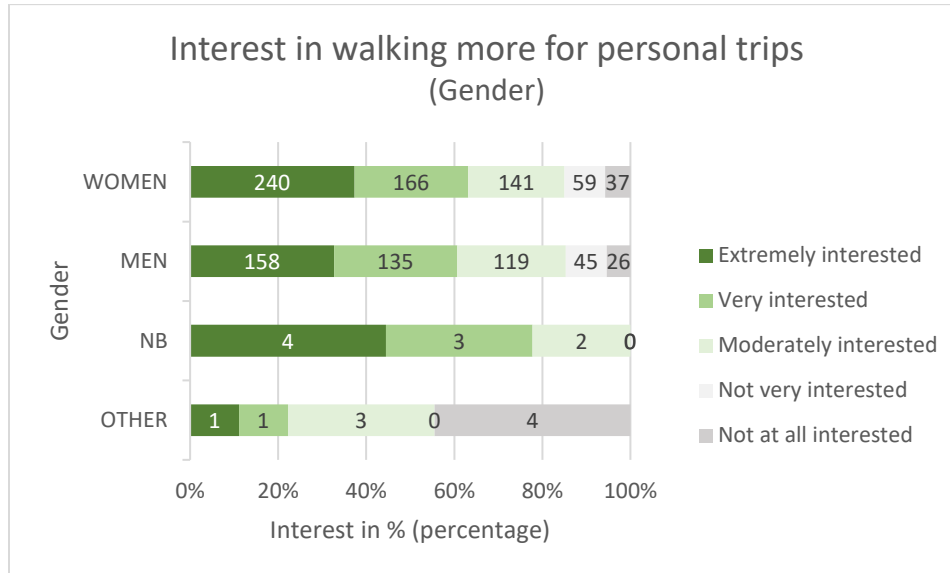


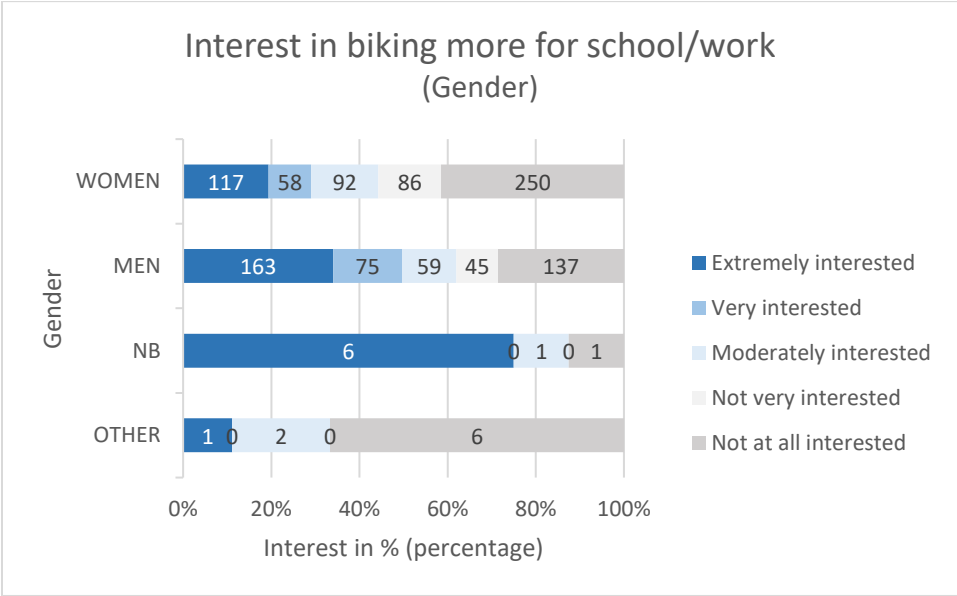
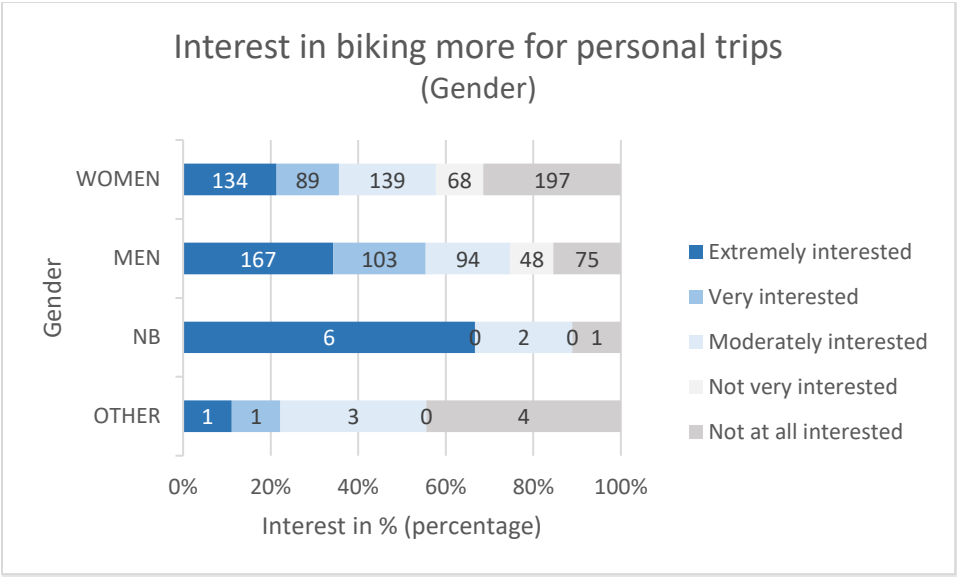
4 Crosstab of Q3 answers: extremely and very interested in biking more for personal, school, and work trips and Q6.

The following analyses were parsed out by demographics including gender, relation to Kirkland (live/work/etc.), race, age, and zip code.

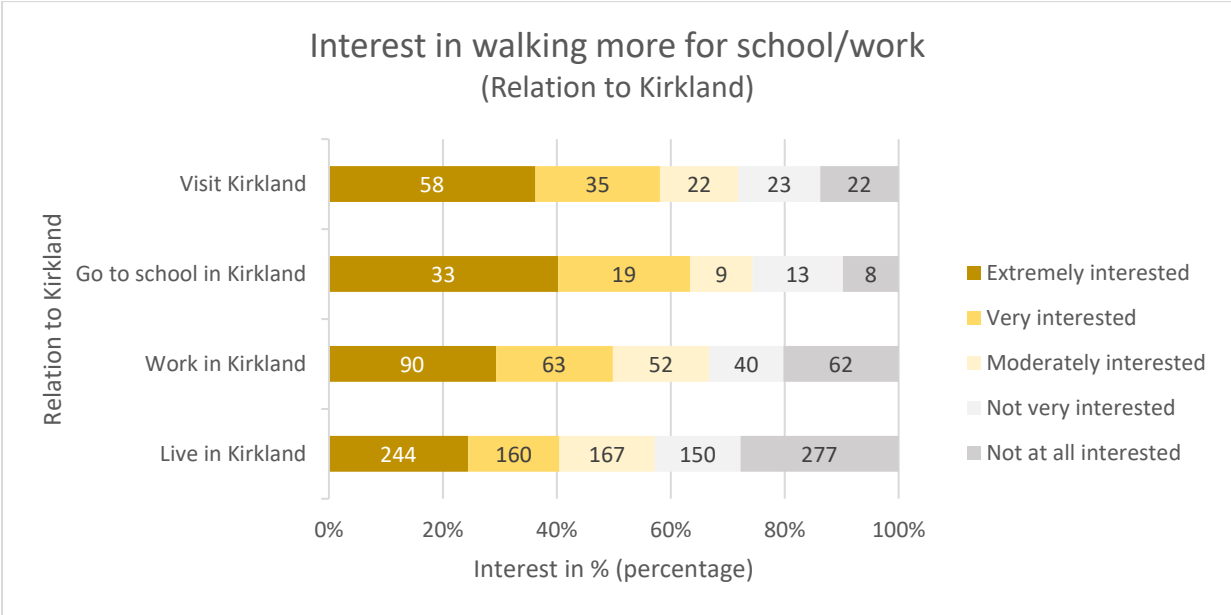
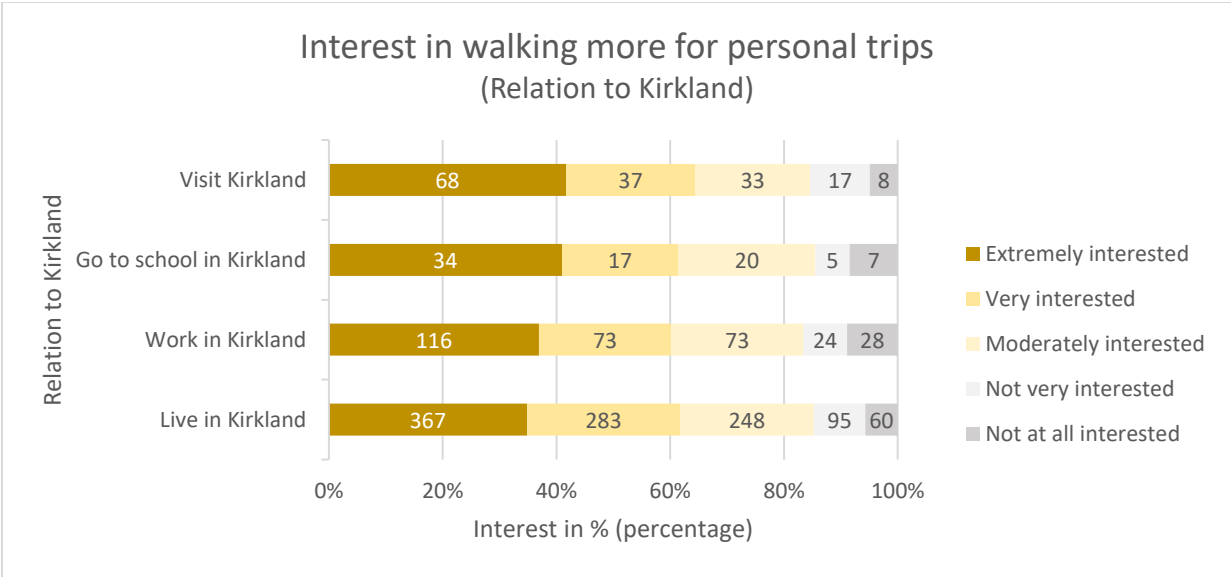
Interest in Walking and/or Biking

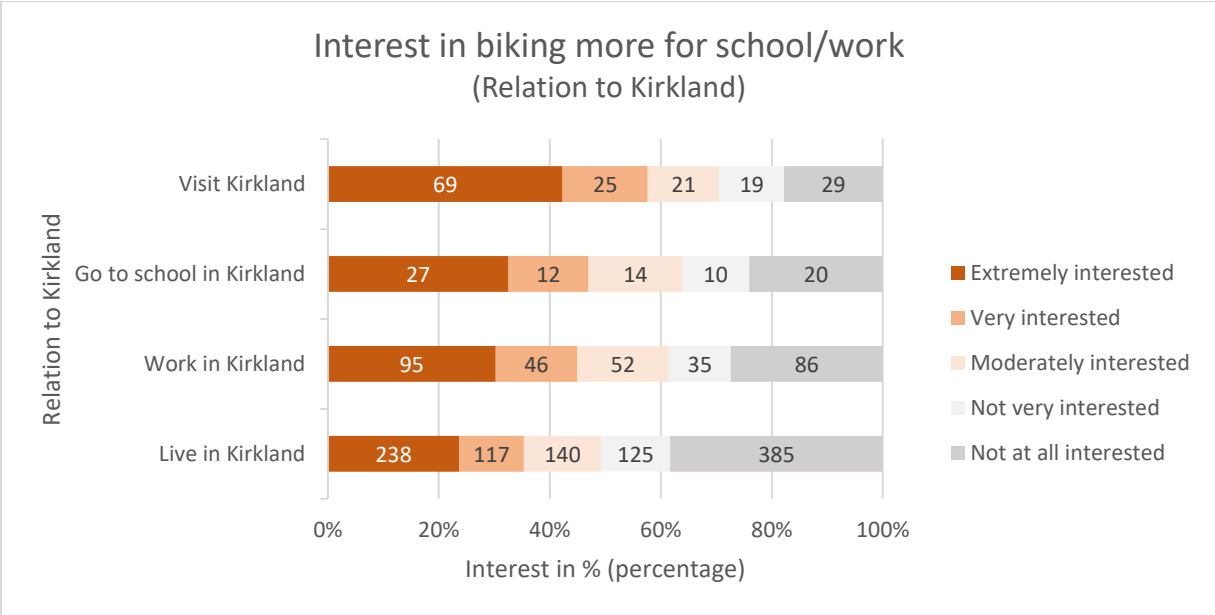
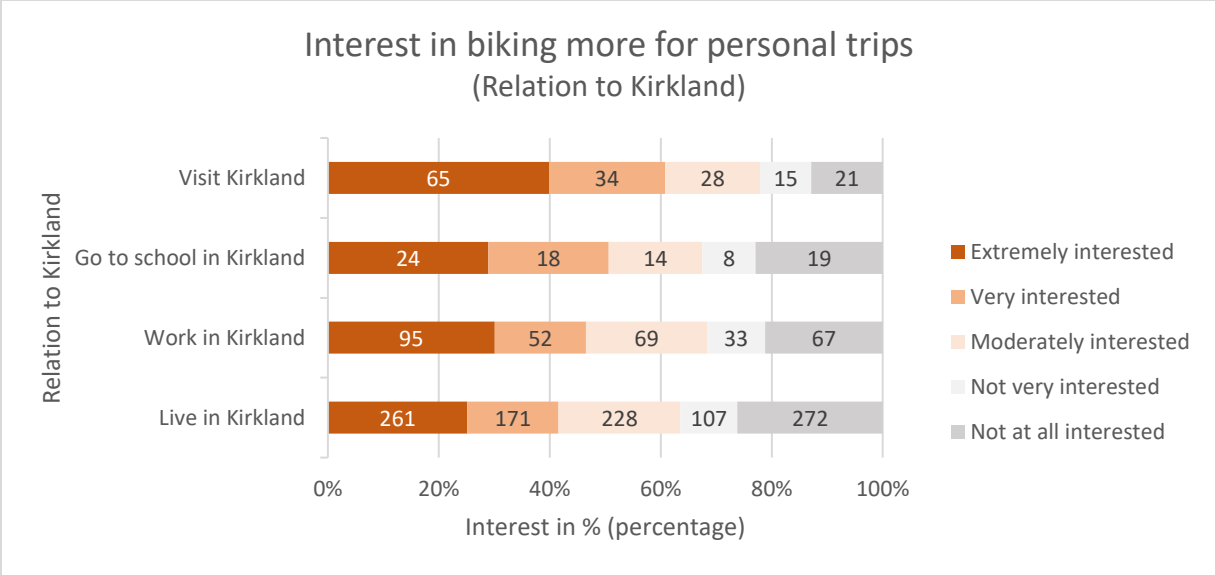
Gender



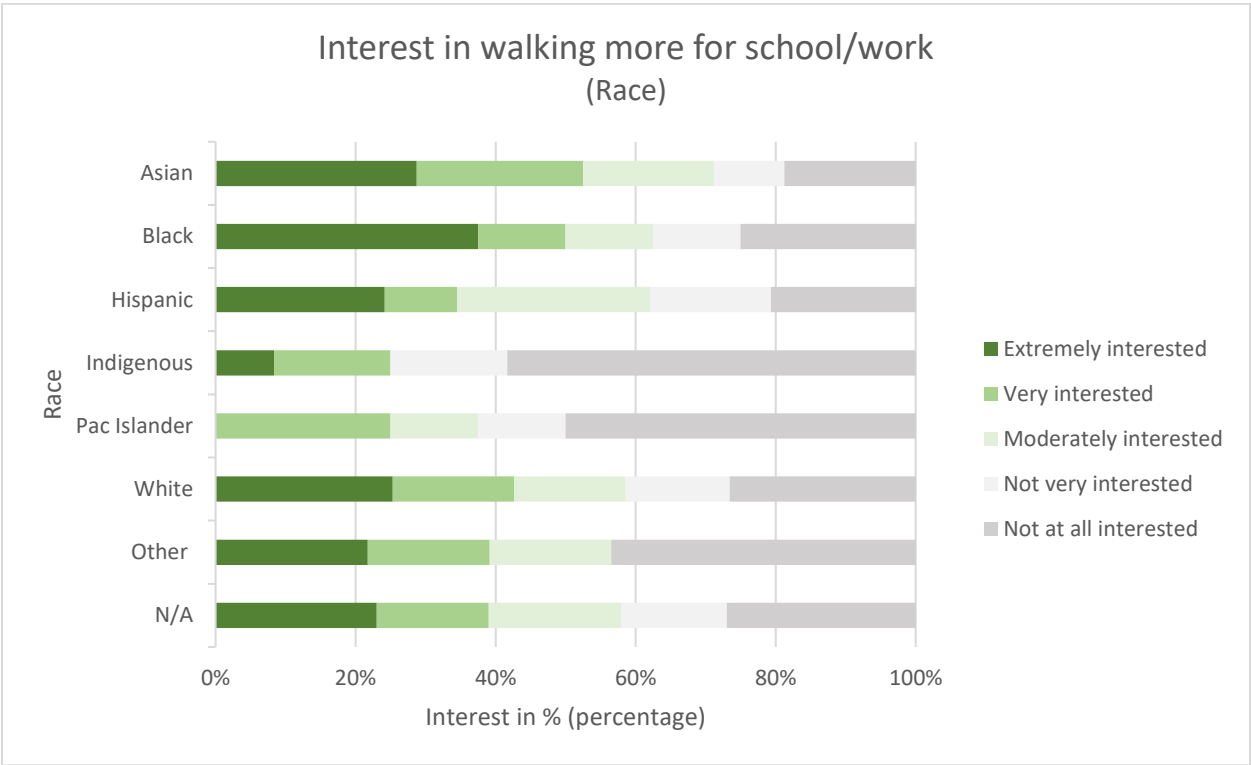
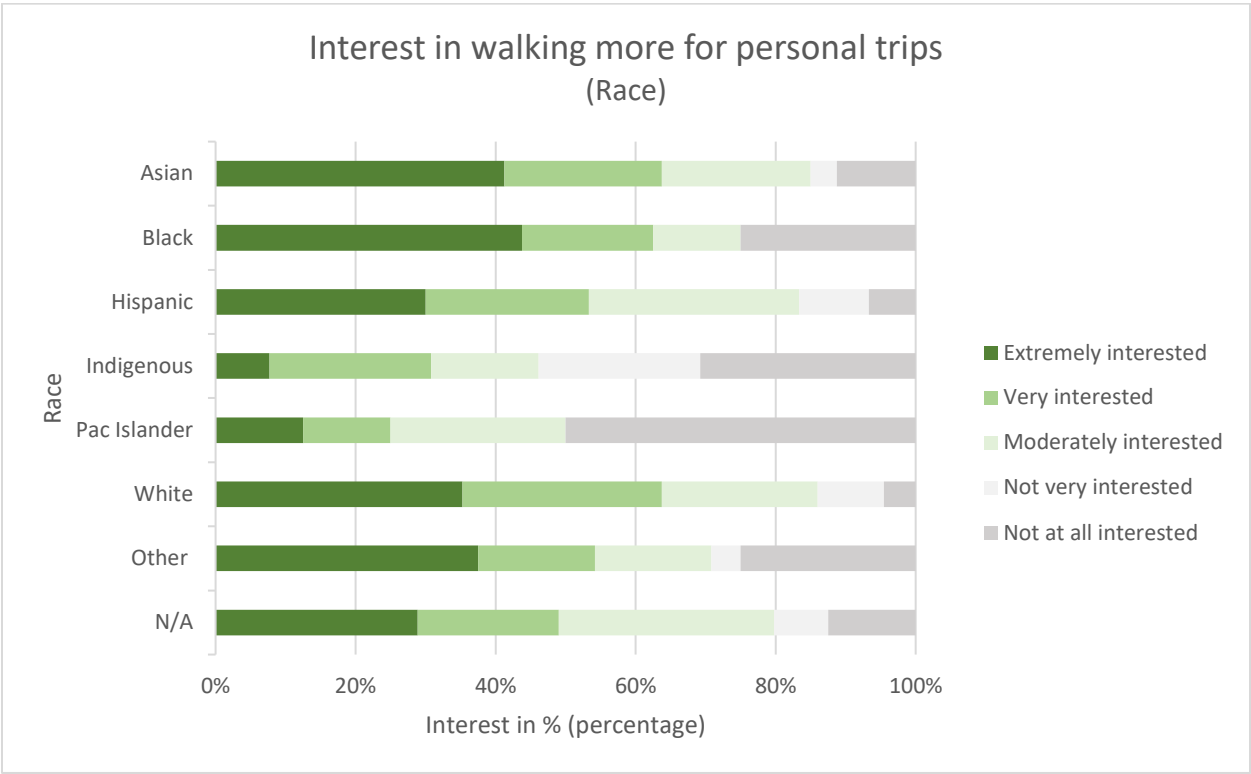


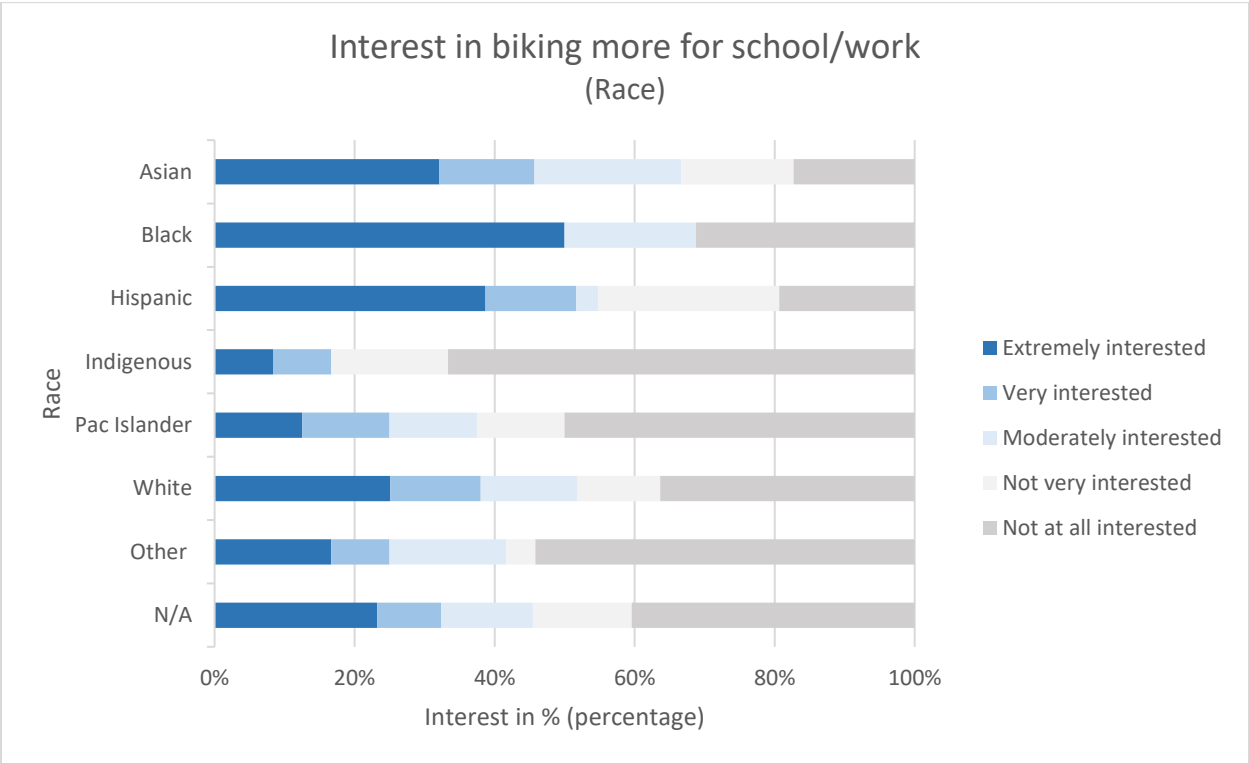
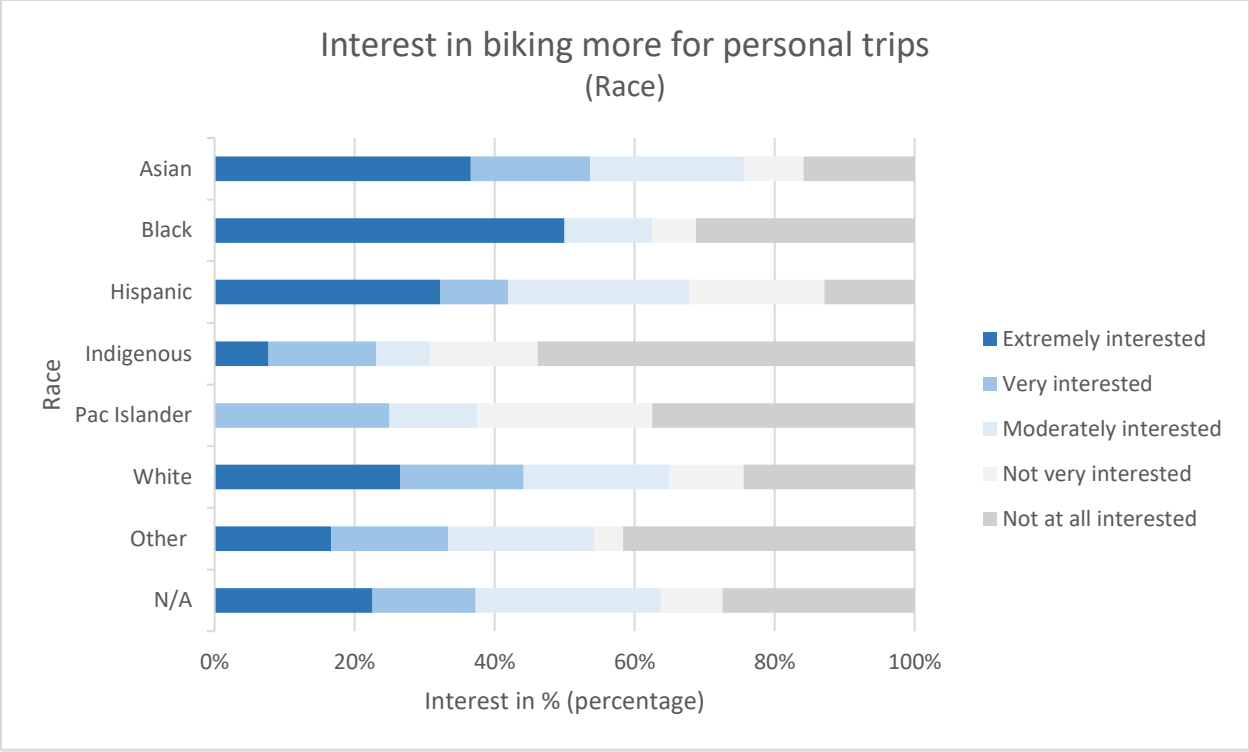
Relation to Kirkland



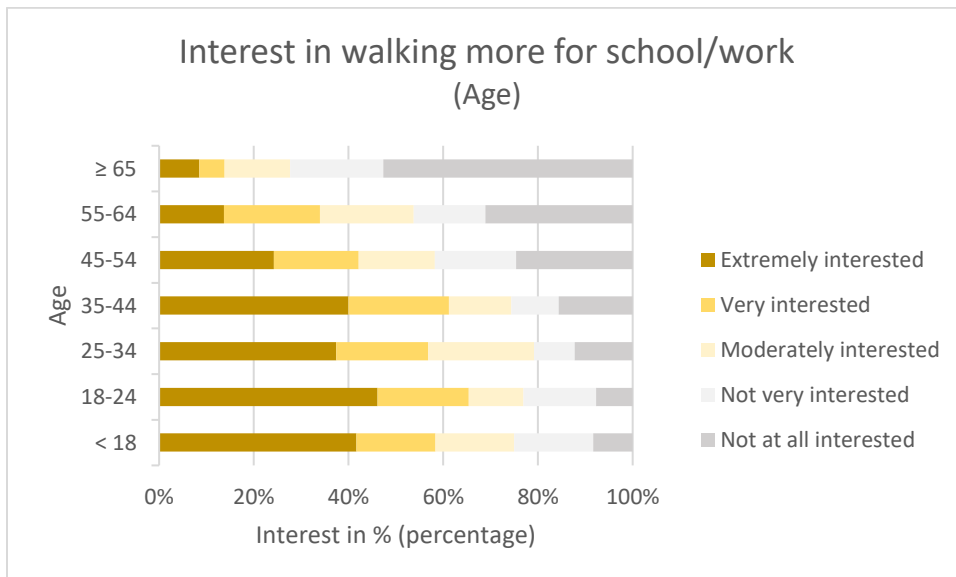
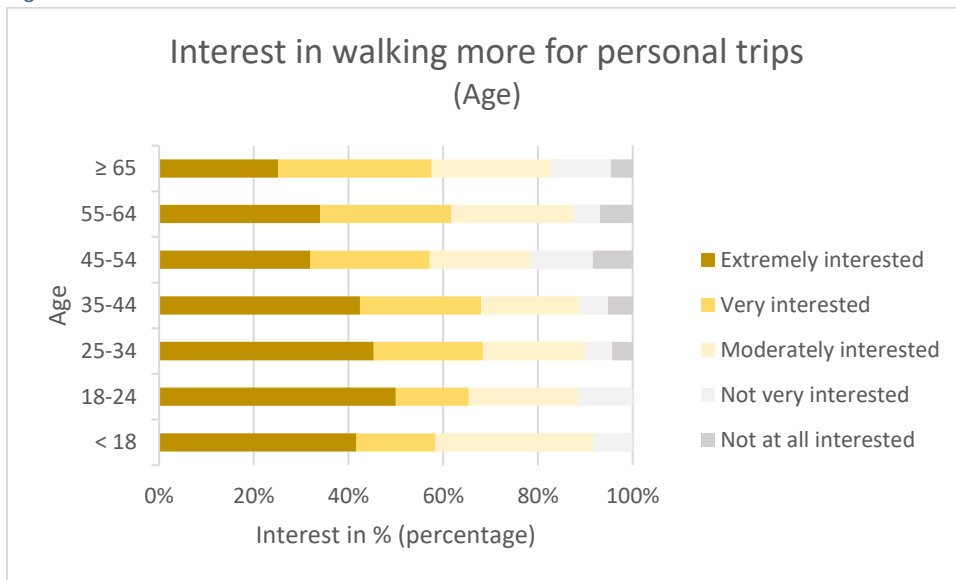


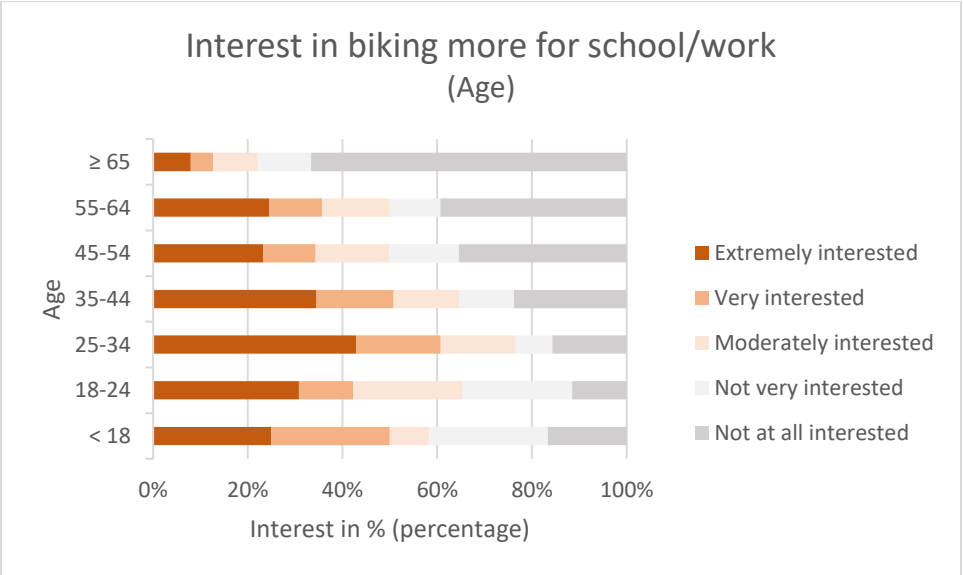
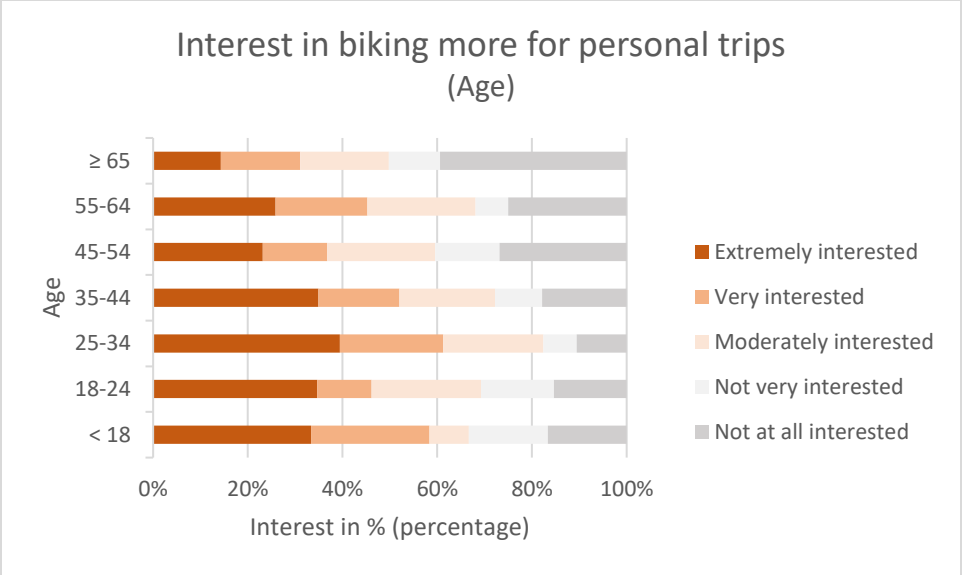
Race



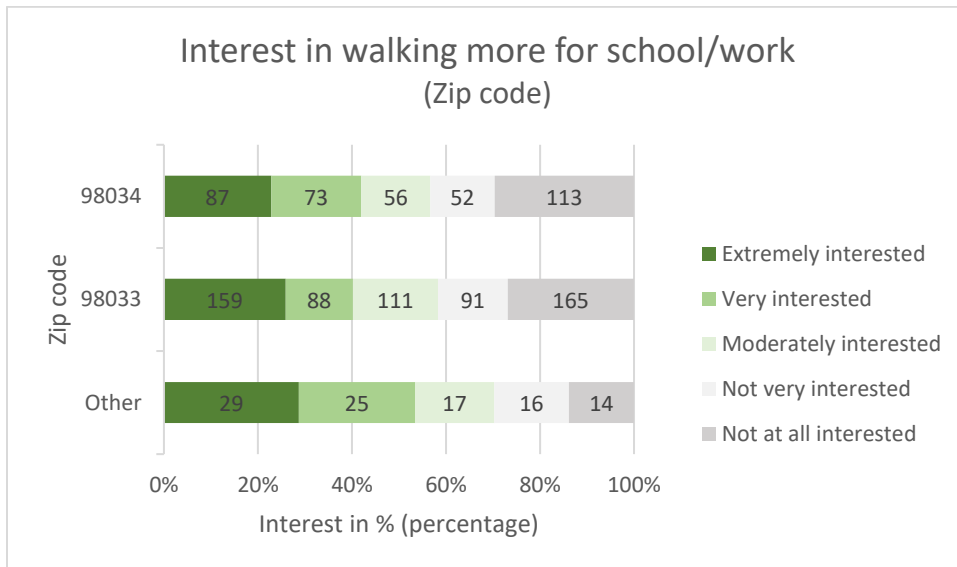
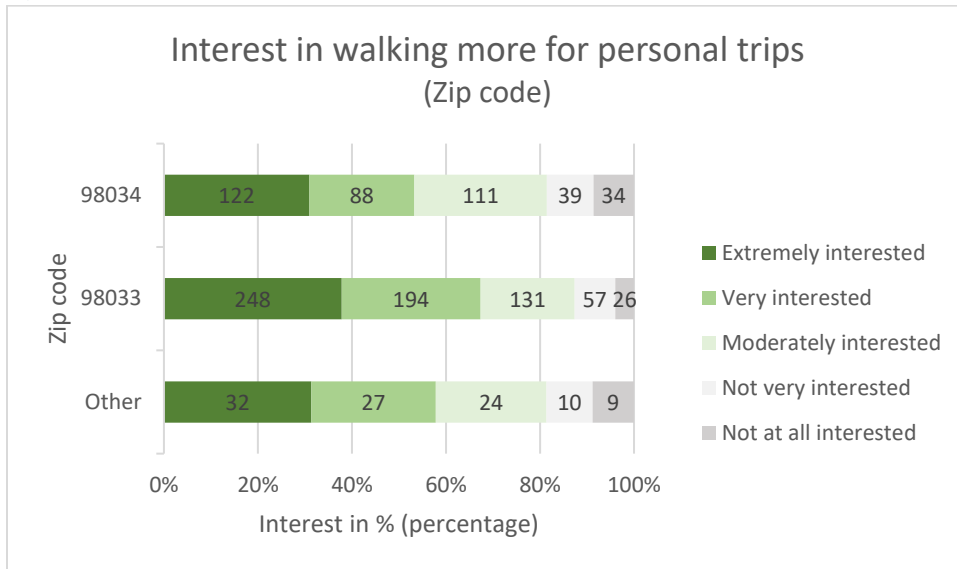


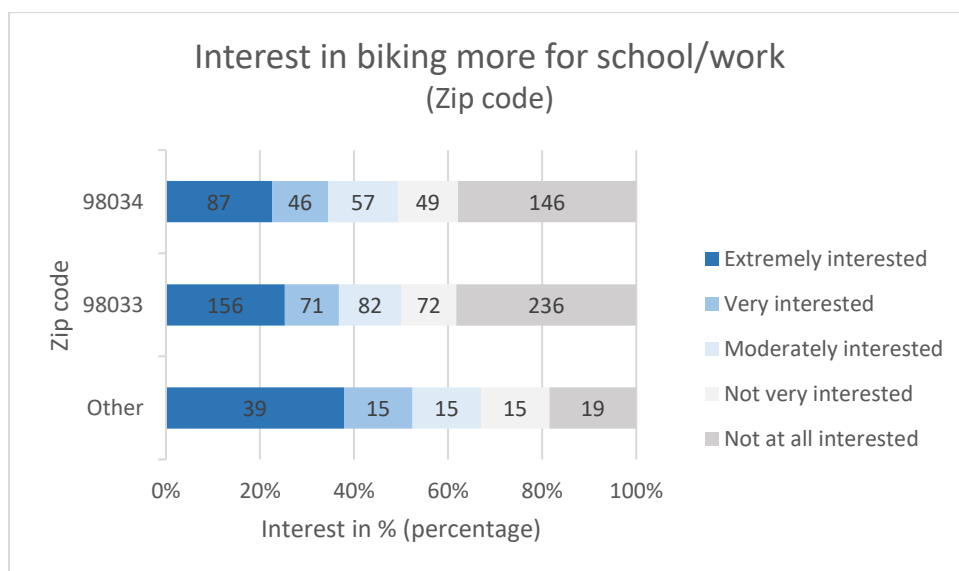
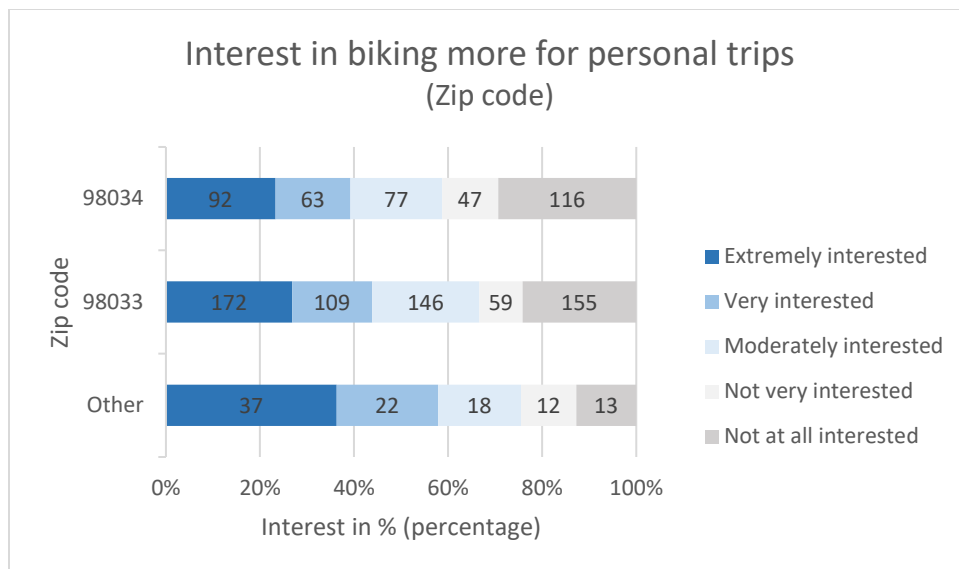
Age





Zip Code





Comments received through the on-line public comment portal –
November 2021 – March 2022:

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 10	<p>I just saw some of the updates to the neighborhood safety program and ATP posted on the transportation commission web page - it's great to see these coming together!</p> <p>Regarding the Market Street example, I was wondering if there has ever been any consideration to removing the parking lane(s). In my experience, aside from the first 2-3 blocks from downtown, the parking is incredibly underutilized. Moreover, there are side streets every 100 feet, almost all of which have open parking on both sides as far as the eye can see. Has there been historical opposition or some other context I'm not aware of?</p> <p>Granted, I'm not sure if protected bike lanes are the best use of the space (a northbound bus lane may be more valuable, IMO).</p>	Project Comment/ Suggestion	Market St	There is a NB Bus Lane planned north of 18th Ave. The ATP recommends evaluating parking utilization along the corridor to correspond to the design of the transit only lane project.
Comment 11.1	1. Getting people to drive slower is the real goal. One tool might be lowering the speed limit and enforcement, but I think it's critically important to keep the goal in mind and not to think that lowering the speed limit will necessarily cause people to drive slower. The driving environment is the real key.	General Comment	Speeds	Comment noted
Comment 11.2	2. All day speed limits at schools are a bad idea. It's worse to have flashers going all the time. I don't know if there are studies to support this, but I believe that having flashers for a small amount of time gets people's attention better than something that is always flashing. After all, if it's always a school speed limit, then it's just a speed limit.	General Comment	School Zones	Comment noted
Comment 11.3	3. Traffic stops with armed officers are dangerous and a prime source of use of excessive force with people of color. If you change speed limits so that they require high amounts of enforcement (eg 15 MPH), you'll increase the necessity for these stops. Something to think about where equity is concerned. 4. A way around #3 is automated enforcement cameras.	General Comment	Enforcement	Comment noted
Comment 11.4	5. Experience tells me that the idea of candles and other less-than-nice traffic control devices is a loser. It sets up the notion of "why can't we have good ones too?"	General Comment	Protected Bike Lanes	Comment noted
Comment 11.5	6. Trying to get uniform signing at schools in Kirkland is a great idea that I found surprisingly difficult to implement. My two cents is to stay away from a rigid policy and focus on some principles then have lots of flexibility.	General Comment	School Zones	Comment noted
Comment 11.6	7. Your ideas about what target zero should mean for bikes and peds were interesting. I think including the serious injury crashes is a great idea to get enough data to work with, but just getting to no fatalities is a mighty tough goal in and of itself.	General Comment	Vision Zero	Comment noted
Comment 12.1	<p>I wanted to call attention to the Hermosa Vista Neighborhood and other communities along Juanita Drive west of Juanita Beach. We have no walking access and are trapped by the main thoroughfare that has become Juanita Drive. Kirkland continues to approve new, higher density homes/developments within our communities, but has not yet held to its commitment to add a sidewalk along Juanita Drive or provide neighborhood connecting trails to Finn Hill or the Juanita Beach area.</p> <p>Please prioritize this neglected section of your community for a curb-protected sidewalk along Juanita Drive from 120th St NE to 116th Pl NE for this growing and vibrant community. This includes protecting easements along the route from further planned development.</p> <p>Also, please explore adding walking connections from 86th Ave NE to 110th Pl NE, as well as connecting 117 St NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement.</p> <p>Additionally, I believe you should update your map to highlight the intersection of Juanita Drive/Holmes Point/122nd Pl NE as an area of commercial interest to highlight the need for walking access to this area from our communities along Juanita Drive due to the presence of the food and personal care businesses.</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The area around Juanita Drive/Holmes Point/122nd Pl NE is identified as an activity center and was included in the project prioritization process.
Comment 13	Hi, it is our understanding that a sidewalk along Juanita Drive is in the City's plan, but has not yet been scheduled. We are very interested in the City starting work on the sidewalk as it is currently very dangerous to walk along Juanita Drive and there is no other alternative from many of the nearby neighborhoods to walk down to Juanita Village. We would also like to encourage trail connections through existing land easements from the Hermosa Vista neighborhood for similar reasons. Thank you, Alise Fetsch, 8123 NE 115th Way.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 14	<p>Please consider providing two trails in Juanita Woodlands to the east of Juanita Drive, one going north to south, and another going East to West. This would connect three neighborhoods and give pedestrians a safer alternative to the busy Juanita Drive, which does not have a sidewalk. This request addresses T-1.4, T-1.6, T-5.6.</p> <p>Please consider a traffic alteration on Juanita Drive at NE 112th St. It is difficult to safely enter onto Juanita drive from NE 112th St, from either direction, because the road bends and visibility is limited, and most cars travel in excess of the stated 35 mph. This request addresses T-4.6</p>	Project Comment/ Suggestion	Juanita Drive	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 15	<p>Hermosa Vista subdivision on Juanita Drive (approximately 114th St) has no walking/bike connections to the top of Finn Hill so is totally car dependent. Two or three easements are available offering 95 to 98% of the routes to the top, but the other 2 to 5% need assertive action by the city to ensure property owners don't block them and access is preserved in perpetuity.</p> <p>Juanita Drive needs a pedestrian sidewalk along at least one side of the road for the entire length, as is happening in Kenmore. Combining bike and pedestrian traffic makes a very dangerous situation.</p> <p>When King County controlled north Kirkland (such as Finn Hill), many subdivisions were made with connections for pedestrians and bikes. Examples would be the 81st PL NE connection to NW corner of Thoreau elementary, and many others. New Kirkland developments do not seem to be supporting connections to schools, parks, as well as ease of access for foot/bike traffic through complex cul de sac subdivisions. Expectations need to be changed so this is the first thing to identify. An upcoming example would be connection to Juanita Heights park from the south should be mandatory rather than "nice to have".</p> <p>Kirkland has allowed property owners to successfully petition for abandonment of right of ways/easements that would help connections for non-motorized traffic. These block the goals of connections for non-motorized traffic</p> <p>Kirkland can take advantage of decades of learning about bikes and pedestrian from European countries that have fantastic infrastructure (Denmark, the Netherlands etc) Notable is that bikes and pedestrians are separated, which increases safety for both and supports the goal of eliminating injury/fatal encounters in Kirkland</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 16	<p>This summer my husband was riding in the bike lane on Lake Washington Blvd NE when a van turned in front of him very quickly almost as if a second thought which my husband then decided to lay his bike down and fall instead of getting run over. There were 2 witnesses walking that saw the accident. The car driver never stopped. 2 issues: with cars parked along the street next to the bike path it blocks the visual of rider and upcoming street. Also, cars still go too fast on the Blvd.</p> <p>As a daily walker on the blvd I see cars not stopping at crosswalks for walkers. It's as if they don't see you.</p> <p>The flashing signals at crosswalks seem to work but the flags unfortunately are sometimes ignored by drivers.</p>	Project Comment/ Suggestion	Lake Washington Blvd NE	The city is evaluating walk and bike improvements for Lake Washington Blvd as part of the Lake Washington Boulevard Promenade Study
Comment 17	I'd tell people to USE the sidewalks always. I see so many walking in the road. Wear a safety vest or white clothes when walking at night . In order to be seen .	General Comment	Pedestrian Safety	Comment noted
Comment 18	Walking on 108th Avenue in the morning is dangerous. My wife and I walk our dog every day and we witness traffic moving violations (speeding) everyday. The automobiles are traveling 50 to 70 MPH. I have videos from my iPhone 12 (.mov) which the Kirkland police website will not upload. I sent some videos to the City Council. A nice police officer called and then parked on the 108th Ave NE one morning and issues 2 citations while we walked our dog. What could happen? These excessive speeds, when matched with texting or talking or distraction will lead to fatalities for pedestrians. These law breakers go through the zebra crossings at these high speeds. Whatever else you are doing, this is rectified by policing the street and collecting large amounts of revenue.	General Comment	Speeding	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 19	<p>I cannot attend meetings but I would like to ask that Kirkland consider wildlife when making walking and pedestrian paths. Wildlife, bee, birds, and butterflies are all the decline because people are destroying their habitat. We have a lot of green areas, but no wildlife preserves. Wildlife is instrumental to the ecosystem and the preservation of our planet. To the preservation of our natural open spaces. Also some green spaces should just be left alone to help the planet heal and combat global warming. We are burning up and it is because we are not leaving enough natural green areas for green spaces and wildlife to thrive. Instead we use fertilizers and pesticides and put trails everywhere through our green spaces turning them into nothing but invasive species and killing the trees.</p> <p>Please consider this when making these pathways. Keep them on sidewalks and already developed areas and stay out of the green spaces.</p>	General Comment	Wildlife and Greenspaces	Comment noted
Comment 20	How are the planned east-west bike paths (70th/68th St, 80th St/Kirkland Ave, 85th St, etc.) between 405 and the waterfront going to deal with the significant hill grade? The gondola idea was excellent, but unfortunately was not supported by some in the community. I hope there is solution that can service a large segment of the community. Currently, the steepness of the hill is preventing many folks from using alternative transportation options (not cars) to move between the two commercial hubs (85th St and downtown Kirkland).	General Comment	Hills	There are some routes identified that take the 'path of least resistance' but not all connections have that option. A new separated pathway is planned between 6th St near Kirkland Urban to the new I-405 / 85th Area freeway station and bus routes. Electric bikes may be an option for some people.
Comment 21	Build a Trail/Sidewalk along the east side of 138th/72nd ave from Juanita Drive to 132nd. I have a site plan.	Project Comment/ Suggestion	138th/72nd ave	Comment noted
Comment 22	With the addition of about 40 new homes in this Finn hill neighborhood, the community would like to see a Trail/Sidewalk along the east side of 138th/72nd Ave from Juanita Drive to 132nd.	Project Comment/ Suggestion	138th/72nd ave	Comment noted
Comment 23	Adding a diverter at NE 100th St and 128 Ave NE is NOT the way to do it. This is a stupid idea. You are just re-routing traffic around the block adding MORE traffic in total to the neighborhood on other streets that also have people walking or riding bikes on them. Lengthening people's drives and/or diverting them onto already too busy 132nd Ave or 124th Ave does not improve safety and worsens carbon emissions (climate change, heard of it?). This does nothing to slow people down. Lowering the speed limit (when people follow it), speed bumps, bike lanes, bump outs, etc. will. Take the diverter OUT!	Project Comment/ Suggestion	128th Neighborhood Greenway	Comment noted
Comment 24	When will a sidewalk be completed on 19th Ave between Market Street and 3rd Street?	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 25	Thank you for Kirkland city staff who have worked tirelessly on the ATP. I wanted to share one aspect of pedestrian/cyclist safety and comfort that often does not get attention - and that is the extra, intrusive noise from motorists. It's clear that a significant portion of vehicles (both cars and motorcycles) are made louder by taking out the muffler/silencer. Almost every time I go outside for a walk in Kirkland, whether it be in the downtown area or on the outskirts, I am not able to safely and comfortably enjoy my walk without being interrupted and frightened by a deafeningly loud motorist zooming past right next to me. This is a huge deterrent for me to bike and walk in my neighborhood more frequently. I wish the City of Kirkland would enforce sound pollution laws for the protection of the city's children, elderly, wildlife, and everyone else. The sound pollution laws already exist, they just need to be enforced. Thank you once again for your continuous work in bettering our City.	General Comment	Motor Vehicle Noise	Comment noted
Comment 26	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 27	Need a maintenance plan and team for the soft trails in the natural parks. These trails are heavily used as connection points year round but they were not intentionally designed to handle this level of traffic and there is not currently a team or funding within Parks dedicated to trail maintenance, construction, and decommissioning.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 28.1	We need more police officers on bikes and walking and not just on weekends in the summer. Kirkland's police are not approachable. They walk around like thugs.	General Comment	Enforcement	Comment noted
Comment 28.2	We need more crosswalks with flashing lights. Speed limits especially on Lake Washington Blvd need to be reduced. I'm afraid to stop for someone at a crosswalk that the cars behind me will not stop and hit me. People do not pay enough attention when driving.	General Comment	Crosswalks	Comment noted
Comment 29	In the spring and fall the city needs to better police obstructed and debris filled public sidewalks. Residential and business owners either need to either clear their sidewalks of debris or face a fine which covers the cost of the city hiring someone to do it for them.	General Comment	Sidewalk Maintenance	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 30.1	Sorry I can't make it to the meeting tonight. The biggest pedestrian safety concern in Norkirk is sidewalk connectivity. I am co-chair of the Norkirk Neighborhood Association and I hear complaints about it all the time. In particular, people would like to see a sidewalk on 19th Ave. (Kirkland Middle School route) on at least one side of the street. Currently, on a good portion of that street there is no sidewalk on either side, nor is there a shoulder, and people need to walk in the road.	Project Comment/ Suggestion	19th Ave	Project is identified in both the ATP and the Safer Routes to School plans.
Comment 30.2	Sidewalk connectivity on 7th Ave. is another one I hear about a lot, particularly between 3rd and 4th St.	Project Comment/ Suggestion	7th Ave	Comment noted
Comment 30.3	Lastly, people also complain about the lack of sidewalks on 4th St. between 13th & 15th Ave. These are the ones I hear about the most, but there are others too. I'd be happy to send you a list of sidewalk requests that I have received. Thank you!	Project Comment/ Suggestion	4th St	Comment noted
Comment 31	Applause! Thanks for doing what you do.	General Comment	General	Comment noted
Comment 32	Will freight bikes be able to use the bike lanes?	Question	Bike Lane Use	Yes, freight bikes can use bike lanes.
Comment 33	Can electric bikes be used in the bike lanes?	Question	Bike Lane Use	Yes, electric bikes can use bike lanes.
Comment 34	I don't own a bike, but would like to ride now and then. Will there be a system for bike-sharing?	Question	Bike Share	This city will continue to consider a bike share system in the future. Currently, no company is interested in a bike only bike share system without also adding scooters.
Comment 35	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	General Comment	Speeds	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 36	Will there be a system to reserve a bike parking space at the Activity Centers?	Question	Bike Parking	No current program to reserve bike parking.
Comment 37	Will you be aligning the ATP and TMP with the 17 United Nation's Sustainable Development Goals (SDGs)?	Question	Sustainable Development	The ATP is aligned with the Sustainable Transportation goal.
Comment 38	Will you be collecting data on the usage of the bike lanes? If so, will the data be available to the public?	Question	Bike Counts	The Vision Zero Action Plan recommends improving data collection for walk and bike trips.
Comment 39	This is great! How are you going to persuade people to change their behavior and ride bikes more?	General Comment	Outreach and Engagement	The ATP includes a goal to educate people about traffic safety and encourage more people to walk and bike.
Comment 40	I think more modern roundabouts, particularly at main intersections, would help to further Kirkland's goals of reducing traffic fatalities while simultaneously also improving traffic throughput.	General Comment	Roundabouts	Comment noted
Comment 40.2	• On north 100th Ave. NE in north Juanita there is no sidewalk north of NE 140th Place, only a painted line. I've seen parents pushing strollers along the shoulder when the traffic is going by at 35MPH – that's wrong! Give my neighbors a safe way to walk to shops!	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.
Comment 40.3	• Why wasn't a "safer route to school" included in the design when the new \$16+ million firehouse across from Juanita Elementary school was built? The project apparently skipped an opportunity to build an improved path from NE 134th St. to the school on NE 132nd Street. A bike path along the edge of the firehouse property could have been included in the plan. There is currently an informal path that goes along the West border of the firehouse property from NE 134th St. to NE 132nd St. which undoubtedly children use to get to school. By taking this path, they can avoid a hazardous 8 block detour including a hike along the parking lots/driveways lining 100th Ave. NE. The children and the neighborhood deserve to have this gravel/dirt path upgraded. As a north Juanita neighbor, I would also like to use this path to get to the shops on 100th Ave. NE, but it is difficult to use on a bicycle.	General Comment	Safe Routes to School	Comment noted
Comment 40.4	• Skinny bike paths only encourage motorists to get closer to the cyclist. It's better to have no bike-path line than to pretend that a white line, which is 6 inches away from a sewer grate, is a "bike path".	General Comment	Bike Lanes	Comment noted
Comment 40.5	• Because our city is stretched out from north to south and constrained on the west by Lake Washington, we need routes to get to the downtown Kirkland center from the north- and from the south-. There aren't many north-south routes, and the existing routes are heavily used by motor vehicle traffic. Because of this, the north-south through-streets are heavily trafficked, smoggy, loud and unpleasant and frequently dangerous for walkers and bikers. Pedestrians and bicycles need more options. It is also worth noting that pedestrians and bicycles will use flat routes – putting a bike path up a hill makes it almost useless.	General Comment	Bike Network to downtown	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 41	I'm surprised nothing is being done for Juanita Drive. It is an essential corridor for many residents in southern Finn Hill but it is extremely unsafe to walk or bike on. There is only a painted stripe in the road. The "buffer" is illusory and ineffective against overly fast or inattentive drivers. I invite members of the working group to try walking on Juanita Drive during late afternoon and verify for themselves if it is a satisfactory arterial for active transportation.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 42.1	<p>I feel that you don't research transportation solutions enough from listening to the experiences that people are having 'on the ground'.</p> <p>There are many areas of Seattle where bicycle use is more active than it is here. The U District is one of them. Talking to friends that live in the area I found that the situation has a downside that I think the council should consider more carefully.</p> <p>I hear presentations in Kirkland that promote car-free travel in a punitive way. By restricting parking in new developments thinking it will make people walk and bike more doesn't always work.</p> <p>What I have heard from one family is that there is no parking at all provided in their son's apartment building and bicycle parking is outside in his U-district area. Parking a bike outside the building will guarantee that it will be stolen.</p> <p>What they are seeing are people in homeless camps in the area with brand new bicycles parked next to their stuff and in other locations bicycle parts strewn about. In addition to that, the University also has a theft problem. If you leave you bike locked up you may come back and find part of it still chained up and the rest of it missing.</p>	General Comment	Bike Parking	Comment noted
Comment 42.2	<p>Another transportation activity I hear promoted at some meetings in Kirkland is e-bikes. But regulation of these types of technology is limited and the general public is unaware or unwilling to comply. People should use a helmet because it is a good idea whether or not it is regulated but access to a personal delivery device is greater than access to helmets unless you carry one with you at all times. Operation of a moped, electric personal assistive mobility device, or motorized foot scooter on a fully controlled limited access highway is unlawful. Operation of a personal delivery device on any part of a highway other than a sidewalk or crosswalk is unlawful, except as provided in RCW 46.61.240(2) and 46.61.250(2). Operation of a moped on a sidewalk is unlawful. Operation of a motorized foot scooter or class 3 electric-assisted bicycle on a sidewalk is unlawful, unless there is no alternative for a motorized foot scooter or a class 3 electric-assisted bicycle to travel over a sidewalk as part of a bicycle or pedestrian path, or if authorized by local ordinance, as provided in RCW 46.61.715. Does this Washington law mean citizens in Kirkland cannot ride a motorized scooter on the sidewalk in Kirkland? Good luck with that!</p> <p>For car drivers it is going to be a big learning curb to adjust to not only more bicycles on the roads and sidewalks but also all the various other types of motorized vehicles. I can judge a pedestrian's speed while they enter the crosswalk but not that of an electric skateboard or e-scooter that zooms past me on the right side of the car especially if they don't have to honor the 'don't walk' sign on the signal and stop at the curb before proceeding. It doesn't matter if there are rules governing different types of motorized transport other than cars because no one knows them and many people don't care. As far as I know Seattle regulations and Redmond regulations differ on whether or not electric scooters can share the bike lane or sidewalk. If Kirkland makes up its own regulation, who would even know?</p>	General Comment	E-bikes	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 42.3	In addition to bike parking problems in apartment buildings, there is an on-street parking issues. The more dense you make an area with apartment buildings that lack adequate parking, the less street parking you can find. What exacerbates the problem for anyone visiting is that buildings don't have drop-off zone or other short term parking solutions. Where are people (like parents) supposed to drop off furniture when helping someone move in? There isn't any place for a delivery truck from IKEA to unload, or the Pizza delivery person, or the granny that uses a walker. I cannot drop off brownies to a relative in Redmond unless I call and he comes down and opens the gate to the parking garage for me. There is no street parking or waiting zone. This problem of 'no-drop-off' zones is also prevalent in Urban areas of Kirkland and Redmond and surrounding cities. This has come to my attention when transporting friends with walkers. They need to be dropped in a safe area near a front door that is easily accessible to a front desk or elevator. Parking for the disabled is often farther from the door than would help in this situation. ADA access is often useful for people in wheelchairs but less helpful for those in walkers. So as you think about less parking for new developments think about increasing safe short term parking that is convenient to the front entrance. With security concerns a visitor may only be able to access a building through the front entrance. What works for a UPS driver doesn't work for someone using a walker. Many of the people who might want a single occupancy apartment in Kirkland may be an older person with mobility issues. My friends often need a car for occasional use because they cannot walk to the bus or stand waiting at a bus stop when they want to go to swim class or to the doctor. How many of you spend time giving seniors rides to church or shopping or the doctors office? It is one of those situations where you need to walk the walk before you talk the talk.	General Comment	On-Street Parking	Comment noted
Comment 43	People biking, walking, and rolling on 124th Ave NE between NE 132nd St and NE 144th St would be safer and more comfortable with design changes that reduce vehicle speeds and separate vehicles from other types of traffic. Some proposals: - reduce vehicle lane width - re-allocate the space to create buffered bicycle lanes - reduce the speed limit in conjunction with reduced vehicle lane widths - add raised medians in the center turn lane along the corridor to 1) create protected space for those walking/rolling while crossing 124th, and 2) prevent drivers from using the center turn lane as a passing lane (yes, this happens!) - explore opportunities to narrow crossing distances along the corridor, though this may not be possible without impacting the bicycle lanes - explore opportunities to otherwise visually and psychologically narrow the driving area in order to reduce speeds I regret that I cannot attend the meeting on 11/3, but am very interested to stay connected to this project. Please let me know how I can do that.	Project Comment/ Suggestion	124th Ave NE	Comment noted
Comment 44	Forget adding additional bike paths, what a colossal waste of money! Existing bike paths sit empty, except the occasional biker in spandex on the weekend who bikes in from Seattle. Instead, spend the money on improvements that will really make a difference for Kirkland residents. My neighborhood has almost no sidewalks and people are forced to walk in street. We have lots of walkers and virtually no bike riders, spend the money where it counts.	General Comment	Sidewalks	Comment noted
Comment 45	Hello! Very excited about this project. Over the past year and a half with the pandemic and child born in Jan 2020, I have been walking quite a bit around Moss Bay/Houghton/Downtown Kirkland. One of the biggest challenges is walking with a stroller on the sidewalks which often have trash cans or overgrown branches and finding ways to safely go down and up. I've also tried biking, however other than directly on larger streets like 6th with a dedicated bike lane or on the corridor, did not feel safe riding with my baby/toddler with the proximity and speed of cars passing - cars in Kirkland still do not look for bikes.	General Comment	Sidewalk obstructions	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 46.1	<p>My basic framework is that the active plan needs to prioritize walking, biking, wheelchair use. Clearly, roads for gas powered vehicles are omnipresent in Kirkland. We need no new roads, no new pavement, no new impervious surface area (but I know that new impervious surfaces will continue to be built). My comments focuses on the Finn Hill/Juanita neighborhood occurring N of NE 132nd NE & NE 131st Way, W of 100th Ave NE, E of 90th Ave NE, and S of NE 139th St. This area encompasses the eastern slope of Finn Hill; there are vegetated drainages that are 'open' spaces, 'managed' by Kirkland Public Works.</p> <p>Please actively manage these spaces and do not abandon them. Invasive plants are crowding out native plants and animals; we are reaching a point where trees will fall due to too much ivy and where native plants and animals cannot survive. I'm an active volunteer in one of these open spaces. (Many folks want to maintain treeless spaces with vast green lawns for the view; remind folks that this area is originally covered with Pacific Northwest vegetation that was completely cleared of forest and native plants. Any view is merely created recently. One point to consider is that for active transportation, we need folks to share the natural spaces and not just roads!</p>	General Comment	Maintenance	Comment noted
Comment 46.2	<p>On the eastern edge of Finn Hill is the eastern edge of the Kirkland Green Loop. Please familiarize yourselves with the Kirkland Green Loop (around Finn Hill). Please seek out the easements and walking paths that currently exist, label these and protect these.</p> <p>Kirkland transportation planners, city council and all who want to live up to the values of the active transportation plan (prioritize walking, biking, bussing over cars), please become familiar with the Kirkland Green Loop as a pedestrian path for humans and a safe space for native plants and animals.</p> <p>PLEASE plan on buying, reserving, not building, preserving for pedestrians and native plants and animals these spaces. In these spaces we can help create safe routes to school that are not along the edge of car/roads.</p> <p>Of particularly note: Maintain the easement at base of NE 138th St at 9453 NE 138th St & 13749 – 97th Ave NE. Prioritize putting in a sidewalk on at least one side of NE 136th St between NE 135th Lane and 90th Ave NE</p>	Project Comment/ Suggestion	Kirkland Green Loop	Comment noted
Comment 46.3	<p>About Open Spaces and the learning that came with creating a park.</p> <p>Recall that Josten Park was full of invasive blackberries, ivy and such until the new community plus the development plus the City of Kirkland joined together (in the last minute of the contract) to rid Josten Park of non-native species and open that up to everyone (not just immediate neighbors surrounding this space). I am NOT advocating creating official city parks in the eastern edge of Finn Hill. I am instead advocating creating an active pedestrian corridor. I'm aware that there will be fierce opposition by the people living immediately adjacent. Just like the neighbor's opposition to Josten Park.</p>	General Comment	Maintenance	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 46.4	<p>Safety: remind Kirklandites that a person in a get-away car can do much more damage than a person walking or a person biking. Pedestrian and bicyclists aren't scary. People in cars are scary! A drunk driver is MUCH scarier than a drunk pedestrian or a drunk bicyclist.</p>	General Comment	Outreach and Engagement	Comment noted
Comment 47	<p>Finn hill and juanita drive in particular should fall under high priority for protected bike lanes. The number of horrific accidents this road has involving bike/vehicles is what is currently dictating its usages. More people would use it if it were safer for both biking commuters and families. It's currently impossible to get off the hill in a safe manner using a bike lane when you are a family or towing a bike trailer.</p> <p>Thanks for your time</p>	Project Comment/ Suggestion	Juanita Drive	Comment noted
Comment 48	<p>The proposed greenway on Finn Hill is on 141st and takes a jog on 89th and 88th PL NE. I would propose that it NOT take 88th PL NE. This jog has tight corners and sight issues on a hill. It would be better for the greenway to continue along 89th west and continue along NE 140th St instead. MUCH better visibility and no short steep hill on a curve to contend with...</p>	Project Comment/ Suggestion	Finn Hill Greenway	Thank you for your suggestion. When this project is designed, the specific route may be modified in places and 89th/ NE 140th can be considered for a re-route.
Comment 49	<p>Personally, I would love to see a stoplight at the intersection of Juanita Dr NE and NE 132nd St. It's a dangerous intersection. It's a short stretch between two blind corners whilst drivers both directions on Juanita Dr try to set new land speed records. Thank you.</p>	Project Comment/ Suggestion	Juanita Dr NE @ NE 132nd St	Comment noted
Comment 50	<p>I admire these efforts by the city to expand the sidewalks and bike lanes. I live up from the Safeway on 100th. As someone who walks on 137th (changing up into 136th) all the time, I often come across our neighbors walking up the street. This street is nearly unlit, misses sidewalks in significant sections, while also being a steep down hill leading to Safeway, as well as having bus traffic. I would appreciate if the city considered adding sidewalks to this road. The community comprises of highly aging long time residents of Kirkland, mixed with younger families with children that have recently become interested in this region who could really benefit from a safer arterial on this road.</p>	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 51	Please add pedestrian access on Juanita drive, or from Juanita Heights Park down to Juanita Beach. You can get halfway through the woods down the hill but then you're on private property and can't access the sidewalk. Juanita Drive is not safe for pedestrians as it is. How are we to get down the hill to the beach and the businesses at Juanita Village on foot with our families?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 52	It would be very beneficial to put in sidewalks on Forbes Creek Drive between the fire station and the apartments! Very dangerous, not well lit area where people walk a lot!!!	Project Comment/ Suggestion	Forbes Creek Drive	Comment noted
Comment 53	Our children deserve safe sidewalks from 141st to 145th. This needs to happen as children go to and from Thoreau Elementary school. In addition, for joggers and walkers. Please make this a priority.	Project Comment/ Suggestion	84th Ave NE	The extruded curb separates out a pedestrian pathway along this segment. New sidewalks will be required as development occurs.
Comment 54	Also, what is the plan for Juanita drive? 1.It's one of the few arterials without sidewalks, and by far the longest. However it's not listed on the project prioritization. 2.In the summary of the bicycle prioritization, the Finn hill neighborhood and connection to Juanita beach only have medium prioritization. It does not seem fair or equitable to have zero high priority projects in such a large area of the city; especially when density increases are in progress, and the area is primarily served by the two lane Juanita drive. What does the city think of this in terms of prioritization of funding? 3.Is the city actively maintaining and working to expand right of way along Juanita drive to allow for sidewalk development/bicycle improvements?	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 55	Juanita drive is one of the only and by far the longest arterial not currently served by sidewalks. It's also one of the only arterials that I am aware of that do not have nearby alternates (especially the portion from Juanita beach to 122nd street). Why is this area not listed as a priority for a sidewalk?!	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. Please also see the Finn Hill neighborhood highlight page in the ATP document.
	Also, when reviewing the bicycle prioritization map, it's pretty glaring there are no high or medium-high priority projects in Finn Hill. It's not fair or equitable to exclude a neighborhood from priority; especially one that does not have transit access and one where the city has approved significant density increases, resulting in higher traffic and thereby lowering the usability of the existing bicycle facilities (because of increased perceived dangers). "Prioritization is pretty ambiguous. What is the expected funding breakdown based on prioritization level? How many of projects each priority does the city estimate it will address in the scope of this plan?			
Comment 56	I'm not sure why you would put more money into making more bicycle lanes when they don't use the ones they have. Rarely are bicyclist in the bicycle lanes they are riding in the road whether that lane is there or not. Maybe you should start making they pay for also. Adding a tax to anything they related to bicyclist. Thank you.	General Comment	Bike Lanes	Comment noted
Comment 57	Please continue to prioritize pedestrian safety improvements on Juanita Drive. My shared driveway access is on the extreme corner on Juanita Drive. I drive Juanita Drive several times a day and often see cars wander into the shoulder or other lane. It is such a safety issue that we have a family rule that no-one can walk on Juanita Drive to Juanita Village. We would like to see safety improvements that include an actual physical barrier between the shoulder for walking and the car lane. The current flexible poles on the corner don't really protect and are often run over. Our family would love to be able to walk to Juanita Village if the road wasn't so unsafe.	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials.
Comment 58	Please include NE 145th St between 79th pl ne and 84th ave ne as a missing connection in sidewalks. Many people walk here, and fixing the small missing piece would make it much safer.	Project Comment/ Suggestion	NE 145th St	Comment noted
Comment 59	I would like NE 145th St between Juanita Woodinville way and 100th Ave NE be prioritized to get sidewalks on the parts that don't already have sidewalks. People speed down this road and it doesn't feel safe going to the bus. Walking the dog is dangerous on parts of this street. People drive 50 mph down it all the time like it's a highway. Thanks for your consideration.	Project Comment/ Suggestion	NE 145th St	Comment noted
Comment 60	I would like to see speed limits enforced on the trail. Unfortunately with modern ebikes its trivial for cyclists to be found at dangerous speeds on the CKC. I've been informed that there is supposed be a 15mph limit but I've never seen any enforcement. In the summer the high speed traffic also kicks up a lot of dust which makes it unpleasant.	General Comment	CKC speed enforcement	Comment noted

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 61	<p>I agree with the priorities presented.</p> <p>One thing that I would like to see as a core priority is how you are aligning safe pedestrian routes with the KC metro bus system. Specifically, what is the plan to work with KC to adjust bus routes, especially for residents not in the downtown Kirkland area, to make access to a bus easier for pedestrians. If people can't easily walk to a bus stop, they will hop in the car. The draft plan presented seems to show that this is an afterthought.</p>	General Comment	Transit access	Access to transit was included in the project prioritization process. Kirkland staff works with Metro when they re-evaluate transit routes and locations.
Comment 62	I would like the city to add a pathway/trail between Juanita heights park and Juanita beach park. This would allow residents on Finn hill to walk with ease down to the park and nearby urban center.	General Comment	Trails in parks	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 63	Bump-outs of curbs (I think they're called calming?) at intersections are dangerous for bicyclists. They can be hard to see in low light and force us into traffic as we navigate around them. Cars don't expect us to swing out into their lanes to avoid the curbs. NE 124th Street between 100th Ave NE and 93 Ave NE has several of these, but they are also in many other places too.	General Comment	Curb extensions	Comment noted
Comment 64	I'd like to request prioritization of a sidewalk connecting the existing sidewalk on NE 110th St to the emergency vehicle bypass between 98th Ave NE and 100th Ave NE. This is only 165ft but it is on a blind corner that currently requires walking in the lane of traffic.	Project Comment/ Suggestion	NE 110th St	Comment noted
Comment 65	I'm wondering if the committee has explored the option of some one-way streets within neighborhoods to enhance walking/bicycle traffic? It seems a more viable and immediate opportunity with less cost; such as what the City of Seattle has done with closing streets. I'm not suggesting closing any streets merely rerouting traffic and giving one lane to walkers and bikers. The 132nd hill up from Juanita El. is a prime candidate for one-way access. 137th up from Safeway (along 100th) would be the counter-balance. There would still be access to the hill via Simonds Rd, Juanita Dr and other streets north of 137th, along 100th Ave.	Project Comment/ Suggestion	One-way streets	Comment noted
Comment 66	<p>As a runner and cycling enthusiast, I was very excited to see the announcement of the Active Transportation Plan. But I am beyond disappointed that no mitigation measures are proposed in the plan for the area in which I live: southern Juanita Drive.</p> <p>Juanita Drive is a loud, unsafe, and heavily trafficked arterial with no physical barriers between cars and pedestrians/bikers. The geography of the southern hill means that there are zero bike/walk friendly alternatives to taking Juanita Drive.</p> <p>It's a shame the situation remains so dicey, because Finn Hill is a beautiful wooded place which, in spite of being an LTS3 "high stress" route, still attracts tens of thousands of cyclists each year. It's the best, most direct route to get from Kirkland to Kenmore and the Burke Gilman Trail. The elevation makes it a good workout, too (Not so for ebikes; everything's easy to them... LOL!). We have the beginnings of an awesome scenic bike connection, but the lack of barriers and traffic situation means that the route is only available to the courageous.</p> <p>Please reconsider including Juanita Drive in your plans. Sidewalks, barriers, lower speed limits, etc. I would love to be able to safely enjoy Kirkland by bike or by foot from my house. It feels ridiculous to have to take the car for a one mile drive down the street.</p>	Project Comment/ Suggestion	Juanita Drive	Sidewalks on Juanita Drive are addressed through Objective 1-2 in the ATP: Complete sidewalks on at least one side of the street on all arterials. The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 67.1	<p>Hello, Thank you for a well thought out ATP that has an equity lens and considerations for connectivity and safety.</p> <p>I have heard from many bicyclists that 100th Ave NE (including 98 Ave NE) is an excellent north south route to take you from Kirkland to Bothel and gives access to the Burke Guilman trail. I would like to see 100th Ave NE (and 98th Ave NE) be a HIGH PRIORITY in all aspects of planning and execution. As you know, presently it has inconsistent bike lanes which could easily be improved, now, with a few sharrows, where the bike lane is absent. I believe the best option for long range planning for bicyclists along 100th Ave NE is to put wide, clearly marked, bike lanes rather than buffered or protected bike lanes as bikers need to be as visible as possible on 100th Ave NE, where cars frequently turn into strip malls and at intersections.</p>	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 67.2	How does the city plans to clean buffered bike lanes that become cluttered with leaves, branches and debris? Would maintenance be regularly scheduled?	General Comment	Maintenance	Bike lanes are cleaned periodically throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 67.3	Another street in which cars are moving faster than 30 mph, that would benefit from a wide and well delineated bike lane rather than a buffered bike lane, is on 132 Ave NE (between NE 60th and NE 80th). I would prefer to see this in the long term goals.	Project Comment/ Suggestion	132 Ave NE	Comment noted
Comment 67.4	I do agree there are places where protected bike lanes make sense, such as on high speed street with sweeping turns like on NE 131st Way to 90 Ave NE. Cars are coming around blind corner and could move into a bike lane, so I would agree with you, that a protected bike lane on NE 131st Way to 90 Ave NE would be best.	Project Comment/ Suggestion	NE 131st Way	The NE 131st Way / 90th Ave NE Multimodal Corridor Study recommends a separated, shared use pathway for this corridor.
Comment 67.5	I did not see any mention of signage as a way to improve equity. Many visitor and Kirkland residents, that don't live in the area, don't know how to access the CKC. The PGE trail is another wonderful connector trail that few know about because there is a lack of signage. Thanks for letting me give my input. I hope it is of benefit.	General Comment	Wayfinding	Comment noted
Comment 68	It would be much more beneficial to have continuous fully protected bike lanes along 100th Ave and South onward to the downtown. The fact that there are only sections makes it virtually useless since people won't feel safe biking. That route needs more traffic calming measures. Drivers drive 50 mph+ in that area not because they don't know the speed limit but because road allows it. Protected bike lanes and narrow traffic lanes would help calm it down.	Project Comment/ Suggestion	100th Ave NE	A funded project will improve bike lanes and sidewalks on 100th Ave NE. Other segments of 100th are listed as a high priority in the ATP.
Comment 69	I'd like to know how to add this to the Transportation plan. (Referenced an attachment for a reroute trail along 72nd Ave NE east of Big Finn Hill Park.) I have the backing of the Finn Hill Neighborhood Alliance (a \$5,000 grant for an engineering study) and King County parks.	General Comment	72nd Ave NE	Trails in parks and green spaces will be addressed in coordination with Parks through the PROS Plan. This comment has been shared with Parks.
Comment 70	On the Neighborhood Greenway that goes through North Rose Hill along 128th Ave NE: There are two traffic signals that turn directly into the neighborhood from main streets and you chose to put the greenway on one of them. That is in direct opposition to the point of the greenway. In addition, you are funneling traffic onto 130th AVE NE—particularly school traffic—even though it does not have dedicated parking & is crowded and heavily used by foot and car traffic for Twain school families. Frequently, there is not room for two cars to pass each other on the street. The street is less safe because of the changes made to the 4-way stop at 128th. 130th AVE NE is also a much shorter street that doesn't go through the neighborhood, yet it is now the only path for many more drivers. These changes are causing drivers to use alternate, longer drives which uses more fuel and resources. Please do not further restrict driving patterns that force more traffic onto poorly equipped streets. People will not choose to walk instead. 128th is a steep hill that people avoid as it is. Bus routes are more likely to be caught on 132nd and 124th. A 4-way stop at 128th and 90th will have turn restrictions that will simply make drivers have to drive out of their way. These changes are ADDING to the miles driven by residents who simply want to get to and from their homes in their own neighborhood. Please reconsider what you're doing so that it benefits everyone in the neighborhood instead adding to our miles driven.	Project Comment/ Suggestion	128th Neighborhood Greenway	Comment noted
Comment 71	Please remember your wheelchair bound citizens, like me, who also will benefit from this great plan. Thank you for keeping Kirkland accessible.	General Comment	Wheelchair users	Comment noted
Comment 72	I have some questions about the near- and long-term proposals for bicycle facilities on 124th Ave NE between NE 132nd St and NE 144th St. The near-term strategy is adding pavement markings. What would that mean in practice? What kinds of pavement markings? For example, narrowing the vehicle lanes to create buffered bike lanes would be wonderful! The long-term strategy is a protected bicycle lane. I have a question and a comment about that. Question is, does that mean a physical barrier like curb? My comment is that the long-term vision would be built as development occurs, which makes it seem like it would never be accomplished because the area is largely built-out. What does that mean in the context of a built-out area? One more question - there's a note that says a future dual-left to NB 124th Ave would impact the NB bicycle lane, which is concerning, but it also says that there is ROW available for PBL north of there. This gets back to my earlier question: if the ROW is available, why wait for redevelopment? I could just be getting confused about the details of the near-term and long-term vision, so I appreciate any clarification you can provide.	Project Comment/ Suggestion	124th Ave NE	Response was sent on March 8th clarifying the plan and noting addition to the draft plan for a greenway on the 121st corridor. Responder noted he is in favor of improved bicycle facilities on 121st and 124th, and generally in support of the ATP."

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 73	<p>In an effort to demonstrate our support for the ATP and TBD, the Kirkland Greenways would like to partner with the city to promote these initiatives. Do you have a communication plan for the ATP and/or TBD? If so, we hope to obtain a copy and task our members with echoing the city's messaging over our various communications platforms.</p> <p>Thanks, Kirkland Greenways</p>	General Comment	General support	Comment noted
Comment 74.1	<p>Hi, I have comments about the draft active transportation plan. For context, I live in Bridle Trails with my husband and five kids (ages 2-13), and we bike as our main mode of transportation. There aren't many of me in Kirkland yet. You need thousands of me.</p> <p>This plan is mostly fine as an incremental improvement, but it is not transformative.</p> <p>I want to call out a few things in particular. First, we need to do intersections better. For example, our first greenway in Kirkland ends just before crossing NE 70th st, an arterial that is very difficult and uncomfortable to cross at many times of day. For all-ages-and-abilities infrastructure, this isn't good enough. You are leaving my kids to fend for themselves with all these cars, and leaving the neighborhood disconnected from the shopping center. I see nothing in the plan that will fix this or prevent it from happening again.</p>	General Comment	Intersection improvements	Intersection improvements are identified in the plan as an objective.
Comment 74.2	<p>Next, you have lumped protected and buffered bike lanes together. They are not the same thing. If you only have two buckets for bike lanes, buffered belong with unbuffered bike lanes, not protected bike lanes. Buffered bike lanes are not all-ages-and-abilities. I do not let my 13-year-old ride NE 80th st on her own, and she doesn't want to (especially after riding it with me at LWHs pickup time a few weeks ago). I am looking forward to riding protected bike lanes in Kirkland!</p>	General Comment	Bike Lanes	buffered bike lanes and protected bike lanes were separated in maps for the final plan.
Comment 74.3	<p>More incremental suggestions: lower speed limits citywide, ban right turn on red.</p> <p>But if you want to be transformative, you need to acknowledge the impact that cars have on active transportation. To really make a difference on climate, safety, equity, quality of life, health, emissions and more it's quite simple: fewer cars, slower cars.</p>	General Comment	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 75.1	<p>I am writing today to add comment to the ongoing discussion around Vision Zero and the potential implementation within our city of Kirkland.</p> <p>As some of you know, I am one of those 'hearty cyclists' that councilmember Curtis has referred to in the past, and find most routes around the city to be without a challenge or concern to me, as I find most traffic navigation to be without issue. I realize I am in the minority on this, and I am a proponent of safe transit for all forms of transportation from walking to driving. With this stated, I am urging you to please learn from the MANY mistakes that have been made by the city of Seattle with their implementation of vision zero. Here are a few key points that I would ask for your deep consideration:</p> <p>-As councilmember Nixon very adeptly pointed out, vision zero not only provides new structure to pedestrian and cycling interaction with the roads, it also does two things that are NOT necessary in every corner of the city. The 2 issues: decreasing of speed limits on main arterials, and decreasing traffic capacity on main arterials. Not far from my residence in NE Seattle, 95th street NE which runs east to west, had the speed limit reduced to 25 MPH. This arterial is one of 4 that runs cleanly east to west (unhindered), and connects with Sand Point way. In the infinite wisdom of SDOT, instead of putting sidewalks on this main arterial, they simply reduced the speed limit (35 to 25 and it is widely ignored) with the previous goal of also installing speed humps. The point being, we NEED solid and predictable arterials to move cars and trucks, and speeds this slow are simply unnecessary. Decreasing capacity and speeds on these roads, will simply slow down the traverse of these areas. We can all agree that accidents happen, and we wish for zero fatalities, this is a step that essentially ignores efficient traffic planning for cars and trucks, in place of pedestrian and cyclists.</p>	General Comment	Speed limits	Comment noted
Comment 75.2	<p>As councilmember Pascal clearly indicated as well, there are many areas that need to have their current sidewalk and pedestrian infrastructure increased, before the dramatic changes of this program can be implemented. Slowing traffic in lieu of a sidewalk is not the better, just an added option on residential streets.</p>	General Comment	Sidewalk connectivity	Comment noted
Comment 75.3	<p>As CM Pascal also mentioned, the idea of adding barriers to better protect bike lanes certainly sounds good, but he nailed it squarely with the dramatically unanswered question in maintenance and care. There are stretches of Rainier Ave where again SDOT has failed the pedestrian and cyclist, as the tarmac is terribly pitted, full of gravel and glass, and simply unusable. This is the condition that occurs more than not, as these protected bike lanes do not get naturally cleaned out. As a cyclist that clocks north of 5000 miles per year.....I hate protected bike lanes like these.</p>	General Comment	Maintenance	Bike lanes are cleaned periodically throughout the year but increased maintenance has been an identified objective.

Comment ID	Comment	Comment Type	Comment Summary	Response
Comment 75.4	Another point discussed, there are many roads and spots in the city that already reach the goal of vision zero, where no pedestrian fatalities have occurred. What I perhaps missed, and did not seem to hear from the presenter, how much of the statistics are adjusted for population increases? Are we looking at each pedestrian fatality for the real cause, or, just the number to inflate our urgency? How does this program adjust to focus on the most concentrated areas of consistent pedestrian/automobile interactions? My point being, this program has taken a one vision approach by SDOT for example, and there was no measure of effective adjustment by individual area. Every speed limit has a target to be lowered, every arterial a bike lane, regardless of practicality. I agree and support the idea that we can always make our cities safer with effective thoughtful planning, I would again urge you to please not adopt vision zero with a one size fits all approach. The city transportation department and council should be able to effectively agree where improvements need to be made in each corner.	General Comment	Vision Zero	Safety improvements are tailored based on location and need.
Comment 76	Please put forth a measure or pass taxes to build light rail from Downtown Redmond station to Downtown Kirkland and from Totem Lake to South Kirkland P&R. SSB 5528 just passed the legislature. Now fund link light rail.	General Comment	Transit	Comment noted
Comment 77	My comments and request for improvements concern 98th Ave NE, between Forbes Creek Drive and NE 116th Street. This section of roadway has become a speedway and is in desperate need of speed and vehicle noise calming strategies. This condition exists at all times of day and night, creating an unsafe and unpleasant pedestrian experience. These conditions significantly impact the neighborhoods adjacent to this road and create an ease of access issue. I recommend creating a "safe" sidewalk with a protection barrier due to vehicle speeds, install flashing speed signs and/or initiate photo speed enforcement.	Project Comment/ Suggestion	98th Ave NE	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 78	As Jon Pascal showed us an article, which was a study, it showed stop signs help with safety when it comes to pedestrians. Please have more stop signs in school zones to protect the children versus wasting tax money on ticket cameras. Ticket cameras do not slow people down on the spot when children are around. Stop signs do. If a child gets run over the ticket camera will send a ticket days later after the child is dead. If it does happen I will be sure to let the parent know that Jon Pascal and the city knew before hand.	General Comment	School zone safety	Comment noted
Comment 79	The CKC is an integral part of Kirkland's walkability/lifestyle appeal and important for safe pedestrian and cycling recreation and commuting; and should be sustained as such.	General Comment	Cross Kirkland Corridor	Comment noted
Comment 80	Why wasn't a "safer route to school" included in the design when the new \$16+ million firehouse across from Juanita Elementary school was built?	Question	Safe Routes to School	There were sidewalk and bike lane improvements to the frontage of the fire station on NE 132nd St
Comment 81	How are you going to persuade people to change their behavior and ride bikes more?	Question	Outreach and Engagement	Outreach and engagement with the community is a core activity outlined in this plan.
Comment 85	More bike lanes will mean more bikers of different abilities. I'm a senior. Will there be speed limits?	Question	bike lane speed limits	There is a speed limit on the Cross Kirkland Corridor but not in general for bike lanes.
Comment 86	How do we reduce speed limit on streets in Kirkland to 25 mph to improve the safety for cyclist and pedestrians?	Question	Speed limits	The Vision Zero Action Plan recommends re-evaluating speed limits setting policy city-wide.
Comment 87	Please explore adding walking connections from 86th Ave NE to 110th PI NE, as well as connecting 117 st NE from 80th Ave NE to 82nd Ave NE by improving the existing powerline easement.	Project Suggestions	Power line easements	Comment noted