

ID	Comment	Type	Program
79	Would like a crosswalk at this location so children coming from the west (culdesacs and streets) can cross over without having to go up to the intersection. Kids cross here anyway. It is dangerous.	Crosswalk Improvement	NSP: Crosswalk
80	Due to limited visibility for drivers pulling onto Juanita Drive from both the east & west and Juanita Drive traffic speeds - usually faster than 35 mph (traffic only slows down if there's congestion) - this is a dangerous intersection. Please consider some type of traffic calming apparatus. I'd also like to see a center turn lane for much of the length of Juanita Drive - too many rear-end collisions due to quick stopping and inattentive drivers. Other requests: sidewalks for pedestrians and limited pullout parking so that vehicles don't park in the "bike" lane causing riders to pull into traffic to get around parked vehicles. Although, much of Juanita Drive is 'no parking' cars are parked along the roadway all year long. Trucks w/ boat trailers are parked during summer and lots of overflow parking for private holiday parties in the winter. ;&I attend meetings when available. Thank you, I look forward to safety improvements in the near future!	Intersection Improvement	CIP: Intersection
82	Just wanted to let you, in case you haven't heard, that we had two more serious collisions last week in the 12800 block of Juanita drive. Both incidents were caused by intoxicated drivers (both arrested for Vehicular Assault) drifting over the centerline and colliding head on with a vehicle coming the opposite direction. Although extremely serious injuries were sustained in both collisions, thankfully nobody was killed this time. I know that the major cause of these collisions, and all the ones we have had since annexation, is intoxication and/or speed, I was still hoping that Public Works could take a serious engineering look at this stretch of roadway. And the stretch should actually be from the approx 12200 block to the 14000 block of Juanita drive. We are doing what we can here in the PD with enforcement including regular speed enforcement and actively patrolling for impaired driver's using Juanita drive. I'm not sure what the answer is at this time, but I am hoping there is some additional "traffic calming" type ideas that might assist us in stopping these collisions.	Other	CIP: Transportation
84	My daughters attend Discovery Community School on Finn Hill, so I often drive on Juanita Drive. My biggest suggestion for you would be to drive this road yourselves at various times during the day and on various days during the week. People often ignore speed limit signs and tailgate. Drivers often weave in and out of the bike lane. There are many turns where visibility related to bikes is low. Often, branches and items on the ground block part or all of bike lanes, as do trash cans. I would suggest the following. Cite homeowners who do not keep limbs, brush and trash receptacles out of bike lanes. After one warning, charge them for the city's cost to go in and clean up their area. Also, replace the white line separating the bike lane from the car lane with a physical bump. This would keep drivers from weaving in and out of the bike lane. Last, have targeted patrols in the area and ticket people who tailgate, speed, or engage in other illegal actions on this roadway. One of my daughter's classmate's uncles was killed on this roadway while riding a bike. I am very pleased to see that action is being taken related to this roadway.	Other	CIP: Transportation
85	Add a left turn lane starting prior to NE 133rd PL and extend it to NE 132nd St to serve as a left turn lane to those two streets. If allowed extend the lane south of NE 132 St to serve as a right turn entry lane to Juanita drive from NE 132 St.	Intersection Improvement	CIP: Intersection
86	Site distance issue with crosswalk sign at the intersection of 86th Avenue NE and Juanita Drive	Other	Operations
89	Connect NE 132nd St between 72nd Ave and Juanita drive for pedestrians. This would substantially improve neighborhood access to the bus stop, middle school, and really the rest of Kirkland. Ideally, a crosswalk would also be installed across Juanita, perhaps as part of the Juanita safety improvements. As it stands, crossing the river can be a real mess much of the year.	Walkway or Sidewalk Improvements	CIP: Sidewalk

ID	Comment	Type	Program
90	As part of the Juanita corridor study I want to comment on what I think long-term goals for this corridor should be, and a possible solution direction. 1. The goal should be to make Juanita drive safe enough to allow an 8 year old to walk or bike to school (accompanied or otherwise). Anything short of this as a long term outcome would be a failure in my eyes. I think few people will disagree that Juanita is currently nowhere close to this goal. Furthermore, Juanita has the shallowest grade off of Finn Hill (AFAIK), and certainly would be the best pedestrian/bicyclist connection to the rest of Kirkland (and the only connection for some of us!). So, if we want to connect Kirkland, this must be fixed. 2. Given the tight space constraints, I think any ideal solution is going to require a shared use (pedestrian/bicycle) path. The obvious solution is to put a single path on the east/climbing side of Juanita, where bicyclists and pedestrian will therefore be traveling at similar speeds. Reducing the shoulder on the west side of Juanita would increase the amount of space for a shared use path on the east side, and have the added advantage of traffic calming. Descending/southbound bicyclists would have to continue to share the road, but if traffic is sufficiently calmed, this will be even less of an issue than it is now. I do think a shared use path would have to be at least somewhat protected to prevent drivers from wandering onto the shoulder, although certainly not in its entirety. You'd want pedestrians and cyclists to be able to enter/exist the path easily, and driveways would still need to cross. The path would need to be maintainable by a street sweeper (or similar), otherwise bicyclists will revert to using the middle of the road again as brush and debris accumulate. As an example of where this has failed completely, look at NE 131st way.	Walkway or Sidewalk Improvements	CIP: Sidewalk
92	For the Juanita Drive corridor study, I would suggest a first step to improve safety would be to mark the bicycle lanes on each side as such and post 'No Parking' signs along the route -- and then enforce the no parking rule. Thanks, Greg Johnston, Finn Hill resident (gregoryjohnston@gmail.com)	Bicycle Improvement	CIP: Transportation
96	Install a safe walk route to school on NE 134th Street (west of 90th Ave NE) then south on 86th and then west on NE 132nd Street.	Walkway or Sidewalk Improvements	CIP: Sidewalk
97	Enforce 20 MPH sign on NE 135th Street - and look at trimming hedge so people can see the speed limit sign.	Traffic Calming	Operations
98	Speeding around this area. Could plant a police officer here to give out tickets.	Traffic Calming	Operations
99	Hard to get out onto Juanita Drive to make a left turn. No one slows to let people out. Perhaps put in a traffic light at 132nd to slow or put gaps in traffic.	Other	CIP: Transportation
100	Here and a number of places along Juanita drive, Install the digital signs that reads "Your Speed is ...." With a reminder that speed limit is 35. Much like the signs on main roads in Kirkland.	Traffic Calming	NSP: Transportation
102	NE 122nd PL / NE 123rd St. from Juanita Drive NE eastward to the 5-way intersection of NE 124th St and 84th Ave. NE needs a much-improved, widened shoulder on the south side. Currently, there is a very small shoulder. I would like to see something much wider that would be appropriate, and safer, for bicycles to ride eastward, up the hill.	Bicycle Improvement	NSP: Walkway
107	To Whom This May Concern, I am a parent of 3 children who go to Thoreau Elementary School. The purpose of this email is to find out what the City of Kirkland's plan is to install crosswalks for the children's route to school. Thoreau is classified as a walking" school and does not provide buses for the children. From our house to the school it is 1.04 miles. There are crosswalks on 84th Ave NE and crossing guards as well. I am unsure as to why no crosswalks have ever been installed on 90th Ave NE. I know other parents have voiced a concern over this issue in the past. There are several stop signs along 90th Ave. NE, but no painted crosswalks at any of these intersections. I would especially like to see crosswalks between 145th St. and 137th St. H.D. Thoreau Elementary and Finn Hill Jr. High students living east of 90th Ave. are expected to walk to and from both schools without the safety of crosswalks. They, like all of us who live in this area, take a risk every day crossing wherever we deem safe. It would be very nice if the City of Kirkland and Thoreau Elementary could look into this for the future. From a risk management perspective, it needs to be addressed. The City of Kirkland has done a wonderful job of crosswalk signage along major Kirkland streets, and I look forward to seeing some of these additions to Finn Hill. Thank you for your time and consideration of this matter and I look forward to a response at your earliest convenience. Sincerely, Diana Strzelec	Crosswalk Improvement	NSP: Crosswalk

ID	Comment	Type	Program
108	<p>I'm not even sure how to comment on design improvements (would need to attend upcoming meetings and become educated), but my concern is probably more about irresponsible drivers. I often see police patrolling during commute hours, mostly in the mornings, but rarely in the evenings (7-11 p.m.), when I've seen weaving cars on the road on a handful of occasions over the past few years. Just this week I had an evening encounter with an obviously impaired driver who ran a stop sign and pulled out in front of me onto Juanita Drive, cutting me off and causing me to slam on my brakes. This driver continued to speed at least 10 MPH over the speed limit and swerve all over the road in front of me. Thankfully, this driver stopped (surprisingly) at the light by Juanita Beach and I was able to get a license plate number, but this driver continued on, speeding through a red light at Juanita and 98th, where pedestrians were starting to cross (terrifying to witness). If a police officer had seen this, that driver most definitely would have been stopped, and unfortunately I didn't have my cell phone with me, so I had to drive back home to call 911. We've seen too many fatalities on Juanita Drive because of irresponsible drivers and at least one fatality from drunk driving in the past year -- it perplexes me that we don't have more police patrols along the entirety of Juanita Drive in the evenings, not just during commute hours or what most of us think of as the "DUI hours."</p>	Crosswalk Improvement	Operations
109	<p>Hi, I am a resident of Kirkland who lives in one of the neighborhoods off of Juanita Drive. One thing that I would like to see come out of this study is a safe way for pedestrians to utilize Juanita Drive. In our neighborhood (Hermosa Vista, which connects to Juanita Drive off of 80th Ave NE, 83rd Ave NE, and NE 110th PL) there are a large number of families with young children who often frequent Juanita Village, Juanita Beach, the Farmer's Market, etc. However, to reach each of these destinations we drive, because it is not safe to have kids walking on Juanita. There are far too many people who speed and cut inside the white lines going around blind corners. In addition, when there is heavy traffic and bikers on the road, there is simply no place for pedestrians to be, particularly those who are families with young kids who should be walking next to them. A single pedestrian may get along fine. But an adult with two young kids who should be holding hands on a busy street, has nowhere to go when a biker comes up. I have spoken with many of our neighbors and each of us would prefer to walk as much as possible for these local trips, specifically for beach and farmer's market trips or even things like evening ice cream/yogurt runs in Juanita Village when parking and traffic can make it frustrating. However, we simply do not feel safe doing so. As a result we either make different plans, or end up driving to the Beach, Farmer's Market or Juanita Village and adding to the severe parking congestion that already exists there when the weather is nice.</p> <p>I am very thankful to the city for finding a way that drivers, bikers and walkers can all share the road together. Thanks for listening and for everything you are doing to keep Kirkland a great place to live!</p> <p>Rachel Foster</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
111	<p>Improve sidewalk and walking conditions for kids walking home from Thoreau and Finn Hill middle school. Right now the pathway has a deteriorating border on a busy street. The kids try to balance on it as long as possible. Would be much safer with a real side walk. Thank you!</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk

ID	Comment	Type	Program
123	<p>Install a raised curb along the north side of NE 122nd Pl from the existing curb to the east and extend it to the west until you reach Juanita Drive. The County had installed the curb to the east and it needs to be extended.</p> <p>I remember this one now and I did check into it. There is a segment of c-curb that provide some sort of refuge area for pedestrians on the north side on NE 122nd Place, east of 80th Ave NE. But, as the caller said, west of it there is no sidewalk/C-curb and lighting is insufficient.</p> <p>It is a busy two-lane road with a 35 MPH speed limit, so it is a good idea to consider installing sidewalks/lighting should funding becomes available.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
124	<p>Between the intersection of 133rd PL NE and Juanita Drive and the north property line of the church at 132nd Ave NE and Juanita Drive, there is a short section where there is no sidewalk on a dangerous curve. Completing that short section of sidewalk would provide a safer place for the kids to walk to school in the neighborhood off of 133rd PL NE (not to mention the adults).</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
127	<p>Hi David Godfrey, Thank you for your reply. I wrote Craig Salzman and Marie Stake yesterday inquiring about the location of this incident and how I could request crosswalks be set up at this intersection.</p> <p>I'd like to ask you about what I feel is a similarly important need: a crosswalk at the intersection of NE 145th St and 84th AVE NE. I've been in contact with Iris, Heidi Hiatt and Kari Page about this request, apx. 1 year ago. Recently, on 8/6/2013, I received a City of Kirkland email about the 2013 Crosswalk Initiative. I didn't see either of these streets in the list. I'd like to emphasize how important it would be to have crosswalks across busy 84th street. How would you recommend that I go about encouraging the city to make this area safer, sooner?</p> <p>In summary, I feel that this intersection is important to build a flagged or lighted crosswalk at, for these reasons:</p> <ol style="list-style-type: none"> <li>1. There are several schools located right along 84th Ave, with the neighborhood extending both east and west of that street.</li> <li>2. The sidewalk (actually, it's just a barrier currently) near 145th St, is on the west side. So, there's no direct way for students to walk from the east of 145th to the elementary / junior high schools without crossing the road without a crosswalk.</li> <li>3. This intersection is on the bus line, and includes a bus stops on both east and west sides of the street.</li> <li>4. This intersection is a well traveled pedestrian route to get to the Inglemoor QFC shopping area. This is the only walkable shopping area nearby, on the hill.</li> <li>5. Close to this intersection, to the north, there is a large church, and a park, also on the west side.</li> </ol> <p>Also, is the intersection of 84th and 145th shared responsibility between Kenmore and Kirkland? I know that 145th St. is basically the city border.</p> <p>Thank you for your valuable time. I appreciate your attention on this matter. Before moving to the new 'Finn Hill&amp;</p>	Crosswalk Improvement	NSP: Crosswalk

ID	Comment	Type	Program
132	Residents of Finn Hill at DennyFest repeatedly asked for: A connection from 80th Ave NE to 80th Pl NE through the Juanita Woodlands Park so that residents can travel safely to Carl Sandberg Elementary with their children. (Juanita Drive was rated to be unsafe and uncomfortable. ie: not a safe option for travel with children)	Other	NSP: Walkway
137	Would like to see an easement and walkway installed at this location.	Walkway or Sidewalk Improvements	CIP: Sidewalk
140	Add a bike lane and address bicycle safety along Holmes Point Drive	Bicycle Improvement	CIP: Transportation
141	Please, no sidewalks or flags on Holmes Point Drive.	Walkway or Sidewalk Improvements	CIP: Sidewalk
167	POTHLES I am looking to gather a petition for all of the residences on this street. It must be the last remaining dirt road that is city property in the city of Kirkland. There are over 20 houses on this street and children are routinely walking along it. It needs to be paved as soon as possible with speed bumps just like the adjacent street ne 141st to improve pedestrian safety. There have been numerous occasions of people walking down the street and cars going down this one lane road much too fast. If I get a petition signed by the house owners on this street is that enough to get this started? thanks, Troy	Other	Street Preservation
178	NE 132nd Street between 84th Avenue NE & 87th Avenue NE. I live up on Finn Hill in the Willow Glen neighborhood on 86th Place NE. I'm curious to know if there are any plans to put in a sidewalk on NE 132nd Street between 84th Avenue NE & 87th Avenue NE anytime soon. Our neighborhood has growing concerns over the safety of 132nd and our kids walking to/from school at Sandburg and Finn Hill Junior High. Our house backs up directly to 132nd and a lot of cars pay little attention to the 25mph speed limit. I'd be interested to speak with you or the appropriate contact regarding this matter. Thank you, C.C. Brown	Walkway or Sidewalk Improvements	CIP: Sidewalk
179	Juanita Elementary (NE 131st Way) continuing on to 90th Ave (Albertson Hill). Currently the hill connecting NE 132nd Street up to 90th Ave NE (Albertsons Hill) has an haphazard paved shoulder connecting Finn Hill to Juanita. An important part of creating livable neighborhoods is creating safe routes for all modes of travel including bikes, peds and vehicles. The current use of the shoulder is dangerous and does not encourage the walkable and rideable aspects of livable neighborhoods. The route abuts a hillside that is sloughing into the shoulder and invasive vegetation which is further narrowing the route. Last but not least, the storm drainage catch basins are located directly within the narrow walking route. At a minimum, a cleanup of the debris collecting on the shoulder and improved management of the vegetation would be very welcome from a community perspective.	Walkway or Sidewalk Improvements	CIP: Sidewalk
180	NE 128th St between 79th and 82nd Ave NE. The neighborhood needs these sidewalks so our kids can walk safely to Sandburg Elementary School. Portions have no walkway at all. I know that you are considering a sidewalk project around Sandburg and Finn Hill Jr High. This street is very busy with car traffic and is a primary walking route to these 2 schools. I was referred by Chantel Koch, who heads the walking/ride/bus to school program at Sandburg. She is very supportive of this project. Either of us would be more than happy to provide any other information you may need. Thanks for considering this. Shannon Schill	Walkway or Sidewalk Improvements	CIP: Sidewalk
189	91st Lane NE, just North of NE Juanita Drive in the new annexation area. Our property address is 11658-11660 91st Lane NE. 1) 91st Lane is a narrow dead end road with a substandard area for turn-around. During the early development on this road the County neglected to require improvements such as a hammerhead or circular turn around, and large trucks are impeded in reversing direction out of the street. We had to create a large rock anchored planter in the front of our building in order to keep vehicles from turning around in our front yard. 2) The drainage system and asphalt on 91st is substandard. The road is frequently "seeping" from up hill drainage. Water often comes out of the utility caps in the roadway. Seepage froze recently creating a hazardous condition. Some years it seems like it never stops. 3) Impacting this situation is the drainage system at the end of the road on 91st Place NE (just up hill from our property), which is also substandard. Run off directed to the infrequently maintained, minimal open ditch system occasionally overflows into our lot. (in the past during a "100 year storm" it brought about 6 inches of silt with it up to our foundation). The seepage in 91st lane appears to be due in part to the substandard system up hill on 91st Place. A project to improve the drainage systems, create a turn around, and upgrade the driving surface would provide a benefit to all residents and property owners on this City street.	Other	CIP: Multiple

ID	Comment	Type	Program
190	<p>100th Ave NE towards 140th. Initial request 10/14/11: Move the traffic lanes on the east and west sides of 100th Ave. NE to allow for lengthening the 2 way turn lanes in the center where there are still left turns being made as you travel northbound towards 140th? I believe there's a short section which allows those turning left into the residential area but there are still 2 more streets further north that seem to clog traffic. City response: I am forwarding your suggestion to our Transportation Manager, David Godfrey to investigate. He will let you know if this is a candidate for the Capital Improvement Program or if it would be as simple as restriping the lanes. The City's striping occurs in the summer months when the weather is dry and application of the pavement marking is optimal. If this is a larger capital project, the City prepares a six year Capital Improvement Program (CIP) which plans for the improvements and maintenance of the City's transportation systems including streets, sidewalks, and intersections. The City Council reviews, updates and adopts the CIP every two years. Projects are evaluated based upon the CIP prioritization process and available funding. This process begins in 2012 with the final adoption by City Council in December 2012. Check back on the City's web site for more information about public involvement opportunities or stay involved with your neighborhood association which can be a very effective conduit for promoting your capital improvement ideas. For more information, go to <a href="http://www.kirklandwa.gov">www.kirklandwa.gov</a> and search transportation prioritization process . Either David or I will be getting back with you after closer review of your request. Thank you again for your input. Kari</p>	Other	CIP: Transportation
191	<p>Initial request 10/11/11: I am interested in finding out if it has ever been proposed that the city add sidewalks and streetlights on NE 139th ST. This is a busy arterial that is used by many people getting on and off the hill. I walk to the bus stop during the week and am literally scared for my life during the dark winter months walking up and down the hill with traffic flying up and down. Please let me know how I would go about requesting sidewalks and streetlights on NE 139th St, who I may contact to handle it for me, or who is already handling the issue.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
193	<p>Initial request 10/3/11: One of Finn Hill's busiest streets--90th Ave NE--is used heavily by both cars and walkers. 90th is a continuation of 132nd coming up the hill from Juanita. Along with Simonds Road and Juanita Drive, 90th is one of the most utilized streets that service Finn Hill. Along 90th, between the 136th and 138th blocks, the street's sidewalks stop and there are only inches between the street's white lines and the residential properties along it. Please add this sidewalk request to Kirkland's list of proposed projects.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
194	<p>Initial request 9/16/11: Expressed concerns about Juanita Drive/132nd. He stated there was a 3 car collision the day before yesterday. He also said the walk way around the Mormon church is incomplete and there is a blind spot where pedestrians are seen well by cars. He would like to have a section of missing sidewalk installed on NE 132nd Street east of Juanita Drive.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
195	<p>NE 73rd Place, Finn Hill. Initial request 9/13/11: Improve NE 73rd Place, Finn Hill (City Note: Currently a one-lane gravel road on the side of a hill with sign posted "End of County Maintained Road". Not an easy fix and only limited use.)</p>	Other	Street Preservation

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

ID	Comment	Type	Program
198	<p>132nd Street between 84th Ave NE and 86th Pl NE. Initial request 7/1/11: We're interested in having a sidewalk built on both the north and south sides of 132nd Street between 84th Avenue NE and 86th Place NE. City response: We have now logged in your request for new sidewalks along NE 132nd Street, between 84th Ave NE and 86th Ave NE: your request will become part of the process in the selection and prioritizing of new projects as we work on the City's next Capital Improvements Program for 2012 - 2017. Over the past couple of years, as City staff prepared to include the many needs of our new neighborhoods of Finn Hill, North Juanita and Kingsgate, we had numerous conversations with King County Roads Division personnel about any transportation improvements that they may have been planning in the area. We have also reached out to the Lake Washington School District Principals regarding the District's current and future plans for designated Safe Walk Routes for the five elementary schools and two junior high schools within the new neighborhoods. Currently, there is no City funding available for the construction of new sidewalk along NE 132nd Street: however, in the past, City staff has been successful in partnering with the Lake Washington School District in securing a number of State and Federal grants associated with Safe Routes to Schools, and we will continue to look for all types of grant opportunities as they become available -- grant funding goes a long way in helping the City leverage our limited resources for non-motorized transportation projects. For more information on how we normally select non-motorized transportation projects, please check out the Transportation Project Evaluation section of the City's Website (link). Thank you for your email.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
199	<p>100th Ave, north of 137th: Would you do me a huge favor and forward a question to Kurt Triplett? I was going to ask him what the long term plans are for road improvements to 100th avenue North of 137th where it becomes a traffic bottleneck.</p>	Crosswalk Improvement	
201	<p>Initial request 10/5/11: I would like to have a conversation with someone about building sidewalks along Juanita Drive (newly annexed area of Kirkland) between the Juanita area and Finn Hill. This will be used in 2012 as a route for middle school children to travel between their homes and school / after school activities as well as meeting up with friends. It is imperative for safety reasons to have a sidewalk on this road, but it is also an important step toward connecting the newly annexed area of Kirkland. Should I be speaking with Kurt Triplett or someone else regarding this issue? Thank you so much! City response: Mr. Monteith, Over the next couple of years, Kirkland Staff will be conducting an assessment of the needs for improvements in the Annexation area. We understand that the County has identified a number of improvements which have been requested over the years and there have not been the funds to provide them: Kirkland experiences the same limitation of funding for the amount of improvements identified. Working with the identified needs and additional community input from the new annexation area (including suggestions such as yours for Juanita Drive), the City will be prioritizing the improvements based on our available funding. Your request is being submitted to our Capital Projects group along with your contact information for our records. It will receive consideration as we move ahead with our Capital Improvement Program for the annexation area. If you are interested in viewing our existing City ranking process, please visit our web site at...</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
204	<p>90th Avenue is one of Finn Hill's busiest thoroughfares, particularly in the morning during peak commute hours. 90th is also busy with students walking to/from school or bus stops. Between cross streets 136th and 138th there are no sidewalks along 90th. Kids or other walkers are forced to walk in the road to get to their destination. My wife and I enjoy going for walks but don't walk that part of 90th because we don't feel safe walking in the street. This section of 90th is dangerous, particularly on dark winter mornings. A continuous sidewalk on at least one side of 90th would make conditions safer for drivers/children and encourage neighborhood residents to walk.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
208	<p>Suggestion to City Public Works Dept. to hydroseed a natural wildflower mix along Juanita Drive starting at Juanita Woodlands and continuing up to City limits with Kenmore along Big Finn Hill Park and other locations. Wildflowers would replace city mowing of grass and vegetation along roadway. I see this as a win-win-win. Win for City in lower sustained annual maintenance costs after initial grubbing and seeding, Win for environment in reduced fuel emissions by City machinery and less use of chemicals like herbicides and Win for community in beautification of roadside area. I traveled in Iowa this past summer and Iowa DOT has replaced moving shoulders of highways with natural grass and wildflower mix. It looks great and is a "signature" for Iowa roadsides. We could have this too! KEITH DUNBAR KIRKLAND</p>	Other	Operations

ID	Comment	Type	Program
223	Construction of sidewalk up Finn Hill. This street winds steeply up Finn Hill and people who must walk it are put in jeopardy by vehicles who frequently (if not usually) exceed the posted speed limits. As I drive this route I almost always note someone walking up the hill and it is not always clear where the sidewalk/walkway is on either side of the street. A true sidewalk would remove such ambiguity and clearly separate the pedestrians from the vehicle traffic.	Walkway or Sidewalk Improvements	CIP: Sidewalk
233	90th Avenue NE between NE 136th Street aComplete a key missing sidewalk segment along this key neighborhood collector arterial. There is no shoulder or sidewalk to walk along. I am unable to identify another arterial in Finn Hill that has no shoulder for pedestrians. There are many places with no sidewalks, but for this specific street segment people actually walk in the striped travel lanes because there is no alternative. Alternatively consider an "interim" improvement to provide a gravel shoulder so people avoid walking in the street. This is one of only a few north-south collector arterials in Finn Hill (Juanita Drive & 84th Avenue being the other arterials), and this specific 2 block segment has absolutely no pedestrian facility. If completed, a person could walk along a shoulder or sidewalk from Juanita or any of the southern parts of the City all the way to the City limits at NE 145th Street. I believe the County had been planning to make this connection, but then removed it from the CIP once the neighborhood improvement program was eliminated.nd NE 138th Street	Walkway or Sidewalk Improvements	CIP: Sidewalk
235	100th Ave NE from Blockbuster to Simonds Rd NE.. Has there been any consideration to extending the sidewalk along 100th Avenue NE from Blockbuster to Simonds Rd NE? There are often pedestrians and joggers as well as children in our cul-de-sac who will one day want to walk down for shopping (if they aren't already doing so).	Walkway or Sidewalk Improvements	CIP: Sidewalk
236	Another concern is the crosswalk that is at 132nd and 82nd. A crosswalk sign leads directly to a street where students have to walk around cars into the street. A crosswalk has been painted on the west side of 82nd street that leads to a sidewalk but visibility is obscured by low hanging trees. Furthermore, the sidewalk ends after about a block south of 132nd on 82nd and students have no real safe way to cross the street to get to Sandburg. This was the case all the last year and continues to be a concern as cars are still being parked on 82nd at that intersection.	Crosswalk Improvement	NSP: Crosswalk
237	As we've enjoyed a couple of great weeks of our school year, students and families in our neighborhood have been walking to Finn Hill Junior High and to Sandburg Elementary from the neighborhood located on Juanita Drive at NE 133rd Place. We hope the schools, LWSD and the City of Kirkland will help us get to and around our schools safely. Currently we leave our neighborhood at NE 133rd Place and have to stop to peek around bushes onto Juanita drive. Looking around this blind corner onto busy Juanita Drive is very dangerous, as is the short walk from the sidewalk on NE 133rd place, onto Juanita Drive in the grass to resume walking on the sidewalk on Juanita Drive between NE 133rd Place and 132nd. This is an extremely dangerous place for our group of sometimes 10-12 students/grown ups to walk due to there not being a barrier, sidewalk or any way for cars to see that a person might be walking from the sidewalk onto the grass to meet the sidewalk on Juanita Drive, south of NE 133rd Place. This neighborhood has many students who need a safe way to get to and from school. We have had to take this route because the public access located next to 13318 79th Place NE no longer leads to safe access at Finn Hill Junior High or Sandburg due to construction at FHJH	Walkway or Sidewalk Improvements	CIP: Sidewalk
238	One of Finn Hill's busiest streets—90th Ave NE—is used heavily by both cars and walkers. 90th is a continuation of 132nd coming up the hill from Juanita. Along with Simonds Road and Juanita Drive, 90th is one of the most utilized streets that service Finn Hill. Along 90th, between the 136th and 138th blocks, the street's sidewalks stop and there are only inches between the street's white lines and the residential properties along it. This is a very dangerous environment for pedestrians, particularly the children that walk on their way to/from school (bus stops) on those dark, rainy winter mornings. We need to make 90th safer for pedestrians. Please add this sidewalk request to Kirkland's list of proposed projects.	Walkway or Sidewalk Improvements	CIP: Sidewalk

ID	Comment	Type	Program
239	Can we put the bike lane designations on both shoulders on Holmes Point Dr., and signs stating that it is a designated bike lane. Also, can we also have no parking signs, strictly enforced, on the shoulder of Holmes Point Dr. Around the 9000 block , in the southeast end of the drive a home owner consistently parks three cars--making a very dangerous situation for cars traveling north and south not to mention for bicyclist. Further up the road, a home owner has a "estate sale" every month, and that has many cars parked on both sides of the street for three days each month. Construction vehicles and homeowners having parties are also frequent users of the shoulders. There shouldn't be any parking on this road.	Bicycle Improvement	CIP: Bike lane
240	I would like to see crosswalks added between NE 134th St. and NE 145th St. along 90th/88th Ave NE. this .9 mile long thoroughfare has no marked crosswalks. Children and families living east of 90th/88th Ave. NE are expected to walk to Thoreau Elementary and Finn Hill Jr. without any assistance. In addition, this road and others are lacking continuous sidewalks. Can we expect the City to complete missing sidewalks, especially along streets leading to and from schools?	Crosswalk Improvement	NSP: Crosswalk
241	What plans are there to make Juanita Drive safer for automobiles, bicyclists and pedestrians? Recognition of bicyclist fatality on Juanita Drive this summer and another on Holmes Point Drive about five years ago.	Bicycle Improvement	CIP: Nonmotorized
242	132nd Street from Totem Lake to St Edwards Park. In little league (KNLL area is in north area) basketball, boy scouts, cub scouts activities St Edward Park, etc. We are constantly driving back and forth across 132nd Street to cross I405 during rush hour. Can this road be widened and the route straightened east to west all the way to the Lake?	Other	CIP: Transportation
247	<p>I want to take a moment to thank you for the help and support that you have given Rob Croston and me as we try to staunch the flow of fast traffic here on NE 123rd Street. The crosswalk, double-yellow stripe, and new speed limit signs are much appreciated.</p> <p>The work you have done --- your genuine interest in our concerns when Rob and I met with you, the immediate follow-up email after the meeting, and the physical improvements that have been made ---- have all been special, and they reflect very nicely on your professionalism and the quality of your work.</p>	Traffic Calming	Complete
251	There is a pothole directly in front of my house that I would like to have repaired ASAP. It seems to get larger every few days. Is there any chance that this street will be paved in the near future? Thank-you Sue Orecklin	Other	Street Preservation
253	We live on a street that does not have sidewalks the length of the street on either side. The sidewalks end approximately 3 houses to our east and start 5 houses to our west. We are just down the street from Thoreau Elementary and a bus stop, so kids and pedestrians use our street often for a walking path, however, they have to walk on the street for a good portion of the street due to the fact that there is not a complete strip of sidewalk. Would you please let me who I could contact to find out if we can get sidewalks to improve the safety of our street?	Walkway or Sidewalk Improvements	CIP: Sidewalk
255	I have found your contact information in the City of Kirkland website and would like your recommendation about which department I should route my request for sidewalk pavement between my building and the Juanita Beach Park. I live in a condo at 9039 NE Juanita Dr (#403) and have to walk on the road to reach the Juanita beach Park and Juanita main areas because there is no sidewalk in front of the properties at 9049 and 9119 NE Juanita Dr. Are the property owners responsible for paving their property front, or is it the city's responsibility? My request is not only related to my ability to reach the park, I am also thinking of all the other neighbors in my building and the few properties further north from me. Walking in that road can be dangerous and there have been a number of recent car accidents right in that area. Besides, it's not just that the sidewalk is unpaved. It is non existent with grass and weed growing in that whole segment of the street. Please let me know which department or individual can help explain who would be responsible for paving that sidewalk, and what I would need to do to expedite decisions and implementation. Thank you for your attention	Walkway or Sidewalk Improvements	CIP: Sidewalk
258	School flashers on 84th	Crosswalk Improvement	CIP: Intersection

ID	Comment	Type	Program
259	<p>My name is Kevin Ochsner, and I live in Kirkland. I have some ideas for improving a problematic road near our house. It's NE 145h St, between 84th St and 92nd (which is a small road connecting to Simmons Rd.). There are a few things that I'd like to ask about. 1. Incomplete Sidewalk and Crosswalk needed: A. There is a sidewalk on the south side of the street that's very useful to walk to the shopping center, to the bus stop on 84th St., and I'm sure for children's walking safely to school. The trouble is that the 84th and 145th St. corner doesn't have any crosswalks. Also, the sidewalk stops for about 500 feet before the intersection, making this corner unsafe corner to cross. I think that this area would benefit greatly from a crosswalk and sidewalk improvements. There isn't another sidewalk for over 1 mi, down on 141st St. And, it is not a very safe walk to get there. B. Secondly, for crosswalks, it would be nice to have a set of flags for crossing this busy road, as they have on 85th St. and Market St. A button to press to light up warning lights would be even safer. 2. 145th St. Car speed concern. People drive too fast down this road. The speed limit is 25 mph. Is there any way to do the following? A. encourage safer driving with a digital speed limit sign. B. have police perform speed watches on a regular basis? C. have police perform speed watches on a regular basis, at night? Because it's mostly between 5 PM and 1 AM that speeding is a problem on this road. 3. 145th St. Tree Maintenance. Is the City of Kirkland responsible for maintaining road visibility along this road? I mean, trimming trees along the souht side of 145th St., to improve visibility. Thank you for your time! I appreciate any help that you could provide me. My mobile number is 360-961-3467.</p>	Walkway or Sidewalk Improvements	CIP: Sidewalk
260	<p>Crosswalk entering to the back side of Carl Sandburg  I spoke with Iris about the crosswalk location you and I discussed. She said she is really busy right now but will go out and take a look at it. I asked her to get back to me after she investigates.  Let's stay in touch on this – so we can move it to the next level after Iris has reviewed the location.  I'm putting a tickler on my calendar 2 two weeks to check on the status.  Thanks  Kari</p> <p>Risk and Safety Manager  Lake Washington School District  15212 NE 95th Street  Redmond, WA 98052  phone / 425.936.1156 fax</p>	Crosswalk Improvement	NSP: Crosswalk

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

ID	Comment	Type	Program
287	I would like to inquire about the possibility for installing a sidewalk on NE 140th Street in the newly annexed Finn Hill neighborhood. There is an existing sidewalk on this street, however it terminates just to the West of my address which is 8724 NE 140th Street. There are a number of children who live on this street and walk to Thoreau Elementary school each day (including my 6 year-old). The street (NE 140th Street ) has a curve just before the sidewalk terminates east of 8724 which makes for a somewhat dangerous situation if drivers are exceeding the posted speed limit of 25mph. In addition, due to a fence line on the Southeast corner of NE 140th Street and 87th Avenue NE, people walking on the south side of the roadway (forced to do so due to the close proximity of the fence to the roadway) are at risk of injury by automobiles turning right off of 87th Ave. NE to Eastbound NE 140th Street. I'd like to understand whether this street would qualify for a Capital Improvement Project or if we would be required to fund a portion or all of the construction on our own. Can someone please contact me at your convenience to discuss? I'd be more than happy to supply photos or meet with you to discuss options.	Crosswalk Improvement	CIP: Sidewalk
290	Currently Juanita Dr. starts at 25 mph at the south end and soon after Juanita Beach Park goes up to 35 mph. I'd suggest a more gradual change in speed, to 30 mph until Juanita curves back to the north (around 81st Ct. NE) and 35 mph north of that. Also, with several school along 84th Ave NE, I'd like to see the speed limit reduced to 30 mph. Since everyone ought to slow down during kids' school commuting time anyway, there's always a fair number of pedestrians and cyclists going around the school.	Traffic Calming	NSP: Traffic Calming
291	I see striped bike lanes proposed. The City does know there are dedicated bike lanes the full length of Juanita Drive, right? King County Councilwoman Audrey Gruger, in one of her last acts 20+ years ago, appropriated road funds and had them put in. Before that it was simply gravel shoulders. There used to be big blue signs, one at the old Kirkland line, the other just this side of the gold course in Kenmore. First, we need to do something about bicyclists riding on the line. Ties up traffic a long ways, and they seem to enjoy it. Before you think I am anti-bike, while I was able, I rode, still have my bike, and I was a member of the oldest bike club in Southern California...still have my jersey. Second, bike signalling. They just jump into traffic for no reason (I know how to spot hazards) and jump back, no signal, no mirrors. We are due for more bike deaths if this continues. Police seem to not pull them over. They run stoplights, folks take evasive action...worst is Holmes Point, and NE122 and Juanita Drive. Right through. Every day. I worked with King County Roads to have the stop line painted clear to the curb to make sure we'd know who was in the wrong. Third, trash cans. Make an ordinance to keep trash cans out of the bike lane except for pickup. They are there 24/7, often blocking. Traffic circle. Yes, I know traffic folks think they're wonderful. They are a pain. Most folks don't know what to do and stop. Not going to be a good deal. We all worked with the current KC Councilwoman for 15 years to get that signal. Bikes are going to be a real problem, as now we watch for cars, AND sometimes heavy bike traffic. You get a strung out group of bikes, nobody goes anywhere. Leave the signal alone, especially if the fire station remains in the same general area. I would go to a meeting, but physically that is difficult. If needed, I will. You	Bicycle Improvement	CIP: Transportation
299	She's concerned a median on Juanita Drive would eliminate her opportunity for a left-hand turn.	Other	CIP: Transportation
301	This is likely already suggested. Juanita Heights Park needs public parking since its only access is in residential neighborhoods. Also goat hill needs better access. Connecting the dead ends of 89th Pl NE with a small road and parking lot could solve both problems.	Other	CIP: Transportation
307	Raised bumps should be installed on the inside curve for traffic going uphill so as not to enter the bike lane by accident. Ideally these should be installed for much of the corridor.	Bicycle Improvement	CIP: Transportation
308	Construct sidewalks on missing 90th Avenue NE segment between 136th and 138th Streets	Walkway or Sidewalk Improvements	NSP: Crosswalk
309	Provide a non-motorized connection between Hermosa Vista and the top of Finn Hill.	Walkway or Sidewalk Improvements	NSP: Walkway

ID	Comment	Type	Program
310	Provide a non-motorized connection, such as a staircase, from Juanita Heights Park to Juanita Village.	Walkway or Sidewalk Improvements	NSP: Walkway
311	Prepare a Finn Hill Trails Plan to identify opportunities to provide a system of trails via public open space parcels, easements, public ROW, and parks to better connect the neighborhood.	Other	NSP: Walkway
331	The road isn't capable of handling the increased volume of traffic. It is also gouged at its steepest hairpin.	Other	CIP: Transportation
341	<p>In reviewing the JDCS Cross Sections document on the Juanita Drive Corridor Study web page, I note that the Concept layouts describe 5-foot bike lanes with "2 foot buffer or barrier". The "barrier" option concerns me. As you know, 5 feet is not sufficient width per AASHTO for one bicyclist to pass another -- minimum physical operating width for two cyclists would be 80 inches, assuming both are proficient cyclists. Thus, a barrier that cyclists cannot cross is likely to lead to overtaking accidents when faster cyclists attempt to pass slower cyclists. Second, if a barrier is used, does Kirkland currently own a 5-foot-width street sweeper and a 5-foot-width snow plow? Is the City prepared to deploy these on a regular basis? Juanita is a major arterial, used year-round. Barriers that would interfere with prompt maintenance of bicycle facilities would lead to accidents on those facilities and lead many cyclists to ride in the street rather than the sidepath. I realize that many campaigners for increased bicycle mode share emphasize comfort of facilities for inexperienced riders, but in a community that already has a significant bicycle mode share, I believe it's important to prioritize safety over comfort. (It may not be intuitive, but safety and comfort are not at all synonymous. Many motorists are quite comfortable driving without seatbelts, driving while texting, or driving while drunk. Inexperienced cyclists are more comfortable when hidden from motorists, but this actually increases risk due to intersection conflicts that arise without warning.) Please ensure smooth, safely ridden pavement between new bike lanes and the general purpose lanes. No barriers, no raised pavement markers, no rumble strips -- safe pavement for when safety requires cyclists to leave the bike lanes.</p>	Bicycle Improvement	CIP: Transportation
354	I spoke with the a few people a couple of years ago, but wanted to make sure it has been mentioned. The situation could be almost completely fixed by doing something very simple. No studies are needed, no more tax dollars wasted. All you have to do is put a 2" high curb on the shoulder line of the road. Initially, just on the curves, but possibly down the stretch that has had more incidents. This would curtail 90% of the pedestrian injuries. How much would that cost? Not much. About the same as it would for the police to respond and survey after an accident, maybe 2. At least put implement it while you are "studying" so we don't have to have more un-necessary deaths. Please.	Intersection Improvement	NSP: Walkway
355	<p>In reviewing the JDCS Cross Sections document on the Juanita Drive Corridor Study web page, I note that the Concept layouts describe 5-foot bike lanes with "2 foot buffer or barrier". The "barrier" option concerns me. As you know, 5 feet is not sufficient width per AASHTO for one bicyclist to pass another -- minimum physical operating width for two cyclists would be 80 inches, assuming both are proficient cyclists. Thus, a barrier that cyclists cannot cross is likely to lead to overtaking accidents when faster cyclists attempt to pass slower cyclists. Second, if a barrier is used, does Kirkland currently own a 5-foot-width street sweeper and a 5-foot-width snow plow? Is the City prepared to deploy these on a regular basis? Juanita is a major arterial, used year-round. Barriers that would interfere with prompt maintenance of bicycle facilities would lead to accidents on those facilities and lead many cyclists to ride in the street rather than the sidepath. I realize that many campaigners for increased bicycle mode share emphasize comfort of facilities for inexperienced riders, but in a community that already has a significant bicycle mode share, I believe it's important to prioritize safety over comfort. (It may not be intuitive, but safety and comfort are not at all synonymous. Many motorists are quite comfortable driving without seatbelts, driving while texting, or driving while drunk. Inexperienced cyclists are more comfortable when hidden from motorists, but this actually increases risk due to intersection conflicts that arise without warning.) Please ensure smooth, safely ridden pavement between new bike lanes and the general purpose lanes. No barriers, no raised pavement markers, no rumble strips -- safe pavement for when safety requires cyclists to leave the bike lanes.</p>	Bicycle Improvement	CIP: Transportation

ID	Comment	Type	Program
359	Goat Hill is a 1 to 1.5 lane road that is .5 miles to the top from Juanita drive. It is narrow, steep and vehicles OFTEN disobey the posted 5/10mph speed limits. Pedestrians use the street to walk on and although sidewalks and a larger street may not be possible maybe mirrors and speed limit enforcement could help. Thank you for your consideration and the work you do.	Intersection Improvement	CIP: Transportation
361	Please install a sidewalk at this location - or have a work party to clean up the ROW so people can walk safely.	Walkway or Sidewalk Improvements	Complete
369	At the last FHNA meeting it was mentioned that staff was looking at putting meandering trails through both the Jaunita Woodlands and Big Finn Hill Park. After speaking with several people at this meeting, I am convinced that not only myself, but many of the FHNA members are opposed to this idea. Many volunteer hours and several thousand dollars have been spent by both FHNA and King county to come up with viable long term plans for these parks. There is a trail system already in place for Big Finn Hill and planning meetings for these trails has been on going for the past couple of years. There is an extended planting plan for the woodlands that was originally purchased by King County to be a passive open space. Not for recreational use, but for wildlife habitat. Putting bike trails through there would degrade the environment. The current long term plans for these parks would have to be changed and that is not a good idea. Especially in the Woodlands. Many newly planted trees would be disturbed making volunteer efforts pointless. There are plans for a Deer glade and preservation of this property. Pedestrian and bike paths generally lead to more environmental disturbance and garbage. The pedestrian and bike paths should remain along the current adjacent right of way of Juanita Drive.	Bicycle Improvement	NSP: Walkway
372	This section is a major walkway for Thoreau Elementary students, but there is no sidewalk and the pavement divider is deteriorating.	Walkway or Sidewalk Improvements	NSP: Walkway
380	Signage that warns drivers of slippery conditions with a curve on a hill ahead. Drivers going too fast lose control and hit or mount the curb regularly in cold weather, as the road is shaded and never sees the sun.	Traffic Calming	NSP: Traffic Calming
386	Question/Comment I drive to and from my house on Juanita Drive nearly every day and I cycle on the road nearly every week from spring through fall. Consequently, I'm extremely interested in learning about the improvements that are planned for this arterial. I'm thankful that the City is looking at ways to enhance the safety of Juanita Drive, and the recommendations that have been posted on the City's website are impressive. Unfortunately, the documentation on the City's website doesn't explain how each proposal will enhance safety. Moreover, several of the proposals appear to be expensive and impracticable. For example, widening Juanita Drive to accommodate separate paths for bikes and pedestrians will be difficult and controversial along most of the corridor, given that it traverses a steep slope at the south end and bisects parklands in the central and northern sections. It's not clear whether separate pathways for cyclists and walkers are needed over much of the corridor. Are there many pedestrians who use Juanita Drive? Does this City have a basis to expect much pedestrian traffic, even if better walkways are provided? If not, does it make sense to re-engineer the arterials to accommodate the occasional pedestrian? Pedestrian and cyclist compatibility would not seem to be a serious problem along sections of the corridor where cyclists are pedaling uphill: their speed will be slow, allowing for ample reaction time. At least one of the proposed improvements is worrisome with respect to bicyclists' safety. While the plan to consolidate intersections at Juanita Drive, Holmes Point Drive and 122nd is laudable, the recommendation install a roundabout at that junction raises concerns for cyclists who heading north on Juanita Drive and turning left onto Holmes Point Drive. If the roundabout will not be controlled by a traffic light, cyclists would have to drift from the bike lane on the right, enter into the flow of traffic as they approach the roundabout and negotiat	Other	CIP: Transportation
400	Safe crossing for pedestrians and bikers between east and west portions of Big Finn Hill Park	Crosswalk Improvement	NSP: Funded
402	Installation of a 4-way stop sign at this intersection	Intersection Improvement	CIP: Transportation
411	Provide dedicated bike lane for Holmes Pt Dr (north end). This could include widening certain sections and adding curbing to separate the shoulder from the roadway. This is a heavily traveled roadway for cars and bikes with zero to narrow shoulders. This puts bikes and cars at risk to accidents.	Bicycle Improvement	CIP: Transportation

ID	Comment	Type	Program
412	Speed bumps, please, on 76th Ave NE between 121st and 117th. It's a straight stretch without sidewalks or streetlights, but a lot of speeders! Serious speeders, 45mph+ in a 25mph area. Our specific address is 12026 76th Ave NE. We are about the halfway point of the road, the streets south of us generate the speeders.	Traffic Calming	NSP: Traffic Calming
413	Not on this map, but 120 St NE and 80th Ave NE would be a great place to install a flashing crosswalk. It would connect two neighborhoods and provide a safe place for people to cross on Juanita Drive	Intersection Improvement	NSP: Crosswalk
414	Raised white-line on high-traffic route. Distracted drivers have already killed people on this route. Adding intermittent texture to the white line here (similar to 405 HOV lane - just a lump of bit of extra paint every 18" (NOT DOTS)) will alert drivers that drift into the bike lane at minimal cost. This is a pronounced issue on the big corner where most drivers drive inside the line. There are a number of other bike high-traffic areas where this could be implemented in Kirkland as well.	Bicycle Improvement	CIP: Transportation
415	We desperately needs speed bumps along 76th Ave NE between NE 118th Place and NE 121st St. There are no sidewalks or streetlights in that area, so everyone walks in the street, school bus stops are in the street. People living on NE 118th Pl and areas south and west of there are hitting 50 mph when traveling north or south on 76th.	Traffic Calming	NSP: Traffic Calming
416	We'd like to request that 76th AVE NE between NE 123rd St and NE 118th Place be seriously considered for traffic calming measures – most reliably speed bumps and associated signage. This stretch of roadway is an attractive straightaway for speeding as it is the primary exit/entry route used by commuters from the neighborhood to/from Juanita Drive. It's currently without city signage indicating that children may be playing in the area. For the last 2 years, neighbors- including ourselves- have put out multiple "kids at play signage" on our property boundaries to act as visual reminders, but these have often been removed or vandalized. Let me know if we can provide more information. Best Regards Andrew and Kathy Dimitriou 7454 NE 120th Place Kirkland WA 98034	Traffic Calming	NSP: Traffic Calming
418	Create a safe crossing on Juanita Dr NE between the two halves of Big Finn Hill Park. It would require grading the shoulders of the trail heads, install a flashing beacon and striped crossing and installing signs/flashers 30 feet in advance of crossing that the crosswalk is in use. This trail area mostly used by by bicyclists because it is too dangerous to pedestrians. It would increase safety of crossing and link the two halves of the park. This area of Juanita Drive needs to slow down due to close vicinity of parks on both sides of road and the ball field traffic.	Other	NSP: Funded
419	I 100% support making 84th a safer place for kids to walk/bike. There are 3 schools along 84th and there is barely a sidewalk. I would LOVE to see an actual sidewalk that is safe for families as this is such a highly travelled street.	Walkway or Sidewalk Improvements	CIP: Sidewalk
420	Although this crosswalk is marked, cars do not often stop for pedestrians trying to cross at this intersection. I would like to see either better enforcement, flashing lights, or at least flags to use.	Crosswalk Improvement	NSP: Crosswalk
422	Flashing beacon crosswalk improvement	Walkway or Sidewalk Improvements	NSP: Crosswalk
423	Flashing beacon crosswalk improvement	Crosswalk Improvement	NSP: Crosswalk
424	Crosswalk	Crosswalk Improvement	NSP: Crosswalk
425	Crosswalk	Crosswalk Improvement	NSP: Crosswalk
426	Crosswalk and Bump Out (SRTS?)	Crosswalk Improvement	NSP: Crosswalk
427	Crosswalk and Bump Out (STRS?)	Other	NSP: Crosswalk

ID	Comment	Type	Program
428	Cross walk and bump out (SRTS?)	Crosswalk Improvement	NSP: Crosswalk
429	Extruded Curb Repair	Walkway or Sidewalk Improvements	NSP: Crosswalk
430	Crosswalk	Crosswalk Improvement	NSP: Crosswalk
431	Crosswalk improvement	Crosswalk Improvement	NSP: Crosswalk
432	Crosswalk Improvement	Crosswalk Improvement	NSP: Crosswalk
433	Crosswalk Improvement	Crosswalk Improvement	NSP: Crosswalk
443	I think the visual separation of cars and bikes is useful, as the plans show, but lane rumble strips (audio feedback to driver) or dividers (3-dimensional feedback for drivers) are likely the only way to keep cyclists (and pedestrians) from being struck by inattentive drivers. Even though attentive myself as a driver, I have found it difficult to stay within painted lanes visually within the field of view of my windshield. This additional audio or visual feedback will greatly reduce the risk that cyclists are struck, and could be implemented immediately along Juanita Drive.	Bicycle Improvement	CIP: Transportation
445	The storm water pond created in Crossland Meadows around 1998 never seems to fill with water. Meanwhile, a home like mine at 8225 NE 124TH Place is soaked with groundwater in the front and back yards, buckling our driveway, is slow to drain, and has caused sinking of our house in the front NE corner where water does not drain. Are the street drains actually channeling water to this storm water pond only from the street or from the ground as well?	Other	CIP: Surface Water
452	Improvement of Hidden Driveway notification to downhill motorists. Current sign is in a poor location. A different notification method needs to be installed, such as rumble strips/bumps, moving the sign to a better location, a flashing sign that indicates the homeowner is exiting their driveway, etc. Open to ideas. Writing on behalf of the homeowners who deal with stress and road rage from drivers 5-6 times daily while exiting their driveway located on a very dangerous blind spot of a curve. It is a bad accident waiting to happen. People speed on this hill in both directions as well. Happy to provide more info or help in any way to make this a safer part of NE 137th Street (a feeder road for Finn Hill). Thanks!	Other	NSP: Traffic Calming
453	Hi! I need help improving this intersection. My home is on the downward slope of NE 137th Street, East of the intersection. As you can see from the map, a car traveling downhill could easily over-steer their vehicle onto my property due to the way the East side of the intersection sticks out more into the line/pathway of driving down the NE 137th Street hill. My home has been hit three times during snow due to the curvature/layout of the road and this intersection. The road leads drivers directly into my corner yard/driveway and then they hit my home. This is a safety issue for drivers as well as my family and property. I just found out from the previous owners of my home that this happened two times to them as well while they owned the home. I need help in examining the road and coming up with a way to improve this intersection. Ideas are a curb extension, median, a roundabout, or an island in the middle of 95th Avenue NE, anything to slow traffic down and keep drivers in control of their vehicle. I would like a road safety study performed and a traffic count, as well as an improvement project done to prevent vehicles from entering my property. Motorists speed up and down this hill in any weather and it's very dangerous to be on the downside of the road. I would never have thought about this when buying this home. Please contact me for any help on this project--would be very happy to help out and improve this intersection. It is additionally unsafe for all neighbors pulling out from 95th Avenue NE onto NE 137th Street going in either direction, as the road is back at a slight angle from line of sight, so it is hard to see who is coming down the hill at you. The trees there also need to be trimmed more often if possible. Thank you!!	Intersection Improvement	CIP: Transportation

ID	Comment	Type	Program
454	NE 137th Street is extremely dangerous during snow. I live on the corner of 137th and 95th Ave NE and witness year after year when it snows, up to 30 cars piled up on top of each other. It is very dangerous because as cars crash, the drivers get out of their cars and new cars careen down towards them. We have been extremely lucky no one has been crushed or killed when they have gotten out of their cars. This part of NE 137th Street would be a great location to install a gate or bars to close the road during snow. The location gives downhill drivers the opportunity to turn around on a more level street than if they drove further down the hill to the point of no return. This also still gives the neighborhood access to their homes. I would also put/post signs at the bottom of the hill to notify drivers that the top is closed. Further, I'm sure we could form a neighborhood effort/group that would be responsible for opening/closing the gate/bars in inclement weather. We could notify the City of Kirkland when we are doing this, or they could notify us when to do it, although it is likely snowing up here sooner than in downtown Kirkland. Please contact me for more information and I would be happy to help make this happen! I've been watching it for 15 years and it is a horrible experience.	Other	NSP: Traffic Calming
455	Need traffic control measures to impact large semi-truck access and automobile speeding thru the Eldorado hills neighborhood.	Traffic Calming	NSP: Traffic Calming
457	On the corner of 79th PL NE and 128th there is no side walk. If your in a wheel chair or a child is walking to / from Carl Sandberg Elementry, you are required to walk in the street for a short section along 128th. This road is a busy road before and after school and can be very dangerous when walking along the section without any sidewalk. I have photos of this area if of value. Thank-you for your review and letting me know if this project would be possible as it would support the diabled and protect familes who walk along this section to and from school.	Walkway or Sidewalk Improvements	CIP: Sidewalk
458	there are very few good ways up onto finn hill by bike. Simonds road could be configured to have a nice protected bike lane going up and a basic bike lane going down. this mixed with a few methods to slow traffic (roundabouts at 92nd and 100th) would give a great way to get onto/over finn hill.	Bicycle Improvement	CIP: Transportation
459	roundabout to slow traffic, increase intersection safety, and efficiency.	Intersection Improvement	CIP: Transportation
460	roundabout to increase intersection safety and efficiency.	Intersection Improvement	CIP: Intersection
461	roundabout to slow traffic, increase intersection safety, and efficiency.	Intersection Improvement	CIP: Intersection
462	roundabout to slow traffic, increase intersection safety, and efficiency.	Intersection Improvement	CIP: Intersection
463	roundabout to slow traffic, increase intersection safety, and efficiency.	Intersection Improvement	CIP: Intersection