RESOLUTION R-5699

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE KIRKLAND TRANSPORTATION SAFETY ACTION PLAN AND REVISED SPEED LIMIT SETTING POLICY TO GUIDE THE IMPLEMENTATION OF TRANSPORTATION SAFETY PROJECTS AND PROGRAMS CITYWIDE, INCLUDING REDUCING SPEED LIMITS.

WHEREAS, the City of Kirkland is committed to being a welcoming, sustainable, and connected city that supports vibrant neighborhoods and businesses with an accessible multimodal transportation system for users of all abilities; and

WHEREAS, transportation safety is a foundational component for a multimodal transportation system for an inclusive, sustainable, and equitable community with a thriving economy; and

WHEREAS, the City Council's adopted goal of Balanced Transportation recognizes that "Kirkland values an integrated multi-model system of transportation choices, to reduce reliance on single occupancy vehicles and improve connectivity and multi-modal mobility in Kirkland in ways that maintain and enhance travel times, safety, health and transportation choices"; and

WHEREAS, the City Council has already adopted a Vision Zero policy as part of its 2024 Transportation Strategic Plan (TSP) via Goal T-1, which is a goal to eliminate all transportation-related fatal and serious injury crashes by 2035; and

WHEREAS, several TSP policies support this Vision Zero goal, including policies to "Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies" (Policy T-1.2); "Make walking, rolling, and bicycling safer" (Policy T-2.1); "Prioritize, design, construct, operate, and maintain a connected network of pedestrian and bicycle facilities in a manner that maximizes safety" (Policy T-2.2); and "Identify roadway improvements that address safety patterns" (Policy T-4.5); and

WHEREAS, the Council wishes to take steps to implement these TSP transportation policies by adopting a transportation safety action plan; and

WHEREAS, through public engagement, vital input from the City's Transportation Commission, and multiple City Council briefings, the City has developed the Kirkland Transportation Safety Action Plan, which objectively evaluates traffic data to make recommendations for safety countermeasures to support a safer transportation system; and

WHEREAS, one key outcome of the Kirkland Transportation Safety Action Plan is an update to the City's Speed Limit Setting Policy, last published in 2009 as an administrative Public Works Policy R-17; and

WHEREAS, the Kirkland Transportation Safety Action Plan and Speed Limit Setting Policy Update was unanimously recommended for approval by the Transportation Commission at its September 11, 2025 Meeting; and

WHEREAS, the City Council has refined its preferred updates to the Speed Limit Setting Policy and desires to express, through the new policy, its intent to take the necessary

actions to lower the non-arterial street default speed limits from 25 miles per hour to 20 miles per hour, to be implemented in a phased approach over time; and

WHEREAS, the City Council further desires, through the Speed Limit Setting Policy, to establish 30 miles per hour as the preferred maximum speed limit for arterials and collectors, to be implemented where appropriate and in a phased approach over time; and

WHEREAS, the Council finds that adopting a Kirkland Transportation Safety Action Plan, including an updated Speed Limit Setting Policy, supports the City Council's goals for Community Safety and Balanced Transportation; and

WHEREAS, adoption and implementation of the Kirkland Transportation Safety Action Plan will enhance the City's efforts to support a safe transportation system and to realize Vision Zero.

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Council hereby adopts and approves the Kirkland Transportation Safety Action Plan, attached hereto as Exhibit A and incorporated by this reference as though fully set forth.

Passed by majority vote of the Kirkland City Council in open meeting this 9th day of December, 2025.

Signed in authentication thereof this 9th day of December, 2025.

Kelli Curtis, Mayor

Attest:

Anastasiya Warhol, City Clerk



CITY OF KIRKLAND

Transportation Safety Action Plan

2025

The City of Kirkland extends its gratitude and appreciation to all community members who dedicated their time and effort to help bring this plan to fruition.

City Council

Mayor Kelli Curtis

Deputy Mayor Jay Arnold

Councilmember Neal Black

Councilmember Amy Falcone

Councilmember Jon Pascal

Councilmember Penny Sweet

Councilmember John Tymczyszyn

City Staff

Jennifer Palmer

Victoria Kovacs

Iris Cabrera

Daniel Lazo

Erika Mascorro

Sarah R Olson

Transportation Commission

Brian Magee

Patrick Vu

Katherine Casseday

Sophia Stull

Kaitlin Goodman

David Tan

Dylan Hanson

Nithin Balamurugan

Consulting Team

Nikki Davis, DKS Associates

Veronica Sullivan, DKS Associates

Brian Chandler, DKS Associates

Wintana Miller, DKS Associates

Houssam Ghandour, DKS Associates

Harshala Sardar, DKS Associates

Sylinda Villado, DKS Associates

Jaybee Ragudo, EnviroIssues

Maddy Borowski, EnviroIssues

Marisol Diaz, EnviroIssues

Kyle Campbell, IDAX

Andrew Janzen, Street Simplified

Table of Contents

Executive Summary 8
Introduction 11
The Safe System Approach 12
Plan Development Process 13
Connecting with the Community 14
In-Person “Tea with Transportation” Open House 15
Online Map 17
Guidance from the Transportation Commission 20
Prior Engagement 20
Understanding Crash Trends 21
Crash Data Source 21
Fatal and Serious Injury Crashes 21
What the Crash Data Tells Us 22
Historic Trends 23
A Closer Look at Recent Data (2019–2023) 25
Types of Crashes in Kirkland 26
What’s Leading to Crashes in Our Community? 27
Target Zero Indicators 29
When Crashes are Happening 30
Time of Day 30
Time of Year 32
Day of the Week 33
Where Crashes are Happening 35
Looking Out for People Walking, Bicycling, and Rolling 41
Choosing Where to Improve Road Safety 46
Critical Segment Analysis 46
Segments Selected for Further Study 50
Critical Intersection Analysis 52
Intersection Crash Analysis 55

Near-Miss Analysis 55
Strategies for Building Safer Streets 62
Safety Countermeasures 62
Countermeasures for Critical Road Segments 64
Countermeasures for Critical Intersections 75
Traffic Safety Programs 86
Local Road Safety Plan Project List 87
Policy Review 88
Transportation Strategic Plan Policies 88
Vision Zero Action Plan Policies 90
Public Works Pre-Approved Plans and Policies 92
Rethinking Speed Limits for Safer Roads 93
Speed Limit Setting Policy Changes 94
Where We Go From Here 95
Recommendations 95
Measuring Progress 96
Funding Opportunities 96

Table of Figures

Figure 1. Transportation Strategic Plan Goal T-1 8
Figure 2. The Safe System Approach (FHWA) 12
Figure 3. In-Person Open House Announcement 14
Figure 4. In-Person Open House Event Photo 15
Figure 5. In-Person Open House Event Photo 15
Figure 6. Open House Dot Exercise 16
Figure 7. Interactive Online Map Tool 17
Figure 8. Community Feedback By Category 18
Figure 9. Total Crashes (2014 – 2023) 23
Figure 10. Fatal and Serious Injury Crashes (2014 – 2023) 24
Figure 11: Crash Rate per Capita Agency Comparison Chart 25
Figure 12. Percentages of All Crash Types (2019-2023) 26
Figure 13. Fatal and Serious Injury Crash Types (2019 – 2023) 27
Figure 14. Top Contributing Circumstances for All Crashes (2019 – 2023) 28
Figure 15. Top Contributing Circumstances for FSI (2019-2023) 28
Figure 16: Time of Day Variation of All Crashes by Severity (2019-2023) 31
Figure 17: Time of Day Variation of FSI Crashes (2019-2023) 31
Figure 18: Monthly Variation of All Crashes by Severity (2019-2023) 32
Figure 19: Monthly Variation of FSI Crashes (2019-2023) 33
Figure 20: Day of the Week Variation of All Crashes by Severity (2019-2023) .. 34
Figure 21: Day of the Week Variation of FSI Crashes (2019-2023) 34

Figure 22: Crash Locations by Severity (2019 - 2023)..... 36

Figure 23: Heat Map of All Crashes (2019 - 2023) 37

Figure 24: Location of Fatal and Serious Injury (FSI) Crashes (2019 – 2023) ... 39

Figure 25: Heat Map of Fatal and Serious Injury (FSI) Crashes (2019 – 2023) . 40

Figure 26. How Speeds Affect Pedestrian Fatality Risk..... 41

Figure 27. Crashes Involving Bicycle Riders and Pedestrians (2019 – 2023) 42

Figure 28: Location of Pedestrian Related Crashes by Severity (2019 – 2023) . 43

Figure 29: Location of Bicycle Related Crashes by Severity (2019 – 2023)..... 44

Figure 30: Number of FSI Crashes for Each Study Segment (2019 – 2023)..... 48

Figure 31: Crash Rates by VMT for Each Study Segment..... 49

Figure 32. Critical Road Segments 51

Figure 33. Critical intersections 54

Figure 34. Key Near-miss Study Findings at the NE 80th St/120th Ave NE Intersection 59

Figure 35. Key Near-miss Study Findings at the NE 132nd St/132nd Ave NE Intersection 59

Figure 36. Key Near-miss Study Findings at the 100th Ave NE/NE 132nd St Intersection 59

Figure 37. Key Near-miss Study Findings at 98th Ave NE/Juanita Dr Intersection 60

Figure 38. Key Near-miss Study Findings at the NE 70th St/132nd Ave Intersection 60

Figure 39. Key Near-miss Study Findings at the NE 128th St/Totem Lake Blvd Intersection 60

Figure 40. Pedestrian Refuge Island..... 63

Figure 41. Improved Pedestrian Crossing 63

Figure 42. Automated Enforcement 63

Figure 43. Example of Messaging Campaign to Encourage Safer Driving Behavior 86

Figure 44. How Speed Kills 93

Figure 45. Speed Limit Setting Process 94

Executive Summary

Traffic-related deaths and serious injuries are both preventable and unacceptable. Achieving lasting change requires a Safe System Approach - one that takes into account human behavior, street design, engineering, and policy development. This approach acknowledges that human error is inevitable, but the consequences should not be fatal or severe. By designing our streets to protect people, even when they make mistakes, we can minimize the likelihood and severity of crashes.

Kirkland has made great strides toward improving roadway safety and has been a leader in the region with innovative safety initiatives. By adopting data-driven strategies and investing in safety-focused infrastructure, Kirkland continues to advance its goal of eliminating serious injuries and fatalities on its roadways. The City of Kirkland first adopted Vision Zero as part of the 2015 Transportation Master Plan. This goal was reaffirmed with the adoption of the 2024 Transportation Strategic Plan.

Figure 1. Transportation Strategic Plan Goal T-1



The Kirkland Transportation Safety Action Plan (KTSAP) advances Kirkland's 2022 Vision Zero Action Plan (VZAP) by integrating the latest crash data, emerging risk factors, and community input. The KTSAP provides corridor- and intersection-level details informed by current conditions, prioritizes high-risk locations, identifies the safety issues faced by vulnerable road users (VRUs), and recommends evidence-based countermeasures tailored to local needs.

This plan includes a comprehensive analysis of traffic crashes across the city, and highlights critical safety concerns, trends, and targeted improvement strategies. Over the five-year period reviewed (2019 - 2023), there were 2,911 reported crashes on Kirkland streets, including six fatal crashes and 59 serious injury crashes. Intersections were the most frequent crash locations, accounting for 52% of all crashes and 54% of Fatal or Seriously Injured (FSI) crashes. Pedestrians and bicyclists were involved in only a small percentage of total reported crashes (6%) but represented nearly half of all FSI crashes (46%), underscoring the disproportionate severity of injury outcomes for these groups.

The city experienced a 40% reduction in total crashes between 2014 and 2023, aligning with broader regional and national trends. However, during the same period, crashes involving injuries - whether minor, serious, or fatal - have unfortunately increased. This trend highlights the importance of shifting the focus toward understanding and addressing the specific types of crashes and contributing factors that lead to severe outcomes.

Notable crash risk factors include intersection-related crashes (54%), distracted driver involvement (25%), and exceeding reasonable speeds (23%). Seasonal and temporal trends reveal that the highest number of crashes occur during afternoon peak hours and summer months, coinciding with increased road usage and vulnerable road user activity.

To address the areas with the greatest safety needs, 10 high-risk corridor segments and 10 critical intersections identified using crash frequency, severity, and crash rate data are analyzed in detail in this plan. For each location, strategies and countermeasures shaped by data and best practices are recommended to address the identified crash patterns. These strategies can be applied to other locations to work towards a future with no traffic-related fatalities or life-altering injuries on city streets.

Additionally, this plan includes summary results from a near-miss video analytics review that was conducted at six of the critical intersections, identifying high-conflict or close-call patterns that could be predictive of future crash events at these locations. The review highlights recurring issues such as VRU near-misses, red-light running, speeding, and left-turn close calls. This proactive assessment resulted in several potential countermeasures, including protected left-turn signal phasing, adjusted clearance intervals, adjusted crossing time for

pedestrians, and right-turn-on-red restrictions. This reinforces Kirkland's commitment to a data-driven, proactive approach to traffic safety management.

By using clear, measurable, and up-to-date strategies that align with federal safety guidelines, the plan improves the city's chances of receiving future funding to put its ideas into action. Most importantly, it helps move Kirkland closer to its Vision Zero goal of a future with no traffic-related fatalities or serious injuries on city streets.

Introduction

Kirkland first adopted Vision Zero, the goal for zero traffic fatalities and serious injuries, as a part of the 2015 Transportation Master Plan (TMP)[1]. Recent adoption of the 2044 Comprehensive Plan and the Transportation Strategic Plan (previously referred to as the Transportation Master Plan) reaffirmed this goal:

Goal T-1. Eliminate all transportation-related fatal and serious injury crashes, while reducing all crashes in Kirkland by 2035.

Kirkland's transportation safety planning is guided by the Safe System Approach, a holistic strategy focused on preventing fatal and serious injury crashes through redundant systems. It's built on the idea that everyone - drivers, engineers, police, city leadership, and the community - share responsibility for keeping our streets safe. The approach recognizes that people make mistakes, so our transportation system should be designed to account for human error and reduce the chances of those mistakes leading to serious injuries or deaths.

Through the Kirkland Transportation Safety Action Plan (KTSAP), the city is taking a proactive, data-driven approach to identify high-risk locations and potential improvements that protect everyone on the road, especially the most vulnerable. This effort is supported by funding from the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, administered through the Puget Sound Regional Council (PSRC)[2]. This funding has enabled the city to put proven, safety-focused strategies guided by national best practices into action. This plan includes a revised speed limit setting policy, street design strategies to calm traffic and reduce user conflict points, and analysis of priority corridors for safety investments. By making safety a central pillar of transportation planning and investing in proven, equitable strategies, Kirkland is working toward a future where no one loses their life or suffers a life-altering injury while traveling on city streets.

---

[1] https://www.kirklandwa.gov/files/sharedassets/public/v/2/public-works/city-of-kirkland-transportation-master-plan.pdf

[2] https://www.transportation.gov/grants/SS4A

The Safe System Approach

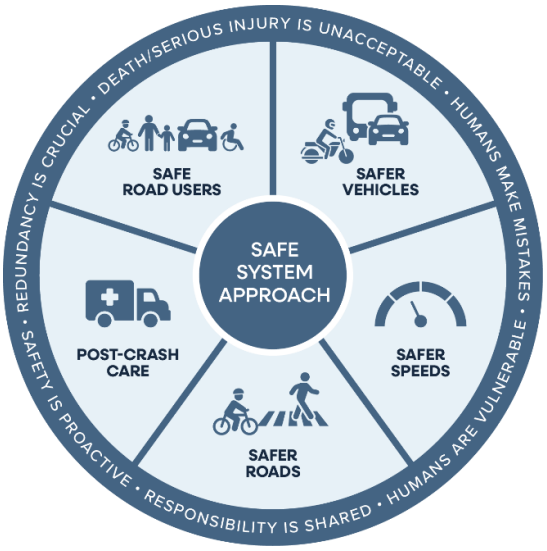
The Safe System Approach (SSA) recognizes that the transportation system is made safer when we examine how all parts of the system interact. Figure 2 illustrates the SSA, showing its principles (outer ring) and objectives (inner ring).

The SSA principles are value statements, primary reasons for preventing fatal and serious injury crashes:

- Death/serious injury is unacceptable.
- Humans make mistakes.
- Humans are vulnerable.
- Responsibility is shared.
- Safety is proactive.
- Redundancy is crucial.

The SSA objectives expand on the principles by identifying the action role of stakeholders:

Figure 2. The Safe System Approach (FHWA)



1. **Safer People.** Encourage safe, responsible road use and create conditions that support safe behaviors.
2. **Safer Roads.** Design roadway environments to mitigate human mistakes and account for injury tolerances for all users.
3. **Safer Vehicles.** Expand vehicle systems and features that help to prevent crashes and minimize the impact of crashes.
4. **Safer Speeds.** Promote safer speeds through roadway design, speed limit policy, education, and enforcement.
5. **Post-Crash Care.** Enhance the survivability of crashes through access to emergency medical care and create a safe working environment for first responders.

Plan Development Process

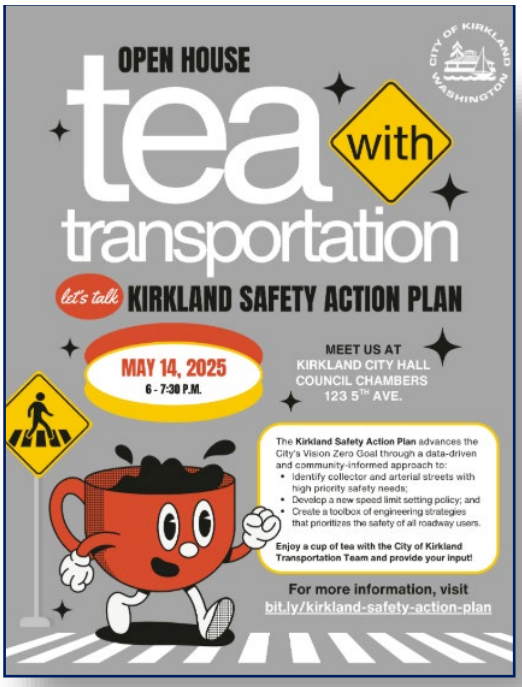
An internal task force including city employees from the Public Works Department, Kirkland Police Department, City Attorney's Office, and City Manager's Office were assembled to aid in the KTSAP scoping and development. Periodic meetings were held with the task force to discuss specific components of the KTSAP such as an inclusive and engaging outreach strategy, crash data trends, and implementation implications of a revised posted speed limit setting policy. Meetings with the taskforce have enabled shared understanding of the importance of the Vision Zero goal and alignment of cross-departmental safety goals, and their feedback has been incorporated into the plan document.

Additionally, Public Works Transportation Division and Police Traffic Division staff continue to have close collaboration for public safety campaign messaging, post-crash safety evaluations, and identification of areas for enforcement or engineering safety improvements.

Connecting with the Community

During development of the KTSAP, the city held an in-person community open house entitled “Tea with Transportation” in May 2025 to share information and hear directly from the people who live, work, and travel in Kirkland. The event gave the community a chance to learn about Vision Zero and the city’s efforts to prevent serious crashes, explore safety strategies, and connect with project staff over a cup of tea. Attendees could mark areas of concern on maps, express support or lack of support for various engineering safety treatments, and share their own experiences with traffic safety.

Figure 3. In-Person Open House Announcement



To support broader community involvement for the project, the city launched a webpage that included project details, background, event information, and an interactive online mapping tool where community members could report transportation safety concerns. Over 1000 comments were posted on this webmap.

The ideas and feedback collected at the in-person open house and online map helped identify trends of high-priority safety needs and concerns of the community, and will help inform transportation safety countermeasures that reflect the real needs of the community during future implementation. See Appendix A: Transportation Safety Action Plan | Public Comments for a full list of public comments received.

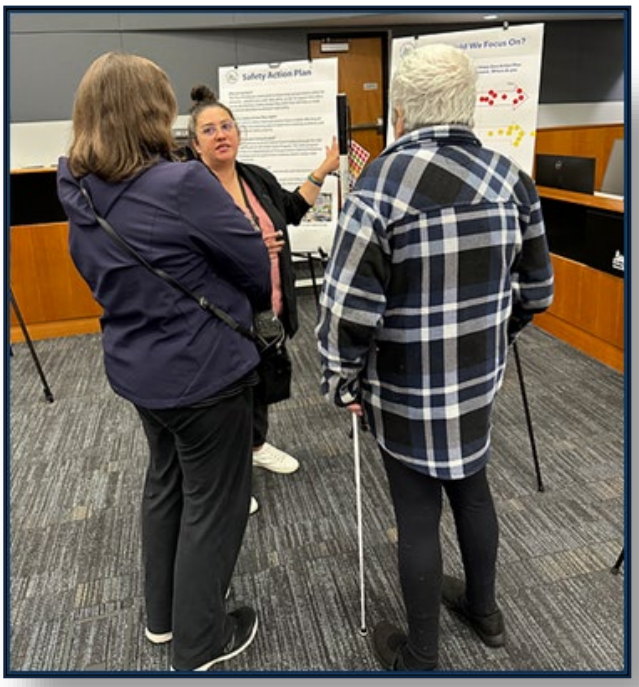
The City of Kirkland promoted the online map and in-person open house in the city’s public weekly email newsletter with over 9,000 subscribers, *This Week in Kirkland*, on the News & Info page of the city website, and on the city’s social media accounts. The Kirkland Alliance of Neighborhoods (KAN) was notified of the open house event, and the event was scheduled on the same night as the regular KAN meeting to encourage greater neighborhood attendance. Staff also

communicated the public's ability to submit comments via the web page during the regular Transportation Commission meeting following the open house event.

"Tea with Transportation" Open House

Held on May 14, 2025 at Kirkland City Hall, this event attracted 21 participants. Councilmembers Penny Sweet and Deputy Mayor Jay Arnold were among the attendees, along with members of the Kirkland Alliance of Neighborhoods (KAN), members of the Senior Council, and Transportation Commissioners.

Figure 4. In-Person Open House Event Photo



Attendees were invited to review and respond to a series of project boards using interactive dot exercises. These exercises were designed to both educate and gauge community priorities around transportation safety. Attendees also had the opportunity to discuss safety with City staff while enjoying tea and refreshments.

Figure 5. In-Person Open House Event Photo



A dedicated station at the event showcased the City's new Fatal and Serious Injury Traffic Collision Dashboard, a dynamic web tool publicly available on the city website[3] that visualizes all reported crashes in Kirkland. The event emphasized transparency, data-sharing, and public dialog around traffic safety goals.

[3] https://kirklandwa.maps.arcgis.com/apps/dashboards/ef7461a711a949c58fd7895a5aa7653d

Safe System Approach Elements

The first poster board introduced attendees to the Safe System Approach and participants were asked to rank priorities of the Safe System Approach Elements for the city by indicating if they wanted the city to focus more on the element, less on the element, or were indifferent. Overall community sentiment reflected that the city should focus on Safer People, Safer Roads, Safer Speeds, and Post Crash Care while focusing less on Safer Vehicles. This corresponds to existing goal language in the city's Vision Zero Action plan and correlates to what the city has control over.

Figure 6. Open House Dot Exercise



Safety Concerns

A poster-board map, shown in Figure 6, allowed attendees to identify specific locations they felt were unsafe or in need of transportation safety improvements. A total of 39 location-based concerns were shared by attendees. Additionally, attendees could fill out paper comment forms for more narrative descriptions of safety concerns. From these forms, comments emphasized poor pedestrian visibility, particularly at intersections where turning vehicles often fail to yield. Unsafe driving behaviors were another common theme, with attendees citing examples such as drivers speeding; running stop signs; failing to come to a complete stop at four-way intersections; and not yielding when turning right on red. These behaviors were perceived as frequent and unsafe, particularly for pedestrians and cyclists. Lastly, comments called for increased public education around the safe operation of e-bikes and e-scooters. Concerns were noted about improper usage, lack of awareness among riders and drivers, and a general need for more straightforward guidelines or training.

Safety Countermeasures

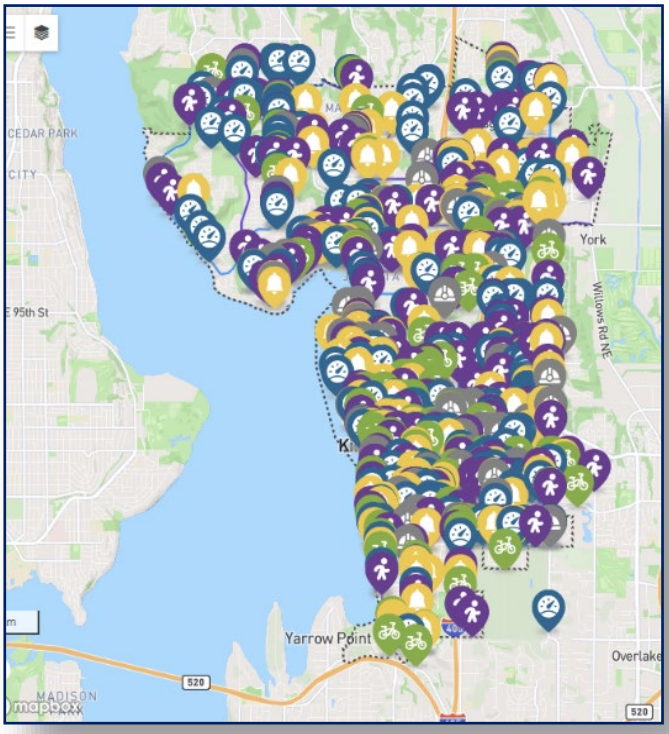
Several poster boards focused on infrastructure countermeasures to enhance transportation safety. Participants were asked to indicate whether the city should do more or less of each proposed measure. Overall community sentiment reflected more engineering countermeasures should be pursued. The most favored countermeasures included corner treatments, leading pedestrian intervals, automated traffic safety cameras in school zones, “No Turn on Red” signage, and street width reduction, all aimed at enhancing pedestrian safety and calming traffic.

Open house attendees shared broad patterns and highly specific location-based feedback, highlighting areas of vulnerability across Kirkland’s transportation network. The recurring themes of pedestrian visibility, speeding in residential areas, unsafe driver behavior, and the need for better micromobility education all reinforce the community’s call for a more thoughtful, inclusive, and people-first approach to roadway safety.

Online Map

Between May 1 and June 20, 2025, the city offered an interactive online map tool, captured in Figure 7, which received a total of 1,016 public comments. This allowed community members to identify specific locations where they’ve experienced or observed traffic safety concerns.

Figure 7. Interactive Online Map Tool

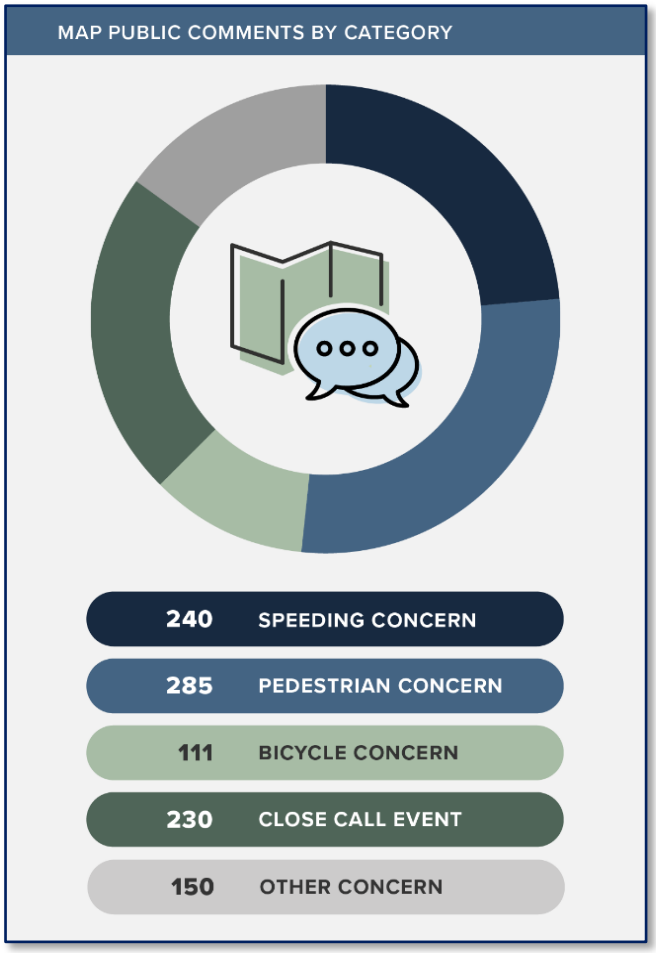


Comments were grouped into five primary categories, reflecting the types of safety issues residents experience most frequently:

- Speed Concerns
- Pedestrian Concerns
- Bicycle Concerns
- Close Call Events
- Other Concerns

The feedback, illustrated in Figure 8, reflects a balanced distribution of community safety concerns, with all five categories receiving significant attention. The highest number of responses fell under **“**Pedestrian Concerns” (285), indicating that residents are especially focused on the need for improved pedestrian infrastructure.

Figure 8. Community Feedback By Category



Among community members who selected “Other Concern,” the most frequently described issues included:

- Unsafe or congested intersections.
- Problems with left turns and turning movements.
- General traffic flow and driver behavior issues.
- Frustration with traffic controls (stop signs/lights).
- Pedestrian safety in busy or poorly controlled areas.

Following guidance from the Transportation Commission, self-reported close calls from a local community group were also included in the KTSAP online map tool. Eastside Urbanism is local community group advocating for better infrastructure and policies around walking, bicycling, and public transit, among other things on the Eastside of Lake Washington. Eastside Urbanism maintains a close call online reporting tool on their own, and the events reported within Kirkland city limits were also included in the KTSAP interactive online map. A total of 50 of the reported near-miss or close call events reported on the KTSAP

online map originated from this source. Overall, there are a number of self-reported close call events in Lakeview, Moss Bay, Norkirk, and Totem Lake neighborhoods. The majority of the events reported that the driver did not yield right-of-way to the pedestrian or cyclist.

WHAT WE LEARNED

There are a number of self-reported close call events in Lakeview, Moss Bay, Norkirk and Totem Lake neighborhoods. The majority of the events reported that the driver did not yield right-of-way to the pedestrian or cyclist.

There is public support for safety countermeasures such as photo enforced zones, street width reduction, corner treatments (curb bulb outs etc.), and leading pedestrian intervals.

The City of Kirkland's community engagement efforts through both the in-person open house and the online interactive map successfully captured a wide spectrum of public perspectives on transportation safety. By integrating structured dot exercises, hands-on mapping, written comments, and a digital platform, the city created multiple avenues for residents to voice both strategic priorities and location-specific concerns. This blended approach provided broad participation, accommodating those who preferred face-to-face dialogue as well as those engaging remotely.

Together, the feedback paints a clear and unified vision: Kirkland residents seek a safer, more walkable, and bike-friendly community built on thoughtful roadway design and safer speeds. Community insights play an important role in shaping safety strategies as lived experiences and concerns might not show up in reported crash data alone. Community input helps the city better understand what's happening on the streets and build solutions that reflect the real needs of the community. Hearing directly from the public also builds trust; encourages open communication; and helps provide a fair and inclusive plan that is more likely to succeed over time. When people are part of the process from the beginning, the end result is stronger, more effective, and more meaningful.

Guidance from the Transportation Commission

The City of Kirkland's Transportation Commission played a vital role in the development of the KTSAP by serving as a bridge between community priorities, technical expertise, and policymaking. The Commission was engaged throughout the development of the plan, from scoping to final plan review. Through five project briefings, crash data findings, near-miss analysis, speed limit policy, and progress milestones were discussed with Commissioners, who provided insights and advisory guidance prior to final plan adoption by City Council.

The Commission recognizes the plan as a critical step toward a future with no traffic-related fatalities or serious injuries on city streets. The Commission continues its advisory role by supporting policy adoption, monitoring progress, and advising on implementation priorities.

Prior Engagement

Prior to initiating work on the KTSAP, the city had a robust two-year public engagement process for the Transportation Strategic Plan (TSP), the city's 20-year transportation plan, which was adopted in November 2024. Public feedback for this plan was gathered through focus groups, community groups, Kirkland boards and commissions, City Council meetings, a survey, community events, and an online webmap focused on transportation projects. Overall themes of public comment from the TSP are similar in sentiment to public feedback received specific to the KTSAP. This included:

- Broader community interest in walking, bicycling, and taking transit more
- Interest in safer street crossings and pedestrian safety
- Interest in new bicycle and pedestrian infrastructure
- Interest in streetlighting improvements and accessibility improvements,
- Interest in traffic calming

Understanding Crash Trends

Conducting a crash analysis is a foundational component of a comprehensive transportation safety action plan. This process enables data-driven decision making to help direct resources where they will have the greatest impact. By identifying high-risk locations, patterns, and vulnerable populations, the analysis reveals the underlying causes of crashes and informs targeted safety strategies.

Crash Data Source

Crash data is acquired from the Washington State Department of Transportation (WSDOT). Crash records include all information collected by the reporting officer, including crash identification (jurisdiction, location, date, time), demographics (age, sobriety, safety equipment usage), environment (weather, lighting conditions, road surface), and crash details (type of crash, contributing circumstances, vehicle type(s), injury severity).

Fatal and Serious Injury Crashes

The crashes resulting in the most severe injury outcomes are commonly classified as FSI (Fatal or Seriously Injured). Crash severity is formally defined in the WSDOT Safety Analysis Guide[4] as follows:

1. **Fatal injury:** A crash that results in the death of a person within 30 days of the collision.
2. **Suspected serious injury (serious injury):** A crash that results in broken bones, dislocation, severe lacerations, or unconsciousness, but not death.
3. **Suspected minor injury (minor injury):** A crash that results in other visible injuries, including minor lacerations, bruising, and rashes.
4. **Possible injury:** A crash that results in the complaint of non-visible pain/injury, such as confusion, limping, and soreness. No wounds or injuries are readily evident.

[4] WSDOT Safety Analysis Guide Source: https://wsdot.wa.gov/publications/fulltext/design/ASDE/Safety-Analysis-Guide.pdf

5. **Property damage only (PDO) or no apparent injury:** A crash without injury or complaint of pain but resulting in property damage to a vehicle or other object. There is no physical evidence of injury.

What the Crash Data Tells Us

To better understand the specific traffic safety challenges in Kirkland, crash data from 2019 to 2023 was analyzed. This effort focused on identifying patterns, high-risk areas, and common attributes of crashes, with special attention given to crashes that resulted in serious injuries or fatalities. Key findings include:

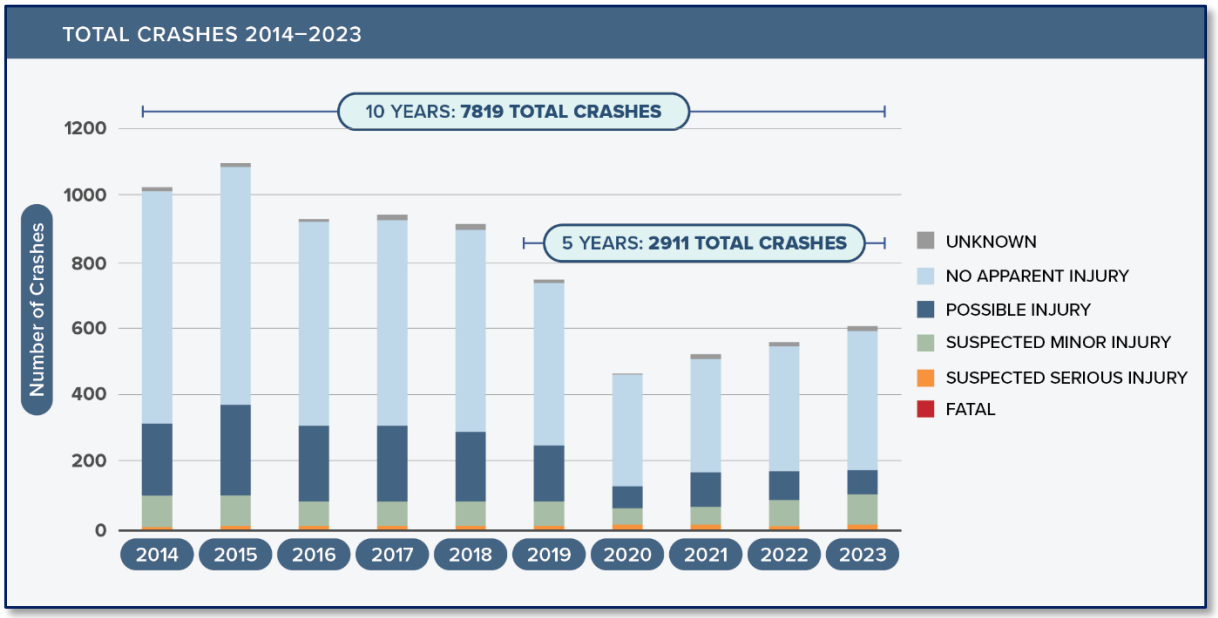
- 52% of all reported crashes and 54% of fatal and serious injury crashes occurred at intersections. Of these, 29% of all crashes and 29% of fatal and serious injury crashes occurred at signalized intersections.
- The most common crash type was rear-end crashes with 25% of all crashes and 12% of fatal and serious injury crashes.
- Young drivers (age 16 to 25) were involved in 32% of all collisions and 18% of fatal or serious injury crashes.
- Older drivers (age 65+) were involved in 11% of all crashes, and 17% of fatal or serious injury crashes
- While pedestrians and bicyclists were involved in only 6% of all reported crashes, these VRUs were involved in 46% of fatal or serious injury crashes.
- Motorcyclists were involved in only 2% of all reported collisions, but 11% of fatal or serious injury crashes.
- Lane departures were involved in 17% of all crashes and 22% of fatal or serious injury crashes.
- Overall, for all crash severities, 33% of all crashes occurred between 3 p.m. and 6 p.m., aligning with the typical p.m. peak period.
- Distracted driving was indicated in 27% of all crashes, and 25% of fatal or serious injury crashes

In summary, over half of all crashes occur at intersections, and the most common crash types include rear-end, angle, and left turn crashes. The most significant contributing factors include human factors such as speeding, inattention, failure to yield, and driver's age. Other contributing factors are related to roadway characteristics such as horizontal curves, volumes, and traffic conditions such as PM peak traffic congestion. People walking, bicycling, or riding a motorcycle are more likely to be seriously injured in a crash than motor vehicle occupants.

Historic Trends

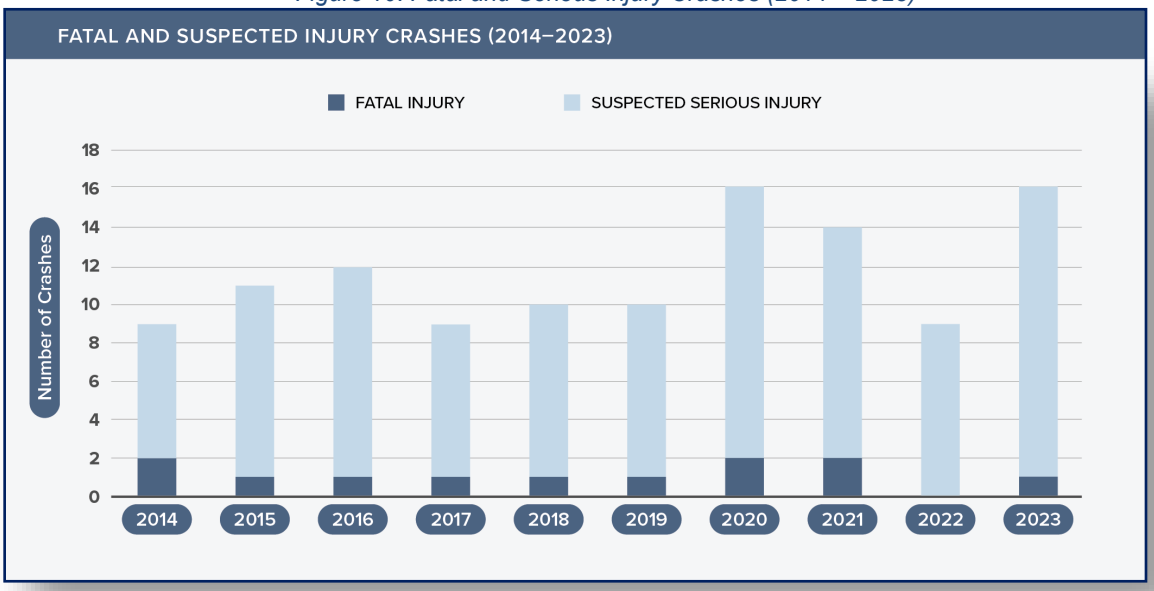
Over the span of 10 years (2014 – 2023), the 7,861 crashes were reported in Kirkland, including 12 fatal crashes and 103 serious injury crashes. Overall, the total number of crashes decreased 40% from 1,032 crashes in 2014, to 609 crashes in 2023, shown in Figure 9.

Figure 9. Total Crashes (2014 – 2023)



Although the total number of reported crashes has decreased significantly over the past decade, there have been consistently one or two fatal crashes per year, and the number of serious injury crashes has increased. Figure 10 illustrates the annual number of fatal and serious injury crashes in Kirkland from 2014 to 2023. Over the ten-year period, a clear upward trend is evident in serious injury crashes, with notable spikes in 2020 and 2023, the highest across the decade. This pattern suggests that despite declines in total crash volume, the severity of crash outcomes has intensified, highlighting an urgent need for safety interventions focused on reducing fatalities and serious injuries.

Figure 10. Fatal and Serious Injury Crashes (2014 – 2023)



Crash Rate Comparisons

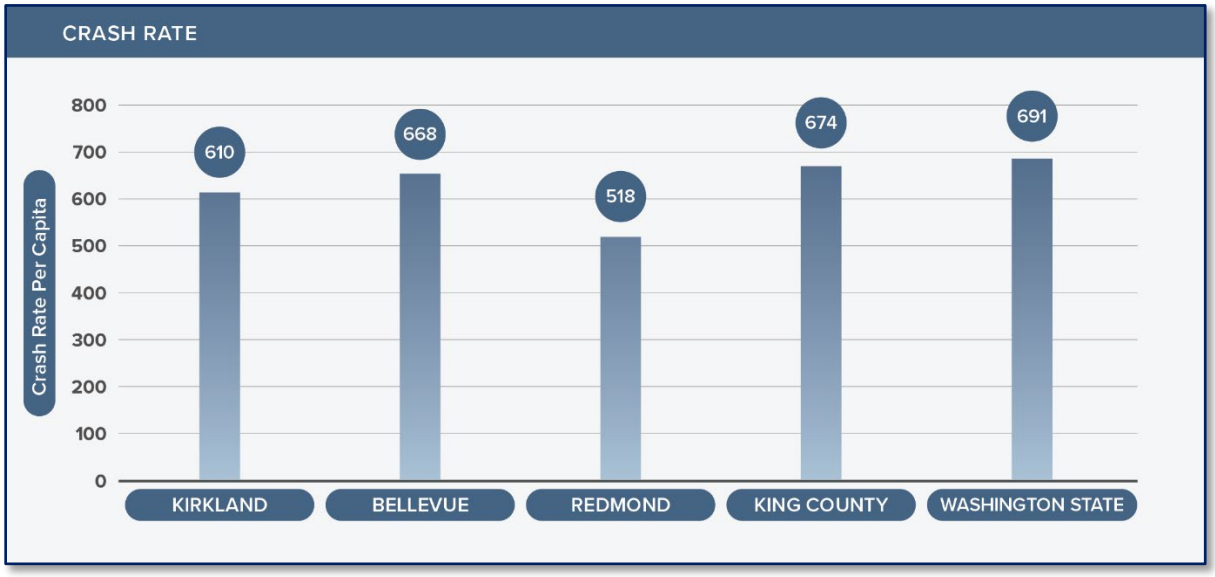
Table 1 and Figure 11 show the rate of reported traffic related crashes per capita for Kirkland in comparison with other agencies, including King County, and Washington State; roadways facilities under Washington State jurisdiction (i.e. interstates) have been removed from the analysis. Crash data analysis results from 2019 to 2023 show, with the exception of the City of Redmond, annual crash rates across the selected jurisdictions are relatively close to the state average of 691 crashes per 100,000 people.[5]

[5] Source: Accessed on June, 2025 - https://www.census.gov/quickfacts/fact/table/WA,kingcountywashington,redmondcitywashington,bellevuecitywashington,kirklandcitywashington/PST045224

Table 1: Crash Rate per Capita Agency Comparison (2019 – 2023)

JURISDICTION	TOTAL NUMBER OF CRASHES	CRASHES PER YEAR	POPULATION ESTIMATE JULY 1, 2024	ANNUAL CRASH RATE PER 100K POPULATION
Kirkland	2,911	582	95,499	610
Bellevue	5,155	1,031	154,377	668
Redmond	2,129	426	82,195	518
King County	78,865	15,773	2,340,211	674
Washington State	275,013	55,003	7,958,180	691

Figure 11: Crash Rate per Capita Agency Comparison Chart

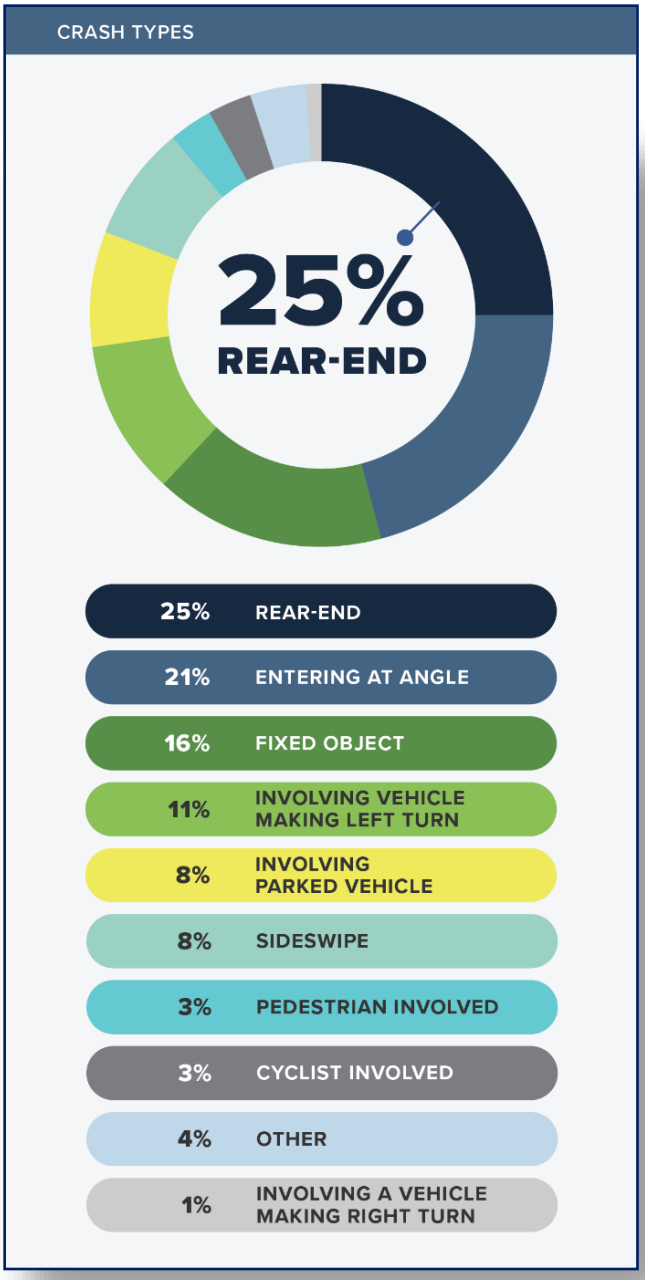


A Closer Look at Recent Data (2019–2023)

After a large drop in the number of crashes in 2020, which could be attributed to the significant reductions in traffic volumes during the COVID-19 pandemic, the number of crashes in Kirkland has been steadily increasing in recent years. Between 2019 and 2023, there were 2,911 reported crashes on city-owned

roadways. A five-year analysis of crash data reveals patterns in severity, location, and contributing factors, offering vital insights for shaping effective safety strategies. Intersections, speeding, lane departures, and the protection of VRUs have emerged as key priorities.

Figure 12. Percentages of All Crash Types (2019-2023)



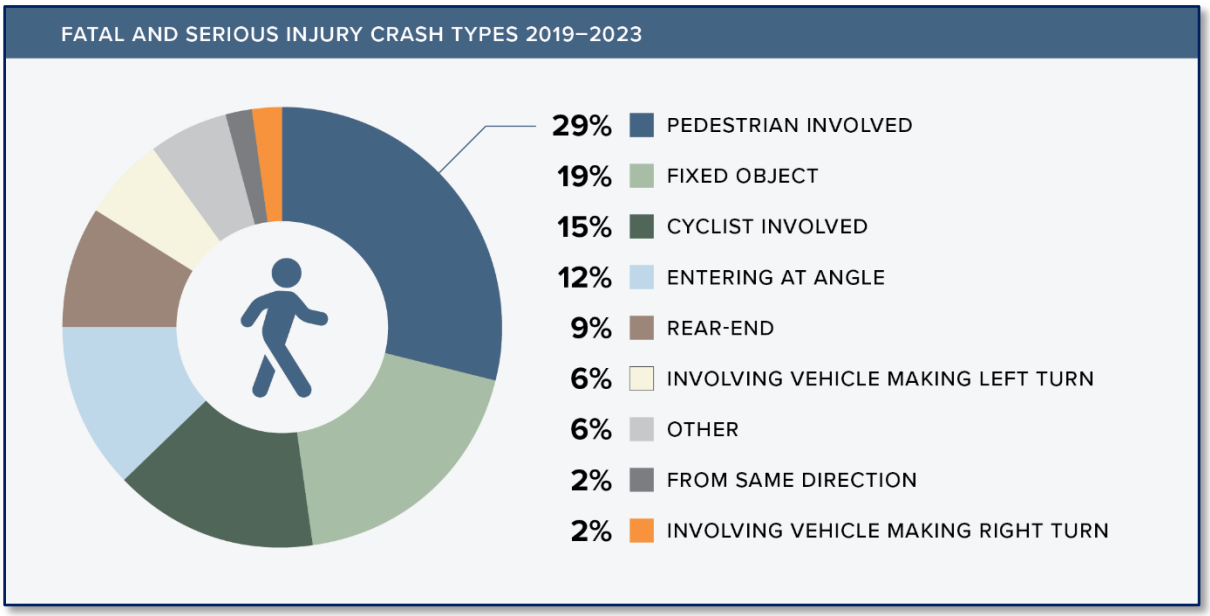
Types of Crashes in Kirkland

Figure 12 illustrates the breakdown of crash types in Kirkland. Rear-end crashes account for the largest share at 25%, followed by angle crashes (21%), and crashes involving fixed objects (16%). These crash types indicate common issues with driver following distances, challenges with multi-directional traffic moving through intersections, and driver attention. Though less frequent, crashes involving pedestrians (3%) and cyclists (3%) represent critical safety concerns for VRUs.

Between 2019 and 2023, there were six fatal crashes, and 59 serious injury crashes reported in Kirkland. Each incident represents lives forever changed, highlighting the profound impact of these events on individuals and the community. This reality underscores the importance and urgency of making our streets safer for all who use them.

As shown in Figure 13, fatal and serious injury crashes have a disparate impact on VRUs. People walking or bicycling were involved in only 6% of all reported crashes, yet they were involved in nearly half (46%) of the fatal and serious injury crashes. These trends underscore the need for focused, data-driven interventions to protect the most vulnerable users on Kirkland roadways.

Figure 13. Fatal and Serious Injury Crash Types (2019 – 2023)



These findings highlight a clear and urgent need to prioritize roadway safety improvements that protect all users, especially those most at risk.

What's Leading to Crashes in Our Community?

Figure 14 displays the top twelve reported contributing circumstances for all crash severities, which all relate to preventable human behaviors. "Did not grant right-of-way to vehicle" and "exceeding reasonable safe speed" are the highest circumstances for all crashes. Examining the most serious crashes, those causing deaths or serious injuries, circumstances are also tied to preventable human behaviors. The leading causes for FSI crashes include failing to yield to people walking or bicycling, distraction, speeding, alcohol use, and improper turns, see Figure 15.

Figure 14. Top Contributing Circumstances for All Crashes (2019 – 2023)

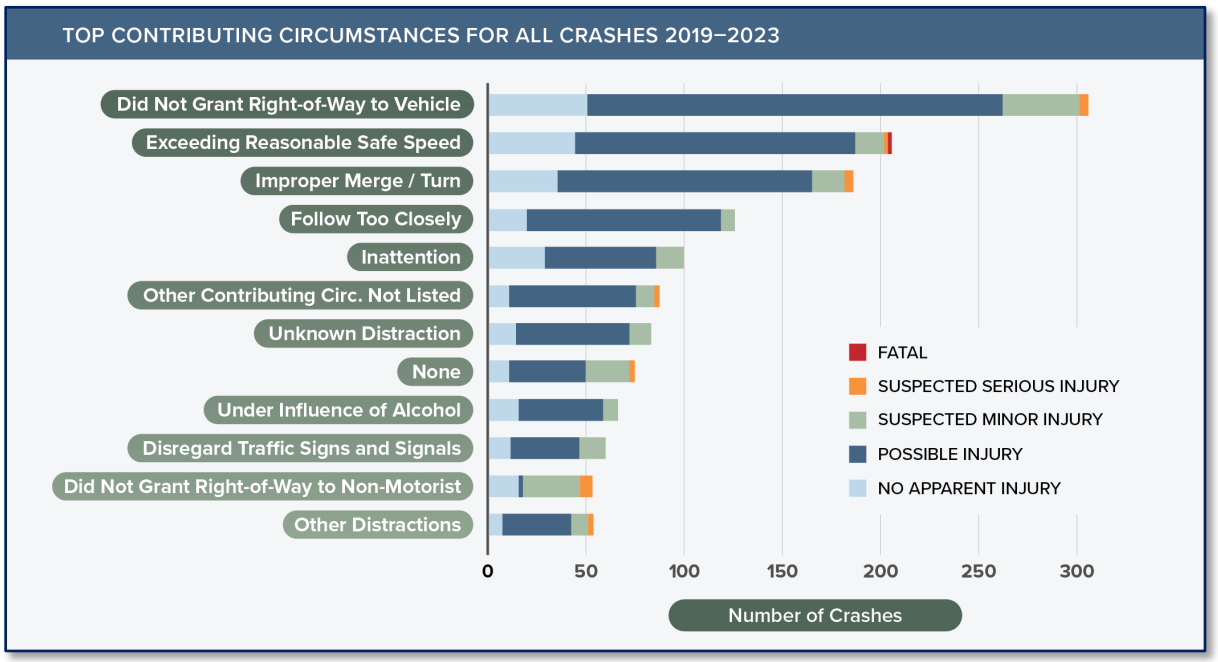
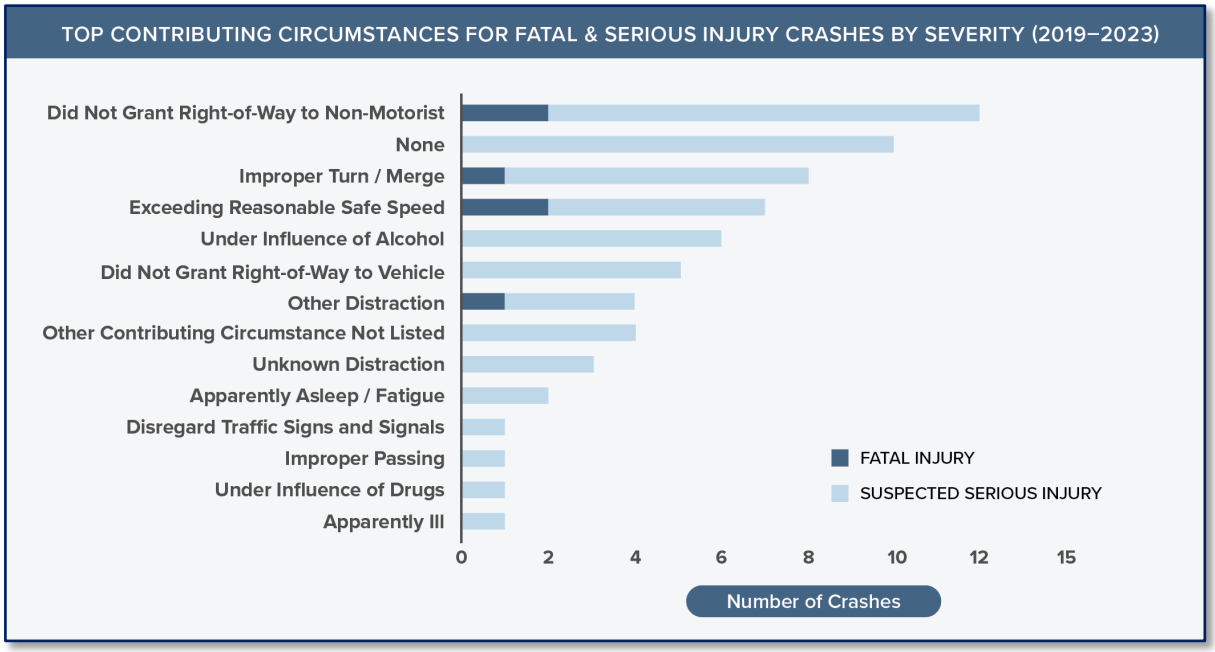


Figure 15. Top Contributing Circumstances for FSI (2019-2023)



These trends reveal opportunities to make Kirkland streets safer: safer street design, improved driver awareness, and focused law enforcement to better protect everyone on the road.

Target Zero Indicators

In addition to the analysis provided above, Kirkland crash data was reviewed for correlating trends with Washington State's Safety Emphasis Areas, as outlined in the updated Washington State Strategic Highway Safety Plan (2024 Target Zero). The emphasis areas represent the most critical issues contributing to roadway fatalities and serious injuries in Washington State and are strategically aligned with national traffic safety objectives[6].

The crash data analysis for Kirkland reveals that certain Target Zero emphasis areas (Table 2), particularly intersection-related, pedestrian-involved, speeding, and lane departure crashes, are disproportionately represented in fatal and serious injury (FSI) outcomes. While intersection-related crashes are the most frequent overall, pedestrian-involved and curve-related crashes account for a significantly higher share of FSI crashes.

Over half of the crashes in the City of Kirkland were intersection related (multiple conflicting movements at or near intersections) and a third of crashes involved at least one young driver aged 16-25 (driver's inexperience).

Table 2: Summary of Total and FSI Crashes by Target Zero Emphasis Area

WASHINGTON STATE'S TARGET ZERO EMPHASIS AREAS	TOTAL NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	FSI CRASHES (FATAL AND SERIOUS INJURY)	PERCENT FSI CRASHES
Intersection Related	1525	52%	35	54%
Young Driver (16-25) Involved	941	32%	12	18%
Distracted Driver Involved	795	27%	16	25%
Lane Departure	505	17%	14	22%
Speeding	453	16%	15	23%

[6] https://targetzero.com/

WASHINGTON STATE'S TARGET ZERO EMPHASIS AREAS		TOTAL NUMBER OF CRASHES	PERCENT OF TOTAL CRASHES	FSI CRASHES (FATAL AND SERIOUS INJURY)	PERCENT FSI CRASHES
	Negotiating a Curve	360	12%	15	23%
	Older Driver (65+) Involved	322	11%	11	17%
	Impaired Driving	190 (Alcohol) 28 (Drug)	7% (Alcohol) 1% (Drug)	6 (Alcohol) 1 (Drug)	9% (Alcohol) 2% (Drug)
	Heavy Vehicle Involved	148	5%	3	5%
	Pedestrian Involved	99	3%	20	31%
	Cyclist Involved	87	3%	10	15%
	Unrestrained Occupant	51	2%	6	9%
	Motorcyclist Involved	47	2%	7	11%
TOTALS		**2911**		**65**	

When Crashes are Happening

Time of Day

Figure 16 and Figure 17 provide a comparative view of crash frequency and severity by time of day. Figure 16, which includes all crash severities, shows a clear concentration of crashes during daytime hours, with a sharp increase beginning at 6 AM and peaking between 4 PM and 5 PM. The majority of crashes are reported as having no apparent injury or possible injury outcomes. Crashes involving suspected minor, serious injuries, and fatalities do not have a clear time of day pattern and occur at times throughout the day. Overall, 33% of all crashes occurred between 3 p.m. and 6 p.m., which is around the typical p.m. peak period for motor vehicle traffic volumes.

Figure 16: Time of Day Variation of All Crashes by Severity (2019-2023)

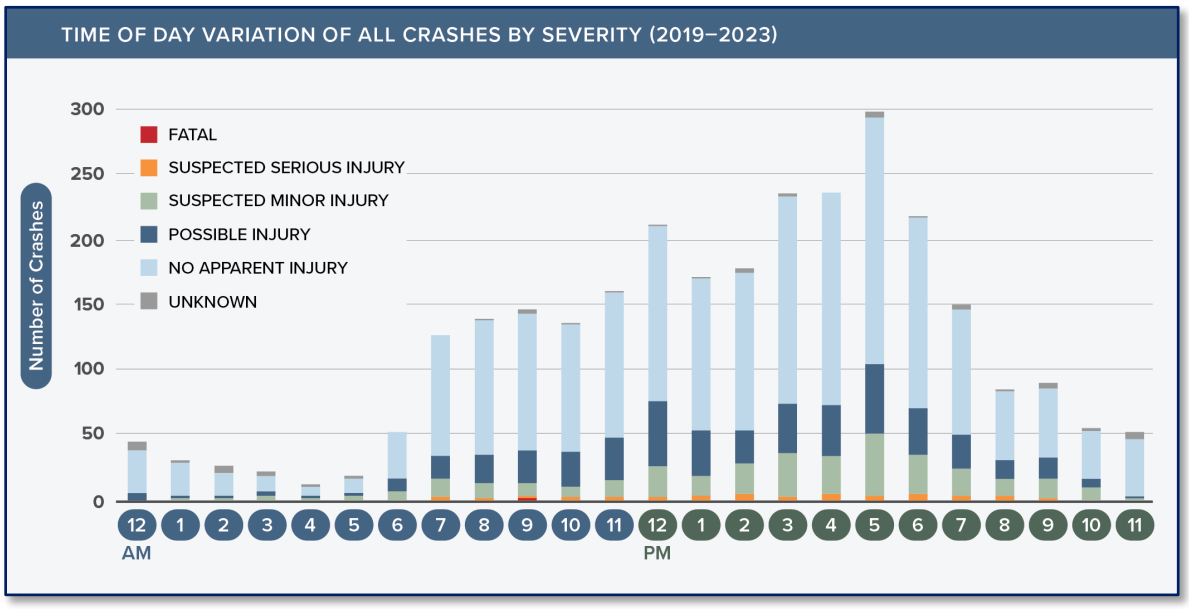
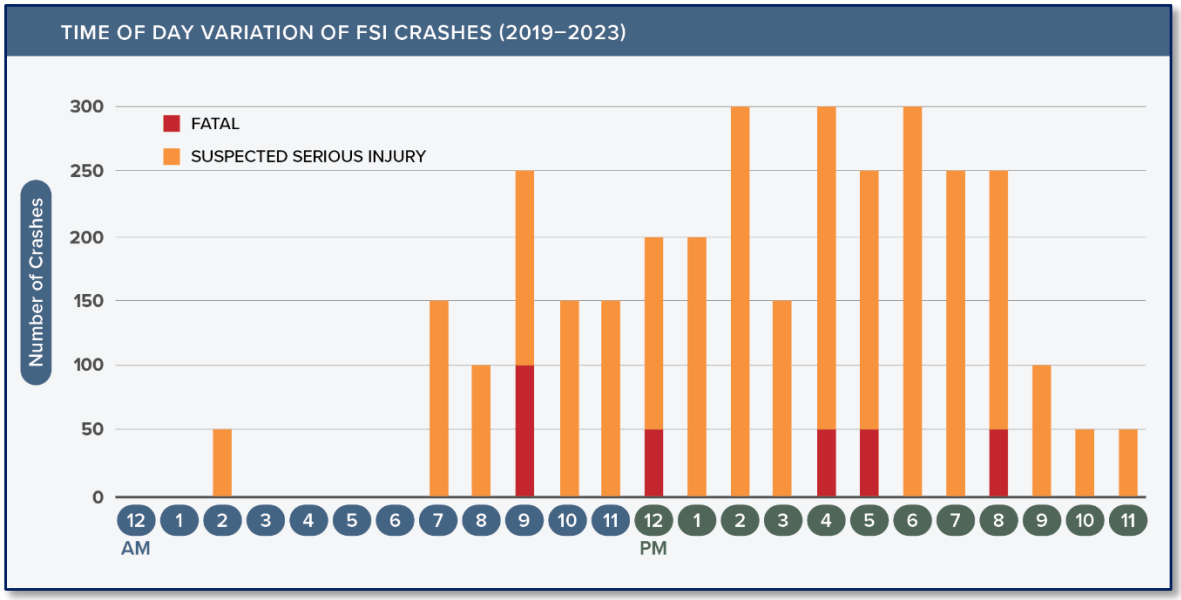


Figure 17, focuses solely on fatal and suspected serious injury crashes, however these severe crashes are less frequent overall. Most fatal and serious injury crashes occurred between 7am and 8pm, with noticeable peaks around 9am, and 2-6pm. These timeframes align with common commuting hours and suggest higher exposure and risk during periods of increased traffic volume. Notably, even though the overall crash volume is highest in the afternoon, severe crashes occurred throughout the day.

Figure 17: Time of Day Variation of FSI Crashes (2019-2023)



Time of Year

Figure 18 and Figure 19 offer a monthly comparison of overall crash frequency and crash severity. Figure 18 shows that total crash counts remain relatively consistent throughout the year, with general increases in early summer and late fall. October records the highest number of crashes, followed closely by November and June. Across all months, most crashes result in no apparent injury, followed by possible injury and suspected minor injury, indicating that while crashes are common, most are not severe.

Figure 18: Monthly Variation of All Crashes by Severity (2019-2023)

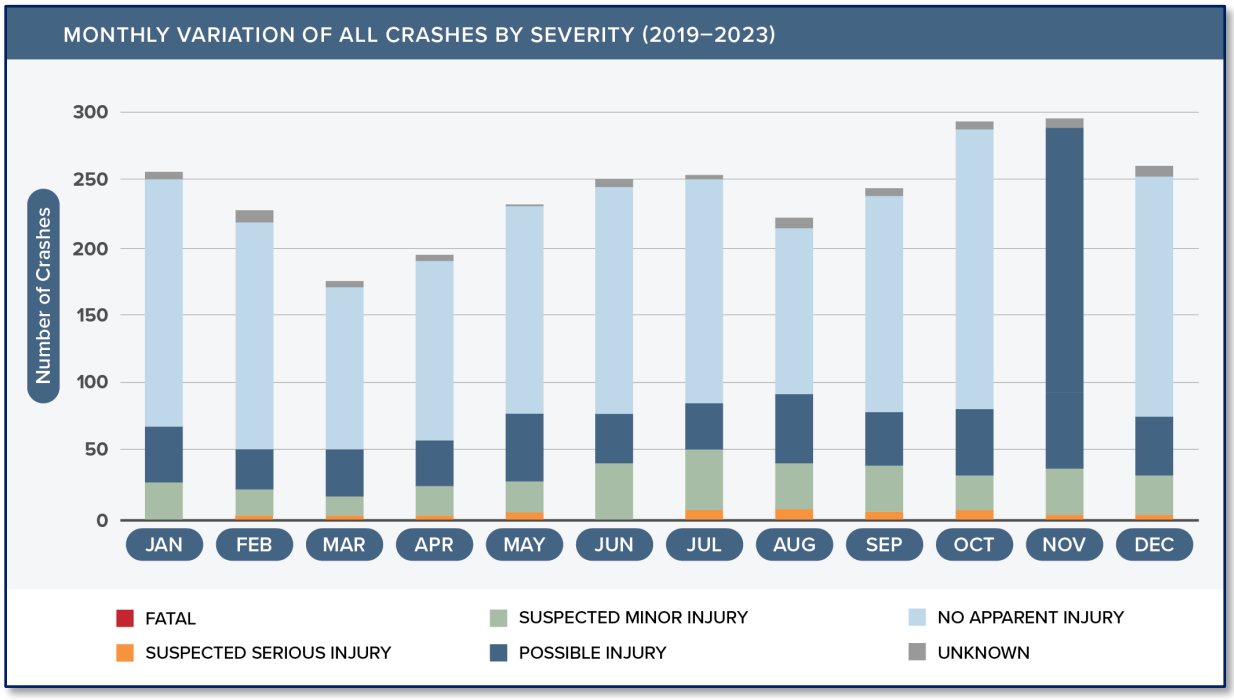
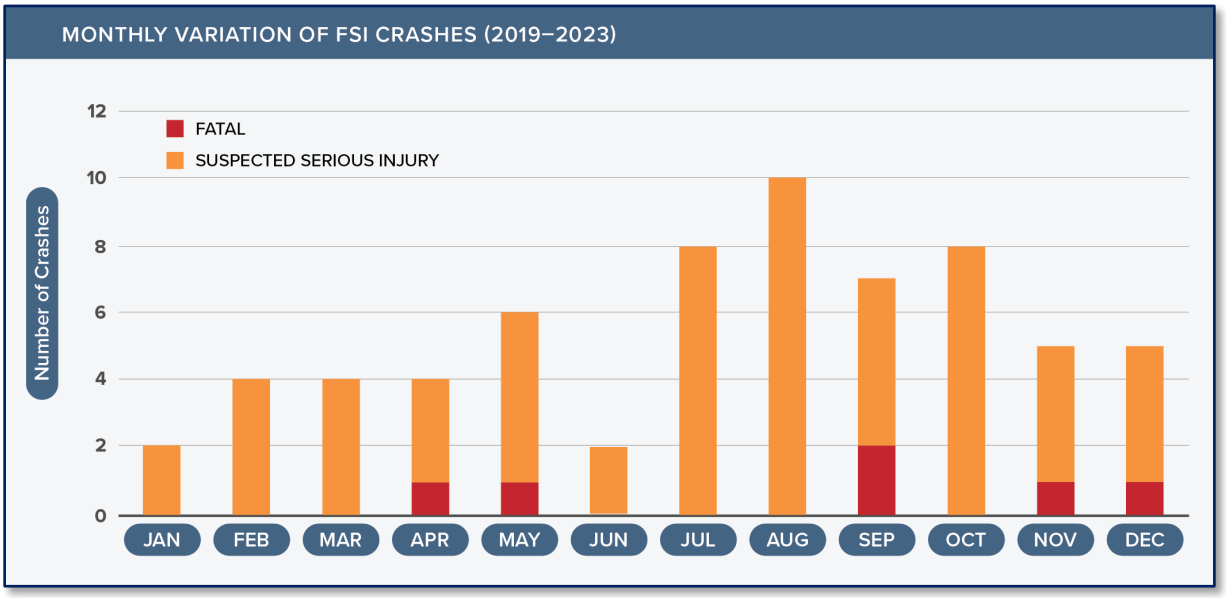


Figure 19 isolates fatal and suspected serious injury crashes, revealing a different pattern. The highest number of severe crashes occurs in August (10 crashes), followed by July, October, and September, each with 7– 8 severe incidents. Fatal crashes are more sporadically distributed but appear consistently in late spring and early winter months. This suggests that while total crashes peak in fall, the risk of severe outcomes is elevated during both summer and fall. While recreational travel and overall traffic volume typically increase in Washington State during the summer months, which can contribute to higher crash frequencies, summer vehicle traffic volumes in Kirkland tend to be lower than average. However, there is more pedestrian and cyclist activity in the

summer months, and as noted before pedestrian and cyclist involved represent 46% of FSI crashes.

Figure 19: Monthly Variation of FSI Crashes (2019-2023)



Day of the Week

Figure 20 and Figure 21, compare total crash volume and severe crash incidents by day of the week. Figure 20 shows that crashes are most frequent on weekdays, peaking on Tuesday and Wednesday with approximately 500 crashes each. Crash volume remains elevated through Friday, then drops over the weekend, with Sunday recording the fewest crashes. Most crashes result in no apparent injury, though a consistent share involve possible or minor injuries throughout the week.

Figure 20: Day of the Week Variation of All Crashes by Severity (2019-2023)

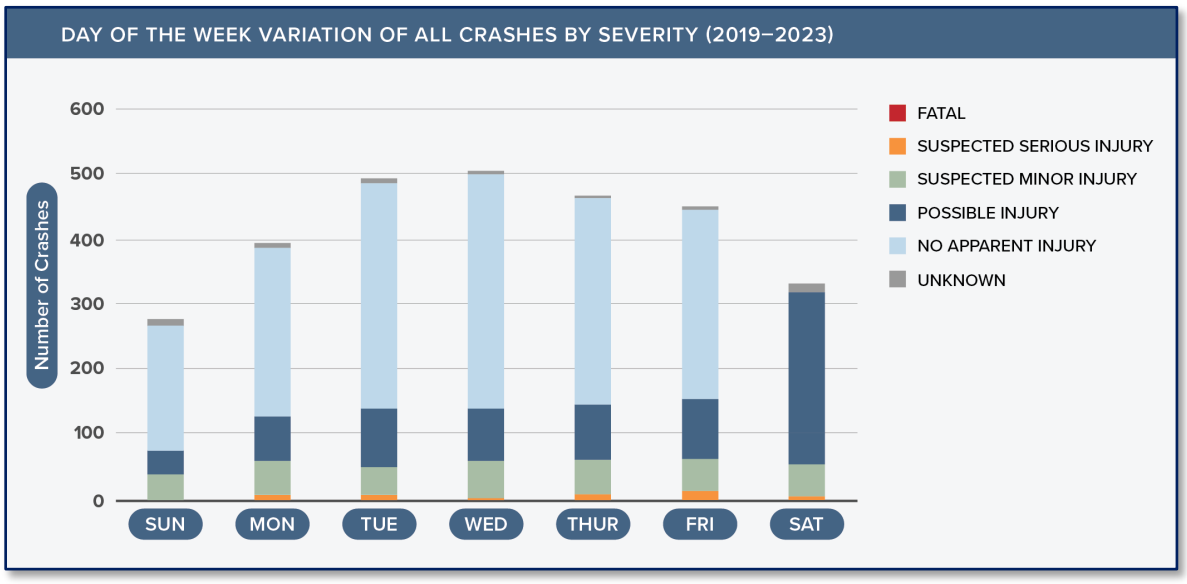
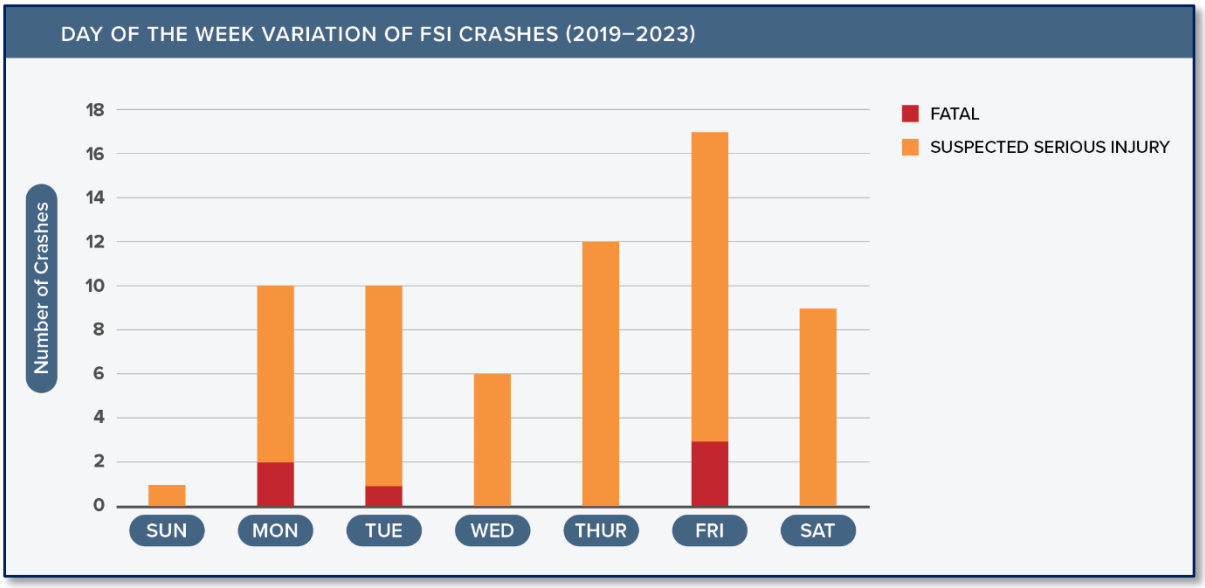


Figure 21 examines FSI crashes. Despite Tuesday and Wednesday having the highest total crashes, Thursday and Friday emerge as the most critical days for severe crashes. Monday and Tuesday also show elevated levels of severity, while Sunday has the lowest number of serious outcomes. This suggests that while weekday traffic generates more total crashes, Friday poses a heightened risk for severe injury or fatality, highlighting the importance of targeted enforcement or mitigation strategies toward the end of the work week.

Figure 21: Day of the Week Variation of FSI Crashes (2019-2023)



Where Crashes are Happening

Figure 22 shows the location of all reported crashes by severity and Figure 23 depicts a heat map of all crashes that occurred over a five-year study period (2019-2023). Based on the overall heat map, the highest concentration of crashes reported occurred on major arterials including:

- NE 124th Street,
- 100th Avenue NE,
- NE 85th Street,
- NE 132nd Street, and
- 124th Avenue NE.

Also, there are numerous hot spots identified at major intersections, including:

- 124th Avenue NE and NE 116th Street,
- NE 132nd Street and 100th Avenue NE, and
- NE 124th Street and 116th Avenue NE

Figure 22: Crash Locations by Severity (2019 - 2023)

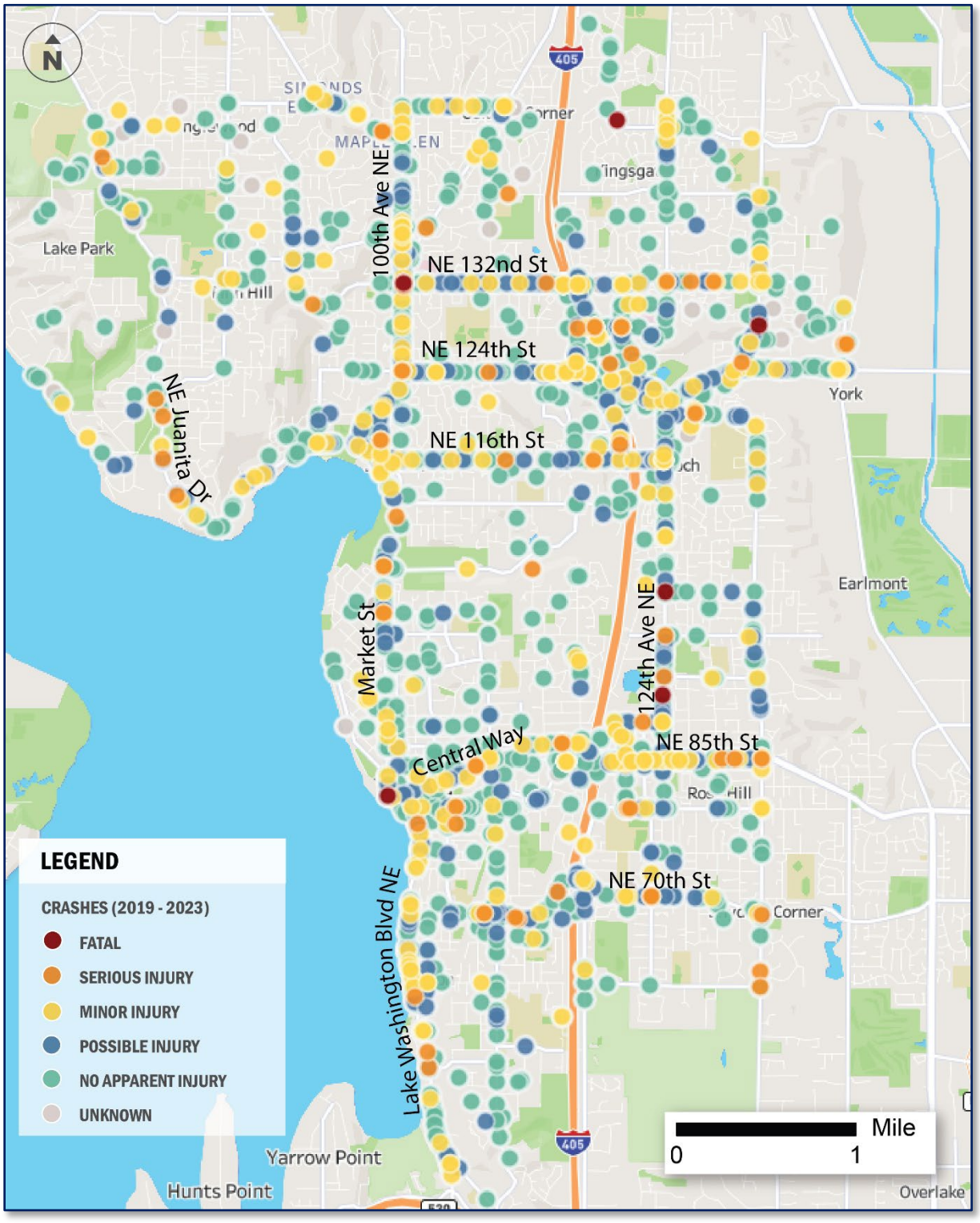


Figure 23: Heat Map of All Crashes (2019 - 2023)

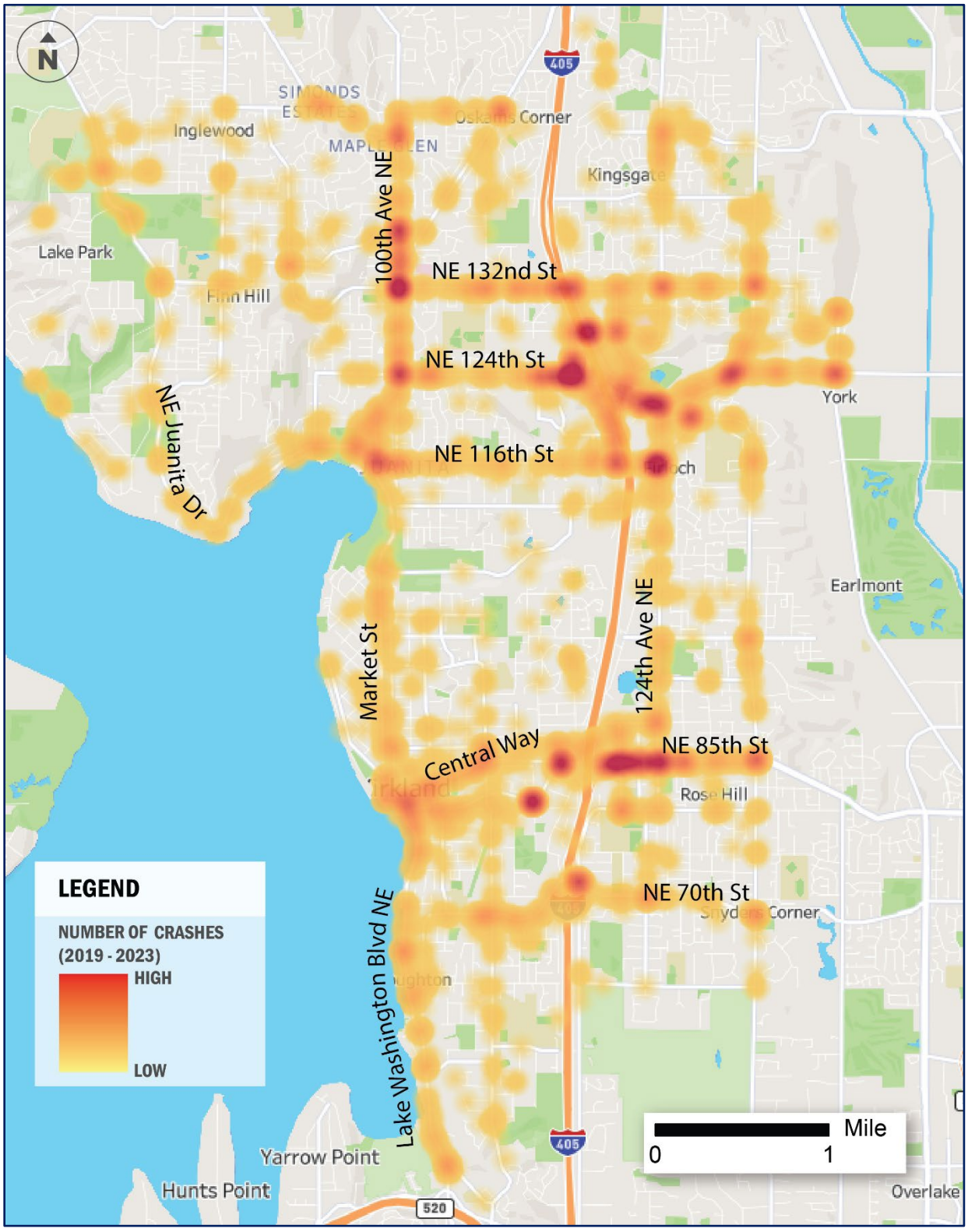


Figure 24 and Figure 25 focus specifically on FSI crashes from 2019 to 2023. These maps highlight a spread of FSI incidents with clear clustering along key arterial roadways such as 124th Avenue NE, NE 132nd Street, Lake Washington Boulevard NE, NE 85th Street, and NE Juanita Drive**.** FSI hotspot locations include:

- 124th Ave NE between NE 104th St and NE 90th St (2 fatal and 2 serious injury crashes),
- Juanita Drive NE between NE 122nd Pl and 80th Ave NE (4 serious injury crashes),
- Intersection of NE 132nd St / 100th Ave NE (1 fatal and 1 serious injury crash), and
- Intersection of 122nd Ave NE / NE 70th St (2 serious injury crashes).

Figure 24: Location of Fatal and Serious Injury (FSI) Crashes (2019 – 2023)

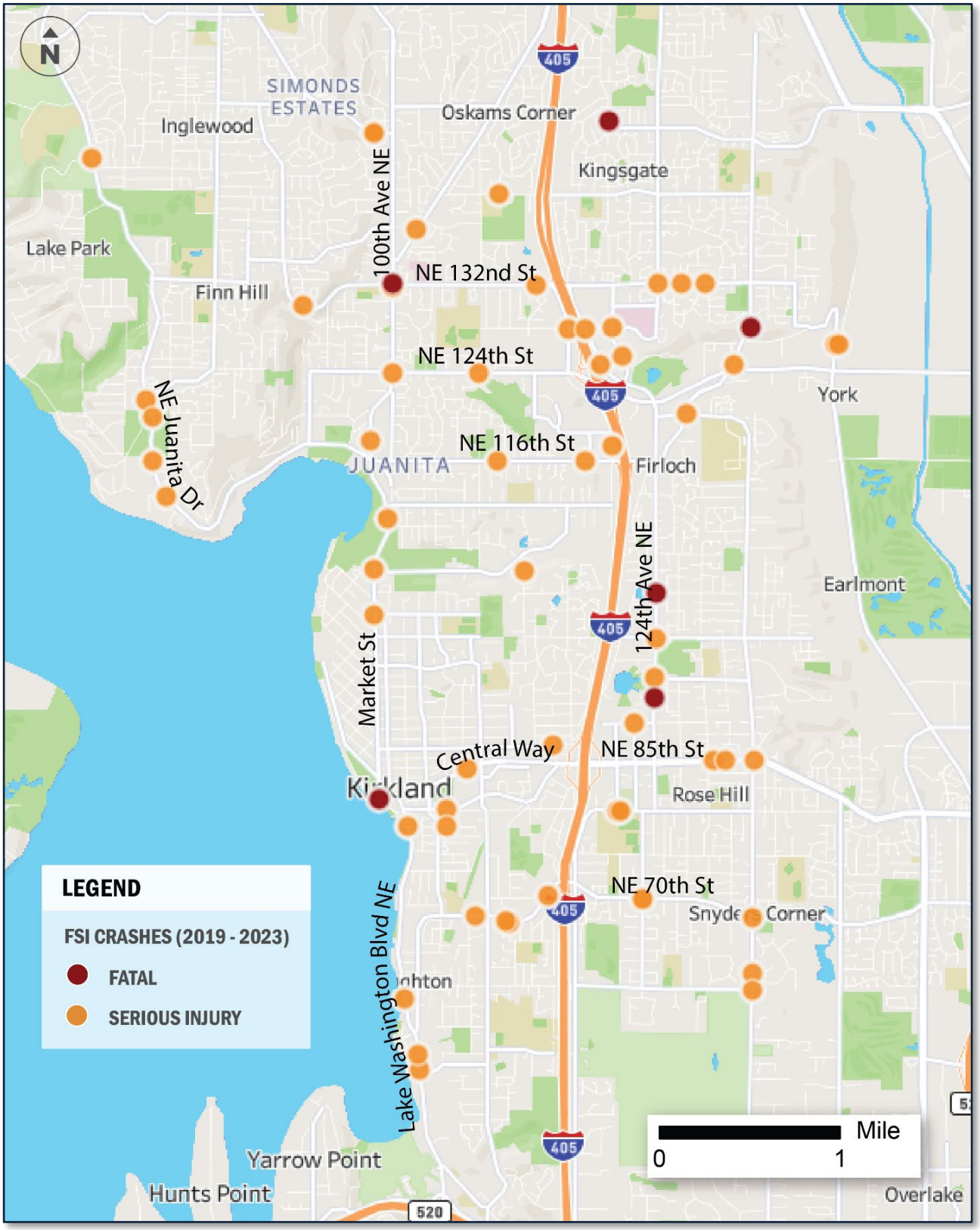
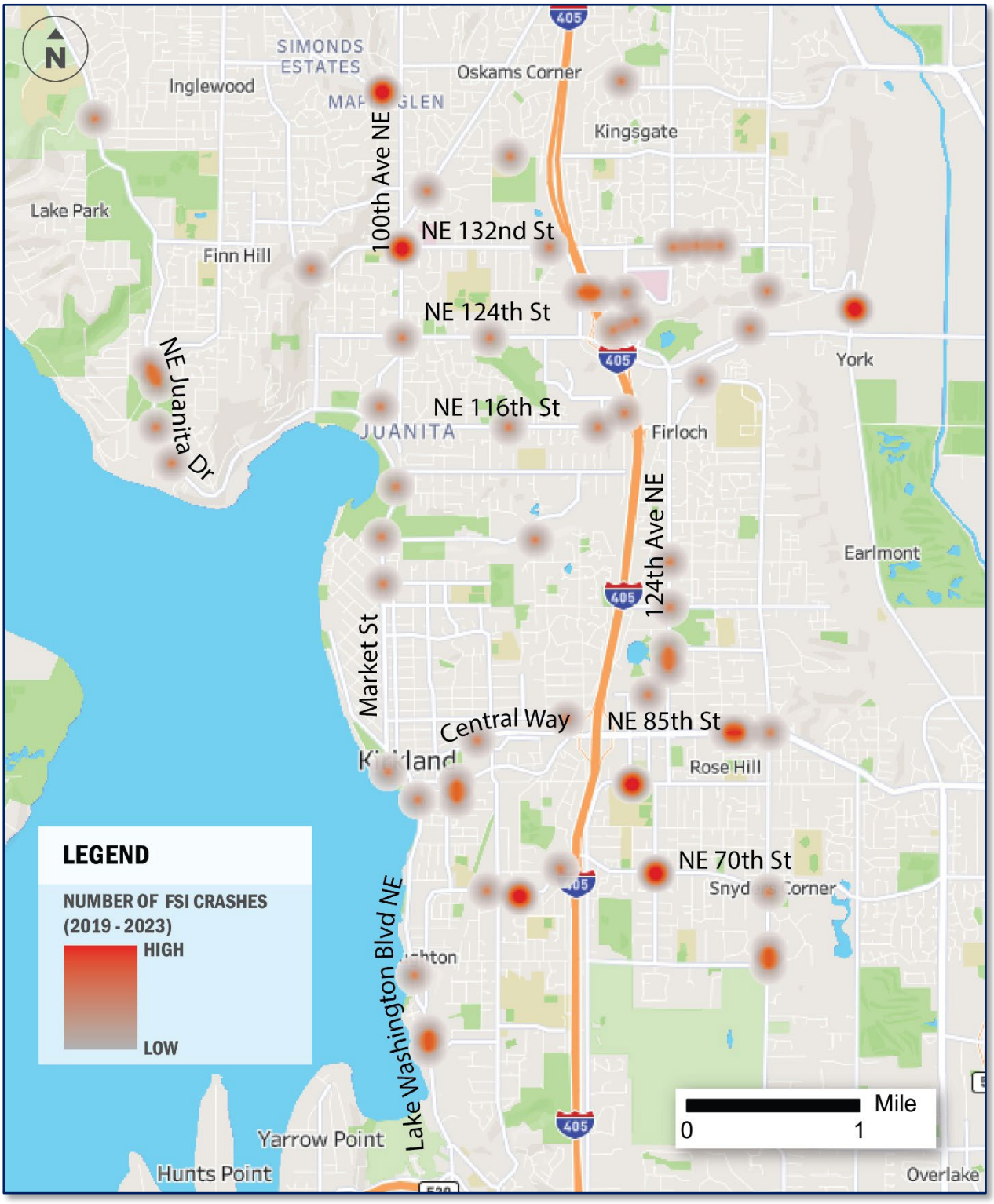


Figure 25: Heat Map of Fatal and Serious Injury (FSI) Crashes (2019 – 2023)



Looking Out for People Walking, Bicycling, and Rolling

Pedestrians and bicyclists are among the most vulnerable users on Kirkland roadways, as they lack the physical protection that vehicle occupants have in a crash. Even though people walking, bicycling, or rolling make up a small percentage of total crashes, the consequences they face are often far more severe.

Figure 26 illustrates that the risk of death is exponential for pedestrian struck at higher speeds.



WHILE PEDESTRIANS AND BICYCLISTS WERE INVOLVED IN ONLY **6% OF ALL REPORTED COLLISIONS**, PEDESTRIANS OR BICYCLISTS WERE INVOLVED IN **46% OF FATAL OR SERIOUS INJURY COLLISIONS**.

Figure 26. How Speeds Affect Pedestrian Fatality Risk
Source: FHWA based on AAA Study

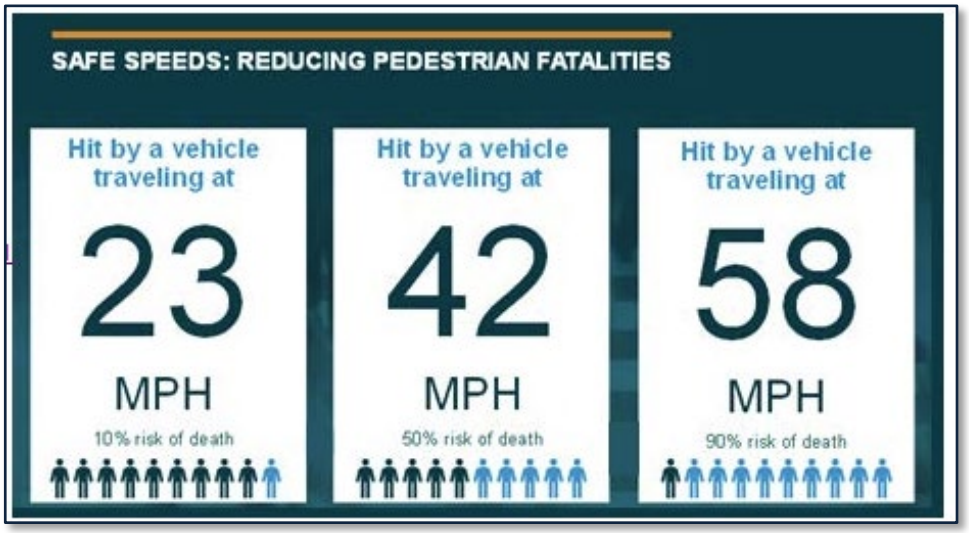
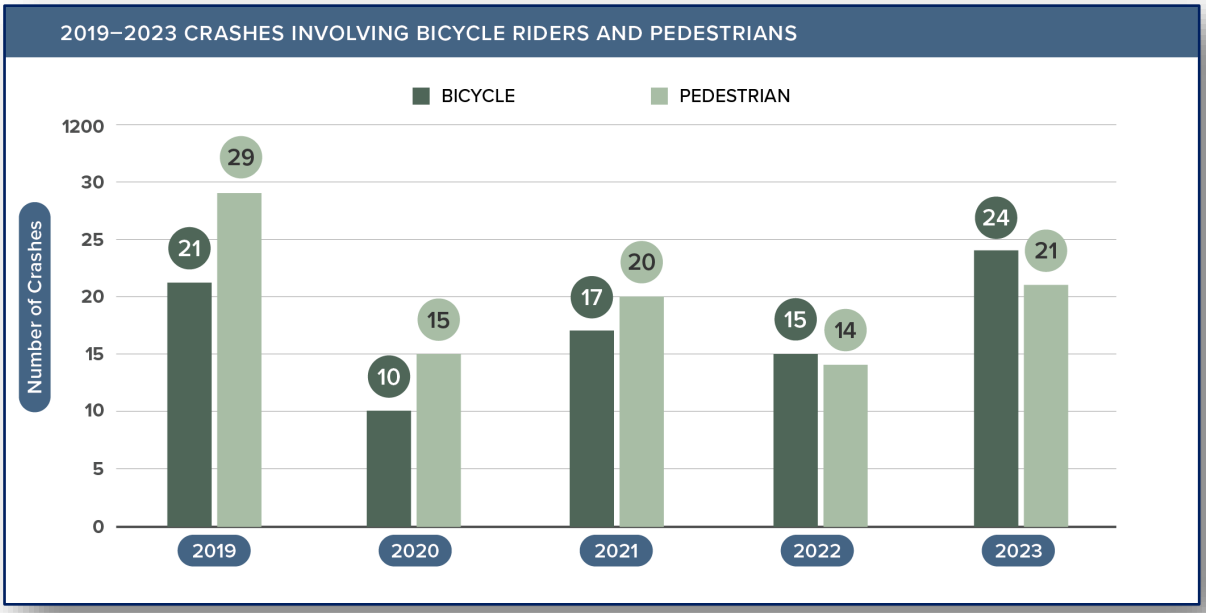


Figure 27 shows the total number of pedestrian and bicycle crashes over the five-year study period, showing that the year 2023 reported the highest number of pedestrian crashes.

Figure 27. Crashes Involving Bicycle Riders and Pedestrians (2019 – 2023)



Twenty of the 65 FSI reported crashes involved at least one pedestrian, meaning approximately one third of all FSI crashes in Kirkland involved a pedestrian.

Figure 28 provides a map of all the pedestrian-related crashes by severity in Kirkland and Figure 29 shows the locations of bicycle-related crashes by severity.

Pedestrian crashes tend to occur most frequently in areas with high commercial activity such as Downtown Kirkland and near large shopping centers such as Totem Lake. These locations are likely to experience more pedestrian crashes due to increased foot traffic as people walk to and from these busy retail destinations.

Based on Figure 29, bicycle crashes are more commonly concentrated along key north - south corridors that feature dedicated bicycle lanes. These corridors include Lake Street South/Lake Washington Boulevard NE, Market Street, and 100th Avenue NE. While the presence of bicycle lanes encourages more people to bike along these routes, it also increases their exposure to vehicle traffic, including high volumes of turning vehicles from side streets and driveways, which may contribute to the higher number of crashes reported in these areas.

Figure 28: Location of Pedestrian Related Crashes by Severity (2019 – 2023)



Figure 29: Location of Bicycle Related Crashes by Severity (2019 – 2023)



The analysis of pedestrian and bicycle involved crashes reveals a critical need to better protect these VRUs. These findings reinforce the importance of designing streets that prioritize safety for all users through treatments such as enhanced crossings, protected bike lanes, lower speeds, and better visibility through parking restrictions, vegetation maintenance, and reviewing sight distance at intersections.

In the past, Kirkland has implemented many safety improvements that serve VRUs, and the data helps emphasize that the work is not yet complete. By addressing the specific risks faced by pedestrians and cyclists, Kirkland will continue to create a safer, more equitable transportation system and make meaningful progress toward its Vision Zero and mode share goals.

Choosing Where to Improve Road Safety

Safer roadways play a pivotal role in enhancing overall traffic safety by reducing the likelihood and severity of crashes for all users. The comprehensive crash analysis above serves as a foundation for identifying high-priority safety needs and shaping targeted countermeasures. By examining both trends, contributing circumstances, and location-specific crash patterns, the analysis reveals clear insights into where and why crashes are happening, and who is most at risk.

Prioritizing locations with the greatest safety needs is critically important to allocate limited resources where they can have the greatest effect on reducing traffic-related injuries and fatalities. Identifying high crash segments and intersections enables planners and engineers to develop site-specific projects and strategies, such as traffic signal improvements, pedestrian safety enhancements, and traffic calming measures that directly address the unique conditions contributing to crashes at those locations.

Critical Segment Analysis

The City of Kirkland has jurisdiction over approximately 39 miles of collectors and 40 miles of arterials. From 2019 to 2023, 767 crashes were reported on collector roads, averaging approximately 20 crashes per mile, and 2,125 crashes were reported on arterial roads, approximately 52 crashes per mile. A list of 91 segments along arterial and collector streets in Kirkland was defined to evaluate the frequency and severity of crashes by roadway segment. Segments were defined by roadway context including adjacent land uses, roadway classification, and other consistent roadway characteristics such as number of lanes, presence of sidewalks and bike lanes, and presence of parking. Where roadway context changed, a new segment was defined.

Figure 30 presents a map of fatal and serious injury (FSI) crashes on the roadway segments. The highest number of five FSI crashes was observed on NE 68th Street/NE 70th Street from State Street to west of I-405 Interchange. Followed by four FSI crashes on 124th Ave NE (NE 85th Street to NE 116th Street) and 132nd Ave NE (NE 60th Street to NE 85th Street).

Crash rates for the arterial and collector street segments were calculated using crash data from 2019 to 2023. This allows for comparisons between corridors

with varying traffic volumes and physical characteristics, helping to highlight those with the highest risk relative to vehicle exposure. A full list of the calculations can be found in Appendix B: Crash Rate Analysis Findings. Segment crash rates were calculated using the following formula:

$$Segment\ Crash\ Rate = 100{,}000{,}000\ x\ \frac{C}{365\ x\ N\ xAADT\ x\ L}$$

Where:

- C = Total Number of crashes in the study period (5 years)
- N = Number of years in the study period
- AADT = Average Annual Daily Traffic
- L = Length of the roadway segment in miles

Figure 31 presents a map of crash rate for the critical segments. The crash rates were categorized into high, medium, and low categories using natural breaks.

Figure 30: Number of FSI Crashes for Each Study Segment (2019 – 2023)

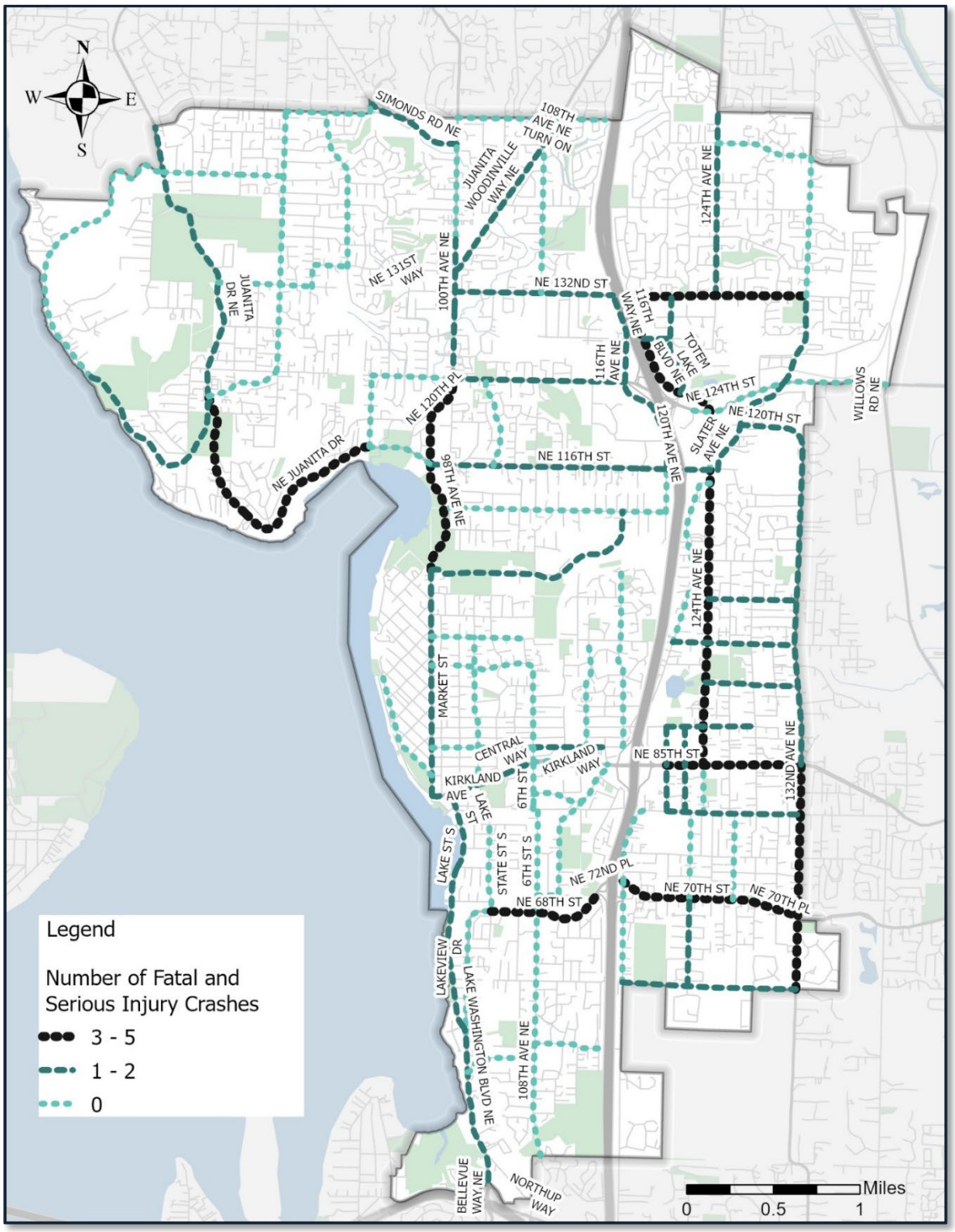
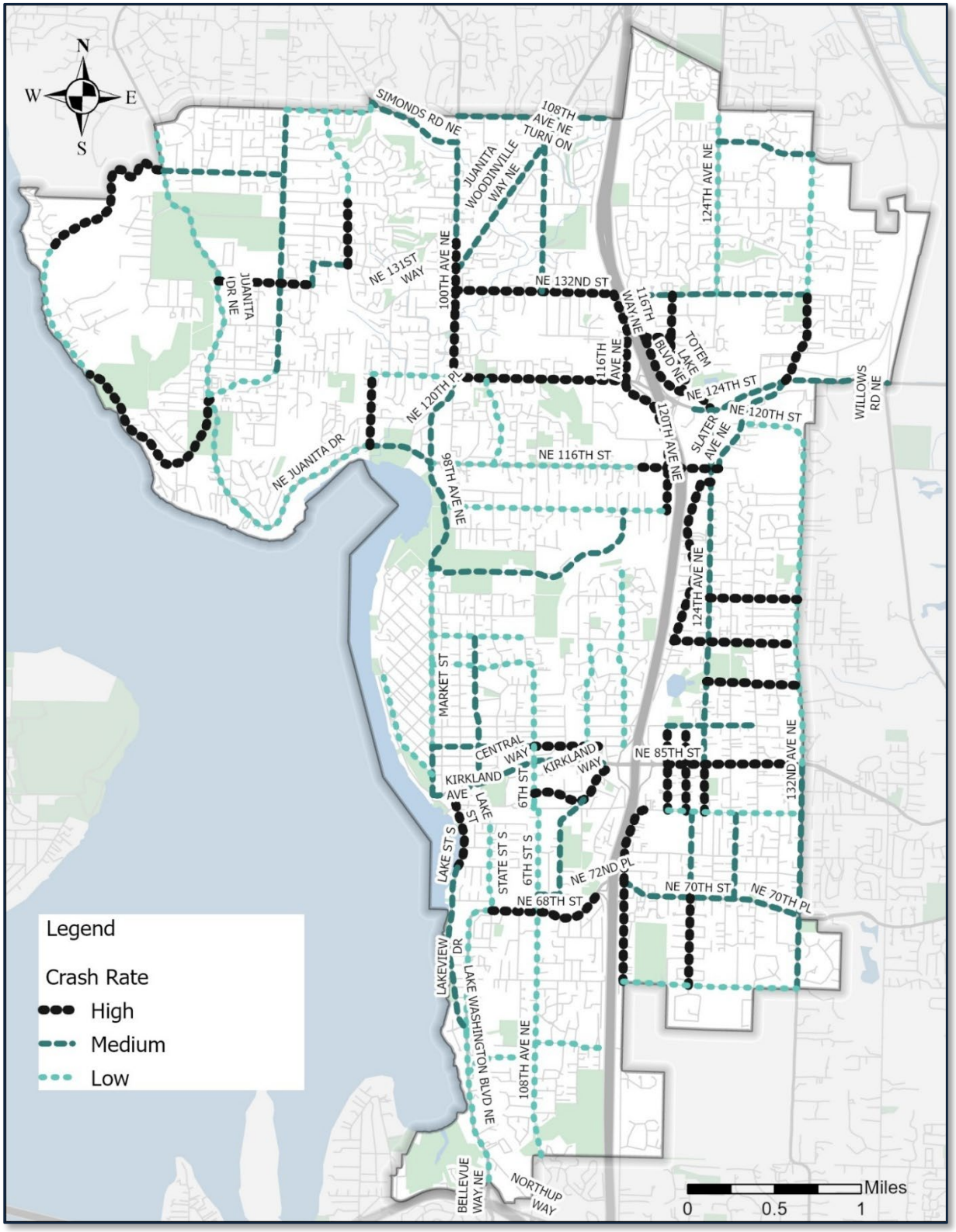


Figure 31: Crash Rates by VMT for Each Study Segment

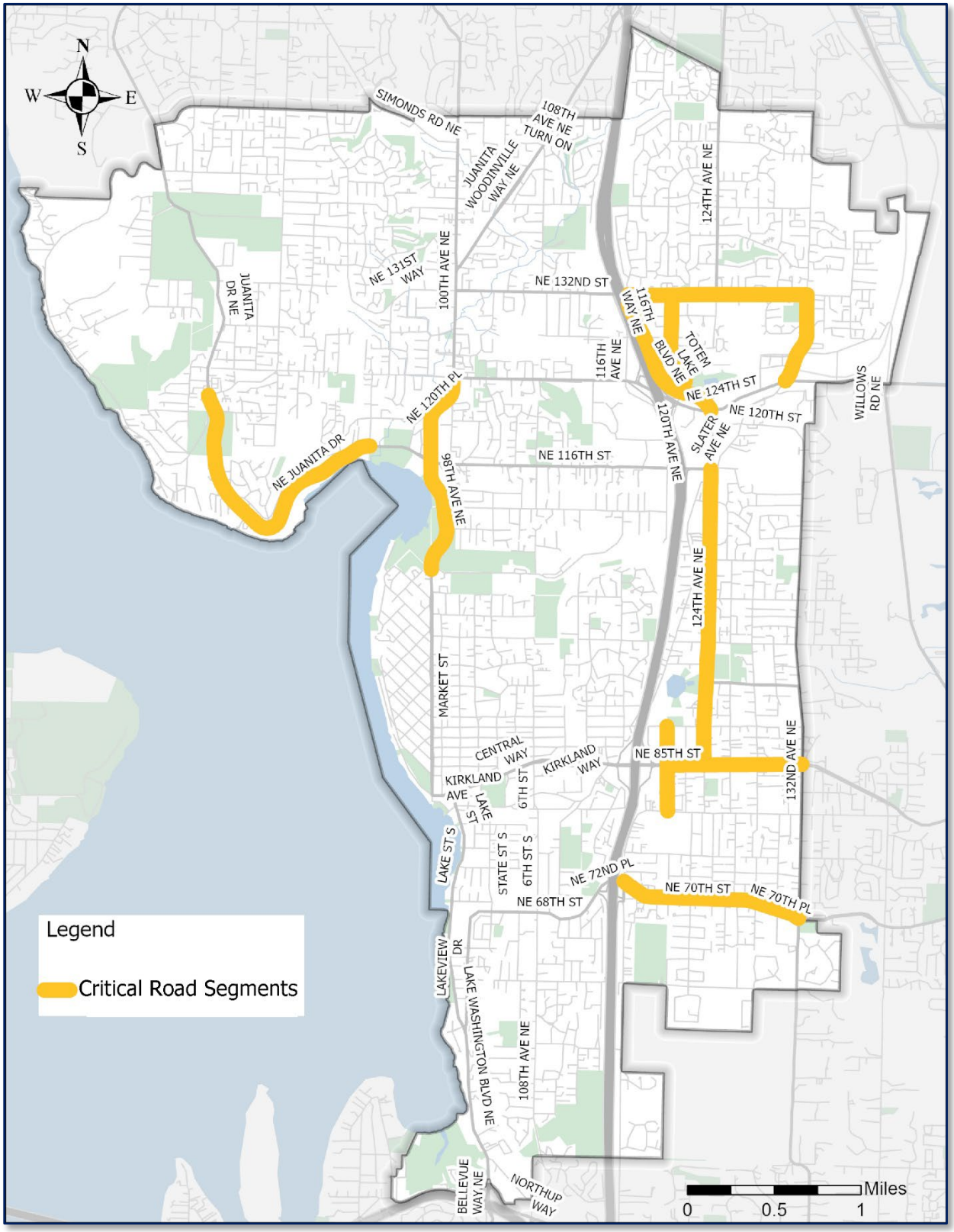


Segments Selected for Further Study

Roadway segments with disproportionately high crash rates relative to their traffic exposure and segments with high numbers of fatal and serious injury crashes were selected for in-depth study. City staff played also a key role in selecting priority roadway segments and intersections by incorporating knowledge of locations of historic safety concerns and community-reported issues with the crash analysis. The final list of focus areas not only reflects data-driven risk but also aligns with on-the-ground experiences.

Figure 32 depicts the ten segments selected for further analysis. For each selected segment, the most frequent crash types and significant contributing factors, found in Appendix C: Segment Crash Type & Contributing Circumstances Analysis, were categorized and totaled to determine the most appropriate countermeasure.

Figure 32. Critical Road Segments



The most prevalent crash types along these street segments include:

- Angle Crashes: often associated with driveways, intersections and areas where merging or diverging maneuvers are required
- Left-Turn Crashes: either associated with intersection-related crashes or entering the roadway
- Rear-End Crashes: typically take place at or near signalized intersections

The most common contributing factors include:

- Did not grant the right of way either to other vehicles or non-motorized road users
- Improper turn/merge
- Exceeding reasonable safe speed

Did not grant the right of way and improper turn/merge are more common contributing factors for angle and left-turn related crashes which are observed at the intersections and driveways. Exceeding reasonable safe speed is common for rear-end crashes and angle crashes which are also observed at intersections.

A summary of the ten selected study street segments, their most prevalent crash types, and recommended safety countermeasures to address safety issues can be found in the following section. Countermeasures for Critical Road Segments

These segments experience a range of safety issues, from left turn and rear-end crashes to speeding and angle crashes; and highlight areas where people walking and bicycling are especially at risk. For each segment, safety countermeasures specific to that location were identified based on the most common crash types and contributing factors. These include improvements such as enhanced pedestrian crossings, speed management tools, signal timing modifications, and access management strategies.

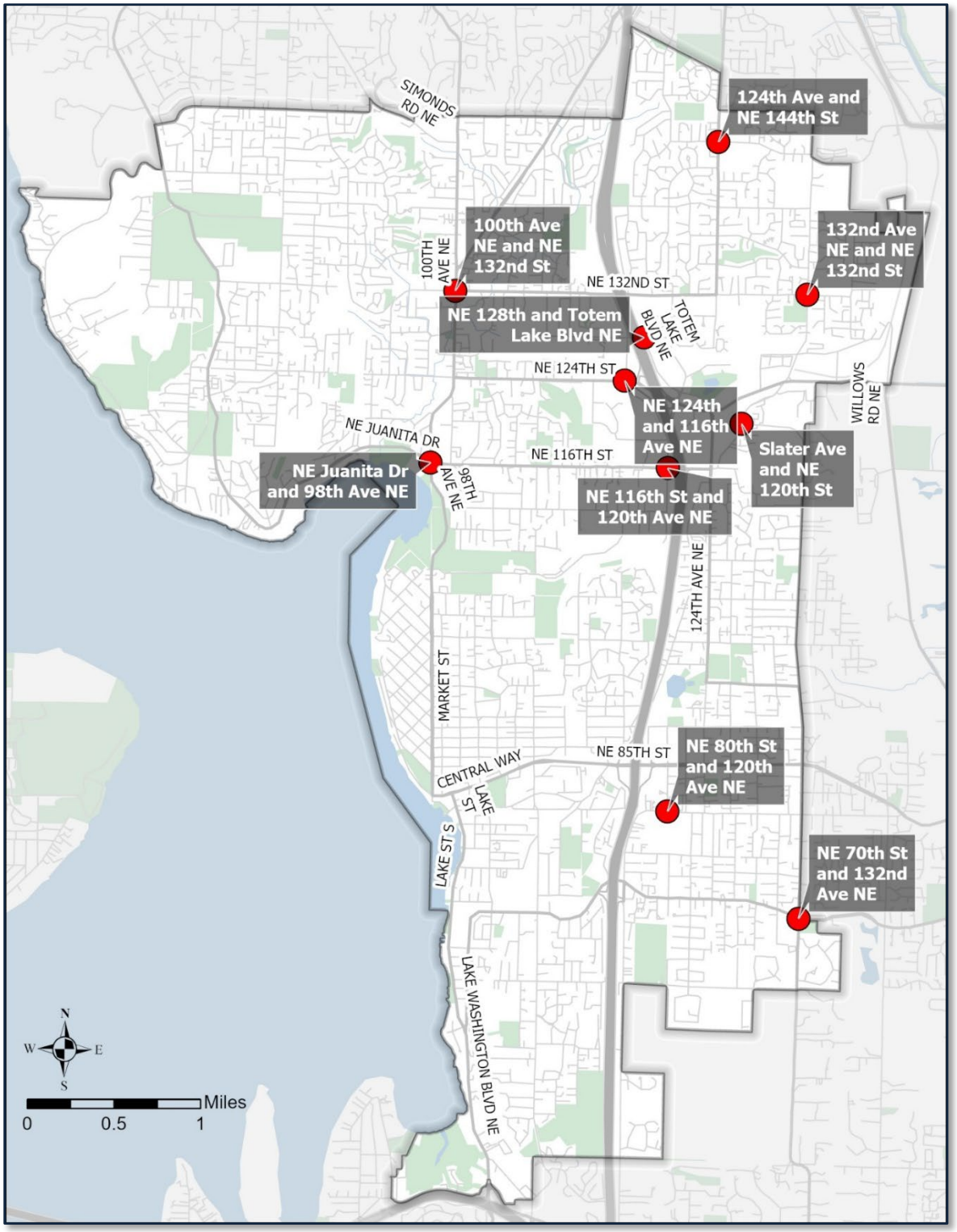
Critical Intersection Analysis

Critical Intersections were identified as having a heightened need for safety improvements due to factors such as high crash frequency, severity of crashes, or risk to VRUs. As described in the crash trends earlier in this document, between 2019 and 2023, over half of all reported crashes and 54% of fatal or serious injury crashes occurred at intersections, making them the locations most likely to experience crashes in the city's roadway network. The analysis showed

that rear-end and angle crashes were the most frequent, often tied to signal timing issues, driver inattention, and failure to yield. Signalized intersections in particular account for nearly 30% of all crashes, underscoring the need for targeted safety improvements.

A focused review was conducted on high-risk intersections to better understand patterns of serious injury crashes and identify effective safety solutions. Ten intersections were identified for targeted safety enhancements based upon crash history, proximity to pedestrian-generating land uses such as parks and schools, and historical community complaints. Of the 10 intersections shown in Figure 33, four were analyzed for crashes, while the remaining six were assessed based on near-miss incidents (also referred to as close calls) analysis, as detailed below.

Figure 33. Critical intersections



Intersection Crash Analysis

A detailed crash analysis was completed for four of the critical intersections, shown in the following section Countermeasures for Critical Intersections. The detailed intersection crash analysis clarifies why serious crashes are happening; identified common issues include speeding, unsafe turns, and drivers not yielding the right-of-way.

To make these locations safer, recommended countermeasures such as protected left-turn arrows, revisions to traffic signal timing, access management, clearer signs, and automated enforcement are shown for each specific intersection. By tailoring improvements to the specific crash patterns at each location, the intersection review supports Kirkland's commitment to proactive, data-driven safety improvements. With this focused and thoughtful approach, Kirkland is taking important steps toward making streets safer for everyone. More detailed findings for each critical intersection and specific countermeasures are included in the section **Countermeasures for Critical Intersections** below.

Near-Miss Analysis

Potential conflicts and near-miss events (often referred to as close calls) happen when two or more road users come close to a crash but avoid it. While these events do not result in a crash, they signal the potential need for safety improvements. Quantifying the types of close calls helps the city take proactive steps to fix problems before they lead to serious injuries or fatalities.

A near-miss analysis was conducted at six of the critical intersections to identify potential crash risks before actual crashes occur. Unlike traditional crash analysis, which relies on historical crash data, near-miss analysis is a video-based AI (Artificial Intelligence) analysis which identifies patterns of potential conflicts, non-compliance, and risk that typically precede crashes.[7] For the purposes of this study, near-miss events were defined as events with a post encroachment time less than 5 seconds (where the paths of two road users intersected within five seconds of each other). This definition applies to both

[7] https://www.streetsimpified.com/

vehicle/vulnerable road user interactions and vehicle/vehicle interactions. The study also tracked the conflict order (when specific road users crossed in front of as well as behind other road users). For the findings and reporting of near-misses, both types were reported as potential conflicts.

Video data was collected at the following locations over two consecutive mid-weekdays in March 2025 when school was in session and there were no adverse weather events:

- NE 80th St & 120th Ave NE
- 132nd Ave NE & NE 132nd St
- 100th Ave NE & NE 132nd St
- NE 128th St & Totem Lake Blvd
- Juanita Dr & 98th Ave NE
- NE 70th St & 132nd Ave NE

Video footage was processed to extract turning movement counts, VRUs, crossing behavior, signal compliance, red-light infractions, speed violations, and interactions indicative of elevated safety risk. The analysis also included a qualitative assessment of lighting adequacy, crosswalk geometry, and visibility of signage. The detailed assessment of the six intersections had several key safety findings, summarized below.

Vulnerable Road User Conflicts

A high number of conflicts were recorded between vehicles and VRUs (pedestrians or bicyclists), particularly during turning movements. These conflicts often occurred even when VRUs were legally crossing with a walk signal. Many involved drivers failing to yield to VRUs while making left or right turns. Most affected intersections:

- *NE 80th St & 120th Ave NE*: High counts of crosswalk conflicts during both left and right turns.
- *132nd Ave NE & NE 132nd St*: Concentrated VRU conflicts during peak pedestrian activity.
- *NE 128th St & Totem Lake Blvd*: Elevated pedestrian activity and frequent near-misses in crosswalk zones.

Left-Turn and Through-Movement Conflicts

Permissive left-turn phases correlated with a high number of left/through conflicts. Near-misses frequently occurred when left-turning drivers failed to yield to oncoming traffic or crossing pedestrians. Additional conflicts arose from phase transition overlaps in opposing through movements. Most affected intersections:

- *NE 80th St & 120th Ave NE*: Over 70 left-through conflict events were recorded.
- *132nd Ave NE & NE 132nd St*: High number of pedestrian and turning vehicle conflicts.
- *NE 70th St & 132nd Ave NE*: Instances of through-through conflict during phase transitions.

Red Light Running and Signal Timing Considerations

Red-light running was documented at several intersections, with events often occurring during clearance intervals. Some vehicles entered the intersection legally but contributed to near-miss conditions due to inadequate time for others to react. Most affected intersections:

- *NE 80th St & 120th Ave NE:* Several red-light violations by both left-turning and through traffic.
- *NE 70th St & 132nd Ave NE:* Events consistent with "dilemma zone" behavior during yellow phases, including stopping suddenly on yellow or accelerating to beat it. The dilemma zone is a critical area on the approach to a signalized intersection where drivers, on the onset of a yellow light, face the decision to stop before the stop line or proceed through the intersection.
- *Juanita Dr & 98th Ave NE:* Observed phase transition hesitations and late signal compliance.

Speed Trends and Signage Gaps

Video analytics can do more than record traffic; they can also measure how fast vehicles are moving. The technology works by spotting each vehicle in the video, following its movement, and then calculating speed based on how long it takes to travel a known distance on the road. The results highlight where speeding is common and show how higher speeds can raise both the likelihood and severity

of crashes, particularly for pedestrians. Of the intersections included within the study, some approaches lacked posted speed limit signage, exacerbating the problem. Most affected intersections:

- *NE 80th St & 120th Ave NE*: Over 380 speeding events across both days; southbound approach lacked signage.
- *NE 128th St & Totem Lake Blvd*: Elevated speeds during off-peak hours.
- *NE 132nd St & 100th Ave NE*: Signs of higher driving speeds were noted in an area with few roadway features that naturally slow traffic.

Lighting Conditions

For this analysis, intersection lighting was evaluated using a five-star scale. A 1-star rating indicates no lighting, where pedestrians and cyclists are unlikely to be visible at night, while a 5-star rating represents excellent illumination, with the entire intersection clearly visible. The overall intersection rating reflects the average of the ratings assigned to each corner.

All intersections received a “4-star” average lighting score indicating generally adequate lighting infrastructure. These findings are not based on photometric analysis and have not been verified using engineering analysis. The near-miss analysis highlighted that all locations may benefit from enhanced lighting at crosswalks and approaches to improve VRU visibility and safety.

Key findings are shown visually below in Figure 34 through Figure 39. These figures show road user paths as cyan and orange lines, and near-miss potential conflict points as red dots.

Figure 34. Key Near-miss Study Findings at the NE 80th St/120th Ave NE Intersection

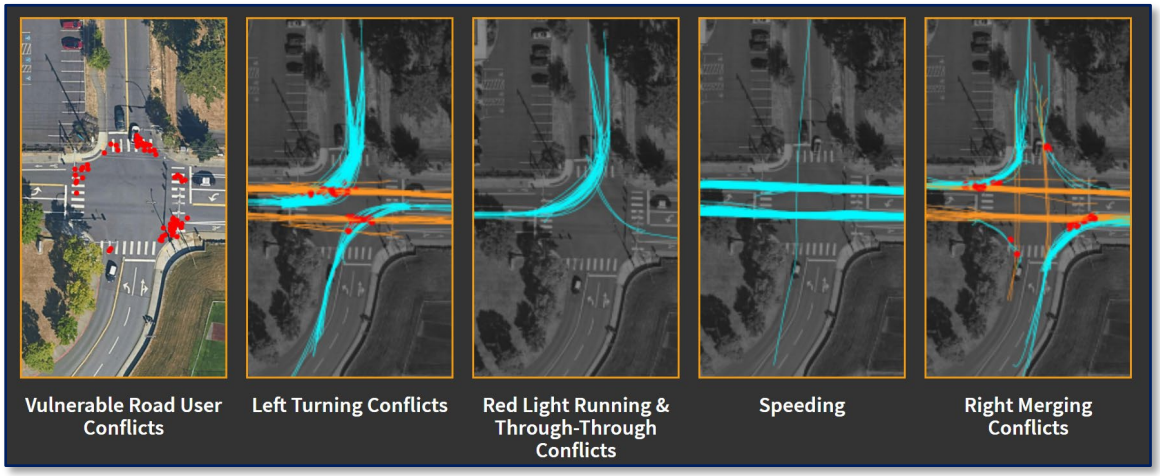


Figure 35. Key Near-miss Study Findings at the NE 132nd St/132nd Ave NE Intersection



Figure 36. Key Near-miss Study Findings at the 100th Ave NE/NE 132nd St Intersection

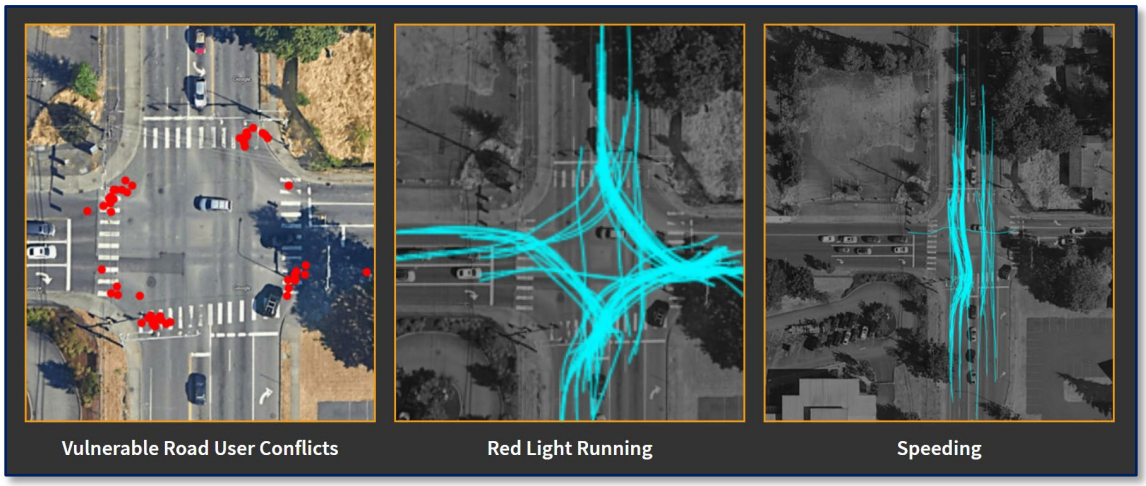


Figure 37. Key Near-miss Study Findings at 98th Ave NE/Juanita Dr Intersection

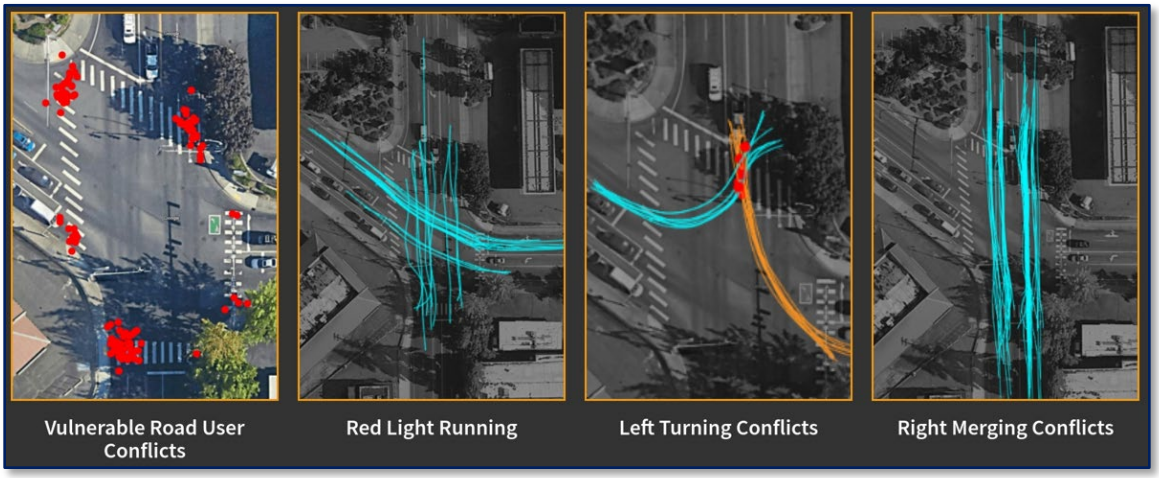


Figure 38. Key Near-miss Study Findings at the NE 70th St/132nd Ave Intersection

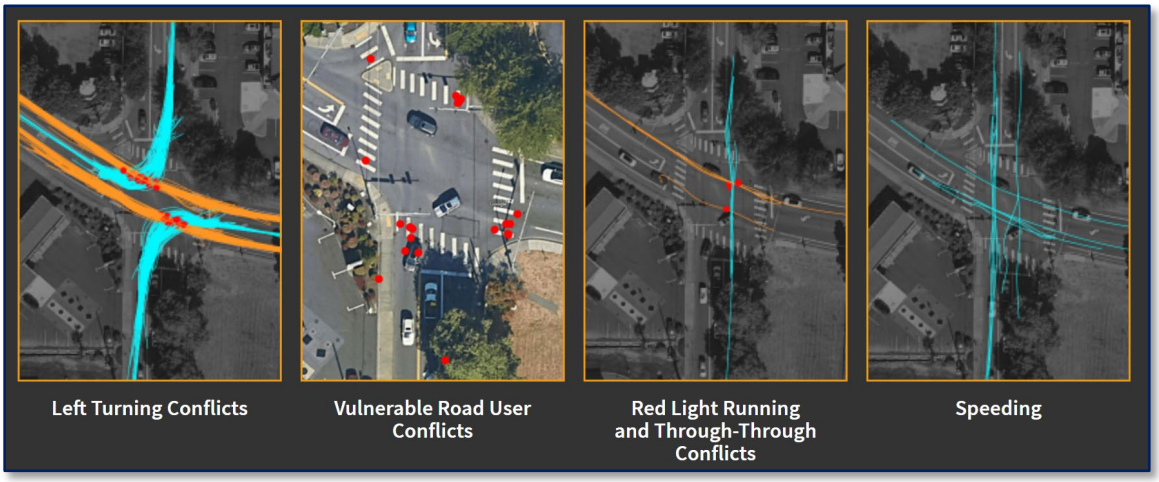
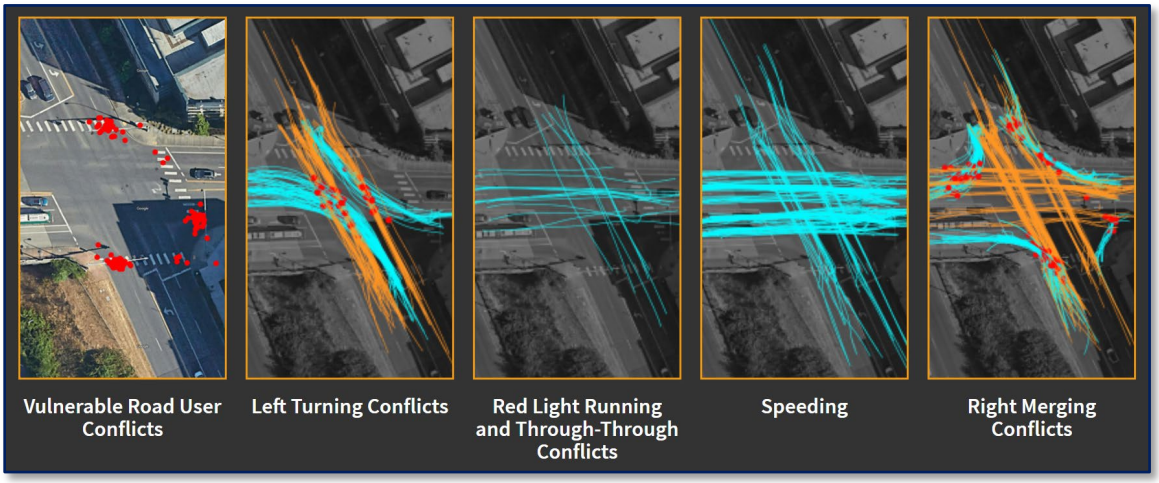


Figure 39. Key Near-miss Study Findings at the NE 128th St/Totem Lake Blvd Intersection



Based on the near-miss analysis findings, several countermeasures were identified across the intersections studied:

- **Protected-Only Left Turn Phasing**: Reduce conflict by eliminating permissive left turns. Can be applied by time of day.
- **Longer Pedestrian Clearance Intervals**: Ensure adequate time for VRUs, especially elderly users, to complete crossings.
- **Stop Bars and Yield Markings**: Improve driver awareness of crosswalk zones and VRUs in the crosswalk with visual separation.
- **Speed Feedback and Enforcement Measures**: Reinforce compliance through radar signs, high-visibility enforcement, or automated enforcement of speed limits of red lights.
- **Improved Lighting and Signal Visibility**: Enhance nighttime safety and signal visibility, particularly at wide or complex intersections.

More detailed findings for each intersection and specific countermeasures are included in the section **Countermeasures for Critical Intersections** below.

Strategies for Building Safer Streets

The most effective way to improve safety on city streets is to adopt a comprehensive Safe System Approach that addresses all aspects of a transportation system: safe road users, safer vehicles, safer roads, safer speeds, and post-crash care.

Specific to safer roads and safer speeds, a range of strategies can be implemented including safety countermeasures, programs, and capital projects to prevent fatal and serious injury crashes in the future.

Safety Countermeasures

Countermeasures are engineering improvements designed to prevent the occurrence of specific types of crashes or reduce their severity. They can include physical changes to the road, such as enhanced pedestrian crossings, updated signage, better street lighting, raised medians, or other physical changes to intersections including protected intersections or intersection corner treatments. Safety countermeasures can also be installation of traffic control devices that focus on driver behavior, such as speed radar feedback signs and automated enforcement to control speeding.

These interventions reduce vehicle speeds, encourage responsible driving behavior, and create a roadway environment that is more forgiving and easier to navigate for all users, including people walking, bicycling, rolling, driving, or riding transit.

For this plan, each selected study corridor and intersection were matched with potential countermeasures based on the most common types of crashes and contributing factors at that location. For example:

- Where left-turn or angle crashes are common, appropriate countermeasures may include dedicated turn lanes, protected turn signals, or improved sight lines.
- Where speeding is a common contributing crash factor, traffic calming tools such as narrower lanes, speed cushions, or automated speed enforcement may be considered.

- For corridors with high numbers of pedestrian- or bicyclist-involved crashes, responsive strategies may include better crosswalk visibility, protected bike lanes, or longer pedestrian clearance intervals.

Using the crash data findings, a toolbox of evidence-based safety countermeasures was developed to be applied at various critical segments and intersections. The countermeasure toolbox included in Appendix D: Countermeasure Toolbox is a practical guide to improving traffic safety by connecting identified safety needs with proven solutions. Each countermeasure in the toolbox is designed to address common safety issues. Figure 40 through Figure 42 highlight a few examples of these recommended solutions. The toolbox in Appendix D explains how each safety countermeasure works, its safety benefits, and where it can be used. This organized set of tools can help the city of Kirkland prioritize safety improvements that are grounded in data, focused on results, and tailored to the unique needs of the street or intersection being addressed.

Figure 40. Pedestrian Refuge Island



Figure 41. Improved Pedestrian Crossing



Figure 42. Automated Enforcement



Countermeasures for Critical Road Segments

In the following pages, each of the ten critical road segments is listed along with their most prevalent crash types, contributing circumstances and safety countermeasures to address safety issues. These one-page summaries of each road segment provide a roadmap to help scope engineering design work and construction projects in the future.

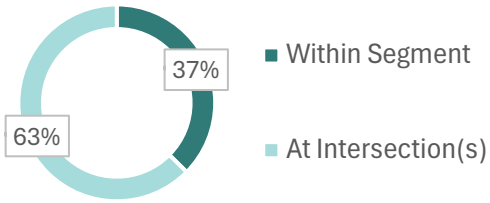
Arterial

NE 85th St

Extents: 120th Ave NE to 132nd Ave NE



163 Total Crashes



VRU and FSI Crashes

Pedestrian Related	7
Bicycle Related	0
Fatal & Serious Injury	3

Leading Crash Types

- Angle (34%)
- Rear-end (31%)

Potential Countermeasures

- Access management strategies (See A.1)
- Improved active transportation infrastructure, including enhanced pedestrian crossings, median refuge (See A.4)
- Traffic signal timing improvements (See A.2)
- Improved traffic signage and markings, including intersection warning signs (A.5)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Exceeding reasonable safe speed
- Following too closely

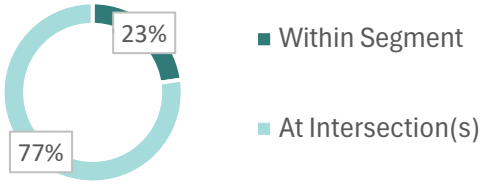
Arterial

Totem Lake Blvd NE

Extents: NE 124th Street to NE 132nd Street



131 Total Crashes



VRU and FSI Crashes

Pedestrian Related	2
Bicycle Related	3
Fatal & Serious Injury	3

Leading Crash Types

Angle (40%)

Left turn (32%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Improper turn/merge

Potential Countermeasures

- Access management strategies, including median installations, driveway consolidation (See A.1)
- Improved active transportation infrastructure (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected left turns, reassessed clearance interval (See A.2)
- Improved traffic signage and markings, including intersection warning signs (See A.5)

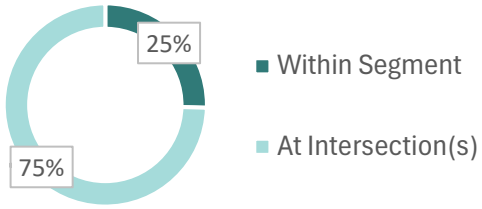
Arterial

124th Ave NE

Extents: NE 85th Street to NE 116th Street



114 Total Crashes



VRU and FSI Crashes

Pedestrian Related	4
Bicycle Related	4
Fatal & Serious Injury	4

Leading Crash Types

- Rear-end (34%)
- Angle (24%)
- Left turn (24%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Improper turn/merge
- Inattention

Potential Countermeasures

- Access management strategies (See A.1)
- Improved active transportation infrastructure, including sidewalk infill (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, lead pedestrian interval (See A.2)
- Improved traffic signage and markings, including intersection warning signs (See A.5)

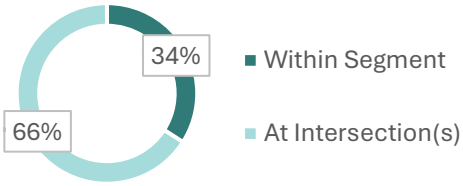
Arterial

98th Ave NE / NE 120th Pl/ 100th Ave NE

Extents: Forbes Creek Drive to NE 124th Street



91 Total Crashes



VRU and FSI Crashes

Pedestrian Related	5
Bicycle Related	5
Fatal & Serious Injury	3

Leading Crash Types

Angle (48%)

Rear-end (21%)

Contributing Circumstances

- Exceeding reasonable safe speed
- Did not grant right-of-way to vehicle
- Improper turn/merge

Potential Countermeasures

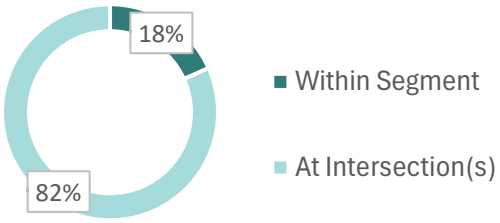
- Access management strategies (See A.1)
- Improved active transportation infrastructure (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, clearance interval, leading ped interval (See A.2)
- Speed management strategies, including more frequent speed limit signs, speed feedback signs, speed safety cameras (See A.3)
- Improved traffic signage and markings (See A.5)

Arterial NE 132nd St

Extents: Totem Lake Boulevard NE to 132nd Avenue NE



82 Total Crashes



VRU and FSI Crashes

Pedestrian Related	4
Bicycle Related	3
Fatal & Serious Injury	3

Leading Crash Types

- Rear-end (30%)
- Left turn (27%)

Contributing Circumstances

- Exceeding reasonable safe speed
- Did not grant right-of-way to vehicle

Potential Countermeasures

- Improved active transportation infrastructure, especially near schools, including enhanced pedestrian crossings (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, clearance interval, leading ped interval (See A.2)
- Speed management strategies, including more frequent speed limit signs, speed feedback signs, speed safety cameras (See A.3)
- Assess sight distance requirements at stop-controlled intersections, then consider vegetation removal and warning signs (See A.6)

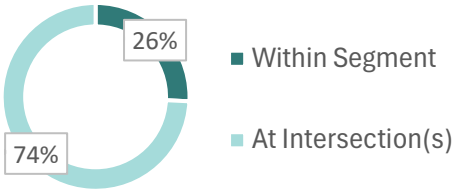
Arterial

NE 70th St

Extents: 116th Avenue NE to 132nd Avenue NE



6 Total Crashes



VRU and FSI Crashes

Pedestrian Related	0
Bicycle Related	3
Fatal & Serious Injury	3

Leading Crash Types

Angle (29%)

Left turn (24%)

Contributing Circumstances

- Did not grant right-of-way to vehicle

Potential Countermeasures

- Access management strategies (See A.1)
- Improved active transportation infrastructure, including feasibility assessment of buffered bike lanes. (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts turn(s), clearance intervals (See A.2)
- Improved traffic signage and markings, including intersection warning signs (See A.5)
- Intersection evaluation for potential roundabout at NE 70th/122nd Ave NE (See A.6)

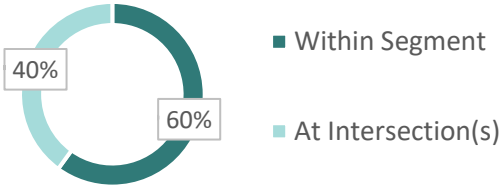
Arterial

Juanita Dr NE

Extents: 93rd Avenue NE to NE 122nd Street



25 Total Crashes



VRU and FSI Crashes

Pedestrian Related	0
Bicycle Related	1
Fatal & Serious Injury	3

Leading Crash Types

- Left turn (31%)
- Fixed object (20%)
- Run-off roadway (24%)

Contributing Circumstances

- Exceeding reasonable safe speed

Potential Countermeasures

- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, clearance intervals (See A.2)
- Speed management strategies, including more frequent speed limit signs, speed feedback signs, speed safety cameras (See A.3)
- Assess sight distance requirements at stop-controlled intersections, then consider vegetation removal and warning signs (See A.6)
- Assess roadside safety (fixed objects, clear zone) and clear the roadside as feasible (See A.7)
- Consider high friction surface treatments at locations exhibiting run-off-road crashes (See A.7)

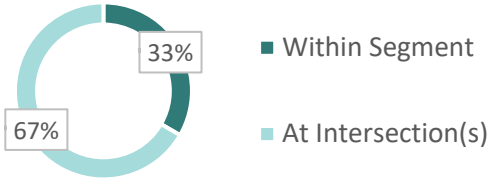
Collector

120th Ave NE

Extents: NE 80th Street to NE 90th Street



52 Total Crashes



VRU and FSI Crashes

Pedestrian Related	5
Bicycle Related	1
Fatal & Serious Injury	1

Leading Crash Types

- Left turn (31%)
- Angle (29%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Improper turn/merge

Potential Countermeasures

- Improved active transportation infrastructure, including enhanced pedestrian crossings (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, clearance intervals (See A.2)
- Improved traffic signage and markings, including intersection warning signs (See A.5)

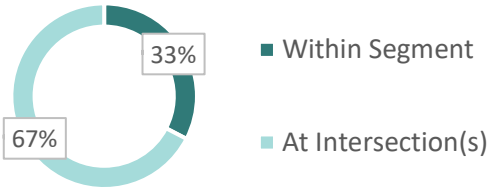
Collector

120th Ave NE

Extents: Totem Lake Blvd NE to NE 132nd Street



46 Total Crashes



VRU and FSI Crashes

Pedestrian Related	4
Bicycle Related	0
Fatal & Serious Injury	2

Leading Crash Types

Left turn (54%)

Angle (24%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Improper turn/merge

Potential Countermeasures

- Access management strategies (See A.1)
- Improved active transportation Infrastructure, including sidewalk infill and enhanced pedestrian crossings (See A.4)
- Assess sight distance requirements at stop-controlled intersections and driveways, then consider vegetation removal, other sight distance improvements (e.g., reduce parallel parking near intersections and driveways), and warning signs (See A.5, A.6 and A.7)

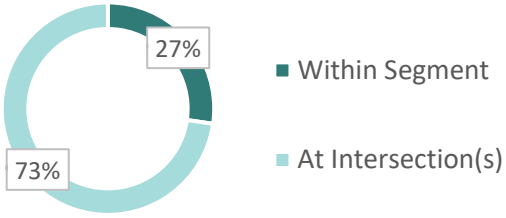
Collector

Slater Ave NE/ 132nd Ave NE

Extents: 124th Street to NE 132nd Street



44 Total Crashes



VRU and FSI Crashes

Pedestrian Related	1
Bicycle Related	1
Fatal & Serious Injury	2

Leading Crash Types

- Angle (30%)
- Left turn (20%)
- Rear-end (20%)

Contributing Circumstances

- Exceeding reasonable safe speed
- Improper turn/merge

Potential Countermeasures

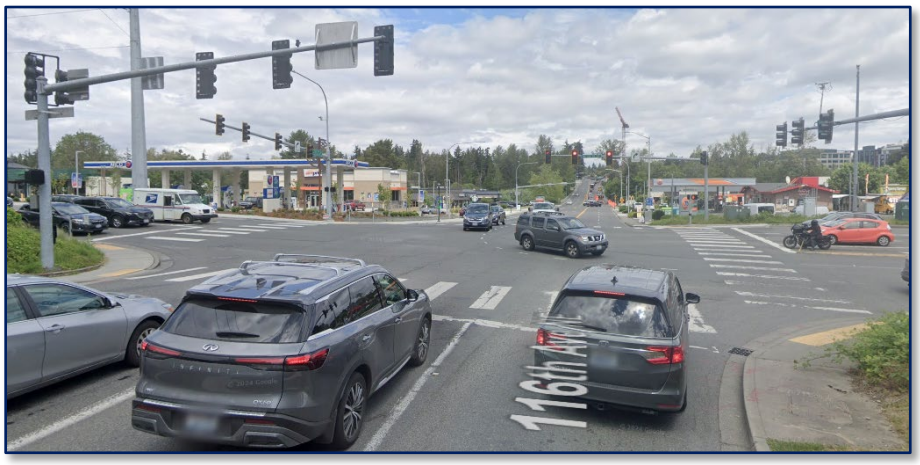
- Speed management strategies, including more frequent speed limit signs, speed feedback signs, speed safety cameras (See A.3)
- Improved active transportation infrastructure, including enhanced pedestrian crossings (See A.4)
- Traffic signal timing modifications, including flashing yellow arrow, protected lefts, clearance intervals, ped clearance interval (See A.2)
- Improved traffic signage and markings, including intersection warning signs (See A.5)

Countermeasures for Critical Intersections

In the following pages, each of the ten critical intersections are listed along with their most prevalent crash types, contributing circumstances, and safety countermeasures to address these safety issues. This includes both the intersections from the crash data analysis and the near-miss analysis. These one-page summaries of each intersection provide a roadmap to help scope engineering design work and construction projects in the future.

Intersection

NE 124th St and 116th Ave NE



Total at Intersection	**32**
Pedestrian Related	0
Bicycle Related	0
Fatal & Serious Injury	5

Leading Crash Types

Angle (44%)

Rear-end (34%)

Contributing Circumstances

- Exceeding reasonable safe speed
- Improper turn/merge
- Did not grant right-of-way to vehicle

Potential Countermeasures

- Access management strategies, including driveway consolidation (See A.1)
- Automated traffic safety cameras including automated red-light enforcement (See A.2)
- Speed management strategies, including automated traffic safety cameras near the intersection (See A.3)
- Traffic signal improvements, including reflectorized back plates. (See A.3)
- Dilemma zone protection, coordination with adjacent signals (timed to target operating speed), updated clearance intervals (See A.2)
- Improved traffic signage and markings, including signal ahead warning signs (See A.5)

Intersection

NE 116th St and 120th Ave NE



Total at Intersection	**21**
Pedestrian Related	0
Bicycle Related	0
Fatal & Serious Injury	0

Leading Crash Types

Rear-end (43%)

Angle (38%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Improper turn/merge

Potential Countermeasures

- Improved traffic signage and markings, including signal ahead warning signs and lane assignment signs on the back of each mast arm (See A.5)
- Improve intersection lighting (See A.6)
- Speed management strategies, including automated traffic safety cameras near the intersection and red-light running cameras. (See A.3)
- Traffic signal improvements, including reflectorized back plates,
- Dilemma zone protection, coordination with adjacent signals, updated clearance intervals. (See A.2)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Intersection

Slater Ave NE and NE 120th St



Total at Intersection	**18**
Pedestrian Related	1
Bicycle Related	0
Fatal & Serious Injury	1

Leading Crash Types

Angle (39%)

Left turn (28%)

Contributing Circumstances

- Did not grant right-of-way to vehicle
- Inattention

Potential Countermeasures

- Improved traffic signage and markings, including signal ahead warning signs (See A.5)
- Improve intersection lighting (See A.7)
- Automated red-light enforcement. (See A.2)
- Traffic signal improvements, including reflectorized back plates, protected-only left turn phasing, lead pedestrian interval, clearance intervals (See A.2)
- Assess the effects of prohibiting right turn on red at all approaches. (See A.2)
- Intersection evaluation to determine if a roundabout is warranted. (See A.6)

Intersection

124th Ave and NE 144th St



Total at Intersection	**7**
Pedestrian Related	1
Bicycle Related	0
Fatal & Serious Injury	0

Leading Crash Types

Rear-end (43%)

Angle (29%)

Contributing Circumstances

- Did not grant right-of-way to vehicle

Potential Countermeasures

- Traffic signal improvements, including dilemma zone protection, lead pedestrian interval, clearance intervals (See A.2)
- Improved traffic signage and markings, including signal ahead warning signs (See A.5)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Near-Miss

100th Ave NE and NE 132nd St



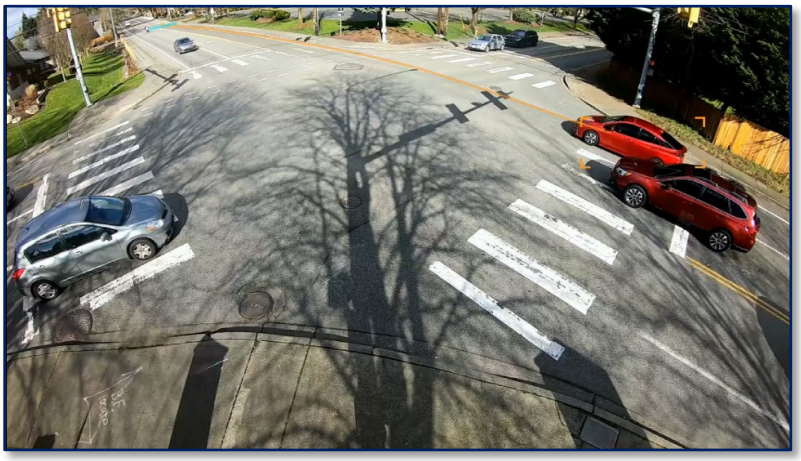
Near-Miss Events (48-hour analysis)	Total = 752
Merging Right Conflicts	548
Speeding	107
Vehicle Red Light Running (Left Turns)	Left Turns = 68 Through = 9
Red Light Running Opposing (Conflicts	Left-Left = 8 Left-Through = 3
Pedestrian Non-Compliance	5
Crosswalk Conflicts with Vehicles	First Events = 3 Second Events = 1

Potential Countermeasures

- Automated traffic safety cameras including automated red-light running. (See A.2)
- Improved traffic signage and markings, including stop bars at crosswalks (See A.5)
- Traffic signal improvements, including reflectorized back plates, protected-only left turn phasing, lead pedestrian intervals, clearance intervals, coordination with adjacent signals (See A.2)
- Speed feedback signs on approaches experiencing high operating speeds (See A.3)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Near-Miss

132nd Ave NE and NE 132nd St



Near-Miss Events (48-hour analysis)	Total = 825
Merging Right Conflicts	388
Red Light Running Opposing (Left-Left Conflicts)	154
Speeding	107
Crosswalk Conflicts with Vehicles	First Events = 65 Second Events = 44
Vehicle Red Light Running (Through)	25
Red Light Running Opposing (Left-Through Conflicts)	25
Pedestrian Non-Compliance	17

Potential Countermeasures

- Automated traffic safety cameras including automated red-light running. (See A.2)
- Improved traffic signage and markings, including signal ahead warning signs (See A.5)
- Traffic signal improvements, including reflectorized back plates, protected-only or protected-permissive left turn phasing (with flashing yellow arrow), lead pedestrian interval, clearance intervals, coordination with adjacent signals (See A.2)
- Speed feedback signs on approaches with high operating speeds (See A.3)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Near-Miss

NE 128th St and Totem Lake Blvd NE



Near-Miss Events (48-hour analysis)	Total = 1320
Speeding	302
Merging Right - Through Conflicts	286
VRU with Right-turning Vehicle	First Event = 203 Second Event = 67
Opposing Left Through Conflicts	145
Merging Right - Left Conflicts	106
Intersection Blocking	70
Vehicle Red Light Running	49
Merging Left-Through Conflicts	27
VRU Crossing off Crosswalk	17
Right Angle Left-Through Conflicts	12
VRU with Through Vehicles	First Event = 0 Second Event = 9
VRU Crossing on Conflicting Green	9
Phase Transition Through-Through Conflicts	6
VRU with Right-through Vehicles	First Event = 5 Second Event = 0
VRU with Left turning Vehicles	First Event = 5 Second Event = 2

Potential Countermeasures

- Pedestrian safety treatments, including leading pedestrian intervals, and prohibit Right Turn On Red. (See A.2 and A.4)
- Protected-only left turn phasing; or if infeasible, protected-permissive left turn phasing (with flashing yellow arrow), (See A.2)
- Right-turn signalization and separate phasing for the eastbound approach. (See A.2)
- Traffic signal improvements, including reflectorized back plates, clearance intervals, coordination with adjacent signals (timed to target operating speed) (See A.2)

Near-Miss

NE 70th St and 132nd Ave NE



Near-Miss Events (48-hour analysis)	Total = 632
Opposing Left-Through Conflicts	338
Phase Transition Left-Left Conflicts	145
VRU Crosswalk Conflicts with Right -Turning Vehicles	First Event = 25 Second Event = 4
Red Light Running - Left Turns	19
VRU Crossing on Conflicting Green	16
Speeding	15
Vehicle Phase Transition Through-Through Conflicts	14
VRU Crossing off Crosswalk	12
Merging Left-Through Conflicts	12
Right Angle Left-Through Conflicts	10
VRU Crosswalk Conflicts with Left -Turning Vehicles	First Event = 5 Second Event = 8
VRU Crosswalk Conflicts with Through Vehicles	First Event = 0 Second Event = 5
Red Light Running - Through	4

Potential Countermeasures

- Protected-only left turn phasing; or if infeasible, protected-permissive left turn phasing (with flashing yellow arrow). (See A.2)
- Traffic signal improvements, including reflectorized back plates, protected-only or protected-permissive left turn phasing (with flashing yellow arrow), clearance intervals, coordination with adjacent signals (See A.2)
- Pedestrian safety treatments, including leading pedestrian intervals and prohibit Right Turn On Red. (See A.2 and A.4)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Near-Miss

NE 80th St and 120th Ave NE



Near-Miss Events (48-hour analysis)	Total = 1268
Speeding	388
Merge Right – Left Conflicts	258
Permissive Left-Through Conflicts	209
Merge Right – Through Conflicts	99
VRU Crosswalk Conflicts with Right -Turning Vehicles	First Event = 99 Second Event = 28
VRU Crossing off Crosswalk	59
Vehicle Red Light Running	37
VRU Crosswalk Conflicts with Left -Turning Vehicles	First Event = 24 Second Event = 25
VRU Crosswalk Conflicts with Through Vehicles	First Event = 4 Second Event = 18
Intersection Blocking	16

Potential Countermeasures

- Pedestrian safety treatments, including leading pedestrian intervals and prohibit Right Turn On Red. (See A.2 and A.4)
- Protected-only left turn phasing; or if infeasible, protected-permissive left turn phasing (with flashing yellow arrow). (See A.2)
- If permissive-protected left turns, then restrict permissive left while pedestrian phase is on or restricting pedestrian phase while flashing yellow arrow is on (See A.2)
- Traffic signal improvements, including reflectorized back plates, protected-only or protected-permissive left turn phasing (with flashing yellow arrow), clearance intervals, coordination with adjacent signals (See A.2)
- Speed feedback signs at approaches, coordination with adjacent signals using target operating speed. (See A.3)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

Near-Miss

NE Juanita Dr and 98th Ave NE



Near-Miss Events (48-hour analysis)	Total = 981
Merging Right – Left Conflicts	370
Speeding	192
Crosswalk Conflicts with Vehicles (Right)	First Event = 165 Second Event = 74
Vehicle Red Light Running	73
Crosswalk Conflicts with Vehicles (Second Events)	33
Intersection Blocking	27
Phase Transition Left-Left Conflicts	17
Crosswalk Conflicts with Vehicles (Left)	First Event = 4 Second Event = 8
Merging Through – Left Conflicts	6
Phase Transition Through-Through Conflicts	5
Merging Left-Through Conflicts	5
Opposing Through – Left Conflicts	2

Potential Countermeasures

- Speed feedback signs at approaches, coordination with adjacent signals using target operating speed. (See A.3)
- Pedestrian safety treatments, including leading pedestrian intervals and prohibit Right Turn On Red. (See A.2 and A.4)
- Bicyclist safety treatments, including bike boxes on additional legs (See A.4)
- Traffic signal improvements, including reflectorized back plates, clearance intervals, coordination with adjacent signals (See A.2)
- Intersection evaluation to determine if a roundabout is warranted (See A.6)

In addition to the engineering safety countermeasures, the city should explore public education campaigns to encourage safer driver behavior and promote a culture of safety. Existing programs at other agencies can act as a framework to implement something similar in Kirkland.

A good example of a public outreach campaign that encourages safer driver behavior is the Washington Traffic Safety Commission (WTSC) traffic safety program media campaign. This organization uses positive community-building messaging that emphasizes driving safely as the social norm. For example, the statements "**We protect ourselves and our neighbors by keep our roadways safe**" and "**We watch out for every road user**" feature prominently on their website. They also sponsor a number of traditional media and social media campaigns that feature similar positive guidance messages. An example image of the WTSC's positive messaging is shown in Figure 43.

Figure 43. Example of Messaging Campaign to Encourage Safer Driving Behavior



Another example of a program to encourage safer driving behavior is the King County Traffic Safety Coalition's Target Zero Program, a coalition of partners that aims to achieve zero serious crashes, injuries, and fatalities on our roadways

Centered on the Safe System Approach, the Target Zero Strategic Plan states its purpose as:

The purpose of the King County Target Zero Coalition and the strategic plan is to support traffic safety planning to reduce the number, severity and impact of injuries and fatalities of those walking, rolling, driving, and traveling within the community, as most collisions are preventable with a system focused approach. Furthermore, we seek to center all work on traffic safety on the principles of racial equity and social justice and emphasize the need of underserved groups/areas of the county within our planning and implementation.

From its creation, the King County Target Zero Coalition brought together representatives from law enforcement, public health, community and human services, liquor control, non-profits, traffic engineers, and transportation agencies, and others. In recent years, the Coalition has expanded substantially to incorporate voices and perspectives from all partners and has worked to reflect the needs of the community it serves. A list of objectives, key performance indicators, proposed tactics, and more can be found within their strategic plan, including implementing safety countermeasures, increasing high visibility enforcement, educational campaigns, and supporting policy changes in each of the Safe System focus areas.

In the future, the City of Kirkland should consider implementing traffic safety programs of its own to work hand-in-hand with the statewide and county-level work described above to act as another layer to prevent future fatal and serious injury traffic crashes This could include creation of materials, thoughtful advertising, and more.

Local Road Safety Plan Project List

Each year, city staff identifies priority locations to implement safety improvements for people walking, rolling, bicycling, and driving. The City of Kirkland maintains a Local Road Safety Plan (LRSP) that uses a data-centric approach to document and prioritize safety projects based on the latest available WSDOT FSI crash data. Updated every two years, it provides a prioritized project list, current capital improvement program projects to address safety concerns, and identifies the need for new capital projects. The city is committed to continuing this work in the coming years.

Policy Review

A comprehensive review of city policies was conducted through development of the 2044 Comprehensive Plan. Policies and actions specific to Transportation are included in both the Transportation Element of the Comprehensive Plan and the standalone Transportation Strategic Plan (TSP). Per the Washington State Growth Management Act (GMA), Kirkland is one of the cities required to fully plan under the GMA and must regularly update a 20-year comprehensive plan every ten years. Recent legislative changes to the GMA effective July 2025 will also require a 5-year implementation progress report following the periodic updates.

Transportation Strategic Plan Policies

Specific to the Vision Zero goal, policy and action language from the TSP is included below:

Goal T-1: Eliminate all transportation-related fatal and serious injury crashes, while reducing all crashes in Kirkland by 2035.

Policy T-1.1: Implement the Vision Zero Action Plan and track progress annually.

a) Improve the city's webpage interface to provide more transparent data to the public (e.g. web-map, dashboard).

b) Track progress annually and report to the Council every 2 years.

c) Update the city's Local Road Safety Plan every 2 years with updated crash data that identifies safety issues and contributing factors, proposing specific countermeasures, and identifying safety improvement projects.

d) Regularly update the Vision Zero Action Plan and policies.

Policy T-1.2: Implement the principles of a Safe System Approach by prioritizing safe street designs and strategies.

a) Revise the city's existing design standards with best practices and innovation using national sources on design. Be a leader in implementing safety as standard practice.

b) Evaluate and update the policy for setting speed limits to lower speeds and encourage safer travel behavior.

c) Equip all city fleet vehicles with safety-related devices and technology that identifies dangerous driving behaviors.

d) Reduce emergency vehicle response times with technology such as GPS-based, Intelligent Transportation Systems solutions.

e) Conduct near-miss analysis at select intersections, improve methods to record reported safety issues, and explore additional data sources.

f) Make roundabouts the default design for new intersections or major intersection improvements, unless shown to be infeasible.

Policy T-1.3: Advance the city's Complete Streets ordinance by accommodating all modes of travel in transportation system projects.

a) Update the city's Complete Street ordinance as set forth in Kirkland Municipal Code (KMC) Section 19.08.055 to be consistent with current national best practices.

b) Ensure that safety is the first lens through which all capital transportation projects are designed.

Policy T-1.4: Build a robust and transparent data framework.

a) Seek opportunities to improve collision data collection and analysis, such as adding sources, addressing data anomalies, reporting, and database improvements.

b) Seek innovations in technology to improve understanding of contributing factors and preventative measures.

c) Collect before/after data for safety improvement projects.

d) Conduct risk exposure analysis for vulnerable users as a preventative measure.

e) Implement technology systems to support performance monitoring and studies of the transportation system, including data storage and analytics.

Policy T-1.5: Promote and institutionalize a 'culture of safety.'

a) Implement a comprehensive staff training program to encourage a culture of safety across relevant departments.

b) Educate the public on Vision Zero and factors contributing to crashes (e.g. human behavior, season/weather, speed) as well as rules of the road. Coordinate with city departments on messaging and opportunities to educate the public.

c) Coordinate with the Planning and Building Department and with private businesses to improve safety in private parking lots by implementing measures such as dedicated pedestrian pathways, speed control, and lighting.

d) Work with developers and contractors to improve implementation of safe routes for pedestrians and bicyclists through construction zones.

e) Work with schools and police resource officers to enhance traffic safety education in schools including bicycle and pedestrian education.

f) Work with the Lake Washington School District and other schools to improve circulation in and around schools at pick-up and drop-off times.

g) Identify opportunities to implement a culture of safety along the Cross Kirkland Corridor and to reduce speeds and potential conflicts.

Vision Zero Action Plan Policies

Specific objectives and implementation strategies were identified in the Vision Zero Action Plan adopted by Kirkland City Council in 2022. While several of these were integrated into the policies of the TSP, the VZAP offers further detail. These objectives, which can be considered policies, and corresponding actions for implementation are listed below:

Objective 1: Prioritize Safe Street Design

Strategy 1a. Evaluate high crash corridors and intersections to identify potential engineering improvements and countermeasures

Strategy 1b. Grow system of separated bicycle and pedestrian facilities (such as protected bike lanes, network of neighborhood greenways, etc.)

Strategy 1c. Use best practices in the design of intersections and crosswalk enhancements

Strategy 1d. Use best practices when implementing capital projects

Strategy 1e. Conduct land use and transportation facilities analysis on high priority corridors (for example the 128th St Corridor Study)

Objective 2: Operate Safe Streets

Strategy 2a. Evaluate and update speed limit setting policy citywide

Strategy 2b. Utilize signal modifications to increase safety (leading pedestrian intervals, bicycle specific signal phases and signal heads, pedestrian scrambles, etc.)

Strategy 2c. Grow school enforcement camera program and consider additional school zone safety improvements

Strategy 2d. Prevent blocking of crosswalks and bike facilities

Strategy 2e. Form a response team to evaluate crash factors, determine whether immediate safety improvements are needed after any fatal crash

Objective 3: Build a Robust and Transparent Data Framework

Strategy 3a. Seek opportunities to improve crash data collection and analysis (such as additional sources, address data anomalies, etc.)

Strategy 3b. Improve web interface to provide more transparent data to public (web-map, dashboard)

Strategy 3c. Seek innovations in technology to improve understanding of contributing factors and preventative measures

Strategy 3d. Collect before/after data for safety improvement projects (on high crash corridors)

Strategy 3e. Conduct risk exposure analysis for vulnerable users

Strategy 3f. Expand the traffic monitoring program to support additional analysis (pedestrian and bicycle counters, risk exposure analysis)

Objective 4: Promote and Institutionalize a Culture of Safety

Strategy 4a. Educate the public on Vision Zero and contributing factors (human behavior, seasonal, weather related, specific laws, etc.)

Strategy 4b. Coordinate with the Department of Planning and Building or with private businesses to improve safety in private parking lots (such as dedicated pedestrian pathways, speed control, lighting, etc.)

Strategy 4c. Work with developers and contractors to provide safe routes through construction

Strategy 4d. Work with school district and resource officers to enhance traffic safety education in schools

Strategy 4e. Coordinate with city departments on data sharing, messaging the community, and continuing education to maintain culture of safety

Public Works Pre-Approved Plans and Policies

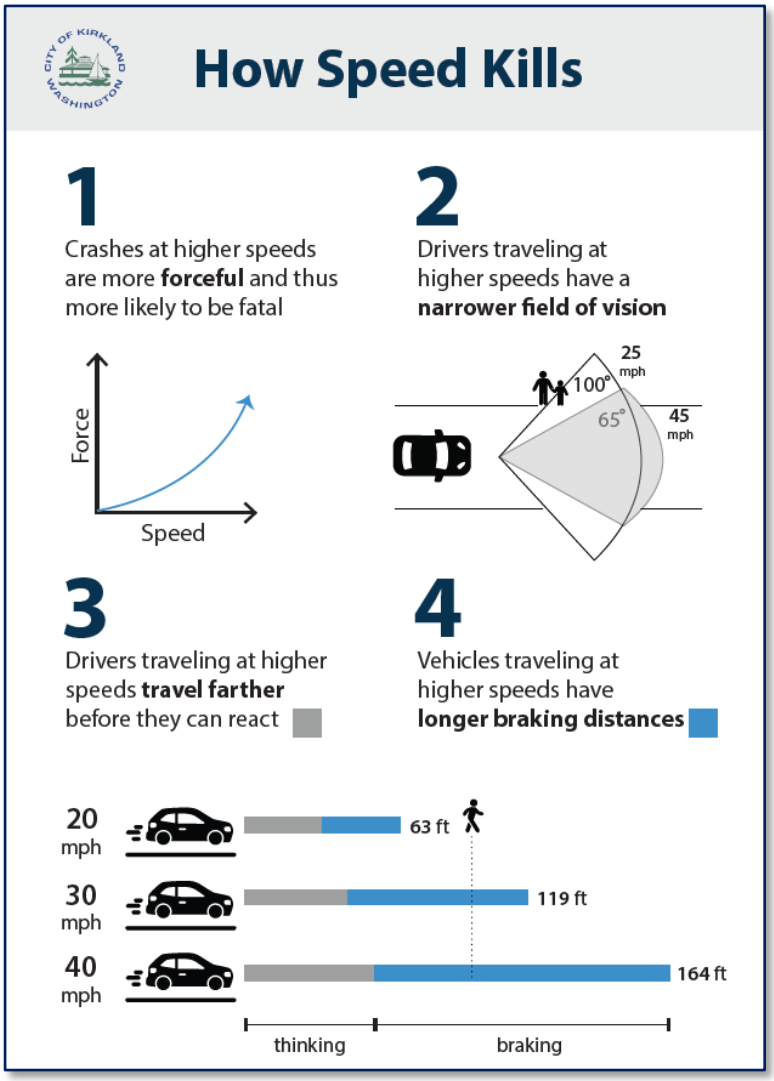
Each year, staff review and revise the Pre-Approved Plans and Policies shown on the city's website[8]. The pre-approved plans, similar to standard plans in other agencies, are to be referred to by any individual or company designing, constructing, or maintaining infrastructure including water, sewer, storm drainage, or street improvements in the City of Kirkland. In alignment with the city's Vision Zero goals and objectives, city staff should continue to review the pre-approved plans on an annual basis and make revisions to these plans to encourage safer driving behavior and create a more forgiving road environment to reduce the number of fatal and serious injury crashes in the future.

[8] https://www.kirklandwa.gov/Government/Departments/Development-Services-Center/Tools-and-Resources/Pre-Approved-Plans

Rethinking Speed Limits for Safer Roads

Safer speeds are essential for improving roadway safety, as they reduce both the chances of a crash and the severity of injuries when crashes do occur. Lower vehicle speeds reduce stopping distances, increase drivers' ability to react to unexpected events, and significantly improve the chances of survival for VRUs involved in a crash. At safer speeds, roadways become more forgiving of human error, supporting a transportation system that prioritizes life and minimizes harm.

Figure 44. How Speed Kills
Source: NATCO City Limits (2020)



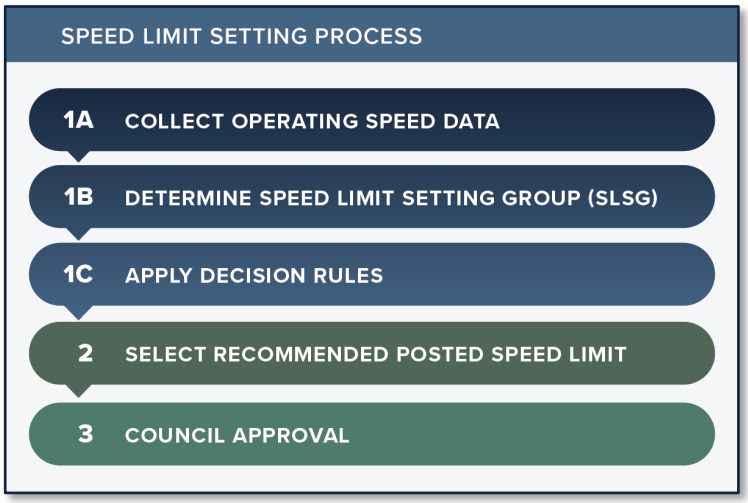
Modern speed limit setting strategies are shifting away from traditional methods such as relying only on the 85th percentile speeds of motor vehicle traffic, instead moving toward a context-sensitive approach that prioritizes human life and accommodates all users. Best practices use a combination of motor vehicle speeds, roadway context, land use, multimodal presence, and crash history to inform posted speed limits.

As a part of the KTSAP, an operational speed study was performed for approximately 90 segments of collector and arterial roadways using pneumatic tubes. This data can be used as an input for the evaluation process of setting speed limits in the future as described in the next section. As a next step, the city should pursue speed management implementation strategies to address areas with higher safety needs and areas of higher instances of driver speeding.

Speed Limit Setting Policy Changes

A new, context-sensitive framework for setting posted speed limits has been developed to replace the city's current speed limit setting policy R-17. This policy update, explained in more detail in Appendix E: Speed Limit Setting Policy, aims to set speed limits that are safe, reasonable, and consistent with roadway function and surrounding land use. Local Streets, Neighborhood Greenways, and School Speed Zones will have default speed limits as policy principles. For all other roadways, specifically collector and arterial streets, the policy outlines a new robust analysis process for determining appropriate posted speed limits. The new approach incorporates vehicle driver operating speeds, roadway characteristics, surrounding land use, multimodal activity, and crash history into the decision-making process.

Figure 45. Speed Limit Setting Process



The policy update includes the introduction of two speed limit setting groups, correlated to roadway functional classification and adjacent land use types. Each speed limit setting group uses a decision matrix to evaluate factors such as pedestrian activity and existing facilities, bicycle level of traffic stress, on-street parking, and crash history[9]. The evaluation process, summarized in Figure 45, proposes a new speed limit which is reviewed by transportation engineers to develop a final recommendation for City Council adoption.

The updated policy allows informed adjustments to speed limits based on real-world conditions while ensuring decisions remain transparent, consistent, and replicable. This updated framework reflects a paradigm shift toward safer streets, better multimodal support, and alignment with the Vision Zero goal - marking a major step forward in Kirkland's commitment to traffic safety.

[9] https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf

Where We Go From Here

The City of Kirkland's Transportation Safety Action Plan is a clear roadmap to help reach a future with no traffic-related fatalities or life-altering injuries on city streets. Developed through a mix of data analysis, local input, and forward-thinking planning, the plan highlights the most urgent safety issues on city streets and lays out practical, location-specific solutions to fix them. By focusing on areas with the highest risk, the most VRUs, and using multi-faceted strategies through the Safe System Approach, Kirkland is taking important steps to make its streets safer for everyone. With this plan, the city is not only preparing to meet federal safety goals, but also showing a strong commitment to a safer, healthier, and more connected community.

Recommendations

Several recommendations are made throughout the plan. A high-level summary of these recommendations is listed below:

1. Scope specific projects based on the information shown in the **Countermeasures for Critical Road Segments** and **Countermeasures for Critical Intersections** sections of the TSAP. Leverage existing and future CIP projects as appropriate or opportunistically implement projects through other funding mechanisms.
2. Consider broader application of automated enforcement for speed control and red-light running, as speeding and red light running both appear as contributing factors in the **Understanding Crash Trends** section of the plan.
3. Review the Public Works Pre-Approved Plans each year as shown in the **Public Works Pre-Approved Plans and Policies** section of this plan and revise as needed. Include any new safety countermeasures and review pre-approved plans for best practices in transportation safety engineering design.
4. Consider dedicating more resources toward building a culture of traffic safety via public education campaigns as shown in the **Traffic Safety Programs** section of this plan.
5. Pursue speed management implementation strategies to address areas with higher safety needs and areas of higher instances of driver speeding, and propose strategies to encourage safer driving speeds as shown in the **Rethinking Speed Limits for Safer Roads** section of this plan.

Measuring Progress

With this action plan, the City of Kirkland will begin moving from planning to implementation. By identifying high-risk locations and patterns in crash types, contributing factors, and severity outcomes, the KTSAP will be used to guide the implementation of safety projects to match crash history. To promote transparency and measure progress towards the Vision Zero goal over time, the City of Kirkland has established a set of performance measures correlated to the city's Vision Zero goal in the Transportation Strategic Plan:

> Annual totals of fatalities, serious injuries, and bicycle/pedestrian related crashes. Analysis of priority locations and leading contributing factors reported every two years with the Local Road Safety Plan.

In addition to crash data reporting in the Local Road Safety Plan, summary level crash data is also continuously available with a public website dashboard dynamically connected to a police report database. By regularly collecting and reporting this data, the city can evaluate the effectiveness of its safety strategies, identify areas needing further attention, and keep the community informed about progress toward Vision Zero. This ongoing monitoring process will help build public trust, support data-driven decision-making, and show that safety improvements are effectively benefiting all road users.

Evaluation reporting will be shared with the City's Transportation Commission and Council every one to two years.

Funding Opportunities

This plan will position Kirkland to be more competitive for state and federal safety grant opportunities to support its Vision Zero goals, including funding programs like the Federal Safe Streets and Roads for All (SS4A) initiative. By having robust data analysis, identified critical road segments and intersections, and potential safety countermeasures for future implementation, the city can demonstrate commitment to safety and clearly define areas of need, increasing the likelihood of securing external funding. With this plan in hand, Kirkland is well-equipped to take meaningful, lasting steps toward safer streets for all – eliminating all transportation related fatal and serious injury crashes in Kirkland by 2035.

Appendices

APPENDIX A:
Transportation Safety Action Plan: Public Comments

Table A1:

In-person open house paper comments

Location	Category	Comment	Other comments
Finn Hill - 72nd Ave	Pedestrian Concern, Bicycle Concern	Finn Hill - 72nd Ave	
SRH--where 128th turns into 127th south of 80th at the Toll Bros Park on Neighborhood Greenway! Blind corner	Pedestrian Concern, Bicycle Concern, Other Concern	Tall arborvitae grows all the way to the curb at a blind corner. Dangerous for pedestrians and bicycles. Need "Blind Corner" sign and green pavement painting.	Green pavement painting.
16th Ave NE between 70th + NE 60th	Pedestrin Concern, Bicycle Concern	This stretch of roadway is now very residential with a 35 mph limit. It should be 25 mph	This used to be a rural connector. It is now more urban but still a connector
NE 37th Ct + 108th Ave NE	Other Concern (line of sight)	Leaving South Kirkland P+R to turn left + go up 108th-- tall thick hedges block sight of vehicles-- which are coming very fast!	Is vegetation City of Kirkland or Metro? Maybe why it's never addressed?
108th Ave NE (NE 132nd to NE 140th) and 140th St east and west of 108th Ave NE	Bicycle Concern	Ongoing frequency of elementary and middle school children speeding on 108th Ave NE and NE 140th St on electric scooters and electric bikes. Frequently the city's codes are violated: underage (<15 years old) using scooters and bikes, no helmets, 2 on a scooter or bike often not aware of or yielding to pedestrians and vehicles (untrained youth).	Need to have better educartional outreach at elementary, middle, and high schools to inform of city codes for e-bikes, e-scotters, and unicycles.
108th Ave NE (from NE 132nd St to NE 140th St) near Helen Keller elementary school and Edith Moulton Park	Speeding Concern	Need more periodic enforcement of speeding and for not stopping at NE 140th 4-way stop.	
108th Ave NE at NE 137th Pl	Pedestrian Concern	Vehicles frequently don't yield to pedestrians attempting to cross to the Edith Moulton Park entrance at the marked crosswalk.	Parked cars along this street in this area are often accessing the dog park with dogs and kids often stepping into the traffic lanes and vehicles pass by at high speeds as parked cars are loaded and unloaded.
12545 Totem Lake BLVD NE	Pedestrian Concern	Mercury's Coffee at Totem Lake Street, need a crosswalk	
124 Ave NE (Safeway) NE 144		Vehicles R on red, especially northbound, don't pay attention to peds crossing W to E, vehicles turn R.	

Location	Category	Comment	Other comments
120th Ave NE		120th through Village at Totem Lake: people walk between cars parked on the side. Remove parking for visibility	

Table A2:

Interactive Web Map Comments

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 20, 2025, 09:36 AM	Not a close call, but a pedestrian was hit and killed here in April 2023. There's no sidewalk on one side, and vehicles drive way too fast up and down 124th.					1	0	1
Jun 19, 2025, 10:12 PM	Difficult to cross street with all the traffic. The new hundreds of apartments will make it worse. Suggest new crosswalk at shopping center south end.			1			0	1
Jun 19, 2025, 07:16 PM	The concrete divider project that prevents left turns here was proposed by a woman who lives nearby and is part of the NRH neighborhood association. Pretty sure it was chosen for personal reasons and not for pedestrian safety, as there are close calls there daily because people roll through the stop sign all the time.		1				0	1
Jun 19, 2025, 07:12 PM	Cars that turn left into McDonald's make from here make an illegal turn, hold up traffic, and increase risk for accidents. Honda needs to figure out a different location for unloading their cars, our safety shouldn't come second to a corporations convenience.		1				0	1
Jun 19, 2025, 11:27 AM	Frequent speeding along Lakeview Drive. Passing cars. Also need noise control.	1					0	0
Jun 19, 2025, 11:21 AM	Cars, particularly northbound, come down the hill routinely exceeding 40mph where it's 25mph as they cut thru to Simonds	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 19, 2025, 11:20 AM	Lots of pedestrian crossing especially elementary students here but lacks crosswalk, and the corner makes visibility difficult			1			0	0
Jun 19, 2025, 10:01 AM	There was an auto/ebike collision here (hit and run!). If the city is serious about encouraging fewer single-occupancy vehicles, and more walking/biking/transit, then you need to do more to slow/calm traffic throughout the town.				1		0	2
Jun 19, 2025, 09:36 AM	Adding a “Slow Down - Pedestrian Traffic” warning sign is needed for neighbors (elderly, children, dog walkers) who daily walk up/down this curved, narrow (no sidewalk) and in an incline with poor visibility (blind turn) road. Specially when cars, delivery trucks, and construction services go over the speed limit.			1			0	0
Jun 19, 2025, 09:27 AM	Adding a “Slow Down - Blind Driveway Ahead” warning sign is needed for neighbors to get in and backing out into their driveway. This road is curved, narrow and in an incline with poor visibility, specially when cars, delivery trucks, and construction services go over the speed limit.	1					0	0
Jun 18, 2025, 10:59 PM	The speed limit along here is 20 mph when children are present. It's marked in both directions before the two crosswalks, but no one stops for children trying to cross in the crosswalks. Traffic is usually going closer to 40mph here.	1					0	4
Jun 18, 2025, 10:54 PM	There should be a concrete median here to prevent left turns into McDonalds. Rumor has it that Honda has prevented this in the past so they can load vehicles off trucks, but public safety should take priority over a private business's interest.		1				0	5
Jun 18, 2025, 09:27 PM	Lot of vehicles going north on 124th make an illegal left turn into the McDonalds, holding up traffic at the traffic light.		1				0	5

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 18, 2025, 09:21 PM	Lots of people ignoring the speed limit and going very fast. The speed limit needs to be lower and enforced	1					0	0
Jun 18, 2025, 09:20 PM	Ever since the diverter was installed, there are a lot of cars, trucks and delivery vehicles making U turns on private driveways. Our driveways aren't graded for this. If the city plans to keep the diverter, it should install a no U turn sign.		1				0	0
Jun 18, 2025, 08:24 AM	residents post signs by public right of way as "Resident Parking Only." as a result cars park on the opposite side of the road which has no shoulder to pull off of the road. As a result an already narrow road is further restricted forcing pedestrians into the road with cars trying to navigate a now single lane road.			1			0	0
Jun 17, 2025, 09:55 PM	Curb cut and crosswalk and inadequate visibility from LakeView due to obstructive hedges. This is a super common issue in this area.			1			0	0
Jun 17, 2025, 11:04 AM	Several times have almost been hit by vehicles failing to yield and speeding through.	1					0	0
Jun 16, 2025, 07:59 PM	This intersection has terrible congestion during mornings and evening rush hours. This causes lanes to be blocked by turning cars or your unable to make a right or left depending of direction because it's backed up and no where to go when the light actually changes. This intersection has gotten noticeably worse over the past 1-2 years.		1				0	0
Jun 16, 2025, 05:04 PM	People are using this street as a cut-through to avoid the light at 145th and Juanita-Woodinville and often speeding on 143 Pl during morning and afternoon commute times. Lots of children and two school bus stops along this street as well as bike commuters, dog walkers, and residents. Seems like only a matter of time before something bad happens…	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 16, 2025, 03:45 PM	When a community of RV campers and homeless people were forced to move from this street, the city decided to make an exception for a self described “Republican Handyman” and the woman who lives with him, and gave them this entire public parking lot to live in. Is Kirkland playing political favorites? Why do they get treated differently? I’ve witnessed illegal dumping. They are consistently expanding their footprint, hoarding, building, welding, run a gas powered generator right next to the bike path, and now buried something on fragile bird and wildlife land they’re next to. When the gate is opened their truck has no way to see vehicles or bicyclists coming from the north. This problem is only going to grow if not addressed.		1				0	0
Jun 16, 2025, 03:28 PM	Parking on the street next to the crosswalk of a popular trail blocks the view of bicyclists and pedestrians who do not always hit the crossing light.			1			0	0
Jun 16, 2025, 01:12 PM	The entire corridor along 120th Ave NE from 124th St to the Cross Kirkland Corridor is extremely dangerous for pedestrians and cyclists alike. (1) Cars exiting Wendy's have limited visibility to foot traffic when exiting onto 120th, resulting in several car vs pedestrian collisions. (2) Building construction has created the need to divert foot traffic and cyclists onto the shoulder of the road with little safety measure. Signage on the fencing is not secured and flies into the face of pedestrians and cyclists. A makeshift ramp has also been placed near the Fred Myer gas station that requires pedestrians to enter into traffic to make a hard right onto the sidewalk. As a major corrido to the Cross Kirkland Corridor, I would like to see improvements made for the safety of pedestrians and cyclists.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 16, 2025, 11:16 AM	So many speeding cars zip down 132nd threatening car human and equine safety	1					0	0
Jun 16, 2025, 09:58 AM	Cars almost hit me walking with my dog. No slowing down And maintaining speed and trying to swerve around us in high speed					1	0	0
Jun 16, 2025, 09:57 AM	Cars moving too fast here where many pedestrians are crossing	1					0	1
Jun 16, 2025, 09:56 AM	Cars going south coming up the curve too fast without enough visibility to pedestrians walking in the zebra crossing. We need blinking lights here	1					0	0
Jun 16, 2025, 09:54 AM	Cars not slowing down for pedestrians			1			0	0
Jun 16, 2025, 09:53 AM	Cars are not stopping for pedestrians in this intersection! Not even for pedestrians walking with babies in strollers!					1	0	0
Jun 16, 2025, 09:43 AM	Many people cross Market St this area (which is very unsafe) so they can get to the trail up by Crestwoods/Peter Kirk. There needs to be a safer bike and pedestrian path/sidewalks through East of Market to get to the trails.		1				0	0
Jun 16, 2025, 09:39 AM	I have witnessed MANY near collisions at this point on Market Street. It's difficult or near impossible to pull out in the commuting hours from the neighborhoods and people pull out with not enough space.					1	0	0
Jun 16, 2025, 09:36 AM	I live off this alley, and I cannot see if there are cars or pedestrians/bikes coming along the sidewalk side if there are cars parked near this alley entrance. I drive very slow through here, but many people do not. This is very dangerous due to parked cars on street.					1	0	0
Jun 16, 2025, 09:33 AM	This is a very dangerous intersection due to the low visibility and the rate of cars coming through the intersection. I have had multiple close calls here.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 16, 2025, 09:31 AM	I've had several close calls at this intersection. Visibility is extremely limited—you have to inch dangerously far out to see oncoming traffic, and many drivers speed through without paying attention. The number of cars parked along the street only makes it harder to see, further increasing the risk. It's only a matter of time before a serious accident happens here. I genuinely believe it's inevitable unless something is done.					1	0	0
Jun 16, 2025, 09:27 AM	When cars are parked on both sides of this road, school buses and large vehicles—such as fire trucks—often cannot pass through safely, or at all. They are forced to either find an alternate route or carefully weave between parked cars, which poses a serious risk to pedestrians. I've personally had to ask drivers to move their vehicles just so the school bus could get through. On several occasions, the bus has had to reroute entirely. At one point, I witnessed a bus nearly slide into a deep ditch due to lack of clearance. This is a recurring issue and presents a significant safety concern—especially if emergency vehicles ever need urgent access to homes on this street.		1				0	1
Jun 16, 2025, 08:46 AM	Contrary to this map, there is no sidewalk here, just a muddy mess. And there's no sidewalk on the other side of the street either. This makes walking from NE 90th St (which links to the residential areas) to Rose Hill Plaza dangerous, especially in the dark winter months.			1			0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 16, 2025, 07:30 AM	Remove this cross walk or change it to a one where the pedestrians has to wait. During summer with a stream of people this crossing causes a massive backup in the evening. Since there is a constant stream of people crossing the road. Changing it to a crossing that causes the pedestrians to wait a specific time before they can cross. Will enable the free flow of traffic during busy times. I've seen traffic backed into 100th as a result of the pedestrians crossing here. Which then has a knock on effect to market street.		1				0	0
Jun 16, 2025, 07:26 AM	The lights here are shocking. The pedestrians do not follow the times signal. It would be better if the junction had all way crossing we're by the pedestrians could cross in all directions at once in one go. Instead of one direct at once. There by freeing up so that cars could turn more freely. At the moment the timing for pedestrians to walk across the road is the same amount of time for cars to turn left. This only allows may be 1 or 2 cars. Which during the hight of summer or a Friday market night causes major traffic problems.		1				0	0
Jun 16, 2025, 07:22 AM	When turning right on to NE112th from Juanita Drive. Way too many drivers tail gate too fast. Since this is a sharp bend and requires drivers that are turning to slow down. The drivers behind do not. There has been many close class where the drivers behind have had to go out onto the ongoing lane of traffic to miss hitting cars.					1	0	0
Jun 16, 2025, 01:46 AM	Very dark in the evenings for pedestrians, especially in winter months between parks. Concerned about being hit by a car pulling off a street/driveway where there are few street lights			1			0	0
Jun 16, 2025, 01:43 AM	Very dark in the evenings without many street lights. Additional street lights would be helpful for folks walking after 5pm in winter months		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 16, 2025, 01:34 AM	Difficult for cars to see pedestrians in the dark, especially when the sun sets early. Also in summer when many cars park on the street so it is difficult to see if a pedestrian is waiting on the side. With how popular the park is, flashing lights would be helpful.			1			0	0
Jun 15, 2025, 11:30 AM	Fast car and NO sidewalk for pedestrians					1	0	1
Jun 15, 2025, 07:52 AM	Drivers making a right turn from NE 116th St to 98th Ave NE are told not to turn on a red light. There are two issues. 1) Most drivers miss this sign and turn on a red anyways. 2) The place where the sign to not turn on red is indicating where cars are supposed to stop is too far back from the intersection, such that when the light turns green, they cannot see pedestrians trying to cross the street when they turn. I've seen many close calls where cars turn on green not knowing there is a pedestrian trying to cross.					1	0	0
Jun 14, 2025, 10:46 PM	There are many pedestrians and young children on bikes who use 108th Ave NE to get to McAuliffe Park. It is a very narrow street with no sidewalks. Lots of speeding cars, and many delivery trucks who stop in the street to make their delivery, forcing pedestrians/bikers to go further into the street to get around the trucks. It's very dangerous & any street that borders a playground or park and thus attracts pedestrians and kids, should absolutely be lined with sidewalks.			1			0	0
Jun 14, 2025, 04:51 PM	This intersection has become increasingly dangerous. Folks going in the east and west direction don't perform full stops as they know folks going north and south can't. I've seen countless folks just go straight through without hesitation. It has also increased traffic in nearby streets as folks use other streets as workaround like NE. 101st Pl. .					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 14, 2025, 12:39 PM	1. Multiple times crossing this crosswalk with lights flashing and wearing visible clothing, I have been in the middle of the crosswalk within arm's reach of cars that did not stop for me and would have hit me if I had not stopped walking. This is usually when cars are going straight on 6th St S or turning right from 5th Pl S onto 6th St S. 2. I have also been in the middle of the crosswalk (crossing the left turn lane) with cars driving past both in front and behind me at the same time. 3. 95% of the time when I cross here, cars pull through behind me as soon as I'm out of their lane, even though I'm only halfway across the street. (For reference, I walk across this crosswalk about 8-10 times every week and I always trigger the flashing lights.) 4. When I trigger the flashing lights and start crossing the street, cars on the opposite side often speed up so they can get through the crosswalk before I reach their lane. 5. Before this crossing was redone, it was very safe (with the pedestrian island). Now it's by far the most dangerous crossing on the CKC. The road is too wide, which encourages cars to speed through the intersection and not wait for pedestrians/bikes to safely cross the street.					1	0	1
Jun 14, 2025, 12:16 PM	Multiple close calls riding bicycle.					1	0	0
Jun 14, 2025, 12:16 PM	Lack of bike facilities and poor sidewalk facilities. Many use this route as a biking facility and I have close call every time I use this route. My helmet has even been clipped by a vehicles side mirror.				1		0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 14, 2025, 08:31 AM	This is an uncontrolled intersection, with only yield signs on 10th and 2nd streets. I have experienced many close calls at this intersection because no one slows or tries to yield. Previously there was a stop sign on 10th, and it would be much safer to return to this signage					1	0	0
Jun 14, 2025, 12:10 AM	Pedestrian crossing is not very visible. Need crossing lights to make it easier for drivers to see and safer for Pedestrians.			1			0	0
Jun 13, 2025, 10:22 PM	Every day people excessively speed down this street to purposely avoid the traffic cameras on 84th. There are many small kids living along this street, popular for people taking walks, and it is where the busses for Sandburg elem pickup and drop off. Speed bumps or traffic calming bump outs would be very helpful	1					0	0
Jun 13, 2025, 09:36 PM	NE 100th Street between 124th Ave NE and 132nd Ave NE in Rose Hill near Mark Twain has two crosswalks that are dangerous. Ever since the diverter was installed at 128th Ave NE, cars do not reliably stop at the eastbound stop sign. This compounds the speeding problem and lack of pedestrian awareness at the crosswalk at 130 Ave NE. Drivers speed up the hill eastbound and often do not stop for children crossing N.E. 100th St to go to Mark Twain Elm. Visibility at this corner is also minimal because of overgrown landscaping. Please address these issues to protect our community's children.	1					0	0
Jun 13, 2025, 08:43 PM	We have been hit by a car here (walking with a stroller!) and nearly hit several times. Please put a sidewalk to connect the one on 7th Avenue up the east side of 5th Street. This is a busy intersection and cars can't see us when turning right onto 5th Street from 7th Avenue. They didn't stop and I didn't get the license plate, but it's the city's fault for putting us in the street.					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 13, 2025, 08:32 PM	Had to dodge a car here. It's frequently risky as there is no sidewalk on a narrow road with cars going both directions at the same time. The businesses park where the sidewalk should be so pedestrians are in the street. We need sidewalks.					1	0	0
Jun 13, 2025, 07:29 PM	Leaving braeburn it can be hard to trigger the light on a bicycle, off hours when there are no cars. Usually all i can do i go hit the pedestrian button				1		0	0
Jun 13, 2025, 06:56 PM	live at 14331 104th Ave NE. I have 2 school-aged kids and there have been multiple times where cars speed through 104th -143rd place -Juanita Woodinville road. They go so fast, they couldn't stop suddenly if they wanted to. It has become scary as there have been times kids have been close to being hit because the cars aren't paying attention as we wait for the bus or at drop off. Biggest times are 6:30 am - 8 and 4 pm - 7pm. It's absolutely necessary to have speed bumps or stop signs for the safety of our kids.	1					0	0
Jun 13, 2025, 06:13 PM	Scary to walk immediately next to the five lane arterial. Any way to improve the level of comfort for pedestrians?			1			0	0
Jun 13, 2025, 06:12 PM	Cars use this as a cut through speeding very fast. Speed humps may be a good traffic calming measure here. Especially by the curve.	1					0	0
Jun 13, 2025, 06:11 PM	The two SB left turn lanes are confusing. Every time cars in the lane for I-405 merge into the EB 124th traffic with near misses almost every cycle.					1	0	1
Jun 13, 2025, 06:08 PM	Poor sight lines when making a NB Left turn. Very scary. I would like Cory staff to try this in a car. It's only a matter of time with the number of close calls.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 13, 2025, 06:06 PM	It would be great to have an all ages and abilities bicycle facility to provide access to the cross Kirkland corridor. Maybe a cycle track on one side would help provide width for a more robust type of separation from vehicles.I hope E/W connections from the cross Kirkland corridor can be prioritized.				1		0	0
Jun 13, 2025, 06:04 PM	The EB bike lane is so wide cars park in it. If the bike lane is that wide, why not add a buffer with flex posts to increase the level of comfort of these bicycle facilities?				1		0	0
Jun 13, 2025, 06:03 PM	Vertical curve on this road along with lack of pedestrian facilities has led to several close calls as families walk to the park. I would like to see pedestrian facilities prioritized in the vicinity of a neighborhood park			1			0	0
Jun 13, 2025, 05:30 PM	Due to separator in the road on NE 100th St & 128th Ave, drivers often make dangerous U-turns here instead. Often results in near-misses					1	0	0
Jun 13, 2025, 05:28 PM	Constant stop-sign runners, constant speeding, constant drivers making illegal turns over the road barriers	1					0	2
Jun 13, 2025, 12:49 PM	132nd and 100th Ave intersection is nuts. Once you're on a 100th heading towards 124th, forget about using the crosswalks. People fly down 100th. So many people are barely missed. Not too mention the left turn from 100th to 124th blocking townhomes from turning into their complex's or apartments.	1					0	0
Jun 13, 2025, 12:21 PM	Please make a trail connecting ne 112th st to ne champagne pt place.			1			0	0
Jun 13, 2025, 12:07 PM	Juanita drive is a super busy road without sidewalks. We need sidewalks!			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 13, 2025, 12:06 PM	complete the sidewalk on the north side of ne 120th st as this is a pedestrian connector to juanita village and the ditch and lack of space for pedestrians makes it dangerous			1			0	0
Jun 13, 2025, 11:56 AM	Connect the trail on the west end of forbes creek drive to the sidewalk at 101st Ave NE.			1			0	0
Jun 13, 2025, 11:50 AM	There is a gravel parking lot between the sidewalk gap after the first house on 8th ave. The business there always has trucks parked in the pedestrian right of way, so people have to walk into the street and back up to the sidewalk. Please at least put a sign or curb or something to prevent the business from parking in the pedestrian right of way, but an actual sidewalk or pathway would be even better.			1			0	0
Jun 13, 2025, 11:46 AM	Please complete the sidewalk on the south side of 8th ave between 6th st and 8th st. Please maintain the existing sidewalks as some are a bit treacherous.			1			0	1
Jun 13, 2025, 11:44 AM	The sidewalk on the south side of 7th ave. need to continue up the hill, at least to 8th st for a start, with a crosswalk so pedestrians can cross to the other side where the sidewalk continues. It would be even better to continue the sidewalk all the way to the CKC and 114th ave ne which are on the way to the new bus stop on 405. The sidewalk on the north side is blocked several times a day by trucks.			1			0	1
Jun 13, 2025, 11:34 AM	Please connect the sidewalks going down 4th St.			1			0	2
Jun 13, 2025, 11:32 AM	We need a dedicated bike lane on 7th Ave. connecting market to the CKC.				1		0	2
Jun 13, 2025, 11:27 AM	We need a continuous sidewalk on the north side of forbes creek drive from market street to NE 112th street.			1			0	1
Jun 13, 2025, 11:21 AM	Please connect the sidewalk on 8th Ave.			1			0	2
Jun 13, 2025, 11:19 AM	Connect the sidewalks			1			0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 13, 2025, 11:18 AM	Please connect the sidewalks on 4th st. This gets a lot of foot traffic going to kirkland urban, parks, restaurants, etc.			1			0	3
Jun 13, 2025, 11:11 AM	There is a missing section of sidewalk here that would connect the sidewalks going down 4th to downtown.			1			0	2
Jun 13, 2025, 11:08 AM	Deru brings a lot of foot traffic and pedestrians need a sidewalk on one side of the road going the entire length of the block.			1			0	3
Jun 13, 2025, 11:07 AM	Please complete the sidewalk on one side of 8th Ave.			1			0	1
Jun 13, 2025, 10:43 AM	I would recommend trimming the hedges near the approaches to the CKC for better sight lines.		1				0	0
Jun 13, 2025, 10:31 AM	Many e-bike riders (typically younger) speed along the CKC and approach with little to no warning. Could use better signage to encourage slow speeds when passing others.	1					0	0
Jun 13, 2025, 10:31 AM	To/from NE 145th ST during the morning and evening commutes people use 104th Ave NE to NE 143rd Place to avoid the backup. They speed through our neighborhood and with a school bus stop on this route, it is very dangerous.	1					0	0
Jun 13, 2025, 10:26 AM	Rough roadway due to 5-6 curb-to-curb cutouts. Could use replacing or better patch job. Unstable for motorcycles and rough on auto suspension.		1				0	0
Jun 13, 2025, 09:37 AM	cars are speeding, while children are crossing here for school cars sometimes don't stop for pedestrians and kids waiting to cross the road					1	0	0
Jun 13, 2025, 09:07 AM	Cars are rolling thru 4-way stop every day. Drivers northbound in the left turn lane, 9 out of 10 times do not stop behind the crosswalk, if at all.		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 13, 2025, 08:13 AM	People use the center lane to bypass traffic much further than 300 ft and usually moving fast. This has caused numerous close calls for cars entering by crossing through stopped traffic.					1	0	0
Jun 12, 2025, 11:01 PM	This is a steep hill for bicyclists. A dedicated climbing lane would make it easier for drivers to manage their impatience with slower bicyclists. It seems like this section of road would be safer with one car lane and one bike lane each direction.				1		0	1
Jun 12, 2025, 10:53 PM	There's a bus stop here that serves the nearby homes on both sides of 108th. If you live in the condos and townhouses on 41st Dr, this is the closest southbound stop. There is no way to cross 108th safely to reach the bus stop; the orphaned southbound sidewalk doesn't continue to either the north or the south. Adding a crosswalk here would help.			1			0	0
Jun 12, 2025, 10:42 PM	Drivers aren't looking for pedestrians at this crosswalk. Adding flags and flag holders at the existing crosswalk would increase visibility.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 10:27 PM	I live at 10500 NE 143rd Pl. People speed so fast through the stretch of NE 143rd Pl, between 104th Ave NE and Juanita Woodinville Way, that I'm afraid a child will get hit by a car. They go so fast, they couldn't stop suddenly if they wanted to. 6:30 am - 8 am they fly eastbound and 4 pm - 7pm they fly westbound. I've taken to placing cones out to try to slow the speeders down. We need either speed bumps on this stretch or a 3 way stop at my intersection and a 3 way stop at the intersection of 104th Ave NE and NE 143rd Pl. It would be nice to make speeding difficult if not impossible for people. I feel it would also deter non residents of our neighborhood of many children and elderly from choosing to use it as their thoroughfare. The non emergency police line has had to be called by neighbors as well because it's so bad.	1					0	0
Jun 12, 2025, 10:18 PM	Cars do not stop at the cross walk for pedestrians and drive way too fast for narrow road with cars parked on both sides of the street.			1			0	0
Jun 12, 2025, 10:09 PM	Sight lines for turning left blocked with vegetation. If a pedestrian is also using the sidewalk they are impossible to see through.		1				0	0
Jun 12, 2025, 10:09 PM	Cars drive over the 25 mile per hour speed limit between 97th and 93rd where there is large amount of pedestrian traffic.	1					0	0
Jun 12, 2025, 10:03 PM	Cars stopped to allow pedestrian in cross walk to cross the street when a car passed on the left requiring the pedestrian to jump out of the way of oncoming car.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 09:25 PM	I have voiced my concern many times about people speeding on this section of 124th, and all the city did was paint horizontal lines with 25 written above them which was a complete waste of money because the speeding has gotten worse. People use this as a shortcut to Finn hill and with the proposed zoning changes to Good Will and Michael's sites, the speeding and traffic is just going to get much worse.	1					0	0
Jun 12, 2025, 09:18 PM	Very difficult to cross the street because of excessive traffic speed.			1			0	0
Jun 12, 2025, 09:17 PM	Speeding through this whole corridor, and the noise that comes with it, is a major problem. The speed detector does nothing. We need enforcement cameras like they have in Kenmore.	1					0	0
Jun 12, 2025, 09:13 PM	The road is full of kids coming back to school, pool, etc and the cars speed on this street very much. I don't have photos, please add a bumper asap.	1					0	1
Jun 12, 2025, 09:05 PM	Drivers turning right coming from the Juanita beach area onto 98th cannot see the pedestrians crossing 98th because of the chain link fence partially blocking the view. I've seen many close calls here. In addition, kids camps coming to and from Columbia athletic club regularly cross here and have had a number of neat incidence as drivers ignore the walk sign (largely because it's not easily visible to them).					1	0	0
Jun 12, 2025, 08:48 PM	This is a treacherous intersection all times of the day and especially during AM/PM commutes. The traffic coming from 108th onto Juanita/Woodinville Way often turns with waiting or looking for traffic coming from NE 143rd Pl. With the increase in traffic volume this issue has become MUCH more dangerous.					1	0	0
Jun 12, 2025, 08:46 PM	There needs to be a sidewalk here. This is a walk to school route.			1			0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 08:39 PM	We need to complete the sidewalks on one side of the street on 5th street. This is a common walk to school route and children have to walk in the street after one house while the street is busy with cars picking up from school.			1			0	2
Jun 12, 2025, 08:26 PM	crossing 7th; had to jump out of way from a driver who didn't slow down			1			0	0
Jun 12, 2025, 08:23 PM	Single lane zone with blind areas and driveways with blind exits.	1					0	1
Jun 12, 2025, 08:21 PM	The lack of a bike lane through Juanita Village is a major concern. There are bike lanes north and south of here, but then they disappear.				1		0	0
Jun 12, 2025, 07:56 PM	Multiple kids regularly walk to school on this street each day and not only is there not a sidewalk at this location, there's also a pit/ditch leaving no room for error when trying to avoid traffic in the street.			1			0	0
Jun 12, 2025, 07:55 PM	The hedge on the lot at the corner makes it impossible to see oncoming cars until you're halfway into the intersection.					1	0	0
Jun 12, 2025, 07:51 PM	Multiple kids regularly walk on this road to the high school while numerous cars drive too close to them because there are no sidewalks! How can a street right next to a school have no sidewalks?			1			0	0
Jun 12, 2025, 07:13 PM	The new crosswalk will help somewhat but this corner needs a light.			1			0	0
Jun 12, 2025, 07:09 PM	Bus stop and crosswalk at odds with each other. Is that person waiting for the bus or to cross the street?		1				0	0
Jun 12, 2025, 07:08 PM	Kids ride to school here and it’s a great way for people in the neighborhood and transiting through the neighborhood to get to the CKC. However, lack of bike lanes make it dangerous.				1		0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 07:02 PM	There is a round about here @ 2nd St. & 7th Ave. It is a stop for those on 2nd but you can't see those speeding along on 7th Ave. and the roundabout does not slow them. The southeast corner needs to trip foliage so traffic can be seen. I constantly fear almost being hit here.	1					0	0
Jun 12, 2025, 07:01 PM	Sidewalks are needed on this street			1			0	2
Jun 12, 2025, 07:00 PM	Left turn towards the east takes a longtime during rush hour.		1				0	0
Jun 12, 2025, 06:56 PM	High speed driving neat the school. Should add all way stop here too to slow down traffic towards the school	1					0	1
Jun 12, 2025, 06:51 PM	We have been knocked over by a car coming around the corner here and had lots of near misses. The sidewalk at the corner needs to connect up 5th st. Thus is also a common route for kids after stand people going down to Kirkland Urban. People trying to use the sidewalks go from the sidewalk on the northeast side of 5th Street and 8th Ave but are forced into the street at the corner house before getting to 7th Ave. These sidewalks should be connected. Not only do the sidewalks not connect, but there are obstacles in the way (boulder, tree, bushes) so pedestrians have to go in the street. The pedestrian right of way is blocked. 7th Ave is a busy street and cars have poor visibility coming around the corner.			1			0	3
Jun 12, 2025, 06:27 PM	Site line from the stop sign on 6th. The bushes need to be cut down.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 05:48 PM	This stretch is extremely dangerous for pedestrians as a walkway is only available in the north side of the street and because there is no sidewalk one is forced to walk on uneven and unstable ground. The house construction on the south side of 19th (and other new house construction further west on 19th) causes many different and sometimes oversized vehicles to make it perilous for pedestrians and any traffic going east or west on 19th. And traffic is only increasing on 19th with many more new homes, “cottages” and whenever there are detours on Market, more and more speeding traffic is funneling onto 19th! I don’t know what the status is of the proposed sidewalk from Market up to 3rd is, but the city is lucky there hasn’t been any terrible pedestrian accidents! Please address this! Families with young children, the myriad middle schoolers and this healthy senior citizen and 40 year Norkirk resident want to see some action!			1			0	2
Jun 12, 2025, 05:37 PM	Walking South to North through the crosswalk, cars speed through the roundabout coming from the east. They can't see you because of the roundabout, as road elevates up. So many times I'm crossing and have to stop in middle of road as cars race past me through the roundabout			1			0	0
Jun 12, 2025, 05:35 PM	No one does the speed limit on 7th anymore	1					0	0
Jun 12, 2025, 04:55 PM	Ensure boats are not parked on the main street along with trees being maintained as it is blocking the view when getting out of NE 144th st					1	0	0
Jun 12, 2025, 04:54 PM	Cars often turn right from 4th into the crosswalk at 6th when the pedestrian walk sign is on. They are taking a "free" right without looking for pedestrians.			1			0	0
Jun 12, 2025, 04:54 PM	Add a cross walk for the trail that connects to 88th ave NE			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 03:41 PM	Driver did not stop for pedestrians					1	0	0
Jun 12, 2025, 03:38 PM	This junction need to be more clearly marked as a 4 way stop as it regularly causes driver confusion which leads to increased pedestrian vulnerability.		1				0	2
Jun 12, 2025, 03:36 PM	Cars turning left onto 405 south express toll do not look for pedestrians.					1	0	1
Jun 12, 2025, 03:21 PM	A bike lane would avoid drivers squeezing out riders after the traffic lights, where the road narrows up the hill.				1		0	0
Jun 12, 2025, 03:19 PM	There is limited views to the pedestrians crossing here due to the trees, particularly at night.			1			0	1
Jun 12, 2025, 01:23 PM	No shoulder to walk on have to walk in street with speeding cars			1			0	1
Jun 12, 2025, 01:21 PM	No shoulder have to walk on street in homes Point rd			1			0	2
Jun 12, 2025, 12:45 PM	There was a median/barrier added to this intersection and that has caused cars to not stop at the stop sign or speed through it or ignore the barrier altogether and go through it anyway. It has made this intersection less safe and it is a crosswalk used by many elementary age/young kids. I think removing the barrier and potentially station a speed limit monitor would be helpful!			1			0	2
Jun 12, 2025, 12:21 PM	Incomplete road- please pave Your app would not accept a photo…			1			0	0
Jun 12, 2025, 10:50 AM	There are multiple trees along Holmes Point Drive NE (near Juanita Dr) that are leaning far over the roadway, appearing ready to fall at any moment. This is a concern for motorists, pedestrians, and all others who use this roadway. This area is also a heavily trafficked by joggers, cyclists, and hikers. Please assess and take corrective actions before these trees fall.		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 09:16 AM	Cars speed down this road quite often going way too fast for a quiet residential street. This puts all the pedestrians and children crossing streets at risk with people flying around corners as they pull into their dead end cul-de-sacs -not sure where everyone is rushing to and why that's more important than public safety.	1					0	0
Jun 12, 2025, 09:13 AM	Plenty of pedestrian traffic at the 5 way and at this small playground. Cars don't stop at the 5 way and accelerate right into a pedestrian crossing/playground area. Cars consistently speed through here putting children at risk of being hit by a vehicle			1			0	1
Jun 12, 2025, 07:33 AM	The bus stops do not match up with the crosswalks at all so people are incentivized to jay walk. No idea why you don’t just move the bus stops to align better.		1				0	0
Jun 12, 2025, 07:32 AM	Street light. the street light fell down in the November 24 wind event. The pole was left on the ground and never replaced. Please replace the streetlight.		1				0	0
Jun 12, 2025, 07:30 AM	Parked vehicle concern. The corner from NE 110th to 86th is sharp and narrow. When cars park on 110th only one car can pass at a time. The parked vehicle blocks the visibility of other cars. There should be a no parking zone along the curve of the road and along the cross walk to eliminate hazards.		1				0	0
Jun 12, 2025, 07:27 AM	The speed limit on NE 110th place is 25 mph with a suggested 15 mph. The road is narrow and will only allow one car to pass in some areas, especially when vehicles are parallel parked on the road. 110th is also utilized by pedestrians walking and walking dogs. Speed humps would help slow people down to keep pedestrians safe			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 12, 2025, 07:22 AM	Vehicles traveling on 110th fail to stop at the stop signs. I have to slam on brakes regularly to access 110th from 83rd due to cars simply slowing down or completely ignoring the stop signs.					1	0	0
Jun 12, 2025, 06:25 AM	Yield sign repeatedly not adhered to by drivers traveling north on Lake Washington Blvd NE onto Lakeview Dr. Several close calls as a result.					1	0	1
Jun 11, 2025, 10:48 PM	It's near impossible to turn right or left off of 64th onto Lakeview. The parked cars only add to the blind spots. I propose removing the parking along the Eastside of Lakeview at this intersection					1	0	0
Jun 11, 2025, 10:46 PM	The entrances from the Lakeview Terrace neighborhood to the Cross Corridor Trail is not accessible for strollers or bikes. There are two entries but neither have access. A simple ramp is needed to make this entry usable for families with young children, cyclists, and people with mobility needs. Please prioritize this improvement for safe and inclusive trail access.		1				0	0
Jun 11, 2025, 10:43 PM	There's a dangerous blind corner where vehicles, including delivery and construction trucks, regularly speed. I frequently walk here with my dogs and I even saw a kid almost get hit. Poor visibility and lack of signage make it worse. We need speed bumps and the trees cut back immediately to improve safety and prevent a serious accident.					1	0	0
Jun 11, 2025, 10:40 PM	Aftermarket mufflers are causing excessive, disruptive noise—especially at night—and are often associated with dangerous speeding. The booming exhaust sounds disturb residents and contribute to reckless driving behavior in residential areas. This is both a safety and quality-of-life issue and needs stricter enforcement of noise and speed regulations.	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 09:31 PM	This survey is supposed to be about safety concerns. Why is a small group of individuals pinning Park Lane as “unsafe” & “dangerous” to pedestrians/bikers despite the city’s own data stating there has never been a pedestrian or bicycle collision/incident. Please respect the Council’s unanimous decision made on September 5, 2023 to keep Park Lane open to vehicular traffic.		1				1	7
Jun 11, 2025, 09:31 PM	The traffic doesn't reduce speed near crosswalk. There's a slope in road, so the visibility of crosswalk gets limited for vehicles on high speed.					1	0	0
Jun 11, 2025, 08:51 PM	Ivy overgrowth takes up more that 1/2 the sidewalk, forcing pedestrians into 100th AVE NE at the very busy intersection at NE 124th ST			1			0	0
Jun 11, 2025, 08:38 PM	Blind corner due to vegetation. No place to walk that's not on the street.			1			0	0
Jun 11, 2025, 08:37 PM	Substandard pedestrian protection from two-way traffic over rise. Close calls with vehicles unable to see over hill, many using excessive speed.			1			0	0
Jun 11, 2025, 07:10 PM	People in cars drift into the bike lane around this bend going south bound. Super dangerous when on the bike. Potential solution to to remove the south most parking spot on the south bound lane and shift the bike lane closer to the curb, giving the car lane more room. Protect the bike lane with turtles to keep people from taking a very aggressive racing line.				1		0	0
Jun 11, 2025, 06:55 PM	Ever since the construction has finished or almost finished, 128 th and Juanita Drive, has turned into a nightmare. I live right at the curve in the road and now that it’s wider I can’t even cross the street or get onto the road from my driveway without having to wait several minutes, then I have to shoot out of my driveway almost getting hit	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 05:00 PM	The.Brynn Apartments and Evergreen Villa share the same exact exit on to Slater Ave NE. We both use the same spot of the turning lane to exit and enter our communities. This creates blind spots and potential accidents. Also, yesterday there was a car trailer truck carrying cars blocking that turn lane for everyone. Having a large truck parked on the turning lane is a regular occurrence. We cannot get in or out of our communities. This also causes blindspots when bikes, pedestrians and other vehicals are trying to cross that large blindspot.					1	0	1
Jun 11, 2025, 04:58 PM	Almost broad sided traveling West on NE 70th and turning left into 122nd. NOT by oncoming traffic but by driver ON 122nd pulling out into me as they made their left turn to head West on 70th. Happens Every week!!					1	0	0
Jun 11, 2025, 04:41 PM	The bikers are the issue on Park Lane, electric Bikes, scooters rising on the sidewalks and the wrong direction of traffic. I have witnessed many close call accidents involving e-bikes on sidewalks almost colliding with shoppers. I have called police many times regarding reckless bikers!		1				0	10
Jun 11, 2025, 04:37 PM	Cars speeding up and down 60th are often distracted and fail to stop for pedestrians crossing at 122nd for the state park.					1	0	0
Jun 11, 2025, 04:20 PM	40-50 MPH common especially during commute windows.	1					0	3
Jun 11, 2025, 04:18 PM	No sightlines to the right going east on NE 73rd street. You have to pull almost half way into the intersection to see if there is any oncoming traffic.					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 04:11 PM	The crossing at 124th Ave NE and 120th is dangerous for pedestrians. The crossing signal doesn't work consistently, and even when it does, drivers turning right often do not look or stop. This intersection needs urgent improvements—updated pedestrian signals, clearer signage, and driver awareness measures—to prevent accidents.			1			0	0
Jun 11, 2025, 04:09 PM	Cars don't bother to stop at this 5 way intersection and will try to drive through even when pedestrians are in the crosswalk. Many students and young children cross this to get to school and there is a playground on the corner. Some cars don't even tap their brakes. There's nothing to help with the visibility of pedestrians. I've lived on this corner for 15 years and have witnessed a number of cars going in the ditch and through fences and trees because they fly through and accelerate through instead of stopping. There is no enforcement of traffic laws here and it's only a matter of time before someone is hit in the crosswalk.			1			0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 04:05 PM	Emergency Access and Traffic Congestion on Slater Ave – Urgent Action Needed Adjusting signal timing to improve traffic flow Emergency vehicles, including fire trucks, are often delayed or completely blocked from passing through. This is a critical public safety issue. Delayed emergency response times put lives, homes, and businesses at unnecessary risk. Slater Ave is experiencing severe congestion at all hours of the day. The situation worsened significantly after construction began on NE 124th and both Slater and NE 124th were reduced to one lane. The current traffic signal timing is inadequate, causing long delays and failing to move vehicles through efficiently. This gridlock isn't just frustrating—it's dangerous.		1				0	1
Jun 11, 2025, 04:00 PM	Traffic on Slater Ave is backed up at all hours of the day. It got worse when 124th construction began and has only deteriorated since Slater and NE 124th were reduced to one lane. The traffic light timing does not allow enough cars through. Signal timing adjustments at ne 124th are needed to ease congestion and improve overall flow.		1				0	1
Jun 11, 2025, 03:59 PM	Drivers come way too fast down the hill near the VoTech, creating a constant danger for drivers, pedestrians and residents. This area has no sidewalk, and I've nearly been hit several times while walking.	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 03:43 PM	There is currently no sidewalk, and drivers speed far too fast down the hill. As someone who regularly walks up this road, I have nearly been hit on a daily basis. It feels unsafe every time I use it. Widening the road is not the solution—it would only embolden drivers to go even faster. What we need are real traffic calming measures to reduce speeds and make the area safer for pedestrians. Narrowing the roadway, installing speed humps or chicanes, and using natural elements like trees and curbs to slow traffic would all help.			1			0	1
Jun 11, 2025, 03:41 PM	Drivers currently speed both up and down the hill, creating dangerous conditions for pedestrians, cyclists, and residents alike. Widening the road, as has been discussed or proposed, would only encourage higher speeds and more aggressive driving. This would worsen the safety issues rather than solve them. What is truly needed are traffic calming measures—not wider lanes. I strongly urge the City to consider a modern roundabout at this location. A single-lane roundabout could naturally slow down traffic, eliminate the need for left or right turn lanes, and still allow for smooth flow. There are numerous roundabout designs for compact spaces that would work well here and be far more effective at addressing the underlying safety issues. Please also preserve the existing trees and greenery. These provide a natural buffer and support the character of our neighborhood. Any road redesign should be pedestrian-focused, safety-first, and environmentally conscious.		1				0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 03:36 PM	Speed and lack of respect for the flashing pedestrian lights is a concern. Stacking of northbound afternoon traffic on 124th makes crossing hazardous. The south bound left turn lane appears to not see pedestrians.			1			0	1
Jun 11, 2025, 03:33 PM	Big trucks constantly going through this heavily populated residential area at 35 mph on their way to and from Houghton transfer station have been close to hitting me and other pedestrians just trying to cross 116th Ave to get our mail. Very dangerous area. An accident just waiting to happen. Close the transfer station.			1			0	0
Jun 11, 2025, 03:32 PM	Visibility at this hill is dreadful. Cars speeding up hill looking into the sun cannot see a pedestrian. Calming measures are needed			1			0	0
Jun 11, 2025, 03:29 PM	The traffic pattern here is chaotic and pedestrian safe crossing is questionable. Vehicle movements are crazy in that intersection.			1			0	2
Jun 11, 2025, 03:27 PM	Traffic backs up here often. It's a lot of drivers turning left from 120th Ave NE onto NE 124th St west-bound. The left-turn lane at the light is short, so the left-turning traffic mixes with drivers going straight through the light. Meanwhile, drivers further up the hill (further south on 120th) tend to stagger their cars as if there were still a left-turn lane. This not only narrows the road but also makes it difficult for any drivers trying to turn right at the light (more open than the other 2 lanes).		1				0	1
Jun 11, 2025, 03:26 PM	Traffic flow here is too heavy for a Farmers market in addition to adding more homes and families. The traffic back up at certain times throughout the day is unacceptable as it stands already. Traffic cannot move between the pedestrian crossing here and at the flashing crosswalk north of this intersection causing unacceptable traffic backups.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 03:26 PM	This should have better marking and perhaps flashing lights. Many children at this location.			1			0	0
Jun 11, 2025, 03:24 PM	Drivers speed along 120th in both directions. It makes it difficult to enter or exit the Fred Meyer parking lot.	1					0	0
Jun 11, 2025, 03:24 PM	Many kids walking to school in the morning without a sidewalk on a busy arterial road and cars are parked on streets.			1			0	0
Jun 11, 2025, 03:23 PM	This crosswalk is on a hill and visibility on the hill is very poor. Recommend a street light. Especially during winter the crosswalk is dark and dangerous.			1			0	0
Jun 11, 2025, 03:23 PM	Worried about the new HAWK crossing. It's proven to be confusing with different types of red lights, causing some traffic to stop when not needed and some to blow through the red lights when they should stop. This confusion is going to cause problems for pedestrians trying to cross safely in a crosswalk. There should be a set standard when putting lights at crosswalks.			1			0	0
Jun 11, 2025, 03:22 PM	Cars cut through the parking lot to avoid the light at 124th and 116th. Then they have a difficult time turning left. I've seen close calls with cars coming out of the McDonald's driveway and the general tightness of the intersection here. It's hard to describe, but the middle turning lane is short and drivers have limited space to enter 116th Ave NE.					1	0	0
Jun 11, 2025, 03:21 PM	Crosswalk from east/west with no stop signs. Cars don't stop when people are at it.			1			0	0
Jun 11, 2025, 03:19 PM	Have witnessed cars passing other cars going speed limit	1					0	0
Jun 11, 2025, 03:17 PM	Pedestrians jog across the street here often. Sometimes there's a lull in traffic and it's ok. Other times it looks risky, especially since there's a crosswalk at 113th anyway.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 03:15 PM	Cars speed along this road, mostly north-bound. It makes it tricky both to turn onto Totem Lake Blvd from the mall and to turn off of Totem Lake Blvd into the mall (middle turning lanes).	1					0	0
Jun 11, 2025, 03:15 PM	Consider a traffic light at this intersection. In the afternoon peak time (3pm to 6pm), this all-way stop sign is causing a big traffic jam on the northbound. I've notice the traffic jam is much relieved after this stop sign, so replacing this stop sign to a traffic light can improve the traffic jam situation.		1				0	1
Jun 11, 2025, 03:13 PM	Thank you for adding the right-turn only lane! From 116th Ave NE south-bound onto NE 124th St west-bound		1				0	0
Jun 11, 2025, 03:11 PM	Traffic coming through this intersection rarely fully stop at the stop signs and gun the engine after passing through, increasing risk for accidents with pedestrians and putting children at the playground here at risk.	1					0	3
Jun 11, 2025, 03:11 PM	It is difficult to turn left on a bicycle here. If you leave the CKC, then you need to join the road and get into the lefthand lane of cars. The sidewalk is extremely narrow and I try to avoid the sidewalk on a bike (because you're supposed to?). Just a tricky spot.				1		0	0
Jun 11, 2025, 03:11 PM	The late night racing needs to stop. It’s disruptive to the community.	1					0	8

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 03:10 PM	This 5 way stop is a dangerous intersection. It gets heavy usage from families and young children walking to and from school. Drivers seldom stop at the stop signs, and sometimes don't even tap the brakes to slow down, because they think they can see that the intersection is clear as they approach (which you absolutely can not). When pedestrians are in the crosswalk, cars creep up on them, blocking the intersection for other vehicles and putting pedestrians in danger. I've been crossing with groups of elementary age students and had cars narrowly miss us because they won't wait for us all to finish crossing- they don't even wait for pedestrians to cross the yellow line before they rush the intersection. Flashing lights would be nice. Enforcement of the traffic signs would be helpful. There is also a playground on the corner, but again, cars don't stop, ESPECIALLY when turning right onto 84th from 123rd and it's only a matter of time before somebody crossing gets hit.			1			0	1
Jun 11, 2025, 03:09 PM	The left lane, going east-bound, gets backed up often. This is from drivers turning onto 405N as well as waiting to turn left at the NEXT intersection for Costco. It backs up all the way to the offramp leaving 405N.		1				0	1
Jun 11, 2025, 03:08 PM	Please add a cross walk here			1			0	0
Jun 11, 2025, 03:07 PM	Even though there is a crosswalk, it needs to have lights / buttons so people actually stop. Even with the flag people speed by here. Without a flag I've had someone roll down their window and yell at me for crossing over.			1			0	0
Jun 11, 2025, 02:54 PM	The back exit from the mall has a right-turn only sign and it is poorly adhered to. I know there's been accidents here before but no changes in traffic flow. Narrow driveway and too much traffic coming in and out.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 02:49 PM	Traffic gets backed up here because cars are trying to leave the park but pedestrians are crossing the street.		1				1	0
Jun 11, 2025, 02:48 PM	I get so nervous crossing the street here. I'd rather do it at one of the bigger intersections that forces cars to stop. The curved road plus cars accelerating out of the nearby stoplights makes it feel like they don't plan on stopping for you even when the lights start flashing.			1			0	0
Jun 11, 2025, 02:43 PM	Drivers coming up the hill (from McDonald's mall) are more concerned about taking their free right than looking for pedestrians even when the pedestrian crossing signal is on. This is something that I've talked about with other walkers while we wait for the light. I appreciate that the timing of pedestrian lights for the whole 405 interchange here was recently extended and improved!			1			0	0
Jun 11, 2025, 02:39 PM	Speeds on NE 124th St are consistently high, which is concerning for pedestrians and drivers alike. The new pedestrian crossings are promising, but doesn't change the fact that drivers treat the stretch between 100th Ave NE and 113th Ave NE as a race track straightaway. Unlike 116th and 132nd, there are 2 lanes on 124th which allows faster drivers to really go for it (i.e. they wouldn't get stuck behind slower moving traffic). There are also no stop lights on 124th between 110th and 113th, unlike 132nd for the same area. Thanks for considering this concern!	1					0	0
Jun 11, 2025, 02:37 PM	Please retain parking on park lane for the businesses. There is so little parking it is very important to save these businesses.		1				0	2
Jun 11, 2025, 02:34 PM	There is limited visibility for the 100+ residents of 109th Ct NE turning onto 124th because of a recently installed powerline tower. This, combined with the speed at which some drivers drive along NE 124th St causes close calls especially for morning/evening commutes.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 02:33 PM	State street has become a major road over the past 20 years I have lived here. There are 3 churches, mosque and a school on this street. Cars speed on this street all of the time. I would like to see speed bumps. There are cameras during school opening and closing to protect the children but it is crazy busy. I am afraid a bicylist or pedestrian will be hit.	1					0	0
Jun 11, 2025, 02:02 PM	Drivers frequently do not yield to riders or pedestrians here				1		0	1
Jun 11, 2025, 01:58 PM	These two crossing points are regular close call areas as cars entering or exiting the freeway are not looking for pedestrians.					1	0	2
Jun 11, 2025, 01:56 PM	The left turn filter is not activated by bicycles. It's a well used route as part of the 7 hills of kirkland. Bikes have to either wait for cars or make a dangerous manouver across the junction against the lights, because they won't ever get the filter light.				1		0	1
Jun 11, 2025, 01:54 PM	There is no way to get into the park from NE 132ND as a pedestrian without walking along the road with the cars. This is really dangerous.			1			0	3
Jun 11, 2025, 01:53 PM	Drivers regularly not paying attention to pedestrians at either the lighted crossings but particularly at the other crosswalks on 120th Ave NE. Drivers are developing a habit of speeding up, not slowing down, when they see a pedestrian on the curb. This whole area really needs to be pedestrianized.			1			0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 01:49 PM	When crossing NE 132nd St from either direction here, cars are not watching for pedestrians when 1) turning left from 124th ave NE north, 2) turning right from 124th ave NE south, 3) turning right from NE 132nd St onto 124th ave NE north. Multiple close calls.			1			0	2
Jun 11, 2025, 01:45 PM	Requesting Speed flasher to slow down motorists on 70th approaching 128th. Too many close calls to date.	1					0	0
Jun 11, 2025, 01:22 PM	Cars in lane directed to turn right onto NE 132nd St from Totem LK Blvd in traffic circle frequently enter roundabout. Have almost been hit multiple times as the car going into roundabout and coming through roundabout to get to 116th.					1	0	0
Jun 11, 2025, 12:48 PM	You cannot get out of this (52nd and 108th) intersection easily without getting mowed down by traffic moving in 108th. During school periods, you are navigating the beginning of traffic hours, bicyclist and pedestrians trying the navigate that intersection safely. A traffic light here would be helpful.		1				1	0
Jun 11, 2025, 12:44 PM	I know the cross walk is a few yards to the north of 52nd street, but the natural crossing path is at 52nd street. Safer crossing at the intersection would allow cars, bikes and pedestrians cross safer.			1			0	0
Jun 11, 2025, 12:43 PM	52nd street can be a difficult intersection to get in and out of, especially during heavy traffic periods. Trying to navigate this intersection and seeing several close calls with cyclist and pedestrians trying to cross lake Washington to access 52nd st and the corridor. It is also a major car access road to move between lake wash and 108th. A traffic light or walker signal could help people access the corridor safely.				1		0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 12:15 PM	How is Park Lane deemed “unsafe” for pedestrians when there isn’t a single piece of data to back up that assertion? Not one accident pedestrian of vehicular ever recorded. Shouldn’t statements be factual?Please stop removing comments that you dint agree with, that doesn’t seem very democratic……		1				1	14
Jun 11, 2025, 12:06 PM	Checking for 20mph limit requires looking in your mirror when entering from side street. That's counter productive as people need to look forward for children instead. We need better signage.		1				0	0
Jun 11, 2025, 12:01 PM	We should have a speed bump or a traffic island or other type a traffic calming infrastructure.	1					0	1
Jun 11, 2025, 11:39 AM	No connecting sidewalk on either side of the street to walk safely down the street.			1			0	0
Jun 11, 2025, 11:15 AM	The vehicles on Park Lane do not speed down the street the the bicycles do. They ride the wrong direction and drive motorized bikes on the sidewalks. This study says it is about safety concerns. There have been no reports of injuries or accidents on Par Lane. Why is Park Lane being included in this study?				1		0	14
Jun 11, 2025, 11:08 AM	We often walk from our house to Juanita beach park and around this corner traffic is crazy. We’d love for the sidewalk to extend even 20 more feet so our neighborhood can safely access the park without close calls from distracted speeding drivers.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 10:46 AM	I think drivers are taking these roundabouts too fast because the island in the middle has no tall bushes/trees/screen to kind of "semi-blind" the driver to take it cautiously entering the roundabout. Since you can clearly see across the roundabout, you think you can "beat" the person on the opposite of the roundabout. Isn't there best practices on how to build a safer roundabout?	1					0	0
Jun 11, 2025, 10:41 AM	Drivers take these 2 roundabouts so fast!! is there any way to tell drivers to slow down and sometimes there's pedestrians trying to walk but they might not be able to stop in time. maybe put paint strip bumpers before they get to the roundabout area? Show people this is a slow area like 25 mph zone?...people take it like a race track sometimes.	1					0	0
Jun 11, 2025, 10:36 AM	I live in Cascade Ridge development and during peak evening hrs, drivers come up this hill area (136th Ave NE) fast and whip onto NE 132nd St at high speeds. For drivers trying to take a left from NE 132nds st to Vinter's Ridge/Cascade Ridge developments, its a scary turn sometimes and I've almost hit several cars because they are in passenger side/windshield blindspot. Could it be a 3 way stop or just have folks slow down as they take the curve right?					1	0	0
Jun 11, 2025, 10:32 AM	Posted speed limit is too high for number of crosswalks/pedestrian, cycles, dog walkers, students attempting to cross here. Vehicles consistently increase their speed on this straight stretch of roadway well beyond the posted limit.	1					0	1
Jun 11, 2025, 10:29 AM	Street is not appropriately sized for the volume of traffic due to Amazon usage of this parking lot as a park and ride. Daily close calls for vehicle vs vehicle and vs pedestrian especially at evening drop off when hundreds of cars are exiting onto an already busy street simultaneously		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 10:26 AM	Crosswalk is not visible enough to vehicles. Have witnessed more than 20 close calls pedestrian v vehicle with pedestrians appropriately using crosswalks and vehicles refusing to yield. This is a Walk To School Route for elementary school aged children from this neighborhood to Rose Hill Elementary school.					1	0	1
Jun 11, 2025, 10:24 AM	How is Park lane unsafe for pedestrians and bikers when there has never been a recorded accident? Shouldn't there be facts to back up such a claim? Or is this the Trump effect, throw out claims with no basis or data and pass it as fact?		1				0	2
Jun 11, 2025, 10:23 AM	Light is completely blocked by the tree, very dark			1			0	0
Jun 11, 2025, 10:23 AM	Visibility triangle necessitates vehicles crossing the marked crosswalk to see oncoming traffic. Crosswalk is Walk To School Route for Lake Washington Hugh School with multiple vehicle vs pedestrian incidents. Needs stoplight.		1				0	0
Jun 11, 2025, 10:22 AM	This intersection needs traffic light, it is impossible to get out of neighborhood.		1				0	0
Jun 11, 2025, 10:21 AM	This intersection needs traffic light, it is impossible to get out of neighborhood.		1				1	0
Jun 11, 2025, 09:58 AM	Speeding vehicles throughout the day. Drivers think speed limit is 40mph even though signage tells them otherwise, they just ignore.	1					0	0
Jun 11, 2025, 09:20 AM	Southbound 124th, the left lane can go straight or turn left, and the middle lane goes straight. However they do not line up with the lanes on the other side of the intersection, and cars from the middle lane are constantly drifting into the left lane in the middle of the intersection. I drive here daily and I've had many close calls from drivers changing lanes mid-intersection because of this.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 09:10 AM	Creating a bike lane on 2nd st is dangerous to pedestrians.no bikers will vear off of Market St to take 2nd, as they are already coasting downhill at this point. Watch them pass this intersection!! Meanwhile, this will create a visual impairment for drivers (the alley way is highly used) when exiting the alley. This is not needed nor a good use of our tax payer dollars.			1			0	0
Jun 11, 2025, 08:50 AM	Kids crossing to school while cars speeding on 108th st	1					0	0
Jun 11, 2025, 08:46 AM	Juanita drive has inconsistent sidewalk availability, it's especially frustrating in the area around big finn hill park and adjacent stretches since this is an area that should be especially walkable.			1			0	1
Jun 11, 2025, 08:32 AM	Speeding and running stop sign at 100th street and 128th Avenue near Mark Twain elementary school	1					0	1
Jun 11, 2025, 08:03 AM	Fast cars with loud mufflers accelerating for several blocks on 124th Ave NE between 100th and 116th streets when traffic allows- especially in the evenings.	1					0	1
Jun 11, 2025, 07:53 AM	When people come around the corner from Central to go up Market, they see open road in front of them and race up the hill (obviously not at rush hour), completely ignoring the 25MPH limit. We need traffic calming along here, both for the pedestrian crossing at 4th Ave and at Central & Market. For those of us who live along here, the worst time is between 9pm and 11pm when people leaving town in their very loud cars rev their engines and race all the way up the hill from Central to 18th.	1					0	2
Jun 11, 2025, 07:40 AM	Even with the 25 mph signs at both ends people feel like they can do 50 mph on the stretch of road when kids are present	1					0	0
Jun 11, 2025, 07:38 AM	Garbage trucks at this intersection make it unsafe for cyclists				1		0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 07:38 AM	Garbage trucks make this intersection unsafe for pedestrians			1			0	0
Jun 11, 2025, 07:37 AM	Garbage trucks constantly speeding down this road, right in front of the school.	1					0	0
Jun 11, 2025, 07:36 AM	Garbage trucks speeding down the road and over correcting on the turn around. I've almost been hit by a turning truck multiple times.					1	0	0
Jun 11, 2025, 06:35 AM	Consistently many cars speeding too fast right before the school zone.	1					0	0
Jun 11, 2025, 06:19 AM	Multiple close call events					1	0	1
Jun 11, 2025, 04:48 AM	There are hills and dips that make it hard to see ahead, and cars often go way too fast for the road conditions. I've personally seen close calls with pedestrians and cars. Drivers really need to slow down, and the city should consider more speed control measures and patrols.					1	0	3
Jun 11, 2025, 04:41 AM	There's a recurring problem with speeding and racing at night on NE 120TH PL. It gets especially loud and dangerous late at night, I've reported it before, but the situation hasn't improved much. It feels unsafe for both drivers and pedestrians, and it causes a huge disturbance for people living nearby—especially with the loud cars and motorcycles. It would be great to see more patrols during those hours, and to consider restrictions on loud or modified vehicles that contribute to the problem.	1					0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 11, 2025, 04:33 AM	Cars often speed and race on 100TH AVE NE at night. The road has hills and dips, making it really dangerous for both drivers and pedestrians. It feels like an accident waiting to happen.Please consider adding speed control measures and limiting loud, modified cars and motorcycles that often cause the disturbance.	1					0	3
Jun 11, 2025, 04:25 AM	No sidewalk causes pedestrians to walk in the street on a blind corner that people notoriously speed around.			1			0	0
Jun 11, 2025, 01:01 AM	Many cars are speeding on 116th Str and honking on those making a right turn into 104th ave ne. People are crossing the street there and drivers need to slow down to let them do so, but often they are afraid that the car behind them wil rear end them	1					0	1
Jun 11, 2025, 12:44 AM	Road falling apart, and you guys just keep patching it to oblivion.		1				0	1
Jun 11, 2025, 12:44 AM	Road falling apart, and you guys just keep patching it to oblivion.		1				0	0
Jun 11, 2025, 12:44 AM	Road falling apart, and you guys just keep patching it to oblivion.		1				0	0
Jun 11, 2025, 12:43 AM	Road falling apart, and you guys just keep patching it to oblivion.		1				0	0
Jun 10, 2025, 11:59 PM	Illegal long-term parking and abandoned vehicles making the street one way, reducing space for pedestrians and cyclists. Should enforce parking restrictions.			1			0	0
Jun 10, 2025, 11:57 PM	Three way intersection. Unclear which lane should stop					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 11:31 PM	Drivers are consistently speeding on 60th (between 116th and 132nd where the speed limits are higher), but doing so near an elementary school, even when many children are present. It can be very dangerous for our kids, especially when speeders try to go around turning cars. I have seen too many close calls with pedestrians. I have to be extra careful when walking with my children there.					1	0	0
Jun 10, 2025, 11:29 PM	Add speed bump on 112th ave turning into 97th. Too many cars and bikes speed around that corner making it unsafe for cars exiting the houses nearby as those speeding cars are also not visible until too late.	1					0	1
Jun 10, 2025, 11:19 PM	Sometimes cars exiting off the freeway enter the round-a-bout without heeding to cars that are already on the round-a-bout. I've almost been hit a few times.					1	0	0
Jun 10, 2025, 11:07 PM	It is a busy spot for a lot to watch out: Cars up and down the hills, and turn in and out the 112th St.. The cyclists and pedestrians are crossing 7th st through CKC. Even though there are crossing light and signals. It is hard for drivers to see it all. Seeing a lot of incidents that cars speeding up and down the hill not stop for the pedestrian and cyclists crossing the CKC. On the other hand, seeing cyclists race to cross the CKC without stopping to watch if there are cars close by. It is a dangerous spot with poor design. It may need three way stop signs.					1	0	3
Jun 10, 2025, 10:44 PM	None of the bus stops have seating or shelter for riders to wait in inclement weather		1				0	1
Jun 10, 2025, 10:38 PM	The paint and reflectors that delineate lanes on the 70th street overpass have faded and are difficult to see in low-light at night and especially during rainy nights. This is dangerous where the one lane expands to three. Please fix		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 10:34 PM	The parking at Juanita beach park is inadequate for such a popular location. Traffic backs up a lot since overflow and related traffic cannot be accomodated		1				0	0
Jun 10, 2025, 10:23 PM	We need a left turn signal on the Forbes Creek Dr turn from 98th. During rush hour traffic, it is nearly impossible to safely turn left onto Forbes Creek Dr due to the heavy volume of traffic coming out of downtown Kirkland. The right turn lane coming the other way helps break of traffic but adds to the safety concern as it's hard to see and make sure 2 lanes are clear. It's hard to get home from Juanita during this time for those of us who live in this neighborhood.		1				0	2
Jun 10, 2025, 10:21 PM	Almost weekly, there is an incident at this intersection whether it be cars colliding and near misses, bikers not on alert for the many options cars have coming on to 132nd, to pedestrians trying to cross and more more near misses. The car backups that happen along 132nd as well as those waiting to turn onto 132nd (which can be 5 minutes or more) seem to exacerbate tensions and frustrations and leads to taking unsafe risks which result in accidents. There is too much going on here and with all the additional housing being built along here, it's only getting worse with more vehicles and people.		1				0	1
Jun 10, 2025, 10:05 PM	Dozens of high school students use this crossing every day and even when they use the lights, cars rarely stop for them. I have seen so many cars blow through without even slowing down, or worse speeding up so they don't have to stop.			1			0	0
Jun 10, 2025, 09:56 PM	Are bike supposed to use this path? It's narrow and often slippery. What is the recommended bike route from the CKC to the mall?				1		0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 09:55 PM	The bridge just dumps you on a sidewalk? There should be a bike lane here and reduce speed limits.				1		0	2
Jun 10, 2025, 09:50 PM	Bike lane ends going uphill forcing bikes into traffic at low speed. Eliminate street parking and continue bike lane.				1		0	1
Jun 10, 2025, 09:49 PM	Reduce speed limits around schools to make the roads safe for kids on foot and bike. 15mph.	1					0	0
Jun 10, 2025, 09:47 PM	Car traffic much too fast. Bike lanes routinely blocked by leaves. This is a critical E/W path to Redmond.				1		0	0
Jun 10, 2025, 09:45 PM	There should be a pedestrian connection to the CKC here.			1			0	0
Jun 10, 2025, 09:44 PM	Bike lane ends in high traffic zone. Clear path for bikes needed.				1		12	2
Jun 10, 2025, 09:44 PM	Very fast going e-bike caused near collision with pedestrian walking along the trail.					1	0	2
Jun 10, 2025, 09:43 PM	Road segment way too long with no crosswalk.			1			0	0
Jun 10, 2025, 09:42 PM	Constant speeding and cars ignoring pedestrians. Needs lower speed limit and traffic calming.	1					7	2
Jun 10, 2025, 09:33 PM	Often see teens without helmets on e-bikes going very fast downhill.				1		0	0
Jun 10, 2025, 09:27 PM	Traffic backed up all the way to 87th ave during morning commute with intersection often blocked by drivers trying to make left turn to take I-405 South . Signal light timing should be adjusted.		1				0	1
Jun 10, 2025, 09:17 PM	The stops signs are so far back drivers have to pull into the cross walk to see.			1			0	1
Jun 10, 2025, 09:17 PM	The stops signs are so far back drivers have to pull into the cross walk to see.			1			0	1
Jun 10, 2025, 09:16 PM	The stops signs are so far back drivers have to pull into the cross walk to see.			1			0	0
Jun 10, 2025, 09:15 PM	The stops signs are so far back drivers have to pull into the cross walk to see.			1			0	0
Jun 10, 2025, 09:13 PM	People speed up and down 128th between 85th and 100th. Concerns for anyone on foot or bikes	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 09:12 PM	People speed up and down 128th between 85th and 100th. Concerns for anyone on foot or bikes	1					0	2
Jun 10, 2025, 09:11 PM	Speeding issue all the way to 100th	1					0	1
Jun 10, 2025, 09:10 PM	128th is used for a pass thru for traffic off 132nd and 124th.	1					0	1
Jun 10, 2025, 09:09 PM	Traffic is using Slater Ave NE as an alternative to I-405 and 124th Ave NE during peak hours. Cars are speeding with no regard to pedestrians or cyclists. Parts of Slater have no sidewalks and this is very dangerous!	1					0	3
Jun 10, 2025, 09:08 PM	128th speeders is used for a pass thru for traffic off 132nd and 124th	1					0	2
Jun 10, 2025, 09:07 PM	Speeding on 128th is an issue. Alot of the Amazon employees turning out of the chrome church	1					0	2
Jun 10, 2025, 09:06 PM	People speed up and down 128th between 85th and 100th. Concerns for anyone on foot or bikes.	1					0	2
Jun 10, 2025, 08:59 PM	Bikes and e-bikes in Bridle Trails Park are a huge safety concern for horses and riders. Many e-bikes in the park, which has clear signage, are ridden by children. How can we get e-bikes under control?				1		0	0
Jun 10, 2025, 08:57 PM	124th is my view from my Apts. People speed mainly south with their loud cars.	1					0	1
Jun 10, 2025, 08:44 PM	I live at NE 73rd St and use 126th Ave NE and 80th all the time. There are constantly people speeding east or west on 80th, more so on the weekends but almost any day or time	1					0	1
Jun 10, 2025, 08:02 PM	Four way stop routinely ignored. Many vehicles barely make an effort to slow at this intersection		1				0	1
Jun 10, 2025, 08:00 PM	Drivers traveling on NE 110th Place frequently run the stop sign at 83rd causing close calls with cars and pedestrians.					1	0	0
Jun 10, 2025, 07:59 PM	Four-way stop routinely ignored		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:59 PM	This is a very very dangerous intersection, many accidents here. There are too many bushes here that impede the view of drivers turning left or right onto NE 70th		1				0	1
Jun 10, 2025, 07:57 PM	People are driving way too fast sometimes crossing the bike lane, very dangerous.			1			0	2
Jun 10, 2025, 07:43 PM	Too many people drive too fast and don't give pedestrians right of way at the crosswalks.	1					0	2
Jun 10, 2025, 07:38 PM	Elementary school at end of street. Lots of kids living on street. Cars driving extremely fast downhill towards NE 70th. Need traffic calming measures.	1					0	1
Jun 10, 2025, 07:29 PM	Can you please add walkway here for people to get to the trail?			1			0	1
Jun 10, 2025, 07:19 PM	Cars frequently don't stop for this cross walk			1			0	0
Jun 10, 2025, 07:17 PM	Cars often ignore the pedestrian/bike crossing lights here when activated. This is particularly dangerous for bikes since the button to activate the lights is set back where cars can't see the bike waiting. Motorists should stop first when lights are flashing regardless of whether they see someone waiting to cross.				1		0	2
Jun 10, 2025, 07:15 PM	routine speeding on 132nd in the southern direction	1					0	1
Jun 10, 2025, 07:14 PM	People always go way above the posted speed limit in both directions, particularly problematic at this slight turn where the crosswalk for South Rose Hill Park is located	1					0	1
Jun 10, 2025, 07:13 PM	Getting out of our neighborhood is often a life or death event. We have EXACTLY 2 exits to our neighborhood - 100th and 104th. 132nd is a freeway and we take our chances just getting to work and school. We NEED A STOPLIGHT!					1	0	2
Jun 10, 2025, 07:12 PM	Getting out of our neighborhood is often a life or death event. We have EXACTLY 2 exits to our neighborhood - 100th and 104th. 132nd is a freeway and we take our chances just getting to work and school. We NEED A STOPLIGHT!					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:05 PM	Cars coming from 52nd to 108th, do not stop, and have almost hit us on bicycles multiple times. There needs to be some sort of way to get people to slow down and stop at that intersection in order to reduce the risk to bicycles and pedestrians.	1					0	2
Jun 10, 2025, 07:02 PM	Cross walk is hidden by the hill, which leads to a safety concern for riders of the bus as well as local residents crossing the road. Flags provide minimal help, a flashing, lighted crosswalk like the rest of 108th's crosswalks would be desirable.			1			0	4
Jun 10, 2025, 07:00 PM	frequent speeding during morning hours (7-9)	1					0	2
Jun 10, 2025, 06:59 PM	Bike lane abruptly disappears leading to concerns as children ride to school or adults head to work. I've had plenty of angry drivers not slow down as I merge into the car lane as the bike lane disappears.				1		0	2
Jun 10, 2025, 06:58 PM	Kids on e-bikes create hazards from riding erratically and not following road rules.				1		0	3
Jun 10, 2025, 06:53 PM	Limited visability for those turning onto 124th		1				0	2
Jun 10, 2025, 06:51 PM	Traffic gridlock from 3:45-6:30 most days, making turning left on to 116th extensive.		1				0	0
Jun 10, 2025, 06:48 PM	This t-intersection needs a traffic calming circle. People often pick up a lot of speed at this point because the rest of the road is curves.	1					0	0
Jun 10, 2025, 06:40 PM	We have tall overhead street lights along NE 97th St. However, a couple of them are out, and have been for years, so lighting along this street is inconsistent. It's *very* dark in some places at night.		1				0	5
Jun 10, 2025, 06:40 PM	Railing feels too low to bike on the sidewalk on this over crossing				1		0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:38 PM	Lots of speeding along NE 97th St. Cars race to the speed bump, slow down, then rabbit back to high speeds. The city can't detect this because they measure speeds from one end to the other, which includes the slowing for the speed bumps. So "average" speed along the road is probably 27 (which is what you're measuring end-to-end). But you're missing the peak speeds (easily 35mph). This is especially problematic during morning and evening commute times.	1					0	7
Jun 10, 2025, 06:31 PM	the pedestrian crossing Slater is terrifying. Lots of folks (and kids on ebikes) use this to get across i405. Heading east (coming from the bridge), there's no visibility for any on-coming traffic along Slater, and those cars on slater certainly can't see the approaching pedestrians and cyclists. We just don't want a kid to get hurt.			1			0	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:27 PM	I cross this intersection daily. Cars turning onto NE 97th St from Slater (either making a right turn, or a left turn) really cut this corner and barely slow down. Now that there's a retirement home on the South end of Slater, there's a good bit of auto traffic coming onto NE 97th St. In addition, Slater Ave NE is used as a bypass for 124 Ave NE, so we have a traffic source there too. Making this a 3-way stop would solve this, and it would pave the way (no pun intended) for the green belt planned along Slater Ave NE (starting just north of this intersection).			1			0	5
Jun 10, 2025, 06:21 PM	The city does a great job of quickly changing the lights when I press the "cross walk" button at so many intersections throughout the city.Not at this one. Honestly, I don't think this button even does anything other than lighting up the "walk now" graphic when the light does eventually turn green.If the city wants to prioritize alternative modes of transports (not cars), then a good start would be to adjust these buttons throughout the city so that when a pedestrian or cyclist presses the button, they can expect, consistently, that the light change within 10 seconds so they can get on their way.			1			0	2
Jun 10, 2025, 06:20 PM	Cars trying to bypass Market- zoom up 3rd and then cut back down.	1					0	0
Jun 10, 2025, 06:19 PM	Why no sidewalks near schools that are allegedly “walking “ schools?			1			0	2
Jun 10, 2025, 06:17 PM	Cars don’t stop at this 4 way stop					1	1	0
Jun 10, 2025, 06:15 PM	Cars don’t stop. At least two times I have met a car in the crosswalk wall attempting to cross					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:14 PM	Traveling north on 124th Ave NE, the city raises the speed limit right here to 35mph. This road cuts through the middle of our neighborhood. There is an elementary school near by, a fire station, homes, and many walkers/runners (including kids and the elderly) in our neighborhood. we've already had one pedestrian death along this stretch of road. Please consider keeping the speed limit consistent with the limit you have on this same road in South Rose Hill (just the other side of NE 85th St).			1			0	5
Jun 10, 2025, 06:10 PM	No sidewalk on this side of the road ... hope you are requiring adding one whenever this site redevelops! Super sketchy walking here, but also sucks to have to wait twice for that long light on 85th			1			0	5
Jun 10, 2025, 06:08 PM	Walking along 120th Ave NE and crossing NE 85th St is a terrifying experience. I walk this very often and cars traveling both North and South along 120th, both making lefts and rights, really don't notice pedestrians trying to cross because it's a very "busy" (lots of lanes, lots of lights, lots of signs, and lots of traffic) intersection. I'll also note that the high school kids are frequent crossers of this street. they hit Costco for pizza during lunch, and after school. Please do something here before an accident happens.			1			0	5

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:07 PM	As a pedestrian it sucks that I'm expected to cross the street three times here -- this is where the pedestrian cut through behind the gas station comes out, but there's no sidewalk on this side of the road so seems like crossing is expected			1			0	3
Jun 10, 2025, 06:02 PM	There's a stop sign here, but it gets treated as a "slow down if you feel like it" sign, especially during commute times. Commuters bypass i405 and use 124th Ave NE, but when 124th Ave NE gets backed up, they cut through on NE 97th St.			1			0	4
Jun 10, 2025, 05:57 PM	A lot of pedestrians cross 124th Ave NE right here (there is no cross-walk). People going to the park will park on NE 97th St, then cross 124th Ave NE. There is a cross-walk 100-yards in either direction, but people ignore those and cross right here because it leads to the park entrance. Add to that, the city has a 35MPH speed limit on 124th Ave NE, which makes it even more dangerous. It's only a matter of time until there's an accident.			1			0	5
Jun 10, 2025, 05:52 PM	Failure of vehicles exiting the transfer station go yield/stop before entering crosswalk - frequent pedestrian near misses					1	0	2
Jun 10, 2025, 05:50 PM	Witnessed a child biking to elementary school nearly get hit by a vehicle exiting the transfer station without yielding to check for pedestrians/cycles				1		0	0
Jun 10, 2025, 05:49 PM	As a driver, there's poor visibility for pedestrians walking uphill when pulling out of the library parking lot		1				0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 05:49 PM	Waiting at the stop bar to turn left onto 60th from 116th southbound, required to back up from the stop sign to allow a Transfer Station semi to complete their turn onto 116th because they cannot physically make that turn without entering the lane of oncoming traffic. Frequent occurrence.					1	0	2
Jun 10, 2025, 05:46 PM	Sidewalk gets too narrow passing the rain garden, potentially move the sculpture somewhere else to make more room? I'm constantly being forced to walk on the bumpy surface along much of the block and it's uncomfortable -- a group of three people cannot really walk side by side here			1			0	1
Jun 10, 2025, 05:46 PM	My daily commute includes a left turn from 60th onto 116th traveling south. Multiple times a Wed, near misses from traffic driving north on 116th failing to stop at the 4 way stop					1	0	1
Jun 10, 2025, 05:44 PM	Semitrucks leaving the transfer station are unable to navigate this intersection without *either* driving into oncoming traffic *OR* cutting the corner and running over the sidewalk. This is a designated pedestrian/cycle/equestrian route connecting over the footbridge to the other side of 405 and gets heavy pedestrian usage			1			0	3
Jun 10, 2025, 05:40 PM	Failure to yield to pedestrians/equestrians using crosswalk/excessive speed			1			0	2
Jun 10, 2025, 05:40 PM	I think there should be another crosswalk here for people's safety.			1			1	0
Jun 10, 2025, 05:40 PM	poor visibility of sidewalk for cars coming out of this underground parking lot		1				0	1
Jun 10, 2025, 05:39 PM	Failure to yield to pedestrians in crosswalk/excessive speed			1			0	1
Jun 10, 2025, 05:39 PM	My daughters dad (wheelchair bound) and daughter have almost been hit multiple times by people speeding.	1					0	0
Jun 10, 2025, 05:38 PM	Failure to stop at stop sign consistent issue		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 05:37 PM	Speeds though park excessive for pedestrian/equestrian traffic	1					0	1
Jun 10, 2025, 05:36 PM	School zone speeds of up to 35 mph	1					0	1
Jun 10, 2025, 05:34 PM	Can be a bit stressful biking uphill on this lower portion of Kirkland Way because of parked cars in the shoulder, then have to merge with car traffic to go through the tunnel since the bike access to the trail is on that side				1		0	0
Jun 10, 2025, 05:29 PM	have noticed many more people wanting to cross at this intersection from PCC across Kirkland Ave lately			1			0	0
Jun 10, 2025, 05:26 PM	This crosswalk could stand to be marked, lots of through traffic does not stop for pedestrians, but I see people waiting to cross here often			1			0	2
Jun 10, 2025, 05:19 PM	It's awkward to get from the trail onto this bike route uphill by bike -- turn right to merge into traffic then stop immediately for left hand turn across traffic uphill. Or can cross the street and then ride up on the sidewalk the wrong direction until it's clear to cross the street behind cars at the intersection				1		1	0
Jun 10, 2025, 05:14 PM	The "sidewalk" here is terrifying. The railing only comes up to my hip, it feels like a stiff wind will blow you down onto the freeway.			1			1	1
Jun 10, 2025, 05:14 PM	Bike lane ends and it's a bit of a hairy situation since this stretch is always very busy and cars are pulling out of PACE				1		0	0
Jun 10, 2025, 05:10 PM	People come around this blind corner too fast to anticipate when making a left (northbound) turn on to Juanita from 138th Pl. This intersection needs a roundabout.	1					0	1
Jun 10, 2025, 05:09 PM	Near misses, angry drivers, a terribly programmed light and a flood of students = Police need to be here every day. Where are they? Nowhere.			1			0	1
Jun 10, 2025, 05:09 PM	LOTS of cars fail to stop at this four-way stop, especially those that are travelling down NE 110th Place.		1				1	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 05:06 PM	The Metro Bus cannot make this turn right turn onto 80th West and frequently drives up onto the sidewalk. This is especially problematic during school hours with all the children and the folks turning left onto 124th North.		1				0	1
Jun 10, 2025, 05:05 PM	It can be difficult to get onto NE Juanita Drive from 93rd Ave NE, especially during rush hour or if you're trying to take a left turn onto NE Juanita Dr.		1				0	1
Jun 10, 2025, 05:03 PM	There are a couple consistent individuals that treat this as a straight speedway.	1					0	1
Jun 10, 2025, 05:03 PM	Can’t even get out of our street due to speeding	1					0	1
Jun 10, 2025, 05:02 PM	Please add bike crossing lane from bike trail exit across ne points dr				1		0	0
Jun 10, 2025, 05:01 PM	People do not stop for the stop sign at this location, nor do they stop for pedestrians in the crosswalk.					1	0	2
Jun 10, 2025, 05:00 PM	Despite a stop sign and crosswalk, people often do not stop. They look left, turn right. Further people turning toward the school cannot see through the constant line of cars and try to race through the gaps, leaving pedestrians to scramble out of the way. 3pm is particularly hazardous.					1	0	1
Jun 10, 2025, 04:59 PM	This pedestrian crossing is scary at night with cars speeding off the freeway			1			0	0
Jun 10, 2025, 04:58 PM	Teen drivers mostly (before and after school) but sometimes their parents. It feels like our neighborhood is being disrespected. I'm sure they wouldn't want us driving in their neighborhood like that but if they're rushing to work or angry about dealing with drop off traffic, they don't mind speeding here. There needs to be something to slow people down. Maybe rumble strips, speed bumps, more lights or stop signs. This road is frequently crossed & walked by pedestrians, in many places there is no sidewalk and it's only a matter of time before someone is hit.	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 04:58 PM	One side has sidewalks, the other does not and does not have protection from cars. Both sides of the road need sidewalks.			1			0	0
Jun 10, 2025, 04:57 PM	Was actually clipped by a woman driving a grey honda odyssey at this location. Was hit by her mirror as I tried to jump out of the way. Called police. No action.					1	0	0
Jun 10, 2025, 04:57 PM	Actual location for "12502 132nd Avenue Northeast" close call, couldn't figure out how to edit it to be on 124th					1	0	0
Jun 10, 2025, 04:55 PM	High school students frequently speed down this road which becomes quite narrow when cars are parked on either side. I've seen several near accidents & teen pedestrians nearly hit.	1					0	1
Jun 10, 2025, 04:55 PM	Intentionally buzzed by a white porche					1	0	0
Jun 10, 2025, 04:55 PM	A resolution is needed to fully connect the Cross Kirkland trail at 132nd Ave NE just north of NE 124th St. This missing link is a bicycle and pedestrian concern.				1		0	3
Jun 10, 2025, 04:54 PM	25mph zone, but folks seem to think it's 40mph.	1					0	2
Jun 10, 2025, 04:54 PM	Biking on sidewalk to avoid the terror of the bike lane next to 40+mph traffic, almost hit by left turn					1	0	0
Jun 10, 2025, 04:53 PM	There is a speed meter here which often shows 30+ (I've seen 50mph).	1					0	0
Jun 10, 2025, 04:53 PM	Limited visibility and high speed makes people turning from 80th to 122nd hazardous. I'm nearly hit here almost on a daily basis.			1			0	1
Jun 10, 2025, 04:52 PM	There should be a 3 way stop sign here. All of the intersections should have them. People fly down this street which is frequently crossed by child pedestrians & cyclists.			1			0	0
Jun 10, 2025, 04:52 PM	Multiple close calls on bicycle at this intersection, crossing in multiple directions -- every crossing seems to be dangerous! Particularly people coming down the hill taking the right onto 124th barely slow down					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 04:52 PM	Crossing here is hazardous at best. The new crosswalk improvements actually limit visibility and people aren't slowing down.			1			0	1
Jun 10, 2025, 04:49 PM	I've had multiple near misses here on foot and on bike, from northbound drivers failing to yield at the stop sign			1			0	0
Jun 10, 2025, 04:49 PM	We need a lot crosswalk with warning lights that extend around the corners. People fly around this corner in their car and pedestrians are expected to run across whenever they can. It's frequently crossed because it's the access point to the pedestrian bridge over 405.			1			0	2
Jun 10, 2025, 04:47 PM	Visibility is very bad in this corner					1	0	0
Jun 10, 2025, 04:46 PM	I used to bike commute through this intersection and had constant issues with SUVs pretending not to see me when it was my turn at the four way stop (specifically northbound drivers)				1		0	1
Jun 10, 2025, 04:44 PM	Cars parked on the east side of the street at school drop off and pickup cause the roadway to clog forcing traffic trying to pass through, or enter the parking lot, onto one lane. I have witnessed at least one altercation between two drivers caused by this.					1	0	2
Jun 10, 2025, 04:44 PM	Visibility is very bad in this corner and I have several times almost ran over someone, or been run over myself.					1	0	2
Jun 10, 2025, 04:42 PM	Large white van parked here blocks the view of traffic coming southbound on 126th. When turning (after navigating around the minivan parked near the stop sign) left from 72nd street, neither cyclists nor motorists can see oncoming traffic to their left due to the van's obstruction.		1				0	0
Jun 10, 2025, 04:39 PM	Mini-van constantly parked near the stop sign causes a visibility issue for stopping and turning onto 126th. Additionally, restricts the flow of traffic. One could easily be hit by a car turning left onto 72nd from 126th		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 04:39 PM	On more than one occasion I have witnessed close calls between cars and juvenile bicyclists, especially around school release times.					1	0	2
Jun 10, 2025, 04:36 PM	Students, and sometimes adults, speed by the rear entrance to the school at drop off times.	1					0	0
Jun 10, 2025, 04:35 PM	People speed here all the time before and after school. Parents driving kids to school and students alike. I agree with the other comments that this needs to be a 4 way stop.	1					0	0
Jun 10, 2025, 04:32 PM	Every morning and after school, people are speeding up and down this street	1					0	1
Jun 10, 2025, 04:10 PM	Speeding during school drop off hours. Parents access Ben Franklin from 125th and speed in and out during drop off/pick up hours.	1					0	7
Jun 10, 2025, 04:05 PM	It would be nice if we could get the sidewalk continued to the corner. It stops on the west side of 132nd just short of the 4 way stop.			1			0	0
Jun 10, 2025, 04:04 PM	Vehicles race east & west 60th with no regard to the 25mph speed limit, digital speed signs, or school zone.	1					0	2
Jun 10, 2025, 04:02 PM	Constant speeding during the day but especially in the evening! The flashing light with the speeds posted is not a deterrent apparently	1					0	1
Jun 10, 2025, 03:59 PM	It is time to add a bike lane that connect to the much safer one that the City of Bellevue has installed further down on 116th. This road is incredibly unsafe for cyclists.				1		0	3
Jun 10, 2025, 03:57 PM	This intersection is a hazard! It is too narrow for the semi trucks (cars have to back up so they can turn) people run the stop signs ALL THE TIME. Traffic is backed up for a mile in the evening. The intersection needs to be modified and brought to a safer standard to reflect the growth of this area in the past 10 years.	1					0	5
Jun 10, 2025, 03:53 PM	We need the mechanisms that measure driver speed to tell them to SLOW DOWN. We need it all along NE 70th between 132nd Ave. NE and 116th Ave. NE. People are flying.	1					0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 03:53 PM	With increased traffic, it might be time to review the traffic light situation. I have seen (or been involved in) people heading eastbound on NE 72nd, and then start to make a right at the light onto 116th, not realizing the westbound folks on NE 70th place, who are making a LEFT hand turn on to 116th have the right of way with the green arrow.		1				0	0
Jun 10, 2025, 03:49 PM	It would really be nice to see a continuation of sidewalk on at least ONE section of this road. Pedestrians are constantly being forced to walk in the road due to parked cars and garbage cans (it is clearer during the day, but in the evening, when everyone is out walking there are cars and cans lining the street)			1			0	0
Jun 10, 2025, 03:40 PM	Most people do not stop at this stop sign. I've seen a lot of close calls.					1	0	0
Jun 10, 2025, 03:39 PM	At peak traffic times, car and bus traffic backs up from 124th to this corner. Many cars take 100th to avoid the 98th and 116th intersection (or the opposite direction). Combined with this curved section of street, pedestrian crossings, and heavy traffic, there are often close calls between cars/bikes/peds.					1	0	3
Jun 10, 2025, 03:39 PM	This REALLY needs to be a 4 way stop. So many close calls.			1			0	1
Jun 10, 2025, 03:37 PM	There needs to be a light here. Too many close calls. It's very dangerous.					1	0	1
Jun 10, 2025, 03:37 PM	This REALLY should be a 4 way stop. So many close calls.			1			0	1
Jun 10, 2025, 03:36 PM	There is no dedicated bike lane here as the main bike route goes left at NE Juanita Dr, however this is a main bike route but is shared with busses, trucks, and cars on this stretch. Used commonly by young riders on e-bikes. A dedicated bike lane would be benficial.				1		0	2
Jun 10, 2025, 03:26 PM	Too many cars driving 45 miles out more here constantly. There are kids on bikes or walking, I've almost witnessed several pedestrian and MVA.	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 03:22 PM	Very poor visibility given high bushes along East Side of Market Street. Caused me a trip to the Emergency Room because cars coming out of driveways can't see bicyclists.				1		0	0
Jun 10, 2025, 03:21 PM	Very dangerous intersection now because of the diverter. Cars drive over it, around it, more traffic through smaller side streets. This is a menace to the community and the people who like to walk or bike.			1			0	1
Jun 10, 2025, 03:21 PM	The number of local youth on e-bikes with zero awareness of road rules is ALARMING. Speeding thru stop signs, on their phones, no helmets, double riders, etc. Accidents waiting to happen every day. We have got to offer education, maybe an ebike 'license', and also give tickets to those that don't follow rules (that are yet to be established).		1				0	1
Jun 10, 2025, 03:18 PM	I live near the corner of the intersection and I see cars completely ignore the stop signs now that the diverter is there. There needs to be a 4-way light, or raised crosswalk or SOMETHING other than the diverter!	1					0	7
Jun 10, 2025, 03:15 PM	I was almost hit by a car that barely slowed down at the intersection yesterday. I was jogging and the car just kept going. The diverter encourages cars to just fly through the intersection! This is a TERRIBLE design and is awful for the community!					1	0	3
Jun 10, 2025, 03:12 PM	resident places sign in middle of road creating a traffic hazard as cars park on both sides of street and make it almost impassable					1	0	1
Jun 10, 2025, 03:10 PM	I frequently see kids on ebikes travelling east/west on 75th blow through the stop signs at this intersections. There is signage indicating that "cross traffic does not stop" but it either goes unnoticed or is disregarded.				1		0	0
Jun 10, 2025, 03:08 PM	Running red lights during rush hours	1					0	1
Jun 10, 2025, 03:07 PM	Speeding on. Street	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 03:05 PM	I use this crosswalk four to five times per week and vehicles rarely stop, even when I am using the provided orange flags. This is a popular walking route for people north of 70th to walk to Bridle Trails park and it is the most dangerous part of my neighborhood walk.			1			0	1
Jun 10, 2025, 03:05 PM	The diverter is awful and makes the intersection very bad for people walking or riding bikes. Cars don't stop anymore, and kids have almost been hit here. Please get rid of it!			1			0	5
Jun 10, 2025, 03:00 PM	The Kirkland Pursuit church on 132nd is using their large parking lot as a park and ride for Amazon employees which adds a tremendous amount of traffic to 132nd during rush hour. It has always been difficult getting onto 132nd from the cross streets during rush hour but with housing developments and the Amazon employees it's now dangerous.					1	0	3
Jun 10, 2025, 01:30 PM	Many close calls at this location over the years, both as pedestrian & driver. Rear-ended once when stopped for pedestrian in crosswalk. Rear-ended in 2 other crosswalks when stopped for pedestrians. In addition, this pedestrian controlled, non-lighted crosswalk contributes to long backups on Lake Street.					1	0	5
Jun 10, 2025, 01:28 PM	Please provide a safe walking and biking route to get from the Hermosa Vista neighborhood into Juanita. Close calls between bikers/pedestrians and cars are routine, but it’s the only option yet there is a wooded area which could be leveraged.			1			0	0
Jun 10, 2025, 01:26 PM	Very difficult to see both ways. Drivers regularly drive faster than posted speed limit. A light or warning would help here. I live in the neighborhood yet avoid the intersection at all costs					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 01:25 PM	A pedestrian crossing has been built here a while ago , with safety isle in the middle. There has been no work happening for months now. Yet, the large orange construction barrels are still there, block the view of oncoming traffic. When going west, it's hard to see vehicle about to turn onto 124th, and when turning, it's hard to see vehicles going west on the 80th. Is there any reason why the barrels are still there?		1				0	2
Jun 10, 2025, 12:56 PM	Need sidewalk between 2nd and 3rd for safe pedestrian navigation on 19th.			1			0	2
Jun 10, 2025, 12:33 PM	On a common walking route to (International) Community School, but no sidewalk and/or only on one side of the road at a time, requiring crossing the street without a crosswalk.			1			0	0
Jun 10, 2025, 12:27 PM	NB traffic on 124TH AVE NE backs up from the lights at NE 116TH ST south past the NE NE 115TH PL/SLATER AVE NE intersection in the afternoon rush hour, say from 3-6pm. Cars trying to turn left from NE 115TH PL/SLATER AVE NE on the NB 124TH AVE NE have to nose themselves out into free flowing SB traffic and then squeeze in to the backed up NB traffic. Very difficult if they're continuing NB on 124TH AVE NE. Even more difficult if they're turning immediately right onto SLATER AVE NE at NE 116TH ST. Many close calls, honking. I've even seen aggressive drivers get frustrated by a more tentative driver who's taking too much time to make the turn and pull into the WB lane of NE 115TH ST/SLATER AVE NE to overtake the more tentative driver waiting to make the turn.					1	0	1
Jun 10, 2025, 12:13 PM	Two cars passed main traffic lane on the right, using the right turn only lane, before cutting into the left/main lane. See this frequently. Cars in main lane had to jam on brakes. Install divider between right turn only lane and main lane to prevent last minute cut ins?					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 11:26 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.	1					0	0
Jun 10, 2025, 11:26 AM	Please add sidewalks to Juanita drive - that way Hermosa Vista and Finn hill residents can walk to Juanita beach and Juanita village/businesses. It's a 15 min walk but we have to drive 😳			1			0	4
Jun 10, 2025, 11:25 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.	1					0	0
Jun 10, 2025, 11:24 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 11:24 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.			1			0	0
Jun 10, 2025, 11:20 AM	Traffic is almost come to a standstill during morning commute to work due to this project and I run 15mins late everyday to Redmond coming from Creative Montessori on Junaita to Microsoft in Redmond.	1					0	1
Jun 10, 2025, 11:20 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.		1				0	0
Jun 10, 2025, 11:19 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 11:19 AM	People ignoring right of way or not really know right of way for a roundabout, great when there's not a lot of cars but can get super dangerous and congested.		1				1	1
Jun 10, 2025, 11:18 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.	1					0	0
Jun 10, 2025, 11:17 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.		1				0	0
Jun 10, 2025, 11:17 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 11:16 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.			1			0	0
Jun 10, 2025, 11:15 AM	This intersection is very dangerous for all of us who live here. I wish you would install a traffic light or restructure the intersection from all sides, because visibility for crossing to the left is zero to be able to merge towards the condos on 116th. It's also extremely dangerous to cross into the street when walking or to be able to merge onto the main street in a car. There's also no visibility for cyclists. Thank you very much in advance for any possible solution to this.	1					0	0
Jun 10, 2025, 11:00 AM	There is no crosswalk over 112th. Super dangerous as some peds walk behind cars and others go from corner to corner (but the path that connects to the trail is NOT at the corner). Drivers turning on to 112th from the west bound direction CANNOT see there are peds crossing if the ped is crossing north of the corner to connect with the trail. Needs better clarity for both the drivers and the peds. Please install a crosswalk.			1			1	3
Jun 10, 2025, 10:56 AM	Cars during commute hours often don't heed pedestrians trying to cross 132nd.			1			0	0
Jun 10, 2025, 10:55 AM	Cars during commute hours often don't heed pedestrians trying to cross 132nd.			1			0	1
Jun 10, 2025, 10:54 AM	On multiple occasions drivers turning from 112th have almost hit both walkers and folks on bikes crossing 87th.					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 10:47 AM	Before and after school, this area is lined with cars as well as families trying to walk in from cars and navigate the roadway. Frustrated drivers and lots of cars blocking line of sight makes me worried for kids trying to navigate these blocks. Some cars are careful but it's very hard to see everything at once, other cars do not seem to moderate their driving at all for the congestion and foot traffic.			1			0	5
Jun 10, 2025, 10:47 AM	This intersection regularly backs up all the way back to the south entrance of LW tech or even NE 100 St. Please help redesign the lights here so that we don't have 1 mile long back ups which cause commuters to speed through the residential streets.		1				0	3
Jun 10, 2025, 10:30 AM	Even when people press the crosswalk button and the yellow lights start blinking, cars regularly speed up nearly hitting pedestrians as they begin to cross the road. We have nearly been hit more times that I can count and fear for our children when they are out on their own. It isn't a highway and we shouldn't have to live in fear when our kids want to walk to a friend's house across 132nd.			1			0	2
Jun 10, 2025, 10:30 AM	Slater avenue is becoming a dumping ground for trash and dog poop. Every day we walk and collect at least 10+ bags full of dog poop from people not caring about picking up. Thankful for the 1 trashcan that is out there but it's not enough. It's a high trafficked street for kids and pet owners and we need more trash cans to hopefully animate people to pick up their trash and dispose accordingly. It's been going on for years and we just gave up. If it weren't for neighbors who come together every day to clean this would be appalling. Is there anything you can do there einhole you build this out as train extension?		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 10:26 AM	No walkway on both sides for some sections between 109th and 107th along the Boys And Girls Club. Many bikes, lots of children and dog walkers trying to navigate the increased car traffic speeding on Slater. Kids run into and out of the boys and girls club at the most traffic intense times. Many closed calls experienced in the last few months with the weather getting better and more kids out and about. Balls Timm into the street, kids bicycles cannot stop in time on that on and off ramp to the club, tree branches laying around and also trash.			1			0	3
Jun 10, 2025, 10:23 AM	The corner of 109th PL and Slater has a fence and often cars parked there and you can barely see cars coming when you try to drive from 109th into slater. The crosswalk is far out in the street and there were a few close calls with cars hitting cars but also bikers and pedestrians trying to cross the street.					1	0	2
Jun 10, 2025, 10:21 AM	Many cars try to avoid the traffic on 124th Avenue and speed through 109th PL to catch up.	1					1	1
Jun 10, 2025, 10:19 AM	Regularly hear vehicles speeding up and down this hill, especially in the evening. A concern as it is so close to the park and residential areas.	1					0	1
Jun 10, 2025, 10:09 AM	Very dangerous intersection now for pedestrians as cars no longer come to a full stop - most just slow down and keep going, some don't even slow down!! Get rid of the diverter so all 4-ways of traffic have to stop again!!			1			0	5
Jun 10, 2025, 10:09 AM	Traffic all along Market St. is fast and does not always yield to pedestrians trying to cross Market. Beacons and flags help, but slowing the speed of traffic, especially southbound, where the speed limit changes partway down the hill, would probably be helpful.			1			0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 10:01 AM	Almost every night post 2000 hours since it has stopped raining, there are bikers and cars with loud engine sounds racing on this street. This is unsafe on the streets and causes disruption of sleep for children and seniors living in the area.	1					0	0
Jun 10, 2025, 09:42 AM	Traffic is so heavy and constant at peak travel times that it is almost impossible to get out of the neighborhood east of the intersection. Because there are no traffic controls between NE 85th Street and the bottom of the hill north at 124th Ave, there are no breaks in order to get out of the neighborhood. A traffic light at NE 100th Street would provide breaks, not only for NE 100th Street, but to other areas to the north and south along 132nd Ave.		1				0	0
Jun 10, 2025, 09:42 AM	Every day people speed on 124th and it needs speed bumps or a photo radar	1					0	0
Jun 10, 2025, 09:41 AM	PODS container on blind curve creates visibility hazard		1				0	0
Jun 10, 2025, 09:39 AM	Very wonky and unsafe place to walk. No sidewalks, and I'm forced to walk across the street where the sidewalk ends to an open space designated for pedestrians but without a safety barrier or a sidewalk. Also, the edge of the road where pedestrians are instructed to walk is uneven and sloped.			1			0	0
Jun 10, 2025, 09:37 AM	Cars speed up and down this road, which is dangerous since there are no sidewalks and I walk it regularly.	1					0	0
Jun 10, 2025, 09:36 AM	I suggest making this intersection a four way stop. The stop signs were switched from east and west to north and south a few years ago. When someone is stopped driving north or south it is hard to see oncoming traffic because of the bushes and trees at that intersection, requiring drivers to creep forward to check for traffic. Making this a four way stop would resolve the issue		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 09:33 AM	This intersection is constantly backed up and is an issue for drivers taking left turns onto NE 112th as the large tree and fence that is on the right corner makes it nearly impossible to see oncoming traffic until you're already in the intersection.		1				0	0
Jun 10, 2025, 09:30 AM	Please add a cross walk so that the public access path can be easily accessed. Right now, there are no near cross walks which poses a hazard for pedestrians who frequent the trail.			1			0	1
Jun 10, 2025, 09:29 AM	Very scary trying to ride a bike in the bike lane on either side of Market Street here when the weather is nicer and lots of cars park along the road. They partially block the bike lane, forcing bikes into the street with traffic, and the risk of getting hit with a parked car's door is very high.				1		0	4
Jun 10, 2025, 09:28 AM	Business regularly stores garbage bins in bike lane, forcing bikes to merge with cars				1		0	1
Jun 10, 2025, 09:24 AM	Please add parking protected bike lanes to 7th Ave				1		0	4
Jun 10, 2025, 09:24 AM	Car speeding at the end of Market. Not stopping for pedestrians . Not safe especially with kids			1			0	0
Jun 10, 2025, 09:23 AM	Bike lanes would make 3rd Ave usable for cyclists.				1		0	0
Jun 10, 2025, 09:23 AM	The cars are speeding at the end of the Market Street and there has been number of occasions they don't see pedestrians with kid and strollers. Not safe at all. Please consider adding a walk light or something.			1			0	0
Jun 10, 2025, 09:20 AM	Please add bike lane to 1st Ave as an alternative to Market St.				1		1	0
Jun 10, 2025, 09:19 AM	Sidewalks are desperately needed along the south side of this road.			1			0	0
Jun 10, 2025, 09:18 AM	Turning right from northbound 110th Ave onto the CKC is an awkward angle, forces me to turn wide, cutting into the left lane before steering right, which often confuses cars behind and in front of me (despite my right turn hand signal)				1		0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 09:16 AM	Bike lane on 98th/100th Ave NE should be protected since cars are traveling 35+mph (I drive instead of bike for this reason).				1		0	0
Jun 10, 2025, 09:14 AM	Bike lane non-existent/too narrow to use				1		0	0
Jun 10, 2025, 09:13 AM	I often experience cars turning quickly off the main road, or encroaching on the crosswalk from side streets. All streets intersecting with Lake St/Lake WA Blvd from downtown to Carillon Point need additional traffic calming/safety improvements. Curb bulbs to square off the intersection will require cars to slow down before turning. Better daylighting for the intersection by removing parking near it will allow drivers from all directions to better see cross traffic and not need to encroach the intersection. These improvements should be especially prioritized near our parks where there is more foot traffic.			1			6	1
Jun 10, 2025, 09:11 AM	Central Way running west from 6th Street through downtown Kirkland is designated as an arterial. Despite stop lights and pedestrian crossings on Central Way, too many vehicles speed through town as if Central Way was a highway. The City should eliminate the "arterial" designation for Central Way and provide more traffic calming measures to make it safer for both pedestrians and vehicular traffic.	1					0	1
Jun 10, 2025, 09:11 AM	Potholes/cracks in the road pavement make this stretch tricky to navigate via bicycle.				1		0	0
Jun 10, 2025, 09:10 AM	Please complete the sidewalks on both sides of the street along 5th St so parents and children can walk to school on contiguous sidewalks on a street with less car traffic than 6th St.			1			0	6
Jun 10, 2025, 09:09 AM	Please add a protected bike lane to 5th St so children can bike to school on a quieter street (less car traffic)				1		0	1
Jun 10, 2025, 09:07 AM	View triangle obstruction		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 09:07 AM	All crossings to waterfront parks should have traffic calming, particularly raised crossings. Additionally, more parking should be removed near crossings to improve sight lines/daylighting. The room freed up by removing the parking can become bike parking, street trees, or non visually obstructing landscaping. We need to prioritize the safety of folks visiting the Kirkland waterfront rather than the speed of cars driving through the city.			1			5	2
Jun 10, 2025, 09:06 AM	View triangle obstruction		1				0	1
Jun 10, 2025, 09:05 AM	This please is totally unsafe to turn. There is a big slop with any trafic barrier. One car already already fall in to that slope. Fortunately no any fatal accidents but this may easily happen		1				0	2
Jun 10, 2025, 09:03 AM	Have had a couple of close calls when biking north on Lake wash blvd NE as cars going north to Lakeview Dr will continue straight through the bike lane without realizing/looking, resulting in almost getting side swiped multiple times				1		9	3
Jun 10, 2025, 09:03 AM	Downtown/Market bypass traffic well over 25mph	1					0	0
Jun 10, 2025, 09:01 AM	I regularly experience cars obstructing the bike lane and drivers opening their doors without looking, resulting in multiple close calls with cars and doors. From downtown to at least Carillon Point, there should be a two-way protected cycle track on the west side of the street. Car parking should be on the west side only, further protecting the cycle track. Parking should be eliminated from the east side. With extra road space from the removal of the east side parking, the sidewalk should be expanded to allow more pedestrians to walk along the waterfront and not walk in the cycle track.				1		14	3
Jun 10, 2025, 08:56 AM	Too much traffic on the intersection of 132ave&100st , super difficult to go straight or turn left		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 08:56 AM	Speeding and pedestrian concern. I think they need flashing walking lights, not just flags.	1					0	0
Jun 10, 2025, 08:52 AM	Due to the hill, curve, and landscaping, I regularly experience cars failing to yield or stopping abruptly as I cross the trail. This crossing needs traffic calming prior to reaching this crossing, it is difficult to stop in time if a car is exceeding 20mph. A raised crossing would be helpful, and it would also be nice if the flashing beacon could be triggered automatically by bicylces (via an induction loop on the trail), or manually with a button placed earlier on the trail than right at the crossing.					1	1	1
Jun 10, 2025, 08:52 AM	Frequent high speeders during the day and occasional car racing in the middle of the night	1					0	2
Jun 10, 2025, 08:52 AM	The intersection of Market Street at Waverly Way/4th Ave, continues to be very dangerous, despite the rectangular flashing beacons warning drivers to stop for pedestrians crossing Market. On numerous occasions when attempting to cross Market with the RFB's activated, drivers often speed through the intersection, completely ignoring the RFB's. It's only a matter of time before someone is seriously injured - or worse!			1			0	5
Jun 10, 2025, 08:52 AM	I have been nearly hit multiple times in this crosswalk. Drivers completely ignore the pedestrians in the crosswalk, even with flags. Children cross here everyday and it is a significant safety concern. This needs to be a lighted crosswalk.			1			0	1
Jun 10, 2025, 08:47 AM	Please reconsider the City's decision to keep Park Lane open to vehicle traffic. Park Lane would be so much more welcoming to visitors and residents if it were made into a pedestrian-only zone. Provisions could be made for vehicular access for deliveries during morning hours. There is already plenty of parking nearby.			1			21	9

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 08:42 AM	I often experience cars failing to yield when I bike or walk to Houghton Plaza. Due to street parking encroaching on this crosswalk, there are poor sight lines for approaching cars to see pedestrian traffic. This is the only connection to Houghton Plaza from the CKC and should be made into a more robust crossing that is raised and has more visual indications that it's a pedestrian thoroughfare.					1	0	0
Jun 10, 2025, 08:42 AM	Pedestrians crossing either Central Way or Lake Street from the SW corner of this intersection continue to be at risk from vehicles making a right turn on red from Central Way to Lake Street - even when pedestrians have the "Walk" signal. I urge the city to eliminate right turns on red at this intersection.			1			2	1
Jun 10, 2025, 08:39 AM	Cars traveling north and south through intersection. Is this now allowed? Road divisions create confusion.			1			0	1
Jun 10, 2025, 08:37 AM	Drivers often fail to yield when I'm crossing this crosswalk whether walking, biking, or running. The northbound left turn lane to 5th Pl S should be removed and a pedestrian refuge island should be installed. Minimal traffic makes this turn and it would shorten crossing distances for pedestrians. Furthermore, this should be a raised crossing, doubling as traffic calming for cars.					1	0	2
Jun 10, 2025, 08:35 AM	Multiple close calls.					1	0	1
Jun 10, 2025, 08:34 AM	Speeding in front of the park where children are present	1					0	0
Jun 10, 2025, 08:34 AM	I regularly experience cars ignoring the stop sign and failing to yield for me crossing the crosswalk. A roundabout here would do a good job of calming traffic while still allowing large trucks to make turns for the transfer station					1	0	4
Jun 10, 2025, 08:33 AM	Foliage blocking visability. Crosswalk not safely placed.			1			0	2
Jun 10, 2025, 08:33 AM	There are younger adults speeding with their cars on this road	1					0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 08:32 AM	Cars regularly drive with high speed through the neighborhood	1					0	1
Jun 10, 2025, 08:32 AM	excessive speed on corner in front of childrens park - sight lines impeded by corner	1					0	0
Jun 10, 2025, 08:28 AM	parked cars along the street make it hard to see pedestrians as they try to walk down the street and cars weave in and out to get down 16th ave			1			0	2
Jun 10, 2025, 08:22 AM	I live on 135th street. 132nd Ave is25 mph. Speeding daily.	1					0	0
Jun 10, 2025, 08:20 AM	The visibility at this intersection is bad, and cars coming down 16th are usually moving pretty fast. It is hard to see a car far enough down the road to know if it's safe to cross, so sometimes I'll be halfway into the intersection before I see that a car is coming fast and I should have waited. It should really be a 4-way stop or traffic circle					1	0	2
Jun 10, 2025, 08:17 AM	Cars accelerate around the corner or peal out of Waverly beach park and race along this stretch of road before the speed bump. It's mostly a problem during the summer. The problem isn't normal traffic going too fast, it's the few cars who decide to drive dangerously.	1					0	2
Jun 10, 2025, 08:14 AM	We need a traffic signal (red-green), that stops traffic all four ways at the intersection of NE 100th and 124th NE. Residential growth in our area continues to grow making it a perilous experience navigating from our neighborhood particularly during morning/evening rush hour. I have experienced delays up to ten minutes attempting to cross 124th NE. Please consider a traffic signal ensuring our safe egress from our neighborhood.		1				1	2
Jun 10, 2025, 08:05 AM	This entrance and exit is blind to oncoming traffic turning into from Juanita drive. The road is also narrow making it always a close call with any type of large vehicle that needs a wide turning radius					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 08:05 AM	Cars fly along this stretch of the road from 116th to the fire station, particularly those going southbound. Not sure why but could be because it reduces from 2 lanes to 1 and drivers are trying to get ahead of each other. Would be a great spot for a speed camera.	1					0	3
Jun 10, 2025, 08:03 AM	How can our kids walk to school with the only option being Juanita drive without sidewalks			1			0	4
Jun 10, 2025, 08:02 AM	Small stretch on west side of 90th with zero room for pedestrians who are forced to walk in the street. Can be dangerous particularly in the winter when its dark, raining, foggy, etc. and difficult to see pedestrians in the street. Area used to be near a LWSD school bus stop though I don't know if that's the case anymore.					1	0	1
Jun 10, 2025, 08:02 AM	There is a cross walk but it is so dangerous that no one uses it			1			0	2
Jun 10, 2025, 08:01 AM	This whole intersection is a disaster. impatient people block the intersection when the light turns and gridlock happens. A simple solution would be a police officer writing tickets. I can imagine the revenue windfall from writing tickets for people blocking the intersection. When the light is red, NO ONE should be in the intersection.		1				0	7
Jun 10, 2025, 07:56 AM	This is where the road shifts to 25mph, and people have always sped/kept going 35 here. However, with the new lane shift, especially near the corner, they're much closer to pedestrians, many of whom are kids heading to the park. Please at least put up more signage noting the speed limit! The one 25mph sign is buried beneath foliage quickly.	1					0	2
Jun 10, 2025, 07:54 AM	My daughter and I have struggled a few times at this crosswalk… people Don't stop!! It's dangerous and with all the new apartments and added traffic I think a light is needed before something terrible happens			1			0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:54 AM	When using this gravel path as a bike lane, there's no great place to exit onto 60th, trucks coming down the hill may not notice cyclists.				1		0	1
Jun 10, 2025, 07:53 AM	Cars traveling east and west bound on 145th drive fast down steep hills. Makes it very difficult to turn right or left from 88th Ave onto 145th.	1					0	1
Jun 10, 2025, 07:52 AM	Light needed at this intersection for a variety of reasons. The number one reason is pedestrian safety. There is a crosswalk with warning lights however drivers do not pay attention to it. Numerous times I have experienced almost being hit or watched others almost being hit. All of these people were legally in the crosswalk. Driver's not paying attention. A light would solve this problem.			1			0	2
Jun 10, 2025, 07:50 AM	Truck drivers and car drivers not paying attention making our residential roads dangerous. Kids walking and biking to school. Some drivers do not do full stops on all directions and speed up					1	0	1
Jun 10, 2025, 07:49 AM	Truck drivers and car drivers not paying attention making our residential roads dangerous. Kids walking and biking to school.			1			0	2
Jun 10, 2025, 07:47 AM	Truck drivers and car drivers not paying attention making our residential roads dangerous			1			0	0
Jun 10, 2025, 07:46 AM	Close call when running with a stroller, despite a crosswalk and rapid flashing beacon. Some speed humps or other traffic calming measures leading up to the signaled cross walk would help ensure slower traffic steps.					1	0	6
Jun 10, 2025, 07:42 AM	Ebikes going too fast often on the way home from the middle school (late afternoon). The bikes do car speeds and are on and off the sidewalk.				1		0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:41 AM	Ebikes with kids going too fast Just be on the trail half an hour before the middle school starts and it's like a freeway. Too many kids riding ebikes that are essentially ununlicensed motorcycles.				1		0	3
Jun 10, 2025, 07:38 AM	There is no any traffic sign of speed limit. People drive here extremely fast. There is no way any kids to be in the street or to someone to bicycle	1					0	2
Jun 10, 2025, 07:22 AM	The curb extends into the walk way and is A huge tripping hazard, I have witnessed children walking to Ben Franklin elementary trip over this curb that is extended into the sidewalk walking area path. It looks to be part of the old sidewalk that was never cut off when the new sidewalk was redesigned and installed. Children can trip and fall right into the road into on coming traffic.					1	0	0
Jun 10, 2025, 07:22 AM	I run north/south on 100th, and I have problems at this intersection with cars driving north on 100th and trying to turn left on 137th. They are watching for oncoming cars, and if no one is coming when they have a green light (not a dedicated turn arrow, so the pedestrian light is on for me too) they will take the left turn quickly and I end up in their blindspot.					1	0	0
Jun 10, 2025, 07:17 AM	High School students speed down 73rd St and 120th Ave after school at 3pm so quickly that we don't go out at that time anymore for fear of being hit by a car.	1					0	0
Jun 10, 2025, 07:16 AM	There is NO CROSSWALK, like the one shown on this map. The for the safety of the elementary school students one needs to be painted. We have almost be hit by cars several time just this school year.					1	0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:15 AM	I run north/south on 100th, and I always have to be super cautious about folks coming east on 132nd, to turn south on 100th with right on red. Cars will come up to the light way too fast, just looking for cars on the left and not people, and will drive into the walkway. It's worse when there are cars planning to go straight or left from the other lane, as it obstructs the right-turn car's view (and mine, trying to see if they're coming). I don't know how effective "no right on red" signs are, but maybe it would help here. This is right by the school too, so I feel like it should be made extra safe.					1	0	0
Jun 10, 2025, 07:14 AM	Encountered road rage on Friday night (very light traffic) while driving slightly below speed limit (30 at the 35 mph zone).	1					0	1
Jun 10, 2025, 07:11 AM	Large potholes are northbound, 405, create a dangerous situation for a traffic, especially if you don't know that they are there.		1				0	0
Jun 10, 2025, 07:09 AM	I am concerned about the number of tickets that are being given out on eighty fourth between Sandberg and Thoreau. I'm asking for the timelines of school zones to be changed to match the school that they are in front of not the whole line of schools. At Sandberg especially,which gets out at 3:10, there's no reason for it to still be twenty miles per hour, more than thirty minutes after the school is let out. Thoreau, students do not walk home on that section of the road and get out much later at 3:50. It is too confusing to try to know when the first school starts and the last school gets out. This seems like a frustrating money grab not a move for safety during school transit times.	1					2	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 07:02 AM	I'm concerned about the number of ebikes that I see around Finn Hill Jr High and Sandberg Elementary. I often see kids riding them not following the rules of the road and not having helmets. I know that throughout kirkland this is a safety concern, but especially around schools, I think that increased education and monitoring could be helpful. When the kids are weaving in and out of traffic, or riding two on a bike without paying attention to traffic this can be very dangerous as they go as fast as or faster than the traffic.				1		0	3
Jun 10, 2025, 07:02 AM	poor visibility for those turning right on NE 145th st from 84th ave NE heading downhill. The steep downhill slope makes it difficult to see pedestrians in the roadway. The city put gravel at the intersection which used to be a grass planting strip, encouraging people to park in the area pedestrians used to walk. The lack of sidewalks, fencing at the corner, and cars parked in the gravel area force pedestrians to walk in the street for one block. Previously there was only parking on one side of the street and on 145th and pedestrians could walk safely on the grass strip on the other side.			1			0	1
Jun 10, 2025, 06:42 AM	During peak traffic hours it's nearly impossible to cross 132 Ave. Traffic is steady flow northbound on 132 Ave with significant amount of cars turning left from 132 Ave into westbound NE 100 St. Drivers trying to cross NE 100 St or turn onto 132 Ave have to take risks to do so. Many drivers don't know who has the right of way if there are drivers on both directions of N.E. 100 St trying to cross or get onto 132 Ave. The neighborhood on the east side of 132 Ave has no through streets and is essentially trapped by this traffic problem on 132 Ave.					1	0	4

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:34 AM	the double lane roundabout is confusing for many. the signage is not clear as to what lane you need to be in if continuing straight and many are in wrong lane and try to correct as last minute. Add sign for thru traffic. Don't try this design again especially so close to off ramp - traffic here is often a mess.					1	1	0
Jun 10, 2025, 06:33 AM	Cars ignore this crosswalk.			1			0	4
Jun 10, 2025, 06:32 AM	Cars often ignore people trying to cross at this crosswalk.			1			0	6
Jun 10, 2025, 06:30 AM	This area needs fencing as both pedestrian and bicyclist are exposed to oncoming traffic			1			1	1
Jun 10, 2025, 06:29 AM	Daily, I see cars going too fast around the bend near South Rose Hill Park, well over the 30 mph limit and likely approaching 45-50. This is hazardous not only for the cars pulling out of the neighborhood cross streets immediately after the bend, but especially for the families trying to cross to the park. Cars are often going so fast they don't stop in time for pedestrians. Furthermore, with increased construction at Bridle Trails shopping center, the road often becomes one-way or clogged with construction trucks in the middle, causing sudden stops. I also hear cars racing down this street at nights. NE 70th would really benefit from an additional stoplight or speed traps between 405 and 132nd along this neighborhood stretch.	1					0	3
Jun 10, 2025, 06:28 AM	nearly impossible to get out of neighborhood during rush hours as cars speed up when coming up hill. many times have witnessed close calls as cars have to just take a chance and enter. Not a fan of more stop lights, but this would be the place if added. Or could more planned reds at forbes creek light be added to allow for breaks in traffic during rush hour.					1	0	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:25 AM	Many close calls trying to cross in this crosswalk by Holy Family because cars are not aware of crosswalk. Please at least add flags so our kids can safely walk to LWHS and HFK.					1	0	1
Jun 10, 2025, 06:25 AM	too much happening here in close proximity. entry and exit from 20th and 7th from different angles and lots of traffic is high risk for collision		1				0	1
Jun 10, 2025, 06:23 AM	Cars coming from the south are difficult to see due to stop sign being too far away from the intersection.		1				0	5
Jun 10, 2025, 06:23 AM	High schoolers and parents driving over speed limit and don't stop for people trying to cross at the crosswalk.	1					0	1
Jun 10, 2025, 06:21 AM	this road, unlike many others in the neighborhood is very wide and drivers speed. Lots of school bus kids going to nearby stop. Cross traffic does not always stop even with signs. A bike lane might provide some visual protection					1	0	1
Jun 10, 2025, 06:20 AM	Crosswalk needs flags!. Almost hit as a pedestrian 3 times this school year from speeding high school students. Also, at least 60 high schoolers use this crosswalk after getting off the Metro bus and walk to LWHS. Thanks			1			0	1
Jun 10, 2025, 06:17 AM	There is a totally blind corner here due to large hedge protruding into the set back. Lots of pedestrians in this area. Drivers take up entire road due to parking at Kiwanis and no sidewalk so high chance of walker/car conflict. Could remove parking at Kiwanis and add center stripe so cars stay in proper lane and more room for pedestrians (many dog walkers) to have space on west side of road					1	0	3
Jun 10, 2025, 06:15 AM	Traffic from 18th Ave W merging into Market street are either stopping beyond the stop line or do not wait for northbound traffic from Market street turning left into 6th street W					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 06:14 AM	Almost broadsided by a car at this intersection. He had a stop sign and started to cross in spite of the fact that I (with no stop sign) was in full view. Need a 4-way stop here or a roundabout!					1	0	0
Jun 10, 2025, 06:12 AM	The city code for sidewalks here and street width is TOO narrow. nearly impossible to pass when cars parked. worry emergency vehicles will be blocked. New density without parking requirements means off street parking is a must for some. taking away parking will just push the problem to other streets. Please consider adding some areas on the street with more width so cars can park and free up space elsewhere. AND revise the code for high traffic arterials so there is more room for cars to pass.		1				0	2
Jun 10, 2025, 06:06 AM	a round about here is a good solution to the conflict that exists between drivers from all direction and lots of bikes and pedestrians. It is confusing to many drivers who needs to stop and who doesn't. very difficult to enter from Lake or Lakeshore. It is a mess and dangerous. Dont want 4 way stop but traffic circle would calm the mess.		1				0	2
Jun 10, 2025, 05:59 AM	Extremely narrow street. Due to parked cars, emergency vehicles try to avoid access if possible, parking on 9th Street West.		1				0	0
Jun 10, 2025, 05:36 AM	People who aren't familiar with the streets here come to a complete stop instead of continuing to take a right here, which has nearly caused accidents and cars slamming on their brakes.					1	0	3
Jun 10, 2025, 05:33 AM	Drivers coming down the hill don't always see pedestrians.			1			0	3
Jun 10, 2025, 04:23 AM	Cars are often speeding down this road on 108th Ave NE. There are many kids walking along this road between the Elementary school and where you turn onto Juanita-woodinville road. A couple of speed bumps in this section would be welcomed.	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 04:14 AM	Constant speeding, passing and a danger crossing at horse crossing into Bridle Trails State park.	1					0	1
Jun 10, 2025, 03:27 AM	Hit in roundabout, by oncoming car.					1	0	0
Jun 10, 2025, 02:48 AM	16th Ave W Very dangerous parking on both sides of 16th Ave W. We want parking on one side of street only. To many cars on both sides of street restricts ability of cars and bikes to use street safely. Very important for Parking to be restricted to only one side of the street. Add “No Parking” signs on one side of street.		1				1	2
Jun 10, 2025, 02:33 AM	The diverter has made this intersection VERY dangerous to pedestrians. My children & I have had several close calls from people not stopping at the stop signs because there is no longer cross-traffic. Please take the diverter out!					1	2	9
Jun 10, 2025, 02:23 AM	East-West bound Cars don’t stop at this intersection anymore because the diverter is here. I’ve seen so many cars barely even slow down at the stop sign. My kids have had several close calls here. The diverter makes this intersection MORE dangerous, not less.					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 12:47 AM	This intersection is both very unsafe an gets massively backed up during school drop off and pick up. Every day, I see cars racing to make the very short green and then yellow light to turn from westbound 80th into the school. In the meantime, cars get very backed up on 80th westbound and teens are crossing the busy street not at the intersection - in places where it is very difficult to see them sometimes. It would improve the situation to either make the light a longer green during school drop-off/pick up or extend the left turn lane into the school to accommodate more cars. Right now, cars will form a 2nd line well beyond where the left turn lane starts.For cars coming OUT of the school drop off loop, the cars turning right/east onto 80th are frequently slipping in between large groups of students as they walk home. I have seen so many near misses as cars are in a rush to leave the parking lot, not wanting to wait for a big gap in students. In the drop off loop itself, frequently cars in the left/west lane will zoom up to near the light and then cut into the right/east lane because more cars want to go straight or head east on 80th. This is dangerous for any high schoolers trying to cross the drop off loop on foot. If there's any way to make it so there are TWO lanes that can go straight or turn right/east onto 80th coming out of the high school, even for only part of the distance, this would alleviate some of the congestion and likely help with both the line cutting inside the drop off loop as well as inpatient drivers wanting to turn right at the intersection.		1				0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 10, 2025, 12:27 AM	This intersection is much less safe since the diverter went in. Drivers do not stop at the stop sign, they drive over the top of the diverter to turn left, or they make a U-turn about a block east of the intersection. Some cars make a U-turn in the *middle* of 100th Street (rather than looping into a side street), which is incredibly dangerous during high traffic times, such as drop-off times at Mark Twain Elementary or during rush hour. There either needs to be more police enforcement to deter the dangerous behavior or remove the diverter - this is now one of the more dangerous intersections in the area.			1			0	6
Jun 10, 2025, 12:24 AM	This intersection is much less safe since the diverter went in. Drivers do not stop at the stop sign, they drive over the top of the diverter to turn left, or they make a U-turn about a block east of the intersection. Some cars make a U-turn in the *middle* of 100th Street (rather than looping into a side street), which is incredibly dangerous during high traffic times, such as drop-off times at Mark Twain Elementary or during rush hour.There either needs to be more police enforcement to deter the dangerous behavior or remove the diverter - this is now one of the more dangerous intersections in the area.			1			0	3
Jun 09, 2025, 11:57 PM	There are basically 0 road reflectors going across the NE 124th ST bridge over top 405 in order to see the lanes at night. When it's dark AND raining you can't see the lanes AT ALL.		1				0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 11:56 PM	There are 3 sidewalks at this intersection and drivers from/to 120th Ave often do not look all ways for pedestrians, dangerous since cars go downhill from NE 128th St, and many cars turn left and right to apartment buildings nearby. Please make The Village At Totem Lake a pedestrianized area.			1			0	6
Jun 09, 2025, 11:54 PM	NE 75th Street in South Rose Hill, Kirkland Neighborhood is so dark at night. Please put a street light as it is near LWHS			1			0	0
Jun 09, 2025, 11:47 PM	Blind corner with no sidewalk and absolutely zero shoulder on either side for pedestrians. My 11 year old has to walk this route to her bus stop everyday and even I feel unsafe trying to walk this route as an adult.			1			0	2
Jun 09, 2025, 11:39 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:38 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:38 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:37 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:37 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:36 PM	All day and night long speeding	1					0	2
Jun 09, 2025, 11:35 PM	All day and night long speeding	1					0	0
Jun 09, 2025, 11:35 PM	All day and night long speeding	1					0	1
Jun 09, 2025, 11:34 PM	All day and night long speeding	1					0	1
Jun 09, 2025, 11:33 PM	All day and night long speeding	1					0	1
Jun 09, 2025, 11:30 PM	The 116th/117th/120th goat hill loop is narrow with blind spots and the topography does not allow for a full lane in both directions. In addition to the on going street widening work, perhaps consider making the loop a one way with one entrance and one exit into goat hill (e.g. 116th entry, 120th exit). This could also enable more street parking and emergency vehicle access.		1				3	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 11:30 PM	Cars speed by 16ave w and 6 st. Many children walk here to school. There were many times cars almost hit them.Please put 2 more stop signs before something bad happens.	1					0	5
Jun 09, 2025, 11:29 PM	The update to the intersection of 116th St and 98th Ave NE to no right turn on red, and the traffic that backs up on 116th St has caused issues. People always use 100th AVE NE to cut through. I've seen cars also use it to cut through driving down from 100th to 98th to avoid the left turn from 98th onto 116th. They speed and treat the road as if it is not residential lined with houses and condos. Plenty of pedestrians walk this road daily and it also has public and schools bus stops on it as well.	1					0	4

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 11:26 PM	I'd like to raise a concern about a dangerous intersection in the WoM neighborhood at 6th St W and 16th Ave W, where speeding is a constant issue. Currently, there are only stop signs on the northbound and southbound sides of 6th St W, but none on 16th Ave W Overgrown hedges severely limit visibility for drivers stopped on 6th, making it difficult to see fast-moving traffic on 16th. Near-accidents happen daily. This is especially alarming because many middle schoolers and elementary age kids cross this intersection on their way to and from school. There have already been close calls with cars nearly hitting children. Please consider proactive measures such as adding four-way stop signs before a serious accident occurs. Neighbors see the risks firsthand every day and are asking for the city to act before it's too late.					1	0	5
Jun 09, 2025, 11:25 PM	Parking impedes flow of emergency vehicals					1	0	2
Jun 09, 2025, 11:23 PM	School zone walking/crossing signage			1			0	0
Jun 09, 2025, 11:22 PM	Despite the narrow road and many blind spots throughout goat hill, many drivers will speed through the one straightaway section on 117th. There are multiple driveways/garages along with limited visibility. Speed bumps could be an option.	1					4	4
Jun 09, 2025, 11:22 PM	During high traffic times, cars will speed through this neighborhood as a shortcut. Lowering the speed limit to 15mph and adding speed bumps would help.	1					1	3
Jun 09, 2025, 11:22 PM	Frequent speeders up to 50mph.	1					0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 11:18 PM	During peak hours it will take you 4-5 signal stops to be able to go from 132nd Ave NE S onto East bound 85th St due to the single left turn lane. The traffic backs up beyond NE 100th St.		1				0	1
Jun 09, 2025, 11:18 PM	This intersection should be a roundabout. Take out the new ped crossing as it just confuses traffic. Wenatchee has small round abouts on western street and they work great! Could even buy up one of the old houses on the corner and make extra room but it would account for peds and cars to all flow.		1				0	3
Jun 09, 2025, 11:14 PM	This spot needs a signal. It's extremely difficult to go W on 100th St to enter 132nd Ave during peak hours - and you're often waiting for 5-10 mins as the traffic just doesn't stop.					1	0	6
Jun 09, 2025, 11:13 PM	There needs to be a stop sign at this corner to prevent any more close calls at this intersection.					1	0	0
Jun 09, 2025, 11:13 PM	This is an extremely busy corner and I've witnessed multiple close calls when cars on 100th St try to enter into 132nd Ave or cross from one side of 132nd to the other. The traffic on 132nd doesn't stop the 85th North is a free right turn and the 132nd/Slater is too far away for the nearest stop sign. Have witnessed multiple accidents. This location needs a stop sign.					1	0	2
Jun 09, 2025, 11:08 PM	There are way too many parking lot entrances here. It’s so tricky that Starbucks has to have their own. Someone traveling south on 108th gets stuck in google traffic, followed by people turning into the strip mall where the State Farm is, followed by rights at the actual light, followed by people turning into Starbucks, and lastly people turning into the met market parking lot. The traffic backup is crazy.		1				0	1
Jun 09, 2025, 11:05 PM	The left turn here is really tricky. There is a turn in the road and cars are parked beyond the line. There’s no visibility for someone turning left from Kirkland Ave onto Kirkland way.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 11:04 PM	Cars speeding and sometimes not seeing pedestrians			1			0	1
Jun 09, 2025, 11:04 PM	It is impossible to take a left turn out of the library parking lot.					1	1	0
Jun 09, 2025, 11:02 PM	This road is impassible on a bike. The pavement is sinking and bikes and scooters frequently crash. And with no sidewalk there's no way for bikes, cars, pedestrians, and a shit ton of delivery vehicles to share the singular roadway.				1		0	0
Jun 09, 2025, 11:01 PM	Please add signage where the school zone ends so that one can resume posted speed from 20mph.		1				0	2
Jun 09, 2025, 11:01 PM	Have been nearly hit multiple times crossing with only lights on the road and the buses blocking the view. Flashing signs like in other locations would help			1			0	5
Jun 09, 2025, 10:59 PM	This crosswalk is crazy.			1			0	0
Jun 09, 2025, 10:59 PM	Please add signage when travelling on 116th indicating when the school zone ends so that one can resume travelling the posted sped limit from 20miles an hour.		1				0	0
Jun 09, 2025, 10:59 PM	The sidewalk on the south side of this street is often impassable.			1			0	0
Jun 09, 2025, 10:57 PM	The people leaving this parking lot do not look right or left and frequently have major close class with neighborhood residents (who have the right of way).					1	0	0
Jun 09, 2025, 10:56 PM	People bomb down this street	1					0	0
Jun 09, 2025, 10:55 PM	I've witnessed three times cars in left hand turn lane on green light to turn onto 120th actually do a turn onto the 405 south ramp. With close call near collisions from cars traveling north on 120th and turning right onto south 405					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 10:54 PM	Please pave the CKC, and provide better access routes/ramps that don't require you to dismount. If we want to encourage cycling, we really need to improve our route offerings, and the CKC feels like the perfect backbone that's just ready and waiting! Would love to see it paved like the East Lake Sammamish Trail.				1		3	1
Jun 09, 2025, 10:53 PM	School pick up and drop off are really concerning. Hundreds of cars navigating an uncontrolled intersection is a recipe for disaster. Multiple incidence have been reported to KPD and city hall.			1			1	4
Jun 09, 2025, 10:53 PM	Cars and bikes are speeding down the 97th St steep hill ignored the slow down signs on the street. The street can be busy during the school drop off and pick up time.	1					0	4
Jun 09, 2025, 10:49 PM	It is a main route to local elementary school and middle school. A lot pedestrians including kids walk across 97th and 112th to and from schools. Cars on 112th turn into 97th st are speeding and don’t watch out for pedestrians because of no stop side on 112th st. It has been a few close calls.			1			0	4
Jun 09, 2025, 10:49 PM	There is a hard, semi sharp piece of metal sticking up out of the ground next to the light pole. If someone fell on that, they would get really hurt. It's too hard to move or bend. Idk if it's part of something to do with the light pole/ground wiring or not.		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 10:48 PM	This intersection is flat out unsafe. The visibility is terrible as a driver, particularly with stop line being back so far on 132nd (it's basically not visible from either direction of 143rd). Thankfully I don't drive through here during school times, but I'm regularly through the area at other times of day. With the all the new homes being put in on the Woodinville side of the line there are inevitably going to be increased pedestrian and bike traffic from those townhomes into the Kingsgate shopping area. It's going to make an already disorganized intersection that much worse.			1			0	5
Jun 09, 2025, 10:48 PM	Most of the bike lanes on Lake Street place cyclists directly in the 'door zone.' Not only is this dangerous, but it discourages all but the most dedicated of cyclists. The road simply isn't wide enough for two lanes of travel, two bike lanes, and two parking lanes. Push the bike lanes next to the sidewalks, add buffers, and then ditch one of the parking lanes.				1		14	6
Jun 09, 2025, 10:47 PM	People speed through this stop. There should be a light - there have been some pretty awful accidents here due to no stop light.	1					0	3
Jun 09, 2025, 10:44 PM	I've seen drivers pass on the right here which is dangerous considering there is a crosswalk that you can't see if you're speeding past a car waiting to turn left.			1			0	2
Jun 09, 2025, 10:43 PM	Many Cars drive through 1st ave to avoid the traffic on Market street. Then they use this street to merge into Market causing slowdowns (and the traffic they are intending to avoid). Perhaps a red light with no turn on red to discourage the usage for this purpose or something similar would be good. (Also applies to 16th, 19th and 20th ave).		1				0	7

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 10:43 PM	Ever since the diverter was installed, I've seen lots of drivers disregard the stop sign and drive straight through the intersection. There are also drivers who disregard the diverter itself and drive north/south on 128th Ave NE.		1				0	10
Jun 09, 2025, 10:41 PM	Parked cars opening their door/ driving out. They should not be allowed to drive next to the watee				1		13	2
Jun 09, 2025, 10:39 PM	Worst intersection ever if you are going north				1		9	3
Jun 09, 2025, 10:38 PM	Car turned right without looking			1			0	0
Jun 09, 2025, 10:38 PM	Lake Street is pretty terrible for cyclists downtown, as they must take/share the lane. There is space to address this, but car parking is instead prioritized.				1		13	2
Jun 09, 2025, 10:37 PM	Cars driving up are fast and don't see pedestrians crossing			1			0	0
Jun 09, 2025, 10:35 PM	Bicycles are forced to quickly merge with car/bus traffic, as the bike lane suddenly ends. For being part of the Lake Washington Loop, and one of the main routes for getting in/out of downtown, it's a very high conflict point. Not sure what the solution is, maybe a Dutch-style roundabout?				1		0	1
Jun 09, 2025, 10:21 PM	This sidewalk is sloped so steeply as to turn an ankle!			1			0	1
Jun 09, 2025, 10:03 PM	Cars speed on this street all the time	1					0	4
Jun 09, 2025, 10:00 PM	Since the northbound lane on Slater Ave NE was reduced from two lanes to one, traffic now backs up all the way to the freeway during peak times. The current traffic light timing isn't long enough to handle the volume, causing frustration, speeding, and frequent red light running. Please consider adjusting the signal timing for longer green light cycles heading north on Slater. This would help reduce congestion and improve safety by discouraging aggressive driving behaviors triggered by long wait times.		1				0	4

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 10:00 PM	Speeding semis through 4-way stop. Need more room or a light.		1				0	2
Jun 09, 2025, 09:58 PM	There is no sidewalk at the bus drop-off point on , yet many people—children, seniors, and commuters—are regularly walking on both sides of the road. Due to roadside fencing, pedestrians are often left with less than a foot of space and are forced to walk on the shoulder directly next to traffic.This is extremely dangerous, especially during peak hours or poor visibility.			1			0	5
Jun 09, 2025, 09:58 PM	No sidewalk accessible			1			0	3
Jun 09, 2025, 09:57 PM	Parked cars on 20th Ave West narrow the roadway just enough to create a higher risk of near head-on collisions, especially when one car turns onto 20th from Market Street while another exits from 20th Ave West. Short sight lines and a less-than-90-degree hairpin turn, compromised by overgrown vegetation, already limit visibility at this intersection, further increasing the danger.					1	0	4
Jun 09, 2025, 09:57 PM	Sidewalk is too narrow for the families waiting for school buses. Very close to speeding traffic, and easy for a car to take a tight turn and jump the curb, hitting a child. Please widen the sidewalk.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:56 PM	While crossing east across Slater Ave NE in the crosswalk, I was nearly hit by a driver turning right. The wide, sweeping curve at this intersection encourages cars to maintain speed instead of coming to a full stop. Drivers often roll through the turn without checking thoroughly for pedestrians. Please consider redesigning this turn to be narrower and more angular, which would naturally slow vehicles and improve drivers' sight lines to pedestrians in the crosswalk. This change could significantly reduce near-misses and improve overall safety at the intersection.					1	0	2
Jun 09, 2025, 09:54 PM	My children and I cross this road from Goat Hill to catch the school bus and have some close calls with speeding cars. It's extremely dangerous and most don't slow down for us. Please include a crosswalk, flags, flashing signals, and/or traffic-calming features beyond the speed humps. (Most drivers circumnavigate them by positioning their tires in the open parts of the hump.)			1			0	1
Jun 09, 2025, 09:54 PM	Vehicles consistently drive over 60 mph on this stretch of road. The long, straight layout encourages excessive speeding, especially at off-peak hours. This is a residential area and the current road design prioritizes speed over safety. Please consider putting this road on a road diet and adding traffic calming measures	1					0	0
Jun 09, 2025, 09:53 PM	Many drivers will take a right turn out of the Heritage park parking lot even though the angle is too sharp for most cars to turn without crossing into the other lane.		1				0	2
Jun 09, 2025, 09:51 PM	Common drag racing street at night	1					1	1
Jun 09, 2025, 09:50 PM	Building a parking lot here would make the Cross Kirkland Corridor more accessible and help the foot traffic crossing issue here.		1				1	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:50 PM	Person turning into roundabout without slowing and nearly hitting car all ready in the roundabout					1	0	2
Jun 09, 2025, 09:49 PM	Drivers regularly speed downhill in an attempt to make the light when approaching the intersection. This is especially dangerous when they turn right onto Slater Ave NE—vehicles often fail to yield to pedestrians in the crosswalk and have come very close to hitting people multiple times a day. This has created an unsafe environment for anyone walking in the area. Please consider traffic calming measures, or round abouts which force people to slow down	1					0	3
Jun 09, 2025, 09:47 PM	Speeding	1					0	0
Jun 09, 2025, 09:47 PM	Please add sidewalks up and down Goat Hill. :)			1			1	3
Jun 09, 2025, 09:46 PM	Blind corner here. Visibility is about 10ft with nowhere to turn off the side of the road—one lane. Had a number of close calls here. Perhaps it needs to be reengineered for more visibility or add a signal before the turn to indicate if another car is coming?					1	0	3
Jun 09, 2025, 09:46 PM	We need a sidewalk			1			0	1
Jun 09, 2025, 09:45 PM	This is a public trail that leads directly to the elementary school, yet there are no children crossing signs, no speed limits, no sidewalks and no speed bumps. Many families use this trail and it is not safe without proper signage, sidewalk and speed bumps.			1			0	1
Jun 09, 2025, 09:44 PM	All of Goat Hill is scary to navigate. Some drive very fast and I've had a few close calls at this blind turn. Perhaps a speed bump just before the blind turn might slow them down?					1	8	3
Jun 09, 2025, 09:43 PM	It's hard to cross this intersection, flags are often only on the other side of the street. From the driver's point of view, it's difficult to see pedestrians heading east behind the trees. Crossing lights would be helpful.			1			0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:43 PM	Elementary and middle school bus stop			1			0	1
Jun 09, 2025, 09:42 PM	Juanita Drive NE isn't very pedestrian friendly. There's a shared bike/pedestrian lane but it's very narrow and with all of the blind corners, it's not safe for pedestrians.			1			0	7
Jun 09, 2025, 09:38 PM	Have encountered traffic not stopping for pedestrians and also recently pedestrian was hit.					1	0	3
Jun 09, 2025, 09:38 PM	Multiple people park late in the night in dark which is a safety concern.		1				0	0
Jun 09, 2025, 09:37 PM	Drivers speed here and often miss the Stop sign.	1					0	4
Jun 09, 2025, 09:37 PM	Child on bike riding on 116th almost hit by car turning into NE 48th Pl. Need bike lanes along both side of 116th to allow for improved safety and visibility while riding bikes along road.					1	0	5
Jun 09, 2025, 09:37 PM	The sidewalk stops at this point and it makes me very uncomfortable because my children walk home from the middle school on this route. Why is there no sidewalk that continues?? Many people use NE136th Street as a walking route and it needs a sidewalk, it also on a major bus line. This is not safe. The image shows where the sidewalk stops and for some reason the sidewalk continues on 95th Street which is not a main road despite NE136th being a main walking way.			1			0	3
Jun 09, 2025, 09:36 PM	Poor visibility of pedestrians from traffic turning right from NE 116th ST to 98th Ave NE. There is also poor or little adherence to No turn on red sign.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:36 PM	My children need to cross this road from Goat Hill when picking up and being dropped off by their school bus. Cars regularly speed through here, sometimes going 35-45mph when it's 25mph. The speed humps don't deter them because they position their tires through the gaps intended for emergency vehicles. Every intersection is a legal pedestrian crossing but most drivers either don't know that, don't care, or aren't paying attention. Some get angry at us when I'm crossing with my 6 and 9-year-olds and continue speeding past us! Also, the sidewalks are so narrow on the NE corner of this intersection where we stand that I'm worried a speeding car will hit one of the children one day. Please make the sidewalk wider and consider pedestrian safety devices like a crosswalk, flashing signal, flags, and/or traffic calming devices beyond the existing humps.			1			0	0
Jun 09, 2025, 09:33 PM	The south bound lane at 124th Ave ne an NE 116 is now left and straight because of construction? This is not clear and cars in the left lane which is now left or straight get confused. If the go straight they almost hit the vehicle directly next to them in the original straight lane. This lane based on signage and width I bet is not legal. Do better and get this fixed ASAP with correct lane markings for those going straight. Too many times being in the original straight lane I have almost been hot by theh driver is this narrow poorly marked left turn or straight lane.		1				0	5
Jun 09, 2025, 09:32 PM	Make proper bike lanes sep from the road, many kids commute to the college from totem lake and it's dangerous! Traffic is also really bad make a third lane or smt on crossroads				1		0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:31 PM	Because this road is so wide, straight, and open, very few vehicles observe the 30mph speed limit. Please add traffic-calming devices and lower the speed limit to 25mph.	1					0	2
Jun 09, 2025, 09:30 PM	I ride the bus in the evening and there is no sidewalk or light where my bus drops me off/picks me up. Is has passed me multiple times and I have nearly gotten hit (with children) on several occasions. There needs to be a sidewalk or at the bus stop.			1			0	2
Jun 09, 2025, 09:27 PM	It's impossible to turn out of the Columbia Athletic Club parking lot without having a close call if a driver is coming around the corner northbound. The speed limit is 30mph but most are going at least 35-40mph, too fast to be seen coming around the corner before an accident occurs.					1	0	1
Jun 09, 2025, 09:26 PM	Many cars use 116th Avenue NE as a detour when there is heavy traffic on 405, and that happens frequently. We need sidewalks, beginning at the Kirkland city limits and going northbound to NE 60th. And for bicyclists to be able to commute safely.			1			0	5
Jun 09, 2025, 09:24 PM	Blind driveway is very hard for cars to pull out of (98th Ave NE) and could use one of those circular mirrors on the tree across. Cars go very fast up 137 so it's hard to pull out in see cars that are coming up before getting hit.					1	0	1
Jun 09, 2025, 09:22 PM	I was turning my bike left off of NE 116th PL onto Juanita Drive with plenty of time for the driver coming from my left to stop. He was speeding and didn't apply the breaks, then laid on his horn as he barely missed me on my bike. I suspect he saw me and wanted to "teach me a lesson".					1	0	0
Jun 09, 2025, 09:22 PM	No sidewalks and narrow road through a park!			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:21 PM	This is a residential neighborhood. 104th NE is used as a cut thru street from NE 124th to NE 116th. Some drivers think it's a racetrack. There has always been an excessive amount of speeding motor vehicles at all hours. Getting mail from your mailbox is not safe with cars speeding by.	1					0	2
Jun 09, 2025, 09:20 PM	The speed limit is 25mph here. I can safely turn off of NE 116th PL onto Juanita Drive when other drivers are going the speed limit. Unfortunately, most drivers are going well above the speed limit here and almost slam into me at least once a week. There needs to be more traffic-calming devices right up until it turns into 35mph westbound on Juanita Drive.	1					0	0
Jun 09, 2025, 09:19 PM	Speed bumps aren't enough to slow down people with SUVs. Have seen multiple cars driving at 40-50 mph.	1					0	0
Jun 09, 2025, 09:19 PM	This is the intersection of NE 60th St. and 132nd Ave NE. Many kids use this crosswalk going to/ coming home from school (Ben Franklin), as well as many walkers and horses for the NE corner of Bridle Trails State Park. There should ideally be a flashing lights cross walk added here, especially on the north side since many kids use it. There is also currently a large tree blocking the view on the NW corner of this intersection, and I've seen and have been involved in close calls here between pedestrians and cars. The visibility due to this tree should be investigated.			1			0	5
Jun 09, 2025, 09:17 PM	Not enough Visibility of westbound 80th when turning from 122nd onto 80th due to low tree branches and foliage.		1				0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:14 PM	This intersection has All Way Stop. But the signs are not visible in the dark, especially in winter days. People often do not stop and speed up to cross the street. Drivers also do not follow stop sign rules here. This is a risk for neighboring houses.		1				0	1
Jun 09, 2025, 09:13 PM	Commuters are cutting through the neighborhood on NE 100th St. With the elimination of conflicting traffic since the diverted went in well over 50 percent of the drivers are not stopping at the 4-way stop. This is especially prominent during commuting times and I have not seen police enforcement during these times. This is dangerous to pedestrians as 128th Ave NE is a popular walking route in the neighborhood.			1			0	4
Jun 09, 2025, 09:12 PM	No safe walkway on 116th which is a main throughway adjacent to neighborhoods with lots of kids who's parents want to take them to the state park.			1			0	8
Jun 09, 2025, 09:12 PM	The middle school cross walks are difficult to see in the early mornings especially in the winter. A light up cross walk here would be beneficial.			1			0	1
Jun 09, 2025, 09:11 PM	Middle schoolers on e-bikes are riding dangerously and don't know or acknowledge traffic laws.				1		1	2
Jun 09, 2025, 09:10 PM	Middle school students walking off campus don't have a sidewalk so they walk alongside cars, and e-bikes also exit here along side cars who have picked up their students in the drive thru line.					1	0	1
Jun 09, 2025, 09:08 PM	This road is too narrow for the buses to turn out of the elementary school's bus lane when cars are parked. There are also no sidewalks on the west side of the street.		1				0	1
Jun 09, 2025, 09:07 PM	Limited pedestrian visibility. Could benefit from crosswalk flags at the least.			1			1	5

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 09:05 PM	Flashing crosswalk across 6 th street needed. Heck, a completed sidewalk on the south side of Kirkland Avenue is long overdue in this main pedestrian corridor! Zooming traffic, buses, traffic turning right onto Kirkland Way to bypass Kirkland Avenue make for a dangerous situation.			1			0	2
Jun 09, 2025, 09:05 PM	Cars drive very fast on this narrow road, especially when there are construction vehicles parked on both sides.	1					0	0
Jun 09, 2025, 09:04 PM	There is no sidewalk on this side of the street and high schoolers walking to the bus walk on the street			1			0	3
Jun 09, 2025, 09:03 PM	I have seen multiple cars pass vehicles, sometimes overtaking multiple vehicles at once on 124th right near where Kirkland turns into Woodinville. This is at maximum a 35 mph road (sometimes 20 mph for school zone) and passing other vehicles due to frustration with people driving the speed limit is so incredibly dangerous.		1				0	0
Jun 09, 2025, 09:03 PM	There is no sidewalk on this side of the street and high schoolers walking to the bus on 85th have to walk on the road.			1			0	2
Jun 09, 2025, 08:58 PM	Dangerous intersection: more so now with increased usage of 8th Street as a bypass to 6th Street for access to Kirkland Way. No way for northbound cars turning left onto Kirkland Way to anticipate cars turning right from 8th Street. Three way stop?		1				0	0
Jun 09, 2025, 08:58 PM	Everyone loves the view at the top of NE 60th but they speed down often with no regard for pedestrians, barely stopping at the stop sign. Have often witnessed drinking - hopefully not the driver but certainly the passengers. Have reported to police in the past while on a walk.	1					0	0
Jun 09, 2025, 08:52 PM	Flashing crosswalk requested from Kirkland Avenue to access CKC trail. Main pedestrian thoroughfare—Everest ballpark, Invictus, and traffic dodgers be damned.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:52 PM	This is an intersection section that continually draws an “F” grade from the city. Traffic continues to get worse and worse on EB 68th, but yet the city seemingly has no concerns.		1				0	1
Jun 09, 2025, 08:50 PM	This street should be closed to car traffic. It is a driver and pedestrian nightmare. Study after traffic study prove business will actually increase when you make a city more walkable.			1			22	11
Jun 09, 2025, 08:48 PM	bike racks are needed closer to the playground and beach. especially bike racks that can accommodate larger cargo/family bikes.				1		0	2
Jun 09, 2025, 08:47 PM	the bike parking at Totem Lake is inadequate. The decorative posts are wobbly and feel like they could be easily damaged or removed. Additionally, they do not accommodate larger cargo/family bikes with their spacing and orientation.				1		0	3
Jun 09, 2025, 08:46 PM	Posted 20 mph consistently ignored. Major pedestrian/school thoroughfare.	1					0	0
Jun 09, 2025, 08:45 PM	The pavement is marked for bicycles on the side closest to the street and pedestrians on the inside closest to buildings. But the markings don't stand out at all and there is hardly any difference between the two so most pedestrians don't realize there is technically a bike lane through here. Green paint would be nice. or clearer signage. Additionally, stores block the pedestrian path with A-frames, forcing pedestrians into the bike side.				1		0	5
Jun 09, 2025, 08:40 PM	the speed bumps here are narrower than the wheel base of most vehicles so drivers don't even have to slow down for them.	1					0	0
Jun 09, 2025, 08:40 PM	Two bikers -electric speeding had to stop and step to side when running, plume of dust				1		0	2
Jun 09, 2025, 08:39 PM	cars are not following the speed limit here - doesn't matter if they are going up or downhill.	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:39 PM	Multiple times I have almost been hit by speeding cars, cars drag racing down the straight shoot, and reckless driving. With the added park installed the speed limit of this road needs to be reduced. Things have only gotten worse since the freeway exit has opened.PLEASE consider reducing the speed limit	1					0	0
Jun 09, 2025, 08:38 PM	why are there no adequate bicycle racks here? people from the neighborhood bike to the park, but are forced to lock up to light poles, park gates, and chain link fencing.				1		0	3
Jun 09, 2025, 08:38 PM	Hard to see the yellow lights during the day					1	0	2
Jun 09, 2025, 08:38 PM	Bike cut me off when I was running				1		0	1
Jun 09, 2025, 08:37 PM	at school drop off and pick up, cars consistently block the bike lane				1		0	4
Jun 09, 2025, 08:37 PM	Crosswalk needed. Lots of people cross here to go to their neighborhood or cut through the neighborhood to Grass Lawn Park but there is no crosswalk.			1			0	0
Jun 09, 2025, 08:36 PM	at school drop off and pick up, cars consistently block the bike lane.				1		0	2
Jun 09, 2025, 08:35 PM	It is beyond comprehension why this road doesn't have a sidewalk and a bike lane on it. Instead, drivers use the two northbound lanes to speed up hill while the south bound lane speeds down hill. Take out that second lane, add in bike lanes and a sidewalk.				1		0	2
Jun 09, 2025, 08:35 PM	Frequent high speeders on NE 107th Pl between 124th AVE NE and 128th AVE NE.	1					0	4
Jun 09, 2025, 08:34 PM	The straight away on Waverly Way, adjacent to Heritage Park, has many excessive speeders. Prime time for speeders is good weather evening, typically just before sunset. Sadly speed bumps added further down Waverly have zero effect on park safety. Police never set speed traps, or are noticed on these evenings of heavy park use.	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:33 PM	Drivers use 108th as a cut-through (it's suggested by every map app when traffic gets heavy). and ignore the 25 mph speed limit, the residential street, the park, the elementary school, etc. this street would be an awesome pilot street for a neighborhood greenway like in Seattle to prevent all the non-neighborhood traffic.	1					0	0
Jun 09, 2025, 08:32 PM	We need speed bumps! People coming on high speed through the neighborhood	1					0	4
Jun 09, 2025, 08:31 PM	Limited visibility coming out of this parking lot, with cars parked on the street					1	0	1
Jun 09, 2025, 08:28 PM	the bump out that forces bikes to merge into car traffic to cross here between two bike lanes makes this intersection super uncomfortable. Drivers neither anticipate this visually nor want to yield way when the light turns green.				1		0	4
Jun 09, 2025, 08:26 PM	google commute cuts through side roads and lots of cars speed up around the time kids go to school in the morning	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:26 PM	Two thumbs down — the City really missed the mark with this street design.Parking on both sides forces cars to constantly jut into the roadway, and the crosswalks are not clearly marked with white paint. Using different colored bricks doesn't work, especially at night. Drivers regularly fail to yield to pedestrians in these crosswalks.On top of that, the City's design has blocked Metro buses from using this street because it's too narrow. We already lack adequate bus service, and this only makes things worse. The minor markings added to show where cars should park haven't helped either — if you drive by, you'll see cars parked over the line and partially in the street. The City should start ticketing violators and reclaim the street so residents can easily get to important appointments like at EvergreenHealth.During the design review over a decade ago, I raised concerns that this layout would be problematic. The City insisted that narrowing the road and allowing parking on both sides would calm traffic and improve pedestrian safety. How's that working out? It's not.Now, I avoid this street entirely — whether driving or biking — and when I'm at the mall, I absolutely dread crossing 120th to get to the other side because of this flawed design.				1		0	4
Jun 09, 2025, 08:24 PM	Having the bike/pedestrian crossing back from the roundabout means drivers aren't paying attention to it. I've seen drivers almost run down pedestrians in the crosswalk.			1			0	0
Jun 09, 2025, 08:23 PM	Road condition - cracks and holes		1				0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:22 PM	Almost broadsided by a car at this intersection. He had a stop sign and started to cross in spite of the fact that I (with no stop sign) was in full view. Need a 4-way stop here or a roundabout!					1	0	1
Jun 09, 2025, 08:22 PM	Speeds in excess of 40mph and other dangerous reckless driving behavior	1					0	1
Jun 09, 2025, 08:20 PM	Biking path aling 116				1		0	7
Jun 09, 2025, 08:18 PM	This intersection has had accidents due to speed and is also a heavy traffic location for pedestrians. Recommend making a 4-way stop.			1			0	1
Jun 09, 2025, 08:18 PM	Please paint the bike lane green, as it was missed. This area has high vehicle and cyclist traffic, especially since the bike lane runs between the southbound right-turn-only lane on 132nd Ave NE. Cyclists traveling from the Cross Kirkland Corridor (CKC) to the intersection crosswalk need this lane clearly marked in green for visibility and safety.I understand that a stoplight is planned at the CKC crossing, but in the meantime, this stretch remains hazardous. I regularly bike from Totem Lake, turning here to head southbound on 132nd/Slater to reach my home in North Rose Hill. A painted green lane is an important safety improvement that's urgently needed.				1		0	2
Jun 09, 2025, 08:17 PM	Drivers speed down 68th and take the right turn fast but can't see pedestrians crossing to Houghton Plaza. There should be no right turn on red and before/after school hours where pedestrians can cross and all lights are red if buttons are pressed.			1			0	0
Jun 09, 2025, 08:16 PM	116th Ave between 70th and 120th; very few drivers heed the 25 mph limit. Needs a school zone with camera installation	1					0	0
Jun 09, 2025, 08:14 PM	right next to the school, there is no side with a continuous sidewalk. This street needs a sidewalk at least on side so pedestrians can walk safely.			1			0	5

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 08:12 PM	Needs a continuous sidewalk here as many cars come on 3rd and go straight so they can avoid market street as much as possible.			1			0	3
Jun 09, 2025, 08:11 PM	There is no official crossing for the intersection of 15th with 4th. Cars are coming at fast speed on 15th Avenue and its hard to cross. there should be some form of crossing.			1			0	3
Jun 09, 2025, 08:09 PM	The speed coming off the freeway down NE 68th is dangerous for the kids crossing the streets at the crosswalks. The crosswalks are behind blind turns. Maybe we can add speed bumps?	1					0	0
Jun 09, 2025, 08:08 PM	A lot of cars heading south on 124th crest the small at 100th and are dangerously close to hitting the grass and trees. Over the years several trees have been taken out by speeding cars on the west side of the street.					1	0	2
Jun 09, 2025, 08:05 PM	Buses not yielding in the 132bd roundabout, almost killed us!					1	0	0
Jun 09, 2025, 08:05 PM	Cars coming down the hill ignore pedestrians in the crosswalk on a daily basis			1			0	3
Jun 09, 2025, 08:04 PM	There is a hedge here at the corner house which is too tall for a corner - especially next to a one lane road. Cars can’t see around it. I’ve often seen close calls					1	0	0
Jun 09, 2025, 07:59 PM	too many drvers speed on this street, the curves prevent proper sight if a pedestrain is in a crosswalk, also limited bike lane on this street.	1					0	0
Jun 09, 2025, 07:57 PM	Pedestrians by the dozens come out daily from the Northwest Univ gate to this blind corner where cars do not stop. Extreme safety concern especially many students and children.			1			0	0
Jun 09, 2025, 07:56 PM	Too many parents & kids crossing the busy street during drop off & pick up hours without a crosswalk			1			0	3
Jun 09, 2025, 07:55 PM	Homeless person sleeps under the overpass just off the CKCT for the past few months. Always there on my runs before 6 am.		1				3	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:53 PM	Diver almost hit me while walking because they were pulling into the hotel. Not paying attention					1	0	0
Jun 09, 2025, 07:50 PM	Even though there are crosswalks and pedestrian flags at this intersection, I find that cars traveling north on 116th have just crested the hill and are going fast and often do not stop for pedestrians crossing 116th, especially when it starts to get dark. As this intersection is going to be part of the shores to stores Greenway, it might be justified to put in a four -way stop, similar to the intersection of 100th and 112th.			1			1	4
Jun 09, 2025, 07:48 PM	Close calls on getting hit while in the crosswalk while walking to the totem lake freeway station. Cars heading west and turning right are not paying attention to pedestrians crossing the street also heading west.					1	0	1
Jun 09, 2025, 07:41 PM	This needs to be a three way stop with the one stop sign being before 112th when heading west bound on NE87th. Cars go too fast and when heavy traffic on the crosss corridor and cars difficult to get out of 112th to head towards freeway.	1					0	4
Jun 09, 2025, 07:41 PM	Pot holes in crosswalks hard to see where the holes are when it's raining/dark. Twisted my ankle in one of them			1			0	2
Jun 09, 2025, 07:40 PM	No sidewalk on the northbound side of the street			1			0	4
Jun 09, 2025, 07:39 PM	I came very close to hitting a runner here who didn't press the button to make the lights flash. I slammed on my brakes and stopped in time as he ran into the crosswalk, and after putting one foot in he saw me and stopped and stepped back. I was heading south on 108th, he was on my right (heading south on the CKC), and the bend plus the foliage makes that crossing very blind for everyone.					1	0	2
Jun 09, 2025, 07:39 PM	People don't stop at either of these stop signs, especially those coming off Market Street.					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:39 PM	Blind corner concern for bikes, especially as this will be part of the new Stores to Shores Greenway. This S curve is blind and drivers often speed downhill going south. A new speed hump will be installed to slow northbound drivers before the S curve, but concerns remain about drivers speeding going south and putting cyclists at risk.				1		0	1
Jun 09, 2025, 07:38 PM	This intersection should have a stop sign. Three roads of traffic intersecting with no traffic signs to help guide traffic. Have seen many close calls with cars and pedestrians.					1	0	0
Jun 09, 2025, 07:37 PM	This section of the road going both directions, cars really build up speed because there are stop lights about .5 miles each direction; drivers speed as fast as they can from one stop light to the next stop light. Pulling out of driveways is very difficult when cars are traveling at a high rate of speed. I see near misses regularly on this section of the road when cars pull out from driveways or cross streets. I walk every day, so I see a lot. Also, there is foliage blocking people from seeing oncoming cars at the 122nd and 70th St. intersection. Drivers have to inch out into the roadway to see oncoming traffic. People go over the 30 mph speed limit daily on this road.	1					0	7
Jun 09, 2025, 07:36 PM	There is low visibility for bikes and peds on the CKC crossing 128th Lane, especially when traveling east to west, due to an encampment adjacent to the CKC that blocks visibility. Cars cannot see oncoming cyclists and peds due to the limited sight line created by the encampment.				1		0	5
Jun 09, 2025, 07:35 PM	15 MPH speed limit signs and speed humps installed but cars accelerate between the speed humps. This occurs during commute rush hours as drivers bypass 124th	1					0	7
Jun 09, 2025, 07:35 PM	Cars often don't stop even when lights are flashing			1			0	5

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:35 PM	Position is approximate, but there is a constantly wet spot on the asphault when you are going downhill / eastbound. It appears to be seeping out of a crack that runs parallel to the direction of traffic, and the crack is just to the left of the line indicating the edge of the road. This is really unexpected when the road surface is otherwise dry, and sometimes looks slick (from algae?)				1		0	1
Jun 09, 2025, 07:34 PM	We were promised a second left-turn lane onto NE 85th Street for southbound traffic on 132nd Avenue NE. The City even acquired land from the apartment developer of the Continental Divide Project (now opened as Bloom) specifically to make this improvement. In fact, the City's own traffic analysis acknowledged that an additional turn lane was necessary. Yet here we are—three years after the apartment complex opened—and nothing has been done. Traffic backs up for nearly a mile during peak hours, creating daily frustration and safety issues for residents. The City has failed this neighborhood on a clearly identified and preventable issue. This needs to be fixed—now.		1				0	1
Jun 09, 2025, 07:33 PM	It is incredibly hard to get out of our neighborhood (Hermosa Vista) at this entrance. You can't see in either direction. The least the city could do is keep all the vegetation cut back. Someone is going to get seriously injured here.					1	0	1
Jun 09, 2025, 07:29 PM	All the new construction on the Redmond side of 132nd means that many more people cross 132nd here. Drivers don't pay attention to the ped flags. This crosswalk needs to be made more visible.			1			0	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:28 PM	Twice witnessing close calls with pedestrians, particularly children, in the last 2 months. Really need sidewalk on at least one side.			1			0	2
Jun 09, 2025, 07:26 PM	Enough is enough with this uncontrolled intersection, where drivers are essentially playing a game of “Frogger” just to get across 85th Street when driving on 126th ave ne Southbound traffic should be right-turn only, and northbound should be right-turn only as well. It’s unacceptable to keep putting drivers and pedestrians at risk because of outdated intersection designs that rely on luck and aggressive driving. These types of intersections are dangerous—especially when impatient or irresponsible drivers ignore caution and create near-misses daily. The City needs to prioritize safety and implement real traffic controls here before someone gets seriously hurt.					1	0	3
Jun 09, 2025, 07:26 PM	Very difficult intersection for cars in morning and afternoon rush hours. Many cars cut through from 124th on NE 100th, so much new construction on the Redmond side of 132nd. Very difficult to make a left turn during rush hours. People get frustrated and take a chance. Too many crashes here. And too many people don't stop for the flashing crosswalk.		1				0	5
Jun 09, 2025, 07:26 PM	Speeding down the hill makes pulling out and turning left toward Safeway dangerous. There’s rarely a safe moment during morning traffic.	1					0	1
Jun 09, 2025, 07:25 PM	Drivers constantly make right-hand turns on a red light even though there are signs prohibiting this turn. I've had people pull out in front of me to make that turn while I am waiting at a red light.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:23 PM	Sidewalk has been closed for months because of construction. No sidewalk on other side of very busy 132nd.			1			0	1
Jun 09, 2025, 07:23 PM	The City has a responsibility to address this intersection and implement a safer, long-term solution—whether that means improving signage, adding better traffic signals, or redesigning the flow entirely.There have been far too many close calls, and it's only getting worse. We're seeing a risky mix of young, inexperienced drivers, students walking or biking, and parents rushing to drop off or pick up their kids. Too many drivers ignore traffic laws and common courtesy, like yielding to students trying to use the crosswalk.I absolutely hate having to drive my high schooler to school, but with no frequent or convenient bus service near our home, we don't have better options. My teens also drive, and I worry constantly—this area just isn't safe.The high school continues to grow, which means more traffic, more student drivers, and more risk. The City cannot delay action any longer. We need a real solution to protect everyone using this intersection—especially our kids.		1				0	7
Jun 09, 2025, 07:21 PM	Sidewalk has been blocked off for months because of constructioin.			1			0	5
Jun 09, 2025, 07:21 PM	No sidewalks, a narrow road, a blind hill, and new construction = a bad combo for pedestrians! Sidewalks are needed to protect the many adults and children who walk through here to/from McAuliffe Park.			1			0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:18 PM	The back exit to Churchome (formerly City Church) is now being used frequently, especially since Amazon has established a park-and-ride at this location. Unfortunately, the exit lacks proper signage and pavement markings, so drivers exiting the lot often fail to yield to pedestrians, cyclists, and other vehicles traveling along the Greenway. In addition, many of these commuters are speeding through our neighborhood, creating safety concerns for residents. Yes as the neighborhood chair person I have heard this complaint and yes I contacted the church. Nothing solved yet. here is a picture of what the drivers see when exiting the site on Friday June 6, 2035.					1	0	5
Jun 09, 2025, 07:17 PM	Overgrown vegetation needs to be taken out and/or trimmed on the apartment side of QFC parking lot.				1		0	0
Jun 09, 2025, 07:17 PM	Traffic flies around this blind corner to avoid the traffic on 124th Ave NE and NE 116th Ave.	1					0	1
Jun 09, 2025, 07:15 PM	The yellow barrier is an impediment to the neighborhood and cars blow through it using our neighborhood as an artery road. Its a school zone!			1			0	9

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:13 PM	More people blow through than stop. Its been a mess ever since it was removed from being a 4-way stop. I've seen kids almost hit, I've been disregarded walking the neighborhood, and as a local resident 3 blocks away, it has made my life harder in having to go through other streets to get home instead of being able to use the streets I pay for. Most locals drive across the barrier, often to get kids to school, which increases risk to the stop. Worst traffic decision and investment I've seen Kirkland make, and I wish they would revert back with speed bumps instead. It has made things drastically more unsafe rather than creating a "green street" they intended.	1					0	10
Jun 09, 2025, 07:13 PM	There are no sidewalks on portions of this road, just blocks from an elementary school. I walk this route with my daughter every day and, while it's not a busy road, the cars come quite close to pedestrians, especially on trash day when the bins block the road.			1			0	2
Jun 09, 2025, 07:13 PM	Cars often fly by here at over 40 mph. It's a straightaway which would benefit from more signage and/or speed bumps.	1					0	0
Jun 09, 2025, 07:13 PM	Please delay green traffic lights for 5-10 seconds in each direction so pedestrians can begin crossing before the light turns green for traffic. There are so many free right turners that do not look for pedestrians.			1			0	2
Jun 09, 2025, 07:11 PM	This is a tricky crossing without lights and many enter 124th Ave at this spot. Would be safer with a traffic light.		1				0	2
Jun 09, 2025, 07:10 PM	Very often cars do not see pedestrians crossing this entrance/exit as well as the other one down the road. Increasing visibility or something here would be helpful. I've been almost hit a few times by drivers not looking both ways.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:08 PM	This street has a lot of speeding especially going towards NE 68th. I'd recommend putting a speed camera here to reduce non compliance with the speed limit. As a pedestrian waiting at the bus stop here having cars speed past me 10/20 mph over the limit does not make me feel safe. People are often not paying attention either and get very close to curb to bypass the rest of the cars when they turn right.	1					0	1
Jun 09, 2025, 07:07 PM	This is a 3-way stop but on multiple occasions have had cars going north/south run the stop sign when I'm making a left from 112th. There needs to be better signage to get drivers attention. This seems to have gotten a lot worse in past year due to increased housing construction in the area.					1	0	0
Jun 09, 2025, 07:07 PM	After monitoring over 100 cars passing the electronic speed radar sign, with a speed limit of 25mph, only 15 were within the limit. 20 more cars were 5mph over the limit, after hitting their brakes, and 65 were doing 30+, again after they had attempted to slow down.	1					0	3
Jun 09, 2025, 07:05 PM	This intersection has many close calls all the time. Even when children are around walking to school. This intersection should have more pedestrian safety measures. The signs saying looking for cars turning are the wrong way to address the obvious safety issue. Change to no right turn on red, build bollards, and/or other actual safety measures. It shouldn't be on the pedestrian to protect themselves.			1			0	1
Jun 09, 2025, 07:04 PM	No safe pedestrian path along 116th. Heavy traffic and frequent speeding create unsafe passage for walking to Bridle Trails park and to local elementary school.			1			0	9
Jun 09, 2025, 07:03 PM	Limited sight lines. SB unable to see past vegetation for WB vehicles.	1					0	1
Jun 09, 2025, 07:03 PM	Blind turn with cars going fast down hill					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 07:02 PM	Cars speeding on Forbes Creek Dr regularly and do not slow or stop here. I regularly walk my dogs here and cars do not stop for pedestrians even though there is a cross walk here to the Cross Kirkland Corridor. It's an unsafe crosswalk and need to make sure no cars coming before attempting to cross. Would appreciate lighted cross walk sign, maybe need speed bumps on Forbes Creek Dr too.			1			0	1
Jun 09, 2025, 07:02 PM	Cars back up heading east on 85th. Dangerous right turns from Kirkland Way		1				0	6
Jun 09, 2025, 07:01 PM	No shoulder or bike lane on 116th south bound beginning at NE 60th. Bike lane on 116th north of NE 60th intersection ends and is not available again until Bellevue city border. Heavy traffic make it dangerous for bikes as well as pedestrians. North bound on 116th also need dedicated bike and pedestrian path from neighborhoods to NE 60th to support passage to Ben Franklin elementary school. Shoulder on that side of road is limited and frequently blocked by cars parking for Bridle Trails state park entrance.				1		0	11
Jun 09, 2025, 07:00 PM	Many speeding cars	1					0	0
Jun 09, 2025, 07:00 PM	Cars drive fast around blind turn	1					0	0
Jun 09, 2025, 06:59 PM	Cars are always speeding along Forbes Creek Dr. There is a bit of a blind spot for our driveway due to small hill to West and cars also come quick from downhill from East and view is limited. People often tailgate us as we try to slow for our driveway and seen them do the same for cars going into neighborhood across street, there are also kids playing in area. We also observed the police pull numerous cars over in front of our house on multiple occasions. The 25MPH signs are not observed and it's getting worse with more housing expanding in the area.	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 06:58 PM	There are kids riding scooters and ebikes to Rose Hill Middle that don't know the rules of the road. I have seen several close calls at this intersection in the morning.				1		1	5
Jun 09, 2025, 06:58 PM	Cars back up heading east on 68th so southbound cars on 6th street struggle to make a left and then run the light or block the intersection.		1				0	1
Jun 09, 2025, 06:57 PM	Many drivers use this short cut to get from 141st to 84th and between 84th to 90th. Pedestrians, bicyclists, and vehicles constantly ignore the road lines and use the entire road from both directions. They also ignore people coming out of and going into the cul de sac. We need speed bumps on 141st and stop signs for cars coming going east on 141st street and south on 88th pl to discourage people from going too fast and force them to watch for traffic coming out of and into the cul de sac and down the hill.					1	0	1
Jun 09, 2025, 06:56 PM	There should be a turn arrow going north and south on Juanita drive. The amount of traffic/pedestrians that frequent the park year round makes it unsafe for pedestrians to walk and cars to successfully turn left out of the park. Or left onto Juanita drive from 97th Ave. The traffic back up also makes it frustrating for everyone using that intersection. With the new retirement home being added and a potential new apartment building going in there should be 4 turn arrows at that intersection.		1				0	5
Jun 09, 2025, 06:56 PM	Difficult to see people waiting at the bus stop in the dark					1	0	0
Jun 09, 2025, 06:56 PM	This light should be continuously turn left or straight- not just peak hours.		1				1	2
Jun 09, 2025, 06:55 PM	Many cars do not stop for pedestrians in the crosswalk		1				0	0
Jun 09, 2025, 06:54 PM	People are so concerned about turning right on red at this light that it is easy not to look for pedestrians.			1			0	7

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 06:53 PM	Cars constantly are speeding down Forbes Creek Dr and do not stop for pedestrians at this intersection where there is a cross walk. I wish there was a lighted cross walk sign.			1			0	1
Jun 09, 2025, 06:53 PM	Loud and speeding all times of day and night.	1					0	2
Jun 09, 2025, 06:52 PM	Speeding has gotten out of control on NE 141st St. We live here and see speeding 60 MPH + daily. Yes,,, I said 60+ MPH on NE 141st St! It's insane! We need regular radar enforcement now.	1					0	4
Jun 09, 2025, 06:51 PM	People - especially Teslas - blow past the stop sign here all the time, no matter the time of day. They've almost hit me and my dog on multiple occasions.					1	0	0
Jun 09, 2025, 06:49 PM	Many families cross at this sight because it is the other exit for the school. The 141st st cross wall is too far for families with kids on 140th st and 139th. Please put an additional crosswalk at this location with flashers so traffic slows.			1			0	4
Jun 09, 2025, 06:48 PM	Cars speed down this stretch of 68th St, heading west, making it difficult for them to stop when they speed around the curve and suddenly see the flashing light at the pedestrian crosswalk. So they very often don't stop for pedestrians.	1					0	0
Jun 09, 2025, 06:44 PM	There is no safe bike or pedestrian passage along 116th starting at the Bellevue/Kirkland city border to NE 60th. The dedicated bike and pedestrian path along 116th in Bellevue ends abruptly NE 41st. Heavy car traffic along 116th along with parking along the road near the Bridle Trails park entrance make this an unsafe passage for bikes and pedestrians. This is also a path for kids to Ben Franklin elementary school.				1		0	12
Jun 09, 2025, 06:35 PM	I've had the most amount of close calls driving at this roundabout. People coming into the roundabout from the freeway exit think everyone is going to stop for them so they don't have to.					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 06:33 PM	Bike lake from Forbes creek Dr/116th Ave end when you turn right onto NE 112th St.				1		0	2
Jun 09, 2025, 06:31 PM	This is a blind corner and as a frequent dog walker/toddler mom I walk this way often. I've had a handful of close calls over 8 years (one extremely close) because people go around the corner too fast, usually from the north, but both directions could really use a big speed bump to show ppl down in case kids/adults are crossing the street or a dog or toddler run into the road. I've also had issues in a car, turning left (South) at the intersection, again because people are going too fast around the blind corner.					1	0	0
Jun 09, 2025, 06:31 PM	Ever since the speed limit change people still go 40+ into the 25mph zone and continue to go 30+ after	1					0	3
Jun 09, 2025, 06:25 PM	Electric Dirt Bikes ridden by kids, (not the same as ebikes) pulling wheelies down the street Weaving across the road Speeding (many brands can go 55mph) No lights on bike so very hard to see on the road. Riding 2 up sometimes without helmet. I hope they learn to navigate traffic before some one gets hurt.	1					0	1
Jun 09, 2025, 06:15 PM	The way this intersection is set up (with cars turning South onto 124th Ave NE in the left lane and cars turning North in the right lane, makes it virtually impossible to see northbound traffic on 124th AVE NE when trying to turn North from 95th street. South turning cars have to pull too far out from the intersection due to the visual obstruction of the homes/fences and block the visibility for those turning North.		1				0	4
Jun 09, 2025, 06:14 PM	Lots of dangerous behavior from kids on e-bikes in this area, some are very aggressive towards drivers and pedestrians.				1		1	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 06:13 PM	Would like better lighting at the corners to see pedestrians in the dark.					1	0	0
Jun 09, 2025, 06:12 PM	This intersection backs up regularly, especially at rush hour and during school drop off hours. it could benefit from a round about or some other flow improvement.		1				0	1
Jun 09, 2025, 06:11 PM	This road could benefit from sidewalks - pedestrians regularly walk on the road here and they can be difficult to see due to overgrown landscaping, parked cars, etc. It seems to be a popular walking area due to the proximity of Denny park and its not set up well.			1			0	3
Jun 09, 2025, 06:09 PM	I've seen multiple cars run the stop sign on 136th here multiple times. it seems to be a stop with either poor visibility on oncoming traffic or they incorrectly think it is a 4 way stop.					1	0	3
Jun 09, 2025, 06:06 PM	Frequent speeding (and engine revving) on 85th between 6th and 405	1					0	1
Jun 09, 2025, 06:06 PM	This crosswalk is just over a hill and has poor visibility at some times of day. It would really benefit from extra signage/lights/visibility improvements			1			0	4
Jun 09, 2025, 06:05 PM	Cars constantly speed on141st Street, its a huge safety concern and extremely noisy. Modded cars racing is a concern at nights.	1					0	4
Jun 09, 2025, 06:01 PM	People speed into this dead end as they have to turn quickly from the 85th st. Need a speed breaker/bumps to slow down drivers entering. It is very concerning for pedestrians and kids playing. Most of the traffic is also turn around traffic.	1					0	0
Jun 09, 2025, 05:59 PM	Drivers are going much faster than 25 on this stretch of road.	1					0	1
Jun 09, 2025, 05:57 PM	Footpaths are only on one side on the road. The kids cannot bike to school since the footpaths is not all the way to school. Also, the big trucks , semis coming to transfer station are speeding a lot.				1		0	6
Jun 09, 2025, 05:56 PM	It is difficult for drivers to turn onto NE 132nd St when they have to cross traffic to head east.		1				0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 05:55 PM	We do not have footpaths on one side of the road			1			0	0
Jun 09, 2025, 05:54 PM	There are no crosswalk, nor a sidewalk on the north side of the road for students to reach JHS. If they are expected to walk due to proximity there should be adequate sidewalks or crosswalk for pedestrians to safely cross the road to the sidewalk.			1			0	0
Jun 09, 2025, 05:54 PM	Turning left at the light is on ramp to 405 but there is no sign (next to traffic light on post). May seem obvious but I think a sign should be there.		1				0	0
Jun 09, 2025, 05:53 PM	Just before the stop sign on 116th and ne 60th	1					0	1
Jun 09, 2025, 05:51 PM	On the southbound side of 116th there is a bike lane that disappears just after the entrance to Bridle Trails. After Bridle Trails, there is no shoulder at all! I live on 116th and was biking home with my family. Because of the lack of shoulder we were biking in the road and cars were not slowing down or making an exception for us at all. It was frightening and I never let my kids ride their bikes on 116th after that. Once you enter Bellevue city limits there is a beautiful bike lane with ample space.			1			0	9
Jun 09, 2025, 05:51 PM	Low visibility due to overgrown bushes to turn onto NE 128th St.		1				0	0
Jun 09, 2025, 05:49 PM	Cars regularly run the stop sign at this intersection		1				0	0
Jun 09, 2025, 05:48 PM	Low visibility for pedestrians seeking to cross towards Bridle Trails State Park from north side of 60th/east side of 116th Ave NE. Many cars do not come to complete stops or rush the stop sign.			1			0	3
Jun 09, 2025, 05:45 PM	Small, low to ground, electric bike/mini-motorcycle driven over pedestrian crosswalk by student regularly after school -- low visibility, collision risk. Crosswalk needs more visibility given volume of students and cars.				1		0	4
Jun 09, 2025, 05:45 PM	Is there a plan to prevent people for running down the hill?	1					0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 05:45 PM	This corridor of Juanita Drive is often like a “runway” where speeding vehicles accelerate to move into the twisty turns driving towards Kenmore. There are many many pedestrians in the area of the Park and I’ve experienced my own “close calls” even with the protection of the Hawk Crossing Lights. Perhaps a speed table or other engineering solution to slow the speeders here? Thank you!	1					0	2
Jun 09, 2025, 05:44 PM	School crossing, can we add the light up crosswalk like they did 2 blocks east?			1			0	0
Jun 09, 2025, 05:43 PM	Crosswalk on northern side unsafe with all cars turning right			1			0	1
Jun 09, 2025, 05:42 PM	The pedestrian intersection between Michael’s and Pony Express turns green at the same time as a green right arrow light turns on for cars turning from Juanita Dr to 98th. This results in cars turning into crossing pedestrians. The flashing “pedestrians crossing” sign is usually ignored by drivers. I have seen as a witness and experienced as a victim many close calls and it is only a matter of time until a pedestrian is hit there. The turn arrow should remain red to give pedestrians time to cross.					1	0	5
Jun 09, 2025, 05:36 PM	Cannot see cars when turning due to parked cars. A four way stop would be very helpful					1	2	1
Jun 09, 2025, 05:35 PM	Cars drive the wrong way here to get around the curb in the middle of the street (which is intended to stop people from turning from or into the far lane from the school).		1				0	3
Jun 09, 2025, 05:35 PM	The pedestrian crossing flashing lights are hard to see around sunset when going down 116th to the lake. The sun blinds the drivers. We’ve had close events of cars running through when lights were flashing at around sunset because they didn’t see and were blinded by the light.					1	0	2
Jun 09, 2025, 05:35 PM	Unable to cross road safely to access public path. Needs to have a pedestrian crossing installed			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 05:34 PM	Illegally stopped cars at the end of the school day make this area more dangerous for cars.				1		0	1
Jun 09, 2025, 05:32 PM	Many cars fail to stop for pedestrians in the crosswalk.			1			0	3
Jun 09, 2025, 05:29 PM	Big trucks going to recycling station on a small road causing pedestrian walking concern			1			0	4
Jun 09, 2025, 05:29 PM	This intersection needs a stop sign, stop light, or other way to regulate traffic. The traffic in the afternoon heading North on 132nd makes it almost impossible from 100th heading west to turn left into 132. Additionally, those headed north on 132 often have trouble making a left onto 100. There is a light at 100 and 124. I don't understand why we can't mirror that solution here. Additionally, we have occasionally seen the black wires on the ground that indicate some sort of traffic survey, but I've seen them most often overlapping with some meaningful holiday period.		1				0	6
Jun 09, 2025, 05:29 PM	Too many drivers cut the corner when turning north onto 124th from 80th. Too many drivers stop too short when attempting to turn North when they are traveling east on 80th. This intersection is a nightmare in the morning and the afternoon during school traffic hours. There needs to be clear lines on the streets so people know their designated lanes. When traveling south on 124th, the line of sight is blocked to the east so drivers have to really creep out to see oncoming traffic. Then the traffic turning north (when heading east on 80th) almost clip the front end of the cars waiting on 124th.		1				0	3
Jun 09, 2025, 05:28 PM	Big Vehicles coming out of recycle stations without concern for bikes riding on the road				1		0	4

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 05:25 PM	Turning left out of the LWHS parking lot just before school starts and more importantly at dismissal in the afternoon is treacherous! I have almost been hit in my car a number of times. Also the traffic that backs up into the parking lot also gridlocks with the HS pedestrians, causing a cluster. Please add a dedicated green light turn at this traffic intersection.					1	0	7
Jun 09, 2025, 05:23 PM	This intersection has numerous close calls every day. When you are leaving the neighborhood turning onto 124th, there is almost no clear visual unless you pull almost into the intersection. I have witnessed cars coming out of the neighborhood not seeing oncoming traffic, or they come super fast out of the neighborhood and almost hit or get hit by traffic already in motion.					1	0	4
Jun 09, 2025, 05:22 PM	There absolutely needs to be a left turn/green turn arrow at the intersection coming out of LWHS. With all the pedestrians when school gets out, coupled with new drivers, trying to turn left out from the parking lot is all but impossible in the morning and afternoon.		1				0	5
Jun 09, 2025, 05:22 PM	The traffic on 132nd is constant at several hours of the day and it can take 5-7 minutes of waiting before you can make the left from NE 100th on to 132nd. There are still more homes going in east of 132nd, so this is going to impact more and more people.		1				0	8
Jun 09, 2025, 05:19 PM	Vehicles fly around the blind corner right into oncoming pedestrians because there's no sidewalk or walkabke roadside. I would love to see a three-way stop to slow cars down.			1			0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 05:17 PM	Too fast of speed limit, this intersection is dangerous. Cars pass on shoulder when being car stuck trying to turn. Crosswalk is dangerous because of speed and driver behavior. Even when push button for lights cars don't stop because they are unhappy being stuck in traffic.			1			0	6
Jun 09, 2025, 05:16 PM	At this intersection at several times per day, it's very difficult for people come from the East or west to make left turns onto 132. I e seen several close calls					1	0	7
Jun 09, 2025, 05:15 PM	Too many people speed on this street and in this area where families use this crosswalk to get to park.	1					0	7
Jun 09, 2025, 05:14 PM	Too many drivers speed on this intersection and run stop sign			1			0	5
Jun 09, 2025, 05:08 PM	Teens on e bikes race through this intersection without stopping	1					0	6
Jun 09, 2025, 05:07 PM	Public pathway with no way to cross the street safely			1			0	1
Jun 09, 2025, 05:06 PM	So many close calls between vehicles trying to turn off 132nd and also not slowing for pedestrians at crossing. I see near accidents at this intersections weekly					1	0	5
Jun 09, 2025, 05:00 PM	There is a large bush on the northeast corner of ne 60th and 106th ave ne. When traveling South on 106th the bush blocks the vision of cars coming down the hill on ne 60th, And cars come down that hill quite fast. Many close calls there.		1				0	1
Jun 09, 2025, 04:57 PM	Car racing at night … extremely loud cars and motorcycles around 1-4am on weekends	1					0	5
Jun 09, 2025, 04:55 PM	Specially night time!	1					0	5
Jun 09, 2025, 04:53 PM	Multiple people speed and run the stop sign here	1					0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 04:50 PM	Drivers too frequently use excessive speed on NE 116th St using the center lane for passing. The worst close call I've witnessed on 116th due to excessive speed in daylight involved a Ford Explorer (or maybe Ford Police Interceptor with no lights or siren) traveling eastbound I'd guess in excess of 75mph. It moved to the center lane to pass a delivery truck, then into the oncoming lane through this crosswalk. It either clipped the curb at the crosswalk or maneuvered too hard causing it to lift onto its driver side wheels for a few seconds. The driver somehow regained control and didn't roll. Traffic calming devices on 116th or even controlled left-turns similar to Market Street could help make the street safer for drivers and pedestrians.					1	0	3
Jun 09, 2025, 04:34 PM	Dangerous					1	0	1
Jun 09, 2025, 04:33 PM	Drivers turning right on red from 120th Northbound onto the southbound 405 ramps here are sometimes surprised by pedestrians in this signaled crosswalk. The crosswalk is somewhat separated from the intersection and probably ins't fully visible to drivers making the decision to turn. Drivers entering the freeway ramps often, understandably, accelerate hard, making this crosswalk dangerous for pedestrians despite the crosswalk signal.Disallowing right on red from 120th Northbound may be a cost effective way to mitigate this hazard.			1			0	2
Jun 09, 2025, 04:28 PM	The diverter is not helpful. People are driving over it. Others are not even stopping at the stop signs anymore. A lot of u turns. Seems more unsafe than the four way stop?!			1			1	12

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 04:25 PM	There was a child that was hit by a car (and a few other close calls) when they were crossing the street (jaywalking) to get to school.					1	0	2
Jun 09, 2025, 04:25 PM	As cars as driving south to turn east into sunrise Vue, cars regularly driving around them on the shoulder. In addition, there is no crosswalk but bikes and pedestrians cross there because it can difficult to get to the crossing by LWIT. If a car stops to let someone cross, sometimes cars think they are turning and drive on the shoulder (nearly hitting bikes or pedestrians)		1				0	2
Jun 09, 2025, 04:24 PM	Drivers frequently exceed the posted 25mph speed limit on this straightaway of 72nd Ave NE, and this is a heavy-use road by pedestrians and bikers w/o sidewalks or bike lanes.	1					0	2
Jun 09, 2025, 04:24 PM	The new bike lane along 100th is much closer to traffic descending the east side hills. I almost had a cyclist on my hood this morning. I didn't see them coming from the north, as I was slowing to enter 100th. Construction and cones aren't helping matters for now. I wasn't looking for a biker, but looking at traffic on 100th.				1		0	0
Jun 09, 2025, 04:23 PM	To access the Mercury's coffee shop safely by foot, a crosswalk is needed! There is no safe sidewalk to access the shop.			1			0	6
Jun 09, 2025, 04:22 PM	Cars are often speeding on this street, and it is very concerning considering there are many areas without sidewalks, multiple school bus and public bus stops, and the entrance to a neighborhood park. The park does not have a parking lot so it requires access on foot/ bike, however the speeding traffic poses a significant risk to park visitors.	1					0	2
Jun 09, 2025, 04:15 PM	While crossing the street as a pedestrian, my friend and I almost got run over as a car that stopped for us was rear-ended by an old vehicle that couldn't come to a stop in time on the downhill in the rain.					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 04:14 PM	People speed on this road too often. I saw a Prius doing 37 the other day and the limit is 25.	1					0	0
Jun 09, 2025, 04:11 PM	Speeding traffic, very few stop for crosswalk pedestrians. This is on a school walking route. Crosswalk needs maintenance attention - repainting, flags or lights. Street could use speed bumps to slow traffic for school.					1	0	3
Jun 09, 2025, 04:10 PM	Dangerous crosswalk due to speeding cars on Market St.			1			0	2
Jun 09, 2025, 04:09 PM	Kids (under 16) drive erratically and speed several times (in the morning, afternoon and evening) daily on motorized bikes on this street. I am not sure how it is legal for kids without licenses to be able to drive these bikes but at any rate - they are often reckless (weaving across lanes) and speeding		1				0	1
Jun 09, 2025, 04:05 PM	Better crosswalk needed by bus stops.			1			0	2
Jun 09, 2025, 04:05 PM	Cars have been speeding on this street for years (even with speed humps). It would be great if we could set up the speed measurement reader sign to remind people to slow down	1					0	0
Jun 09, 2025, 04:03 PM	It appears sometimes that people try to see how fast they can get through both roundabouts usually travelling eastbound. Clearly people are causing accidents with the constant supply of broken car parts debris in the middle of the roundabouts.	1					0	5
Jun 09, 2025, 04:02 PM	The intersection between 100th st. and 132nd has stop signs but this intersection is very busy especially in morning traffic around 9 AM and 5:00 PM. This intersection will be better regulated with a traffic light not stop signs. It has safety concerns		1				0	4

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 03:57 PM	There's no safe way to cross, leaving school bus kids and elderly to need to jaywalk across a major, frequent semi-truck street due to the transfer station. Right off 405 exit 17 some cars come pretty fast but there's no safe crossing, stark difference to 108th which has multiple crosswalks along the same stretch.			1			0	6
Jun 09, 2025, 03:56 PM	Speeding, inattentive bikers, no sidewalks	1					0	0
Jun 09, 2025, 03:53 PM	The intersection is not big enough for the 18 wheeler trucks going to/from the transfer station. It's particularly bad when the trucks are leaving the station returning to 405, requiring southbound cars to back up for enough right turning radius.					1	0	6
Jun 09, 2025, 03:50 PM	Need speed bumps or cameras to keep people from speeding up and down the hill. (can't get out of driveway safely)	1					0	5
Jun 09, 2025, 03:47 PM	The rapid flashing beacon at the CKC crosswalk at 112th frequently gets stuck in the on position for greater than 10 minutes. When this happens, drivers learn to ignore the flashing lights and will eventually not slow and will cause a pedestrian or bicycle collision. May be a hardware issue.				1		0	1
Jun 09, 2025, 03:35 PM	Kids on e-bikes all over Kirkland go as fast as motorcycles and have seen multiple close calls as they are all over the road, bike lanes, and sidewalks				1		0	5
Jun 09, 2025, 03:35 PM	Young drivers speeding all hours of the day and night, purposely slowing down so they can accelerate again and let off the throttle to backfire their cars. It's the biggest nuisance I've encountered here yet I never hear them get pulled over.	1					0	2
Jun 09, 2025, 03:34 PM	no side walk on a busy street			1			0	4
Jun 09, 2025, 03:29 PM	Cars frequently fail to stop. Lots of kids walking home from schools and drivers ignoring pedestrians.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 03:29 PM	Drivers frequently turn right on red here from 120th to 116 crossing in front of the freeway on ramp. They often block the on ramp or come close to hitting cars who are driving from 116th to the South on ramp.					1	0	2
Jun 09, 2025, 03:27 PM	Drivers blow through this four way stop all the time. A pedestrian was very nearly hit by an inattentive driver recently.					1	0	0
Jun 09, 2025, 03:27 PM	Drivers consistently crossing the double yellow line when going downhill and crossing the white line going uphill. This has a significant risk to residents especially at this turn where speeding drivers coming up the hill may not see pedestrians on resident side of street.			1			0	3
Jun 09, 2025, 03:25 PM	There is no sidewalk on this road and it's the primary way to the park and the playground. We see people walking in the middle of this road every day, including elderly people with walkers and families with strollers. Drivers don't expect so many people in the road, especially since the road crests over a hill which can initially hide pedestrians from view.			1			0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 03:17 PM	A few years ago my son was hit by a van here. The driver was heading south on 8th St. S. My son was riding north on his bike heading to school (KiMS). The driver didn't see him, didn't have his turn signal on, and turned left in front of my son into the parking lot. My son tried to stop but wasn't able to and crashed into the side of the van. My son (who was 11) told the adult (probably 19?) driver he was fine, and no one was notified. My son was only bruised, but I wish the driver had insisted on notifying his parents. The curve of the road makes it hard for drivers to see oncoming bikes here, and there is no bike lane. We had our son change his route to cross over to the gravel path on the west side the street so he wouldn't have to cross these driveways, but a bike lane, or removing bushes that block visibility, could help.				1		0	0
Jun 09, 2025, 03:12 PM	Drivers move up and down this hill at high speeds. A roundabout there will enable safe passage for pedestrians and vehicles that cross over 132nd via 126th pl. Have seen numerous accidents over the years and countless close calls. My suggestion is to flatten this intersection, place a roundabout with guiding lines to slow down speeders, but make it low enough so that truck drivers can still navigate the intersection if they have trailers, giving room to drive over the roundabout if need be.	1					0	1
Jun 09, 2025, 03:10 PM	Speeding through the round abouts has been a huge problem. People fail to yield often and it's nearly impossible for pedestrians to get through this area.	1					0	7

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 03:08 PM	Morning commuters trying to get around traffic speed through the Marina Park parking lot from Market/Central Way to the traffic light at Kirkland Ave. Speed bumps would help. I've almost been hit several times while jogging or walking the dog.	1					0	2
Jun 09, 2025, 03:07 PM	Traffic going straight across 100th rarely comes to a stop. I walk this area a few times a day, and have had a few close calls with drivers that don't stop.					1	0	7
Jun 09, 2025, 03:07 PM	Too many cars and way too much speeding! My neighbors and is feel unsafe near the road now since Kirkland has made this a main arterial. We need speed bumps or even a stop sign at the cross walk. Slow traffic down. This is a school zone and many many families walk, bike and play here. Thank you!	1					0	3
Jun 09, 2025, 03:06 PM	People cutting through neighborhood, speeding and not stopping at stop signs.	1					0	0
Jun 09, 2025, 03:05 PM	People not stopping at stop signs and speeding out of/into school.	1					0	2
Jun 09, 2025, 03:04 PM	Parking from nearby construction projects in and around 130th NE & NE 71st Street has made driving dangerous. Visibility is limited at best and there have been several near collisions. Plus parking in front of hydrants, blocking ramps, too close to corners and driveways, etc.					1	0	3
Jun 09, 2025, 02:56 PM	Kids on e-bikes on 84th is a safety ticket for drivers, pedestrians and cyclists.				1		0	3
Jun 09, 2025, 02:55 PM	Since there is not a crosswalk to get to get Mercury's Coffee, pedestrians just run across traffic to get there.			1			0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 02:54 PM	84th by Sandburg Elementary and Fin. Hill Middle DESPERATELY needs flashing crosswalks like those by Thoreau. Pedestrians are almost hit in the crosswalks on 84th on a daily basis (just ask the crossing guards for Sandburg and they will tell you as they are very fed up as well!) and people are not slowing down. They know that the schools on cameras are the very beginning and end of 84th so they slow down to not get a ticket and then speed right back up.		1				0	1
Jun 09, 2025, 02:52 PM	Continuous drag type racing in evenings	1					0	6
Jun 09, 2025, 02:51 PM	Going too fast down Safeway Hill 136/137th led to a car spinning out on the street and ended up in front yard, photo attached from incident. KPD was called to assist driver. (This has happened multiple times with different drivers)					1	0	5
Jun 09, 2025, 02:39 PM	Speeding on this section of Holmes point drive is bad. Speed abatement measures were put in place near O.O. Denny Park, but cars speed before and after the speed humps. We've had several close calls exiting our driveway. Physical abatement is needed to slow cars down in the lower sections Holmes Point drive.	1					0	3
Jun 09, 2025, 02:38 PM	Vehicle did not stop at stop sign on 6th St W when I was on a bike on 16th Ave W. Luckily they slammed on the brakes when they saw me and did not hit me but it was scary.				1		0	3
Jun 09, 2025, 02:35 PM	Lack of sidewalks is dangerous for how fast people are going up and down the hill.			1			0	3
Jun 09, 2025, 02:33 PM	People are always speeding going up and down the hill. With no sidewalks or bike lanes, this is super dangerous to people walking to/from the grocery store.	1					0	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 02:31 PM	There is no safe pedestrian access to the shops on the west side of Totem Lake Boulevard NE. It is not possible to walk along the west side of the street south from NE 128th St, as the path between the road and ditch is too narrow, and the curvature of the street reduces visibility and makes it particularly dangerous to cross from the east side.			1			0	5
Jun 09, 2025, 02:30 PM	Many pedestrians cross the street to access CKC at this blind corner. There needs to be signage and a crosswalk installed here. Plus speed bumps to slow traffic along 5th Place S.			1			0	0
Jun 09, 2025, 02:28 PM	Why is there no protected turn for traffic traveling east on NE 128th St? All the other approaches to this intersection have a protected left turn, but what is likely the most traveled direction does not.		1				0	0
Jun 09, 2025, 02:26 PM	This intersection is still a very dangerous location. Drivers approaching this intersection are often going too fast for the location and end up confused by the locations of the stop signs. Many drivers going eastbound on NE 143rd St fail to stop when turning right. Others don't see the northbound traffic on 132nd Ave NE due to how far back the stop bar is. This all leads to confusion as to who should go when.		1				0	15
Jun 09, 2025, 02:24 PM	Cars at commute hours speed up and down this hill, and through this intersection. This intersection is used by both middle school and elementary school children. The cross-traffic has occluded sightlines. And the hill just below this drops off, blocking visibility.	1					0	0
Jun 09, 2025, 02:22 PM	There is a crosswalk just north of this pin but cars speed through (esp those northbound).	1					0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 02:22 PM	Many cars speed up and down this hill. There have been spinouts, damaged fences and guardrail replacements in various places on this stretch of street and in particular near this pin primarily when the pavement is wet and a driver is speeding down the hill and doesn't navigate the turn. It is very unsettling for residents on the block as pedestrians trying to cross the street and leaving driveways.	1					0	3
Jun 09, 2025, 02:18 PM	While trying to cross NE 112th St to get to my mailbox there have several instances where I've almost been side-swiped by a car traveling too fast on NE 112th St. Also, just last week, I was doing yard work next to NE 112th and a truck almost side-swiped me while traveling way too fast. This same truck is a frequent speeder on NE 112th St.					1	0	0
Jun 09, 2025, 02:09 PM	This road is frequently used as an I405 bypass when there is a traffic backup on the freeway. People who don't live in the neighborhood speed through without concern for kids playing, families walking, pets, etc. Large speed bumps (like the ones on 3rd St between 18th and 19th for example) all along 19th Ave would be a welcome addition to the neighborhood.	1					0	2
Jun 09, 2025, 02:07 PM	Cars use this bypass from 132nd Ave to 124th Ave like it's a highway. Regular drivers going 40mph on a residential with lots of kids. Complaints have gotten little action and zero police presence.	1					0	2
Jun 09, 2025, 02:06 PM	Drivers avoiding the light cut through the parking lots here to create their own "free right." I work at this Wendy's and I see it happen at least a dozen times a day.					1	0	0
Jun 09, 2025, 02:04 PM	Heading north on 116th, crossing 124th St, many people FREQUENTLY use the right turn only lane to go straight through the light. The slight hill makes it difficult for the traffic moving in the correct direction to see the upcoming lines because the lanes shift slightly.					1	0	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 02:03 PM	This crosswalk is heavily used by pedestrians, but unsafe due to poor visibility for drivers coming around the corner. Reflectors along the crosswalk would assist drivers in recognizing the crosswalk in the dark and make it safer for pedestrians.			1			0	1
Jun 09, 2025, 02:01 PM	Speed limit is rarely observed especially during school drop-off- and pick-up hours. I've submitted 25-30+ complaints over the years but there's never any enforcement or speeding tickets issued.	1					0	0
Jun 09, 2025, 02:00 PM	Drivers speed up the hill heading south and are not prepared to stop for the crosswalk, which is not visible at night.	1					0	0
Jun 09, 2025, 01:56 PM	This crosswalk is often ignored by drivers and orange flags are not always available for pedestrians to wave. It would help to have flashing lights to signal pedestrians crossing.			1			0	1
Jun 09, 2025, 01:56 PM	2nd st is becoming a cut through and drivers don't care. We can't have our kids near our street because of speeders. Ive also had close calls backing out of my driveway.	1					0	1
Jun 09, 2025, 01:55 PM	Excessive speed along this road. Suggest raised crosswalk between the schools where the flashing lights currently are, to improve saftey of children going to school.	1					0	6
Jun 09, 2025, 01:54 PM	Near miss with car & pedestrian in cross walk			1			0	2
Jun 09, 2025, 01:52 PM	Excessive speed along this road due to the connection to the 35mph zone on the hill from the valley. Often observe cars going above 30mph. The bike lanes & speed sign do nothing to curb speeding. Suggest raised crosswalk at the intersection of NE 143rd St and 130th AVE NE to improve saftey of children going to school. In addition speed humps could help.	1					0	7

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 01:44 PM	Motorists don't stop for pedestrians in crosswalk just past 104th. Request you put one of the flashing yellow light/push button crossings as cars come up 116th and over a bit of a blind hill at 35-40 MPH approaching this crosswalk.			1			0	0
Jun 09, 2025, 01:40 PM	NB bike lane ends after 132nd. The incline, lack of space, bus stop, and number of cars turning right onto Juanita-Woodinville Way result in this being an extremely high stress cycling area where close passes by vehicles are very common.				1		0	8
Jun 09, 2025, 01:38 PM	I walk my daughters in the stroller across this intersection a few times a week and I've lost count of how many close calls we have. Drivers turning right from 124th onto 100th go so fast and have almost hit us when we have a walk signal. I would love to see a "yield to pedestrians" sign, "pedestrians in crosswalk" signal, or allow pedestrians to begin crossing before the light turns green.					1	0	9
Jun 09, 2025, 01:37 PM	Cars heading in BOTH east and west bound direction on 85th are running that light CONSTANTLY, especially during rush hour 5 pm to 7 pm.					1	0	4
Jun 09, 2025, 01:34 PM	People coming way too fast around the bend, heading eastbound	1					0	7
Jun 09, 2025, 01:33 PM	The timing of the lights especially the left hand turns at this intersection need to be addressed. Many times you can't even make a left hand turn even though the light is green because the next light is still red and traffic is backed up horribly especially during traffic blocking the ability to proceed with a left-hand turn because there is no room due to the traffic being so backed up.		1				0	1
Jun 09, 2025, 01:33 PM	Speeding, close calls with right hand and left hand turners trying to turn at the same time into a single lane road	1					0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 09, 2025, 01:31 PM	This 4-way stop is very challenging. It is an improvement from the previous version but still problematic. Probably 1:3 times that I use this intersection, someone blows through, out of turn. It's extremely dangerous and close to 2 schools (Kamiakin and John Muir) - so lots of kids, lots of drivers at drop off and pick up.					1	0	14
Jun 09, 2025, 01:28 PM	I live above Lakeview drive and see people speeding and passing in a double yellow at least once a week.	1					0	3
Jun 09, 2025, 01:27 PM	Southbound traffic on 3rd crests a hill just before a stop sign. Many cars fail to see it and brake in time to stop, consequently rolling into the intersection.					1	0	0
Jun 09, 2025, 01:23 PM	This street is used as a cut through road for the 132nd/132nd intersection, and is frequently used as a test track by Rairdons.	1					0	1
Jun 09, 2025, 01:23 PM	This street is used as a cut through road for the 132nd/132nd intersection, and is frequently used as a test track by Rairdons.	1					0	1
Jun 08, 2025, 03:13 PM	Cars turning left turn too close to pedestrians in the crosswalk (especially kids/young families walking).			1			0	2
Jun 08, 2025, 03:11 PM	Sidewalk ends with no place for pedestrians to cross the street.			1			0	3
Jun 08, 2025, 03:08 PM	Bike lane disappears				1		0	2
Jun 08, 2025, 03:07 PM	Drivers pull too far (after stop line) out of 8th St onto 7th Ave before turning		1				0	0
Jun 07, 2025, 06:10 PM	This is another area where drivers fail to yield, often probably because they don't see folks approaching. This is one lane of traffic in each direction and nobody needs to be going particularly fast here. Can we make this a raised crossing?				1		0	4
Jun 07, 2025, 06:09 PM	Drivers consistently fail to yield the right of way here. Can we make this a raised crossing? Does anyone really need to be driving so fast down 120th Ave NE anyway?				1		0	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 07, 2025, 06:06 PM	Getting to from this from NE 80th St is very difficult and dangerous. Would love to see the guard rail moved further east and let the bike lane go behind it for protection, to calm traffic coming around this corner, and to make access to the pedestrian/bike overpass easier.				1		0	7
Jun 07, 2025, 06:05 PM	It's super difficult to get up from the road to cross the trail here. Going up on the sidewalk further back often leads to conflicts with pedestrians.				1		0	3
Jun 07, 2025, 06:04 PM	Cars regularly speed very quickly in both directions along this street.	1					0	0
Jun 07, 2025, 06:02 PM	The bike lane just ends here traveling north, forcing riders to try to merge with drivers inside the intersection. The drivers often don't realize this and either get upset when the bike pulls in front of them, or they simply make it impossible to merge.				1		0	4
Jun 07, 2025, 04:28 PM	Cycling through this intersection is difficult because the bike lanes end before the intersection.				1		0	3
Jun 07, 2025, 04:22 PM	Cycling up and down the 7th Ave hill to/from the CKC is dangerous with all the cars and trucks entering/exiting the adjoining businesses. I've almost been hit twice (once going uphill from a car backing up, once going downhill from a car turning out onto the road that didn't see me - I had to brake so sharply that I fell). Please add a bike lane protected by parked cars or bollards. I'm not comfortable biking downhill close to the parked cars for fear of getting hit by a car door, so some kind of protection on both sides is needed. Thank you!				1		1	6

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:41 AM	Incident Date9/27/2024, 7:57:42 AMTransportation Mode 🚲 BikeIncident SummaryAlmost hit by opening car door					1	0	3
Jun 03, 2025, 11:40 AM	Incident Date 1/30/2025, 8:45:00 AM Transportation Mode 🚲 Bike Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:40 AM	Incident Date 5/4/2025, 12:00:00 PM Transportation Mode 🚶 Walking Incident Summary Driver passed too close					1	0	0
Jun 03, 2025, 11:39 AM	Incident Date 1/11/2025, 1:40:00 PM Transportation Mode 🚶 Walking Incident Summary Driver did not yield right-of-way					1	0	3
Jun 03, 2025, 11:39 AM	Incident Date 11/15/2024, 12:30:00 PM Transportation Mode 🚲 Bike Incident Summary Almost hit by opening car door					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:38 AM	Incident Date 2/15/2025, 10:00:00 AM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:38 AM	Incident Date 3/8/2025, 7:52:00 PM Transportation Mode Walking Incident Summary Driver passed too close					1	0	0
Jun 03, 2025, 11:37 AM	Incident Date10/27/2024, 6:26:17 PMTransportation Mode Bike Incident SummaryAlmost hit by opening car door					1	0	1
Jun 03, 2025, 11:37 AM	Incident Date 1/22/2025, 8:08:00 PM Transportation Mode Walking Incident Summary Driver performed rolling stop, Driver did not yield right-of-way					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:37 AM	Incident Date 11/5/2024, 6:08:35 PM Transportation Mode Bike Incident Summary Almost hit by opening car door					1	0	1
Jun 03, 2025, 11:37 AM	Incident Date 11/19/2024, 4:07:00 PM Transportation Mode Bike Incident Summary Driver passed too close					1	0	0
Jun 03, 2025, 11:36 AM	Incident Date 1/24/2025, 8:57:00 AM Transportation Mode Bike Incident Summary Driver did not yield right-of-way					1	0	2
Jun 03, 2025, 11:35 AM	Incident Date 1/14/2025, 5:05:00 PM Transportation Mode Walking Incident Summary Driver passed too close, Driver did not yield right-of-way					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:35 AM	Incident Date 1/27/2025, 11:05:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:34 AM	Incident Date11/5/2024, 2:50:03 PMTransportation Mode WalkingIncident SummaryDriver ran red light					1	0	0
Jun 03, 2025, 11:34 AM	Incident Date 4/4/2025, 7:30:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:34 AM	Incident Date 10/1/2024, 9:07:28 AM Transportation Mode Walking Incident Summary Driver ran red light					1	0	0
Jun 03, 2025, 11:33 AM	Incident Date 1/11/2025, 2:00:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:33 AM	Incident Date 8/15/2024, 7:30:00 PM Transportation Mode Bike Incident Summary Almost hit by opening car doo					1	1	3
Jun 03, 2025, 11:33 AM	Incident Date 1/23/2025, 4:01:00 PM Transportation Mode Walking Incident Summary Driver performed rolling stop					1	0	1
Jun 03, 2025, 11:33 AM	Incident Date 11/5/2024, 6:17:02 PM Transportation Mode Bike Incident Summary N/A					1	0	0
Jun 03, 2025, 11:32 AM	Incident Date10/3/2024, 6:58:00 PMTransportation Mode WalkingIncident SummaryDriver performed rolling stop					1	0	0
Jun 03, 2025, 11:31 AM	Incident Date 10/3/2024, 9:56:30 PM Transportation Mode Bike Incident Summary Driver passed too close					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:31 AM	Incident Date 8/11/2024, 4:00:00 PM Transportation Mode Bike Incident Summary Driver passed too close, Driver did not yield right-of-way					1	0	1
Jun 03, 2025, 11:30 AM	Incident Date 8/27/2024, 4:30:00 PM Transportation Mode Bike Incident Summary Driver passed too close					1	0	0
Jun 03, 2025, 11:29 AM	Incident Date 8/29/2024, 11:03:11 AM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:29 AM	Incident Date 10/11/2024, 9:35:00 AM Transportation Mode Bike Incident Summary Driver performed rolling stop, Driver passed too close					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:28 AM	Incident Date 4/16/2025, 1:36:52 PM Transportation Mode Walking Incident Summary Driver turned right on red, Driver performed rolling stop, Walk signal was too short					1	0	1
Jun 03, 2025, 11:28 AM	Incident Date1/30/2025, 12:25:00 PMTransportation Mode WalkingIncident SummaryDriver passed too close, Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:28 AM	Incident Date 10/2/2024, 8:30:00 AM Transportation Mode Bike Incident Summary Driver performed rolling stop, Driver did not yield right-of-way					1	0	1
Jun 03, 2025, 11:27 AM	Incident Date 11/11/2024, 7:44:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:27 AM	Incident Date 9/20/2024, 7:33:48 AM Transportation Mode Walking Incident Summary Driver ran red light					1	0	2
Jun 03, 2025, 11:27 AM	Incident Date 10/20/2024, 6:18:32 PM Transportation Mode Walking Incident Summary Driver passed too close, Driver did not yield right-of-way					1	0	1
Jun 03, 2025, 11:27 AM	Incident Date 2/23/2025, 7:49:59 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	2
Jun 03, 2025, 11:26 AM	Incident Date 4/20/2025, 4:20:00 PM Transportation Mode Walking Incident Summary Driver turned right on red, Driver performed rolling stop, Driver did not yield right-of-way					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:26 AM	Incident Date3/17/2025, 8:30:00 PMTransportation Mode 🚲 BikeIncident SummaryDriver did not yield right-of-way					1	0	1
Jun 03, 2025, 11:26 AM	Incident Date 10/30/2024, 5:12:26 PM Transportation Mode 🚶 Walking Incident Summary Driver turned right on red					1	0	1
Jun 03, 2025, 11:25 AM	Incident Date 9/3/2024, 5:20:00 PM Transportation Mode 🚲 Bike Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:25 AM	Incident Date 9/11/2024, 4:50:00 PM Transportation Mode 🚲 Bike Incident Summary Driver passed too close					1	0	0
Jun 03, 2025, 11:24 AM	Incident Date 5/9/2025, 4:46:14 PM Transportation Mode 🚶 Walking Incident Summary Driver did not yield right-of-way					1	0	1

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:24 AM	Incident Date 9/12/2024, 4:35:00 PM Transportation Mode Bike Incident Summary Driver did not yield right-of-way					1	0	1
Jun 03, 2025, 11:23 AM	Incident Date 4/11/2025, 12:37:06 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:22 AM	Incident Date3/5/2025, 12:39:46 PMTransportation Mode WalkingIncident SummaryDriver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:22 AM	Incident Date 2/23/2025, 3:00:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0
Jun 03, 2025, 11:22 AM	Incident Date 5/10/2022, 3:42:00 PM Transportation Mode Bike Incident Summary Driver passed too close					1	0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 03, 2025, 11:21 AM	Incident Date 2/13/2025, 8:00:00 AM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	1
Jun 02, 2025, 10:41 AM	Eastbound. There is an indent (rail?) that has been painted as a lane divider between the left turn and straight lanes. This is difficult to see and is a common places for bicyclists to get their wheels stuck in as they merge from the single lane to the left lane. This road is an implied bicycle route due to the bike lanes painted on the road.				1		0	7
Jun 02, 2025, 10:37 AM	Bike lane going eastbound stops unceremoniously right before a very busy corridor with freeway on-ramps. Please extend up the hill.				1		0	7
Jun 02, 2025, 10:36 AM	Along Lakeview northbound, the bike lanes are not buffered against the parking, which means bikers are expected to ride in “dooring” zones. This is where people leaving their cars open the door into a biker as they pass. This concern is exasperated by the fact there are not much buffer into the vehicle lane for bikers to move into to avoid being in the dooring zone.				1		1	4
Jun 02, 2025, 10:34 AM	Along Lakeview northbound, vehicles are usually parked on the bike lane or barely by the curb. This forces bikers into the vehicle lane which can be difficult or dangerous if there is a lot of traffic.				1		0	2

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
Jun 02, 2025, 10:33 AM	The bike lane going southbound stops abruptly, pitting bikes and vehicles against each other. Extending the (already wide) right lane to include a bike lane into north up would continue to signal to drivers to give space.				1		4	9
Jun 01, 2025, 10:46 PM	This intersection is dangerous for cars trying to cross Market, as well as pedestrians. With no stop sign for traffic moving southbound on Market at Central, there is either a steady stream during commute hours (making it near impossible to drive across) or cars going above speed limit at that intersection. This should be a 4-way stop! It would allow cross traffic a chance to cross AND would naturally slow down the high rates of speed through that intersection. It would also allow all drivers to better see pedestrians in the crosswalks if all sides had to stop.		1				5	2
May 28, 2025, 06:30 PM	No right turn on red sign for WB 116th is located prior to WB stop bar. Drivers at the intersection cannot see this sign and it is common for vehicles to turn right on red here. https://maps.app.goo.gl/dTiJ5w9ngUNS8goR7			1			0	8
May 23, 2025, 10:22 AM	This CKC crossing involves some pretty hard turns to get to the crossing on both sides of 120th Ave NE, with a median angled against the flow of riders/scooters. There is also typically glass on both sides of the trail on the crossing. This forces a more difficult angling when biking/scooting across, which means someone with a larger turn radius e.g. cargo bike, less experienced rider) can struggle here. Sometimes drivers who had stopped will just continue through when realizing it will take more than a few seconds for someone to orient themselves in a safe manner to cross.				1		0	8

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
May 23, 2025, 10:15 AM	108th Ave NE southbound is designed for drivers to pick up speed very easily. This is dangerous as the CKC/Eastrail crossing and a bit of road just north of it is in a blind spot (around a turn). A driver may hit a trail user in the crossing, be rear ended by another vehicle not expecting a stop (or a crossing), etc. Reducing speed along this section of 108th will make it safer for all.	1					0	5
May 23, 2025, 10:09 AM	Many drivers do not stop for people (or continue inching forward) at the CKC crossing. This happens when people are waiting at the crossing or already in the crosswalk.					1	0	6
May 23, 2025, 10:07 AM	vehicles speeding along 8th st s also blow through the stop sign or take the turn to 9th ave s way too quickly	1					0	2
May 23, 2025, 10:06 AM	The Houghton Plaza sign is oriented in a way that makes it difficult for drivers in vehicles headed southbound on 6th St S to see if anyone is about to cross NE 68th St. As a driver, I know about this blindspot so I take any right turns slowly, but as a pedestrian I have been almost run over many times trying to cross towards Met Market.			1			0	2
May 23, 2025, 10:04 AM	Common spot for cars merging into bicycles coming down from Bellevue Way					1	0	3
May 22, 2025, 02:54 PM	Incident Date 4/18/2025, 6:00:00 PM Transportation Mode Walking Incident Summary Driver did not yield right-of-way					1	0	0

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
May 16, 2025, 01:59 PM	I typically make a SB RT or EB LT here. I had one near miss making a EB LT due to limited sight distance and/or speeds on 108th Ave NE. I have also noticed many folks walk along 105th Ave NE/NE 142nd St - there are no sidewalks but speeds seem low except for 108th Ave NE. Thanks!	1					0	0
May 08, 2025, 03:39 PM	This road has become a high traffic zone and as a resident there, I see lot of speeding especially as there are no speed bumps or signals breaking the speed. Also, it would help to make the stop as all way stop or block left turns to ensure smooth flow of traffic.		1				0	0
May 07, 2025, 04:15 PM	The pedestrian crossing signal on the north side of NE 132nd street has been inoperative for over 2 months. I understand this area is managed by WSDOT. However, if Kirkland is to promote safe walking, it's imperative that WSDOT supports this effort by maintaining an operable pedestrian crossing signal.			1			0	2
May 06, 2025, 05:48 PM	Creating a walking path here is an approved NSP program project from 2 years ago that still has not been completed. There is no pedestrian walkway on either side of the street. people must walk in the middle of the road. It would be nice if in the spirit of Vision Zero that this project be upgraded to a full cement sidewalk with the grant money.			1			0	6
May 06, 2025, 05:44 PM	Safety concern- confusing intersection. Lots of near misses with cars and people. Needs a 4 way stop instead of a two way. General neighborhood concern over many years. Keeps getting declined by transportation department.		1				1	3

Date Submitted	Your comment	Category					Downvote	Upvote
		Speeding Concern	Other Concern	Pedestrian Concern	Bicycle Concern	Close Call Event		
May 06, 2025, 02:27 AM	Intersection of 2nd street and 4th Ave need to be paid attention for pedestrians and drivers alike , specially for seniors and disabled people.2nd street is used by drivers going into town and out of town commuters . For pedestrians who need to cross this intersection , there are only two pedestrian crossing signage painted .Stop signs are posted on 4th Ave only (not 4 way stops) ,constant traffic up and down on 2nd street , it is very hard to cross at this intersection safely unless one has to walk down to Central Way , cross over to 2nd street , then walk uphill to 4th Ave .Adding pedestrian cross walk strips to all corners would greatly help pedestrians safety cross this intersection or yet better safety for pedestrians and drives IS made this intersection 4 way stop.2nd street traffic has significantly increased over the past years with development of single housing properties turned into multiple residential dwellings plus this intersection is on steep hill adding pedestrians trying to cross over .Seniors /disable people safety should be considered by adding stop signs to 4 ways .June Palon , Kirkland Senior Council member			1			0	0
May 04, 2025, 09:38 AM	Headstart for pedestrians, please Eastbound traffic on NE 116th Ave NE who take a right turn onto southbound 124th Ave NE routinely do not stop for pedestrians despite the white walk sign. It would be super helpful to give the pedestrians 5-10 second headstart before the light turns green for traffic. As a runner, I routinely worry about getting hit at this intersection. Yesterday, my son and I watched three cars cruise through the intersection without so much as a glance. It was really scary, especially as we routinely walk/ride this way to go to the corridor.			1			0	6

Table A3:

Eastside Urbanism Map Report Comments

Description	Transportation Mode	Incident Factors
Driver who entered my lane via the yield/right turn from Northup tried to pass on my right, pushing me towards the left lane (busy with vehicle traffic). Driver was trying to pass to enter the 76 gas station more quickly.	BICYCLE	"Driver passed too close","Driver did not yield right-of-way"
	BICYCLE	""Almost hit by opening car door""
Crossing 131st when a car suddenly turned right from NE 85th at a very high speed and almost hit me	WALKING	""Driver did not yield right-of-way""
Driver pulled into crosswalk as I was crossing	BICYCLE	""Driver did not yield right-of-way""
Driver tried to turn left when the light changed before oncoming traffic had a chance to start moving (Philadelphia left). They slammed on the brakes in the middle of the intersection blocking eastbound traffic when the eastbound cars started to move. I rode into the box on my bike and slowed down because they were attempting to complete the turn despite the presence of two young children in the crosswalk. The kids had the signal	BICYCLE	""Driver passed too close""
Traveling northbound, just passed through the four-way stop and a driver passed extremely close on the left	BICYCLE	""Driver passed too close""
Biking northbound. Driver turned going southbound turned left (east) across my lane. I had to brake to avoid a ""left hook""	BICYCLE	""Driver did not yield right-of-way""
I was about to step off the curb into the crosswalk when the walk sign was on and someone came barely down from what was to turn you. Lane instead went straight through a red light.	WALKING	""Driver ran red light""

Description	Transportation Mode	Incident Factors
	BICYCLE	""Almost hit by opening car door""
	WALKING	""Driver ran red light""
	WALKING	""Driver performed rolling stop""
In the bike lane traveling south on 132nd Ave NE. Car turning right pulled into the bike lane from NE 132nd Place	BICYCLE	"Driver performed rolling stop","Driver did not yield right-of-way"
	BICYCLE	""Driver passed too close""
	BICYCLE	"Driver performed rolling stop","Driver passed too close"
Crossing in a pedestrian crossing with flashing lights and driver failed to yield	WALKING	"Driver passed too close","Driver did not yield right-of-way"
	BICYCLE	""Almost hit by opening car door""
Driver turned right on red while pedestrians were in the crosswalk	WALKING	""Driver turned right on red""
	WALKING	""Driver ran red light""
	WALKING	""Driver ran red light""
Vehicle parked in bike lane	BICYCLE	""Almost hit by opening car door""

Description	Transportation Mode	Incident Factors
Two vehicles parked in bike lane, could not see them because it was dark and almost ran into them	BICYCLE	
Between 7:08 pm and 7:15 pm my dog and I had the green walk signal and a car turning right onto NE 124th St from 132nd did not yield and came within 10 ft or closer to killing both of us while making the turn going approx 20mph…He had to swerve into the other lane to avoid us but the only reason he didn't hit us is because I was paying attention. Had it been some kids crossing they probably would have been killed by this driver because they would have saw the walk signal and just went.	WALKING	""Driver did not yield right-of-way""
Multiple vehicles in bike lane idling	BICYCLE	""Almost hit by opening car door""
Also trash bins all in bike lane; had to take road and almost got hit	BICYCLE	""Driver passed too close""
I activated pedestrian crossing light to cross Market Street. Three cars passed through crossing, ignoring flashing pedestrian lights even though they had plenty time to stop.	WALKING	""Driver did not yield right-of-way""
Waiting to cross southbound over 68th Street, in crosswalk, westbound driver failed to stop.	WALKING	""Driver did not yield right-of-way""
I was crossing the crosswalk and two cars failed to stop for me while i waited in the middle of the road	WALKING	"Driver passed too close","Driver did not yield right-of-way"
Two southbound drivers turning left (east) failed to yield. First, to a person with limited mobility who was inches from being struck in the crosswalk. Second to me while crossing the same crosswalk 30 seconds later.	WALKING	"Driver performed rolling stop","Driver did not yield right-of-way"
Rolling right hook with no ped check	WALKING	""Driver performed rolling stop""
While the flashing lights were on in the crosswalk, a northbound vehicle in the left turn lane did not yield to a cyclist crossing the street, narrowly avoiding hitting them.	BICYCLE	""Driver did not yield right-of-way""

Description	Transportation Mode	Incident Factors
I was crossing 6th Street on the Kirkland trail towards Google Campus and the car traveling south did not stop or even slowed down. The cars heading north had stopped and I was halfway across the street and the car just whizzed by me. This has happened to me before and I have seen it happen to others a number of times! The flashing crosswalk light was flashing but the sun was shining brightly I think the driver didn't see and didn't look around and see me. I was close enough to actually open her car door!	WALKING	""Driver did not yield right-of-way""
Driver almost hit a couple with baby in a stroller when turning right on green.	WALKING	"Driver passed too close","Driver did not yield right-of-way"
Crossing street on lighted crosswalk and driver did not stop	WALKING	
I was biking from the CKC going westbound crossing at the 6th crosswalk, while the crosswalk lights were flashing. A white Tesla going southbound on 6th stopped for a jogger crossing the street going eastbound (towards me) but didn't look left to see me and started going through the crosswalk. I had to break suddenly to avoid being hit.	BICYCLE	""Driver did not yield right-of-way""
I was biking northbound on 6th St, saw a pedestrian on 10th Ave waiting to cross at the crosswalk, so I stopped and told the person to go. As he was jogging across the crosswalk, a car came up behind me and drove straight through the crosswalk, almost hitting the pedestrian.	BICYCLE	""Driver did not yield right-of-way""
	WALKING	""Driver did not yield right-of-way""
I was on the Kirkland Connector crossing 68th St st Google - I hit the cross walk light as I always do. Grey van was over hundred feet away when the lights went off - more than enough time to stop. They didn't even slow down just barreled through the crosswalk with lights. Fortunately, I was watching and stopped.	WALKING	""Driver did not yield right-of-way""
Black Audi sedan did not yield to my wife and I in crosswalk outside kirkland bakery despite waving flag. Sarcastically acknowledged and continued to drive toward us without slowing, forcing us to step back.	WALKING	""Driver did not yield right-of-way""

Description	Transportation Mode	Incident Factors
Crossing 132 Street at corner of 125th Ave, driver on 132 Street failed to yield, did not slow down, and sounded horn at me. WA State law designates all intersections are crosswalks, even unmarked, as this one is.	WALKING	""Driver did not yield right-of-way""
Crossing at a signed crosswalk with flashing lights. Car did not stop until about 2ft from people in crosswalk.	WALKING	""Driver did not yield right-of-way""
I often use this crossing. I estimate 50% of cars ignore the "walking yellow lights" here. While it would be ok with me, this is the only crossing for kids going to the Hellen Keler Elementary -- will the kids be as aware of bad cars as I am?	WALKING	""Driver did not yield right-of-way""
Silver car passed within inches of my bike handlebars while traveling northbound	BICYCLE	""Driver passed too close""
We were crossing the street in the sidewalk carrying a red flag. Driver didn't see us and didn't stop. They passed within 3 feet of me going at least 25mph.	WALKING	""Driver passed too close""
Car traveling the wrong way (SB in NB lanes) on 116th Ave	BICYCLE	""Driver did not yield right-of-way""
Child was crossing street with flag. Red sedan did not stop to give way to crosser with flag. Car was driving uphill and almost hit child crossing street.	WALKING	""Driver did not yield right-of-way""
SB driver failed to yield at crosswalk. RFB was flashing	WALKING	""Driver did not yield right-of-way""
	WALKING	"Driver turned right on red","Driver performed rolling stop","Walk signal was too short"

Description	Transportation Mode	Incident Factors
	WALKING	"Driver turned right on red","Driver performed rolling stop","Driver did not yield right-of-way"
	WALKING	""Driver passed too close""
Multiple drivers did not yield to a crossing pedestrian. One driver was not watching the road. Cars passed within inches of the pedestrian at a marked and flagged crossing.	WALKING	""Driver did not yield right-of-way""

APPENDIX B:
Crash Rate Analysis Findings

CLASSIFICATION	NAME	EXTENTS	SEGMENT LENGTH (MILES)	AVERAGE DAILY TRAFFIC VOLUME (ADT)	CRASH DATA FROM 2019-2023					CRASH RATE
					TOTAL	**FATAL**	**SERIOUS INJURY**	**PED**	**BIKE**	
Arterial	NE 128th Street	Totem Lake Blvd - 120th Ave NE	0.2	20,004	48	0	2	1	0	857
Arterial	120th Ave NE	NE 116th Street - NE 124th Street	0.6	11,121	99	0	1	2	2	803
Arterial	NE 116th Street	118th Ave NE - Slater Ave	0.4	22,075	134	0	1	3	1	750
Arterial	120th Ave NE	NE 112nd Street - NE 116th Street132nd Place - Totem Lake Blvd	0.2	7,498	24	0	0	0	0	706
Arterial	116th Ave NE	NE 124th Street- NE 132nd Street	0.5	15,128	98	0	2	4	0	690
Arterial	Kirkland Way	NE 85th St - 6th Street	0.6	9,942	65	0	0	0	0	646
Arterial	Totem Blvd.	NE 124th Street - NE 132nd Street	0.9	14,594	131	0	3	2	3	561
Arterial	Lake Washington Blvd	Central Way to 7th Ave	0.4	11,076	39	0	1	0	5	434
Arterial	NE 132nd Street	116th Way NE - 100th Ave NE	0.9	15,435	107	1	1	5	1	417
Arterial	Central Way-NE 85th Street	120th Ave NE - 132nd Ave NE	0.8	30,118	165	0	3	7	0	387
Arterial	100th Ave NE -98th Ave NE	NE 137th Street - NE 124th Street	0.8	25,649	147	1	1	3	6	384
Arterial	NE 68th Street - NE 70th Street	State Street- West of I-405 Interchange	0.7	8,576	42	0	5	4	2	381
Arterial	NE 124th Street	116th Ave NE - 100th Ave NE	1.0	20,813	143	0	2	10	3	379
Arterial	NE 132nd Street	132nd Place - Totem Lake Blvd	1.0	12,263	83	0	3	4	3	360
Arterial	Central Way-NE 85th Street	Market St - 6th Street	0.6	15,584	57	1	1	3	6	323
Arterial	Slater Ave NE	NE 116th Street - NE 124th Street	0.7	11,591	44	0	1	2	2	308
Arterial	Juanita Drive	98th Ave NE - 93rd Ave NE	0.4	15,067	32	0	0	1	4	308
Arterial	Central Way-NE 85th Street	6th St - 114th Ave NE	0.4	22,484	49	0	0	0	0	278
Arterial	Market Street	7th Ave -Central Way	0.3	15,484	20	1	0	3	0	254
Arterial	NE 124th Street	Willows Rd-120th Place NE	1.2	29,825	158	0	0	4	4	252

CLASSIFICATION	NAME	EXTENTS	SEGMENT LENGTH (MILES)	AVERAGE DAILY TRAFFIC VOLUME (ADT)	CRASH DATA FROM 2019-2023					CRASH RATE
					TOTAL	**FATAL**	**SERIOUS INJURY**	**PED**	**BIKE**	
Arterial	124th Ave NE	NE 85th Street - NE 116th Street	1.7	14,594	114	2	2	4	4	251
Arterial	Lake Washington Blvd	7th Ave - Lakeview Drive	0.9	10,300	44	0	1	1	8	250
Arterial	132nd Ave NE	NE 60th Street - NE 85th Street	1.3	6,638	39	0	4	2	1	248
Arterial	NE 68th Street - NE 70th Street	116th Ave NE -132nd Ave NE	1.1	14,449	69	0	3	0	3	248
Arterial	Simonds Road	100th Ave NE-92nd Ave NE	0.6	17,080	43	0	2	0	1	247
Arterial	124th Ave NE	NE 116th Street - NE 124th Street	0.3	19,044	28	0	0	3	0	239
Arterial	Juanita Woodinville Rd	100th Ave NE - NE 145th Street	1.1	10,074	46	0	1	2	1	236
Arterial	100th Ave NE -98th Ave NE	NE 124th Street -Forbes Creek Drive	1.2	18,367	92	0	3	5	5	229
Arterial	100th Ave NE -98th Ave NE	Simonds to NE 137th Street	0.5	16,201	33	0	0	0	0	210
Arterial	NE 116th Street	98th Ave - 118th Ave NE	1.2	15,895	64	0	1	0	1	181
Arterial	124th Ave NE	NE 132nd Street - Northern City Limits	1.1	13,028	44	0	1	1	0	175
Arterial	6th Street	NE 68th Street- Central Way	0.9	8,762	24	0	0	1	1	165
Arterial	Lakeview Drive	Lake Wash. Blvd - West of State St	0.8	7,011	17	0	0	1	1	160
Arterial	Juanita Drive NE	NE 122nd Street - City limits	1.7	8,632	39	0	2	0	2	146
Arterial	132nd Ave NE	NE 85th Street - NE 120th Street	2.3	10,951	65	0	1	2	0	144
Arterial	State Street	NE 68th Street - Kirkland Way	0.6	7,023	11	0	0	0	1	137
Arterial	Lake Washington Blvd	Lakeview Drive - City Limits	0.9	17,810	35	0	2	1	2	118
Arterial	Market Street	Forbes Creek to 7th Ave	1.0	16,951	33	0	2	1	6	104
Arterial	Juanita Drive NE	93rd Ave NE - NE 122nd Street	1.7	8,632	25	0	3	0	1	94
Arterial	108th Ave NE	City Limits - NE 68th Street	1.4	9,285	19	0	0	0	0	80
Collector	124th Ave NE	NE 85th Street-NE 80th Street	0.3	756	7	0	0	0	0	1,842
Collector	122nd Ave NE	NE 90th Street-NE 80th Street	0.5	1,711	27	0	1	0	0	1,752
Collector	120th Ave NE (2)	NE 90th Street -NE 80th Street	0.5	5,845	54	0	1	5	1	1,039

CLASSIFICATION	NAME	EXTENTS	SEGMENT LENGTH (MILES)	AVERAGE DAILY TRAFFIC VOLUME (ADT)	CRASH DATA FROM 2019-2023					CRASH RATE
					TOTAL	**FATAL**	**SERIOUS INJURY**	**PED**	**BIKE**	
Collector	116th Ave NE	NE 70th Street-NE 60th Street	0.6	6,271	69	0	0	1	0	1,036
Collector	93rd Ave NE	NE 124th Street - Juanita Drive	0.4	1,635	11	0		1	2	893
Collector	132nd Ave NE/132nd Place	NE 132nd Street-NE 124th Street	0.5	5,288	45	1	1	1	1	884
Collector	Slater Ave	NE 100th Street - NE 115th Place	1.0	889	14	0		0	0	857
Collector	NE 95th Street	124th Ave NE - 132nd Ave NE	0.5	1,258	10	0	1	1	0	815
Collector	122nd Ave NE	NE 70th Street-NE 60th Street	0.5	1,573	11	0	2	0	1	755
Collector	NE 104th Streer	124th Ave NE -132nd Ave NE	0.5	879	6	1	0	0	0	734
Collector	7th Ave (2)	6th Street-114th Ave NE	0.4	5,498	22	0	1	2	1	530
Collector	NE 100th Street	Slater Ave NE - 132nd Ave NE	0.7	2,878	18	0	1	1	0	484
Collector	90th Ave NE-88th Ave NE	NE 134th Street-NE 139th Street	0.4	5,029	15	0	0	0	0	457
Collector	120th Ave NE (1)	NE 132nd Street-Totem Lake Blvd	0.6	9,785	46	0	2	4	0	439
Collector	116th Ave NE	NE 70th Street - 80th St	0.5	7,695	28	0		0	0	438
Collector	Holmes Point Drive	68th Ave NE-76th Place-Juanita Dr NE-	1.2	1,372	13	0	1	0	1	431
Collector	NE 132nd Street	Juanita Drive - 87th Ave NE	0.5	3,415	14	0		0	1	413
Collector	Holmes Point Drive	Juanita Dr - 62nd Ave NE-	1.0	1,285	9	0	0	0	0	398
Collector	NE 90th Street	120th Ave NE - 128th Ave NE	0.5	5,052	17	0	1	0	2	358
Collector	87th Ave-NE 134th Stret	NE 132nd Street-90th Ave NE	0.3	6,704	13	0	0	0	0	323
Collector	NE 141st Street	Juanita Drive -84th Ave NE	0.7	3,928	16	0	0	0	2	323
Collector	NE 144th Street	124th Ave NE - 132nd Ave NE	0.6	5,254	16	0		1	1	301
Collector	108th Ave NE	NE 132nd St-Juanita Woodinville	0.8	3,386	15	0	0	1	0	287
Collector	126th Ave NE	NE 70th St - NE 80th Street	0.5	797	2	0		0	0	277
Collector	84th Ave NE	NE 139th Street-NE 145th Street	0.5	3,400	9	0	0	0	1	274

CLASSIFICATION	NAME	EXTENTS	SEGMENT LENGTH (MILES)	AVERAGE DAILY TRAFFIC VOLUME (ADT)	CRASH DATA FROM 2019-2023					CRASH RATE
					TOTAL	**FATAL**	**SERIOUS INJURY**	**PED**	**BIKE**	
Collector	84th Ave NE	NE 124th Street-NE 139th Street	1.0	2,280	10	0	0	1	0	247
Collector	Forbes Creek Drive	Market Street - NE 112th Street	1.3	1,850	11	0	1	1	2	243
Collector	122nd Ave NE	NE 80th Street-NE 70th Street	0.5	1,824	4	0	0	0	0	243
Collector	8th Street S-Railroad Ave-9th Ave S	-	0.7	936	3	0	0	1	0	240
Collector	3rd Street	Central Way-18th Ave	0.9	3,806	13	0	0	0	0	220
Collector	7th Ave (1)	Market St-6th Ave	0.6	4,695	11	0	0	0	0	219
Collector	NE 145th Street	100th Ave NE - 114th Ave	0.9	11,382	37	0		2	0	209
Collector	NE 124th Street	100th Ave NE -93rd Ave NE	0.5	2,937	5	0	0	0	0	199
Collector	6th Street	Central Way-15th Ave	0.6	7,686	13	0	0	0	0	167
Collector	116th Ave NE	NE 87th Street-	1.0	3,259	10	0	0	1	0	166
Collector	NE 112th Street	108th Ave NE -120th Ave NE	0.8	2,284	5	0	0	0	0	160
Collector	18th Ave	Market Street-5th Place	0.5	1,314	2	0	0	0	0	155
Collector	NE 145th Street	84th Ave NE-Simonds Road	0.5	6,009	8	0	0	0	0	134
Collector	90th Ave NE-88th Ave NE	NE 139th Street-NE 145h Street	0.6	2,290	3	0	0	0	0	127
Collector	Holmes Point Drive	62nd Ave NE -68th Ave NE-	0.8	1,159	2	0	0	0	0	112
Collector	132nd Ave NE	NE 143rd St-NE 132nd Street	0.8	9,537	15	0	0	2	1	107
Collector	15th Ave	Market Street-6th Street	0.6	2,646	3	0	0	0	0	105
Collector	112th Ave NE	NE 87th Street-NE 100th Street	0.6	1,670	2	0	0	0	0	104
Collector	NE 60th Street	116th Ave NE -132nd Ave NE	1.0	2,772	5	0	1	1	0	99
Collector	NE 123rd St	Juanita Drive -84th Ave NE	0.4	3,340	2	0	0	0	0	75
Collector	NE 53rd Street	108th Ave NE - 114th Ave NE	0.4	2,090	1	0	0	0	0	70
Collector	NE 112th Street	100th Ave NE -108th Ave NE	0.5	704	0	0	0	0	0	0
Collector	Weaverly Way	Market Street-	0.7	12,22	0	0	0	0	0	0

CLASSIFICATION	NAME	EXTENTS	SEGMENT LENGTH (MILES)	AVERAGE DAILY TRAFFIC VOLUME (ADT)	CRASH DATA FROM 2019-2023					CRASH RATE
					TOTAL	**FATAL**	**SERIOUS INJURY**	**PED**	**BIKE**	
Collector	NE 52nd Street	Lake Wash Blvd - 108th Ave NE	0.4	Not Available	2	0	0	0	0	Not Available
Collector	104th Ave NE	NE 124th Street - NE 116th Street	0.5	Not Available	12	0	0	1	0	Not Available
Collector	NE 80th Street	120th Ave NE - 132nd Ave NE	0.8	Not Available	31	0	2	3	1	Not Available

APPENDIX C:
Segment Crash Type & Contributing Circumstances Analysis

NE 85TH STREET

Row Labels	Angle (Right)	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Inattention	1	3				1	8	13
Exceeding Reas. Safe Speed		5	1				14	20
Did Not Grant RW to Vehicle		15		15				30
Follow Too Closely		1					9	10
Improper Turn/Merge	2	7		10			2	21
Other Contributing Circ Not Listed		5	1	3			4	13
Disregard Traffic Sign and Signals		3		1			1	5
Other Distractions		2	2	1		1	5	11
Improper Backing					3			3
Disregard Stop and Go Light		1		1				2
Under Influence of Alcohol		3	1	1			2	7
None		4	2	1	2			9
Did Not Grant R/W to Non Motorist						2		2
Distractions Outside Vehicle						2	2	4
Unknown Distraction		3			1		2	6
Operating Defective Equipment		1			1			2
Improper U-Turn			1					1
Under Influence of Drugs		1						1
Operating Handheld Cell Phone							1	1
Lost in Thought / Day Dreaming							1	1
Distracted by Adjusting Vehicle Cntrls		1						1
Grand Total	**3**	**55**	**8**	**33**	**7**	**6**	**51**	**163**

TOTEM LAKE BLVD NE

Row Labels	Angle (Right)	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Inattention			2	1				3	6
Exceeding Reas. Safe Speed			3	2				1	6
Did Not Grant RW to Vehicle			13			15			28
Follow Too Closely								4	4
Improper Turn/Merge			11			11			22
Other Contributing Circ Not Listed				1				5	6
Disregard Traffic Sign and Signals			6			6			12
Other Distractions		1	2	1		1			5
Improper Backing							1		1
Disregard Stop and Go Light			4						4
Apparently Fatigued								1	1
Improper Passing		2	1						3
Under Influence of Alcohol				3				2	5
None			3			6			9
Did Not Grant R/W to Non Motorist		1	1						2
Distracted by Other Occupant								2	2
Unknown Distraction			7	2		2		1	12
Improper U-Turn							1		1
Overcorrecting / Oversteering							1		1
Lost in Thought / Day Dreaming						1			1
Grand Total	**2**	**2**	**53**	**10**	**42**	**3**	**1**	**18**	**131**

124TH AVE NE

Row Labels	Angle (Right)	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Inattention		1	4					8	13
Exceeding Reas. Safe Speed			3	1	1			7	12
Did Not Grant RW to Vehicle		1	6		11				18
Follow Too Closely								12	12
Improper Turn/Merge	1	1	4	1	7			1	15
Other Contributing Circ Not Listed			4		3			2	9
Disregard Traffic Sign and Signals			1		1				2
Other Distractions							1	2	3
Apparently Asleep or Fatigued								1	1
Improper Backing					1	1			2
Disregard Stop and Go Light			2		1				3
Under Influence of Alcohol			1		1			1	3
None			1		1	2			4
Did Not Grant R/W to Non Motorist		1					3		4
Distractions Outside Vehicle			1						1
Unknown Distraction				2		1		3	6
Improper U-Turn						2			2
Operating Handheld Cell Phone			1					2	3
Distracted by Adjusting Vehicle Cntrls			1						1
Grand Total	**1**	**4**	**29**	**4**	**27**	**6**	**4**	**39**	**114**

98TH AVE NE / NE 120TH PL / 100TH AVE NE

Row Labels	Angle (Right)	Cyclist Involved	Entering at Angle	Fixed Object	Head-On	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Inattention			1					1	3	5
Exceeding Reas. Safe Speed			2	3	1				9	15
Did Not Grant RW to Vehicle			12				3			15
Follow Too Closely		1							2	3
Improper Turn/Merge			10				1			11
Other Contributing Circ Not Listed		1	3	1				1	1	8
Disregard Traffic Sign and Signals			4							4
Other Distractions			1	1				1		3
Disregard Stop and Go Light			1							1
Under Influence of Alcohol			1	1	1				1	4
None			3						1	4
Did Not Grant R/W to Non Motorist		4						2		6
Distractions Outside Vehicle									1	1
Unknown Distraction			5	2			1			8
Eating or Drinking			1						1	2
Exceeding Stated Speed Limit				1						1
Grand Total		**1**	**5**	**44**	**9**	**2**	**5**	**1**	**5**	**19**	**91**

NE 132ND STREET

Row Labels	Angle (Right)	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Inattention					2			2	4
Exceeding Reas. Safe Speed		1		3	1	1		12	18
Did Not Grant RW to Vehicle			1	2	10				13
Follow Too Closely								4	4
Improper Turn/Merge				1	3				5
Other Contributing Circ Not Listed				2	1			2	5
Disregard Traffic Sign and Signals				2					2
Other Distractions				2	1			3	8
Under Influence of Alcohol				4	2			1	7
None			1	1	1	1	1		5
Did Not Grant R/W to Non Motorist							1		1
Distractions Outside Vehicle					1				1
Unknown Distraction			1	1	1		1	1	6
Other Driver Distractions Inside Vehicle				1					1
Improper U-Turn						1			1
Operating Other Electronic Devices (comp					1				1
Grand Total		**1**	**3**	**13**	**12**	**22**	**3**	**3**	**25**	**82**

NE 70TH PL / NE 70TH STREET

Row Labels	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Rear-End	Grand Total
Inattention				1		2	3
Exceeding Reas. Safe Speed		2	1			3	6
Did Not Grant RW to Vehicle	1	8		9			18
Improper Turn/Merge		4		2			6
Other Contributing Circ Not Listed			4			2	6
Disregard Traffic Sign and Signals		2					2
Other Distractions						1	1
Improper Backing					1		1
Disregard Stop and Go Light				1			1
Improper Passing		1					1
Under Influence of Alcohol			1	1			2
None				1	2		3
Did Not Grant R/W to Non Motorist	1			1			2
Distractions Outside Vehicle		1	2				3
Distracted by Other Occupant						3	3
Unknown Distraction		1	2			2	5
Overcorrecting / Oversteering					1		1
Apparently Ill			1				1
Operating Recklessly or Aggressively			1				1
Grand Total	**2**	**19**	**12**	**16**	**4**	**13**	**66**

JUANITA DRIVE NE

Row Labels	Angle (Right)	Animal Involved	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Rear-End	Grand Total
Inattention					1			2	3
Exceeding Reas. Safe Speed						1		4	5
Follow Too Closely								2	2
Improper Turn/Merge		1							1
Other Distractions					1				1
Apparently Asleep or Fatigued						1			1
Under Influence of Alcohol						3	1		4
None			1	1					2
Distractions Outside Vehicle								1	1
Unknown Distraction					1			1	2
Improper U-Turn							1		1
Failing to Signal								1	1
Operating Recklessly or Aggressively								1	1
Grand Total		**1**	**1**	**1**	**3**	**5**	**1**	**12**	**25**

SLATER AVE/ 132ND AVE NE

Row Labels	Angle (Right)	Cyclist Involved	Entering at Angle	Fixed Object	Head-On	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Apparently Asleep or Fatigued				1						1
Apparently Ill			1							1
Did Not Grant R/W to Non Motorist								1		1
Did Not Grant RW to Vehicle			2				2			4
Disregard Traffic Sign and Signals			2							2
Distractions Outside Vehicle		1								1
Exceeding Reas. Safe Speed			1	1	1		1		4	8
Follow Too Closely									1	1
Improper Turn/Merge			5	1			2			8
Inattention							2		2	4
None							1	1		2
Other Contributing Circ Not Listed				1			1		1	3
Other Distractions				1						1
Under Influence of Alcohol				1						1
Unknown Distraction		1	2	1			1		1	6
Grand Total		**1**	**13**	**7**	**1**		**9**	**2**	**1**	**9**	**44**

120TH AVENUE NE (NE 80TH STREET TO NE 90TH STREET)

Row Labels	Cyclist Involved	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Did Not Grant R/W to Non Motorist						3		3
Did Not Grant RW to Vehicle		5		6				11
Distractions Outside Vehicle						1		1
Driver Interacting with Passengers, Anim				1				1
Exceeding Reas. Safe Speed		1	2				1	4
Follow Too Closely				1			3	4
Improper Backing					1			1
Improper Turn/Merge		5		5	1			11
Inattention		1		1			1	3
None	1			1	1			3
Operating Defective Equipment					1		1	2
Other Contributing Circ Not Listed						1	1	2
Other Distractions		1					1	2
Unknown Distraction		2		1			1	4
Grand Total	**1**	**15**	**2**	**16**	**4**	**5**	**9**	**52**

120TH AVENUE NE (TOTEM LAKE BLVD NE TO NE 132ND STREET)

Row Labels	Entering at Angle	Fixed Object	Involving Vehicle Making Left Turn	Other	Pedestrian Involved	Rear-End	Grand Total
Did Not Grant R/W to Non Motorist	1						1
Did Not Grant RW to Vehicle	1		11				12
Disregard Traffic Sign and Signals	1		1				2
Exceeding Reas. Safe Speed	2					2	4
Improper Backing				1			1
Improper Turn/Merge	1		6				7
Inattention	1					1	2
Non Motorist on Wrong Side of Road	1						1
None			2		2		4
Other Contributing Circ Not Listed		1	1			1	3
Other Distractions	1						1
Under Influence of Alcohol		1					1
Unknown Distraction	2		4		1		7
Grand Total	**11**	**2**	**25**	**1**	**3**	**4**	**46**

APPENDIX D:
Countermeasure Toolbox

A.1 Access Management

A.1.1 Restrict Turning Movements

Limit entry to and exit from travel lanes, businesses and other destinations.

Accomplished by:

- Added infrastructure (curb, medians, delineators, etc.)
- Signage
- Reduced Left-Turn Movements[1]

Benefit:

- Addresses angle, left turn and rear-end vehicle crashes.[2]
- Reduces, manages and separates conflict points, increasing response time for all users.
- Restricts movements of vehicles entering or leaving travel lanes.
- Increases active transportation users' safety by reducing potential conflict points.

Cost:

- Medium to high due to infrastructure improvements

A.1.2 Install Median

A median is the area between opposing lanes of traffic, excluding turning lanes.[3].

Accomplished by:

- Roadway reconfiguration
- Pavement Markings
- Raised Medians
- Separation Islands
- Mid-blocking crossings
- Approaches to multilane intersections

Benefits:

- Medians with marked crosswalk may yield 46% reduction in crashes involving pedestrians

Cost:

Usually a high cost, due to the need for infrastructure improvements

[1] https://highways.dot.gov/safety/proven-safety-countermeasures/reduced-left-turn-conflict-intersections
[2] https://highways.dot.gov/media/11601
[3] https://highways.dot.gov/safety/proven-safety-countermeasures/medians-and-pedestrian-refuge-islands-urban-and-suburban-areas

A.1 Access Management

A1.3 Access Control/Management

Design, application and control of entry and exit points along a roadway. This includes intersections with other roads and driveways that serve adjacent properties.[4]

Accomplished by:

- Reduce density through driveway closure, consolidation, or relocation.
- Manage spacing of intersection and access points.
- Limit allowable movements at driveways

Benefit:

- Addresses angle, left turn and rear-end vehicle crashes.[5]
- Reduces, manages, and separates conflict points.
- Addresses safety for all users, and minimizes the frequency and severity of related crashes.[6]
- Restricts movements of vehicles entering or leaving travel lanes.
- Increases active transportation users' safety by reducing conflict potential points.

Cost:
Usually a high cost, due to the need for infrastructure improvements.

[4] https://highways.dot.gov/safety/proven-safety-countermeasures/corridor-access-management
[5] https://highways.dot.gov/media/11601
[6] https://highways.dot.gov/safety/local-rural/local-and-rural-road-safety-briefing-sheets

A.2 Traffic Signal Improvements

A.2.1 Protected Left Turns – by Time of Day

Remove potential conflicts by providing an exclusive phase for left turns, during which opposing movements and pedestrian crossings are prohibited.

Accomplished by:

- Utilizes the flexibility in flashing yellow arrow (FYA) signal infrastructure to apply protected-only left turn treatment during periods of increased risk.
- Agency may utilize near-miss study or other observational data to determine periods of increased risk.

Benefit:

- Increased active transportation user safety.
- Addresses angle, left turn and rear-end vehicle conflicts[7].
- Approximately 90% CRF estimated (0.10 CMF)

Cost:

- Varies dependent on signal capabilities

Note: During low-risk time periods, permissive left phases are enabled, reducing delay and potential red light running.

A 2.2 Adjust Signal Coordination

Synchronize multiple intersections to enhance the operation of one or more directional movements in a system.[8]

Accomplished by:

- Adjust traffic signal coordination

Benefit:

- Reduces potential rear-end crashes
- Reduces crash severity
- Reduces congestion[9]

Cost:

- Varies dependent on existing signal capabilities.

[7] https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=10
[8] https://www.fhwa.dot.gov/publications/research/safety/04091/08.cfm#chp83
[9] https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=414

A.2 Traffic Signal Improvements

A.2.3 Traffic Signal Timing Improvements

Adjust traffic signal timing to dictate how the right-of-way and capacity in the form of green time is distributed to the competing movements of signalized intersections.[10]

Accomplished by:

- Review recent vehicle volume count and adjust signal timing to meet current demand.

Benefit:

- Reduces crash frequency and severity
- Improves pedestrian and bicycle safety
- Reduces congestion[11]

Cost:

- Varies depend on existing signal capabilities.

A 2.4 Replace Permissive Left Turns to Protected Only

Remove the permissive left-turn phase and provide the exclusive protected left-turn phase only.[12]

Accomplished by:

- Traffic signal infrastructure modifications, including removal and replacement of traffic signal heads.
- Reprogramming of traffic signal controller.

Benefit:

- Addresses angle, left turn and rear-end vehicle conflicts

Cost:

Vary dependent on installation

A.2.5 Install Left-Turn Lane at a Signalized Intersection

Add exclusive left turn lanes to intersections. [13]

Accomplished by:

- Typically involves widening the roadway or
- Reallocating existing lanes to provide a dedicated space for vehicles turning left.

Benefit:

- Reduces left turn and rear-end crashes
- Provides physical separation between turning traffic that is slowing or stopped and

[10] https://ops.fhwa.dot.gov/arterial_mgmt/tst_ops.htm
[11] https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=414
[12] https://cmfclearinghouse.fhwa.dot.gov/study_detail.php?stid=297
[13] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=7966

A.2 Traffic Signal Improvements

adjacent through traffic at approaches to intersections.
- Improves traffic flow

Cost

- The decision to implement a left turn lane with signalization should be based on the benefits and cost of the left turn lane.

A 2.6 Automated Traffic Safety Cameras

Use to detect red light running violations and automatically issue citations at traffic signalized intersections. [14]

Accomplished by:
- Installation of traffic safety cameras at existing traffic signals.

Benefit:

- Improve driver compliance through an intersection.
- Reduces collision occurrence and severity.
- Revenue generated can be utilized for traffic safety improvements.

Cost:

- High maintenance costs
- Can have a high risk of vandalism

A 2.7 Improving Intersection Lighting/Crosswalk Lighting

Increase lighting for improved visibility at intersections and pedestrian crossings.[15, 16]

Accomplished by:

- Street light upgrades.
- Pedestrian level lighting.

Benefit:

- Improved active transportation user visibility
- Improved visibility of conditions for motorists
- Reduce crashes active transportation user crashes

Cost:
- Varies depend on existing infrastructure and treatment.

[14] https://app.leg.wa.gov/RCW/default.aspx?cite=46.63
[15] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=433
[16] https://highways.dot.gov/safety/proven-safety-countermeasures/lighting

A.2 Traffic Signal Improvements

A.2.8 Yellow Change and All-Red Clearance Intervals Revisions

Permissive or protected-permissive left-turn movements at signalized intersections help drivers who are turning left on a permissive circular green signal avoid confusion.[17]

Accomplished by:

- Installation of additional traffic signal infrastructure such as 4-section flashing yellow head. May necessitate the replacement of mast arms and signal poles.

Benefits:

- Reduces crashes involving left turns by establishing protected-permissive phasing.

Cost:

- Vary dependent on existing traffic signal.

A 2.9 Backplates with Retroreflective Borders

Backplates added to a traffic signal head improve the visibility of the illuminated face of the signal by introducing a controlled-contrast background.[18]

Accomplished by:

- Framing with a 1- to 3-inch yellow retroreflective border.

Benefits:

- 15% reduction in total crashes. [19]

Cost:

- Relatively low. Varies based on size/number of signal heads

A 2.10 Install Right Turn Signalization or Consider Separating Right-turn Phasing

Provide a green arrow phase for right-turning vehicles. May or may not include "right turn on green arrow only" or other right turn on red restrictions.

Accomplished by:

- Additional signal head.
- Adjustment to existing traffic signal

Benefits:

- Avoids conflicts between right-turning traffic and bicyclists or pedestrians crossing the intersection on their right.

Costs:

[17] https://highways.dot.gov/media/2636

[18] https://highways.dot.gov/safety/proven-safety-countermeasures/backplates-retroreflective-borders

[19] https://highways.dot.gov/sites/fhwa.dot.gov/files/Backplates%20with%20Retroreflective%20Borders_508.pdf

A.2 Traffic Signal Improvements

- Medium to high, depending on scope of improvements at existing signalized intersection.

Note: This requires the presence of exclusive right turn lanes/pockets, otherwise is not applicable.

A.2.11 Prohibit Right-Turn-on-Red

Prohibit vehicles from turning right on a red traffic signal.

Accomplished by:

- Intersection static and/or dynamic (blank out) right-turn restrictions.[20]

Benefits:

- Enhances visibility.
- Reduced pedestrian and bicycle crash rates.
- Addresses rear-end crashes at all severities, including PDOs
- 3 - 9% CRF (0.91 - 0.97 CMF), all crashes

Cost:

- Varies dependent on existing infrastructure

A.2.12 Advance Dilemma-Zone Detection

Install of an actuated advance warning dilemma zone protection system at signalized intersections. The design algorithm continually monitors an upstream detector as well as traffic at the intersection in order to predict the onset of the yellow signal indication.

Accomplished by:

- Installation of detection equipment
- Flashing beacons are then used to get the driver's attention and also to warn the driver of the impending end of the green indication.

Benefits:

- Reduces right-angle and rear-end crashes
- Implementation of this treatment reduced crashes by 40%
- Reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase

Costs:

- Medium, for new detection equipment at an existing traffic signalized intersection

Note: Suitable at signalized intersections when crashes occur on the approaches/influence

[20] https://highways.dot.gov/safety/data-analysis-tools/highway-safety-manual

area of the new detection and signal timing.[21, 22]

A.2.13 Leading Pedestrian Intervals

Provide pedestrians the opportunity to enter the crosswalk at an intersection (generally 3-7 seconds) before vehicles are given a green.

Accomplished By:

- Modifications to traffic signal controller programming.

Benefit:

- Increased visibility of crossing pedestrians
- Reduced conflicts between pedestrians and vehicles
- 13% reduction in pedestrian-vehicle crashes at intersections[23]
- Increased likelihood of motorists yielding to pedestrians
- Enhanced safety for pedestrians who may be slower to start into the intersection[24]

Cost:

- Relatively low, dependent on existing traffic signal capabilities.

[21] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4855
[22] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4857
[23] https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval#
[24] https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval

A.3 Speed Management Strategies

A.3.1 Speed Feedback Signs

Install dynamic radar signs alert motorists of their current speed compared with the posted speed limit for straight road segments or advisory speed in curved segments.

Accomplished by:

- Speed radar feedback signs positioned in areas of speeding concerns
- Implementation of this treatment reduces crashes by 46% (WSDOT)

Benefits:

- Warn motorist of operating speeds

Cost:

- Medium, cost varies based on power source requirements (solar versus hard-wired A/C power)

A.3.2 Speed Management Plan

Develop a speed management plan that analyzes roadway conditions and crash history, sets appropriate speed limits, and incorporates roadway design and traffic calming strategies. Enforcement and ongoing monitoring should also be included to ensure safe and consistent travel speeds. This strategy integrates engineering, enforcement, education, and policy measures to improve safety for all road users.

Accomplished By:

- Assess conditions: Analyze roadway design, traffic volumes, and crash history to identify speed-related issues
- Set appropriate speed limits: Establish limits that reflect road function, environment, and safety needs
- Improve roadway design: Use measures like signage, lane narrowing, or roundabouts to naturally slow traffic
- Apply traffic calming strategies: Implement speed humps, curb extensions, or other physical features where needed
- Enforce compliance: Use law enforcement or automated systems (such as speed cameras) to ensure drivers follow limits.
- Monitor and adjust: Continuously evaluate effectiveness and make adjustments based on data

Benefit:

- Reduced frequency and severity of crashes
- Improved safety for pedestrians, bicyclists, and transit users
- Enhanced livability and public space quality
- More predictable and comfortable travel environments

Costs:

- Medium, cost for a consultant to develop a plan with specific actionable measures

A.3 Speed Management Strategies

A.3.3 Lane Narrowing

Reduce vehicle travel lanes width.

Accomplished by:

- Lane striping adjustments
- Installation of median island treatment (raised or painted)
- Lane removal (aka road diet)
- Addition of bike lanes

Benefit:

- Reduced speeds
- Increase safety and for bicyclists, transit riders, and motor vehicles.
- Reduced crossing widths and exposure to motor vehicle traffic for vulnerable road users
- May redistribute roadway space for other users (e.g., create space for bicycle lanes).

Cost:

- Medium to high, varies depending on treatment

A.3.4 Evaluate Posted Speed Limits

Review existing posted speeds to determine the most appropriate and contextual sensitive posted speed.[25]

Accomplished by:

- Evaluation studies

Benefit-

- Decrease in speed related crashes and/or crash severity
- Safer environment for active transportation users
- 29-52% CRF (0.48-0.75 CMF), All crashes

Cost:

- Relatively low

A.3.5 Increase Speed Limit Sign Frequency

Install SPEED LIMIT (R2-1) signs to display the maximum allowable vehicle speed as established by law or regulation.[26]

Benefit:

- Provides additional awareness to posted speed limit

Cost:

[25] https://nap.nationalacademies.org/download/26216
[26] https://mutcd.fhwa.dot.gov/

A.3 Speed Management Strategies

- Relatively low

A.3.6 Automated Traffic Safety Cameras

Use automated speed safety cameras along streets with concerns for increased risk of speeding. [27]

Accomplished by:

- Installation of cameras equipped with radar speed detection[28]
- Agencies enter into an agreement with a traffic safety camera vendor for operation costs and monitoring

Benefit:

- Improve driver compliance with traffic laws
- Reduced speeds
- Reduced crashes related to speeds and crash severity
- Added safety and comfort for active transportation users
- Revenue generated can be utilized for installation of traffic safety elements

Cost:

- Varies, but generally revenue from cameras can be used to pay for camera operating costs

A.3.7 Left-turn traffic calming treatments for speeds of less than 35mph

Use left-turn traffic calming treatments improve intersection safety by forcing vehicles to make a more 90-degree turn, slowing left-turn speeds.

Accomplished by:

- Extruded curbs
- Curb extensions (aka, bulb-outs)

Benefit:

- Addresses left turning crashes
- Reduced crash severity
- Reduced crashes involving Pedestrians
- Added safety and comfort for active transportation users

Cost:

- Varies depending on treatment

[27] https://app.leg.wa.gov/RCW/default.aspx?cite=46.63
[28] https://app.leg.wa.gov/RCW/default.aspx?cite=46.63

A.4 Improved Active Transportation Infrastructure

A.4.1 Enhanced Pedestrian Crossing

Increase visibility and safety with various installations.

Accomplished by:

- Various crosswalk visibility enhancements may include:
    - Improved street or pedestrian illumination Additional signing
    - High-emphasis crosswalk striping
    - Medians and pedestrian refuge islands
    - Rectangular Rapid Flashing Beacons (RRFB)
    - Pedestrian Hybrid Beacons

Benefit:

- Increased pedestrian visibility
- Increased safety at roadway crossings
- Reduced crashes involving vulnerable road users
- Implementation of this treatment reduces pedestrian crashes by 40% (WSDOT*)
- Pedestrian Refuge Islands can result in 56% reduction in pedestrian crashes.[29]

Cost:

- Relatively low to relatively high, varies based on treatment

A.4.2 Raised Pedestrian Crosswalk

Implement Raised crosswalks at the same level as the sidewalk they connect with and span the width of the roadway.

Benefit:

- Improved visibility of pedestrians
- Reduces vehicle speeds
- Safer crossing environment for pedestrians
- 30-46% CRF (0.54-0.70 CMF), vehicle/pedestrian injury crashes

Cost:

- Can be minimal to high

Note: This is applicable on lower-speed roadways, where pedestrians are known to be crossing roadways with significant vehicular traffic. [30] *This installation should not be considered on arterial roadways.*

A.4.3 Relocate Bus Stops for Safer Pedestrian Access

Add adequate pedestrian facilities to connect existing vulnerable road user facilities to bus stops. Consider relocating bus stops to more suitable locations on the far side of signalized intersections to enhance safety for vulnerable road users.[31]

[29] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=175
[30] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=136
[31] https://highways.dot.gov/safety

A.4 Improved Active Transportation Infrastructure

Accomplished by:

- Further study into more appropriate, safe location
- Sidewalk infill
- Coordination with transit providers

Benefit:

- Increased active transportation safety
- Vehicle awareness

Cost:

- High, varies dependent on level of effort and need

A.4.4 Add or Improve Bicycle Facilities

Add or convert safer bicycle facilities; improving Level of Traffic Stress[32]

Accomplished by:

- Separated or buffered bike lanes
- Flexible delineators
- Curbs
- Vegetation
- Pavement markings

Benefits:

- Reduces frequency and severity of crashes
- Decreases Level of Traffic Stress
- Increasing facility use

Costs:

- Varies depending on treatment

A.4.5 Pedestrian Fencing

Use fencing to direct pedestrians to a preferred formal crossing point and to discourage pedestrians from making dangerous crossing movements where visibility may be limited. Innovative solutions can be achieved through good street design using street furniture, planting and public art to guide and direct pedestrian movements. [33]

Accomplished By:

- Pedestrian fencing installed along the sidewalks to prevent pedestrian crossings at a midblock location.

Benefits:

[32] https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf
[33] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=5256

A.4 Improved Active Transportation Infrastructure

- Reduces vulnerable road user crash frequency
- 18 – 48% CRF (0.52 – 1.18 CMF)

Costs:

- Low to medium

Note: Designs must consider the needs of vulnerable road users and the mobility impaired

A.4.6 Advanced Yield or Stop Markings at Pedestrian Crossings

Implement markings and signs in advance of marked crosswalks to indicate where vehicles should yield or stop for pedestrians.[34]

Accomplished By:

- Stops Bars
- Additional Signage

Benefit:

- Improved pedestrian safety (25% CRF (0.75 CMF), pedestrian & cyclist crashes)
- Reduces crash frequency

Cost:

- Relatively low

A.4.7 Sidewalk Connectivity/Infill

Provide sidewalk connectivity by ensuring sidewalks form a continuous, accessible network that links homes, schools, businesses, and transit stops. This will improve safety, encourage walking, and reduce barriers for pedestrians.

Accomplished By:

- Identify gaps: Map and assess areas with missing or incomplete sidewalks.
- Prioritize improvements: Focus on high-demand areas near schools, businesses, transit stops, and neighborhoods.
- Design for accessibility: Include ADA-compliant features such as curb ramps, appropriate widths, and smooth surfaces.

Benefits:

- Reduces pedestrian exposure to traffic by providing continuous, designated walking areas.
- Ensures people of all ages and abilities, including those with mobility challenges, can travel independently.
- Provides safe, direct access to bus stops, train stations, and other transit facilities.

Costs:

- Medium to high

[34] https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=9017

A.5 Improved Traffic Signage and Markings

A 5.1 Install or Improve Warning Sign(s)

Enhance signing to increase driver awareness and recognition of roadway hazards and changes in geometry.

Accomplished by:

- Increased or enhanced curve warning signs
- Increased or enhanced delineation of known hazards
- Increase advance warning of traffic signal ahead

Benefits:

- Provides added awareness to roadway
- Reduces crash severity and occurrence

Costs:

- Minimal

A.5.2 Install or improve pavement marking and markers

Enhance or increase pavement markings and/or markers to increase driver awareness and recognition of roadway hazards and changes in geometry.

Accomplished by:

- In lane paint, high-durability markings
- Install Raised Pavement Markers

Benefits:

- Increases driver awareness of edge lines and lane lines
- Increases driver awareness of horizontal curvature

Cost:

- Low to Medium

A.5.3 Lane Assignment Signage

Provide additional clarification of lane assignments for all road users.

Accomplished by:

- In roadway markings
- Additional signs on mast arms

Benefits:

- Increases driveway awareness
- Enhanced safety

Cost:

- Minimal

A.6 Intersection Improvement Strategies

A.6.1 Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Deploy a package of multiple low-cost countermeasures at stop-controlled intersections, including enhanced signing and pavement markings. [35]

Accomplished by:

- Oversized advance intersection warning signs
- Double up on warning signs
- Place stop bars at stop approach
- Double arrow warning signs at T-intersections
- Retroreflective sheeting on sign posts
- Enhanced pavement markings

Benefits:

- 10% Reduction in fatal and serious injury crashes
- 15% Reduction in nighttime crashes
- 27% Reduction of fatal and injury crashes at rural intersections
- 19% reduction of fatal and injury crashes at 2-lane by 2-lane intersections

Cost:

- Minimal to Low

A.6.2 Improve Intersection Lighting

Provide adequate lighting (i.e., at or above minimum acceptable standards) based on research to recommend appropriate horizontal and vertical illuminance levels to provide safety benefits to all users of the roadway environment.[36]

Accomplished by:

- Performing a lighting assessment including factors such as:
  - Crashes at nighttime
  - Traffic volumes
  - Volumes of non-motorized users
  - Crosswalk presence
  - Median presence
  - Transit infrastructure

Benefit:

- 42% reduction of injury pedestrian crashes at intersections
- 33 – 38% reduction of nighttime crashes at rural and urban intersections

Cost:

- Varies depending on existing infrastructure and needs assessment

[35] https://highways.dot.gov/sites/fhwa.dot.gov/files/Systemic%20Application%20at%20Stop-Controlled%20Intersections_508.pdf

[36] https://highways.dot.gov/safety/proven-safety-countermeasures/lighting

A.6 Intersection Improvement Strategies

A.6.3 Convert Intersection to Roundabout

Change signalized or stop-controlled intersections that have significant crash history including angle crashes. Roundabouts feature channelized, curved approaches.

Accomplished By:

- Performance of an intersection analysis evaluation

Benefit:

- 82% reduction in fatal and injury crashes at converted two-way stop-controlled intersections
- 78% reduction in fatal and injury crashes at converted signalized intersections[37]

Cost:

- Varies depending on right-of-way needs and size of roundabout

[37] https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts

A.7 Additional Safety Countermeasures

A.7.1 Sight Distance Evaluation

Assess whether improvements could be made to allow drivers to clearly see approaching vehicles and take actions appropriate for the conditions.[38]

Accomplished by:

- Field work to determine if appropriate sight distance minimums are met per local and national engineering standards
- If field check results in inadequate sight distance, perform vegetative trimming, implement parking restrictions, or otherwise resolve or mitigate to clear sight distance to the maximum extent feasible

Benefits:

- Provides better visibility to drivers attempting to find gaps to make turning maneuvers
- Reduces frequency and severity of crashes

Cost:

- Minimal

A.7.2 Roadside Improvement Assessment

Focus on roadside countermeasures that would typically be outside of the pavement. Use roadside design improvements can be implemented alone or in combination and are particularly recommended at horizontal curves—where data indicates a higher risk for roadway departure fatalities and serious injuries.[39]

Accomplished by:

- Clear zone maintenance
- Avoid adding new fixed objects such as trees and utility cabinets or poles in the clear zone
- Reduce the steepness of the sideslope to increase drivers' ability to keep the vehicle stable
- Adding or widening shoulders
- Slope flattening
- Roadside barriers
- Vegetation removal or maintenance
- Better delineation of hazards

Benefits:

- Flatten sideslopes to a 1V:4V reduces single vehicle crashes be 8%
- Clear zone increase can provide 22% - 44% reduction of all crashes

Cost:

[38] https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf

[39] https://highways.dot.gov/safety/rwd/keep-vehicles-road/horizontal-curve/low-cost-treatments-horizontal-curve-safety-2016-6

A.7 Additional Safety Countermeasures

- Relatively low to very high, varies depending on application

A.7.3 Pavement Friction Management

Use pavement friction treatments, such as high friction surface treatment (HFST)

Accomplished by:

- Application of layer of durable, anti-abrasion, and polish-resistant aggregate over a thermosetting polymer resin binder that locks the aggregate in place to restore or enhance friction and skid resistance.
- Implemented in a targeted manner using crash data for run-off-the-road or lane departure crashes along curved road segments.

Benefits:

- 48% reduction for injury crashes at horizontal curves.
- 20% reduction for total crashes at intersections.[40]

Cost:

- High

A.7.4 On-street Parking Management

Develop on-street parking policies to ensure that curbside use supports safe and efficient travel for all roadway users.

Accomplished by:

- Completing an on-street parking evaluation
- Adopting "Daylight Policies that proactively prohibit parking within a set distance of all intersections, crosswalks, and driveways ("daylighting"), even if not specifically requested.
- Incorporate curb management strategies that prioritize pedestrian crossings, bike lanes, and transit stops before allocating curb space for vehicle storage.
- Requiring safe design features such marked loading areas, no-parking buffers, and traffic-calmed frontage zones near schools, senior facilities, and transit stops.
- Determining appropriate type of on-street parking (dependent on existing roadway width)
- Provide on-street accessible parking when it offers safer and more convenient access than off-street alternatives.

Benefits:

- Improve sight distance
- Increased vulnerable road user safety
- Ensures ADA accessibility and safety

Costs:

[40] https://highways.dot.gov/safety/proven-safety-countermeasures/pavement-friction-management

A.7 Additional Safety Countermeasures

- Minimal

APPENDIX E:
Speed Limit Setting Policy

OCTOBER 2025

POLICY R-17: SPEED LIMIT SETTING POLICY

INTRODUCTION

A posted speed limit is the maximum speed a driver is legally permitted to travel along a roadway. States establish statutory speed limits for specific types of roads—such as freeways, rural roads, or urban streets—which are enforceable even if the speed limit signs are not posted. In Washington, local agencies such as the City of Kirkland are granted the authority to establish or alter posted speed limits.[1]

This policy outlines the approach and procedure for establishing posted speed limits on public streets within the City of Kirkland's jurisdiction to prioritize consistent, safe, and context-appropriate driving speeds citywide. The methodology outlined in this policy is adapted from the National Cooperative Highway Research (NCHRP) Report 966 Posted Speed Limit Setting Procedure and Tool.

POLICY PRINCIPLES

1. Posted speed limits should be reasonable and safe.
2. Changes in speed limits along a street segment should occur in five mile per hour (mph) increments.
3. The preferred maximum speed limit is 30 mph for collector and arterial streets.
4. Roadways classified as local streets shall have a default regulatory speed of 20 mph, once enacted by Kirkland City Council. Citywide signage changes will follow a phased approach through the budget process as resources allow.
5. Speed limits are enforceable once appropriate signage is installed per RCW 46.61.415.
6. Designated school speed zones and streets designated as Neighborhood Greenways shall have a regulatory speed limit of 20 mph.
7. With the approval of the Public Works Director, Transportation Division staff shall be authorized to implement temporary speed adjustments within construction zones.
8. Arterial and collector roadways do not have a default speed limit. Any proposed revisions to existing speed limits for these roadways should be assessed for appropriate speed limits under this policy.
9. New collector or arterial roadways without an established speed limit should be assessed for appropriate speed limits under this policy.

[1] WA State Legislature RCW 46.61.415 https://app.leg.wa.gov/RCW/default.aspx?cite=46.61.415

DRAFT

POLICY APPLICATION

This policy is a framework and procedure for City Transportation Division staff to evaluate speed limits on arterial and collector roadways. There are no specific thresholds when the speed limit evaluation process should be completed; this policy can be used at any time on any existing or proposed roadway if deemed appropriate by City Transportation Division staff.

City Transportation Division staff should perform a speed limit evaluation during the design process of a roadway project that would substantially change the roadway environment and may affect speed and driving behavior. Project types that are NOT candidates for speed limit evaluations include regular maintenance activities, isolated paving work, utility work, and storm water work. Special projects will be evaluated by City Transportation Division staff on a case-by-case basis.

Some key considerations for when to use the policy in this setting include:

- **Location and length of road segment to be analyzed.** Speed limits should be assessed and applied in a manner that provides a clear, consistent message to motorists. Frequent changes in speed limits should be avoided.
- **Changes to the roadway environment.** In general, any proposed reductions in speed limits should be paired with capital projects that change the road environment to encourage slower, safer speeds.

DRAFT

ROADWAY FUNCTIONAL CLASSIFICATION

The City of Kirkland currently classifies its roadways into Principal Arterials, Minor Arterials, Collector Streets and Local Streets or Neighborhood Access Streets as shown in Table 1 below.[2].

Table 1. Roadway Classifications

CLASSIFICATION	DESCRIPTION/PURPOSE
Principal Arterial	Connect to major commercial areas and other cities.
Minor Arterial	Serve major traffic generators that are not served by principal arterials.
Collector Street	Provide connections between arterials and local streets.
Local Street or Neighborhood Access Street	Provide access to residential areas, businesses, and other local areas.

ROADWAY CONTEXT

Roadway context refers to the surrounding physical, functional, and land use environment in which a roadway operates. This includes the characteristics of adjacent development and intensity (e.g., residential, commercial, mixed-use), access point density, and potential development. These factors shape appropriate operating speeds, access and mobility demands, and the mix of roadway users.

Context definitions may also incorporate roadway characteristics such as traffic volumes, lane widths, and the anticipated level of multimodal activity based upon the presence or absence of sidewalks and bicycle facilities. For roadways with comparable land use patterns, access characteristics, and mobility demands, applying a shared roadway context classification allows setting appropriate posted speed limits. Roadway context provides a framework for aligning appropriate posted speed limits with the surrounding land use and community needs.

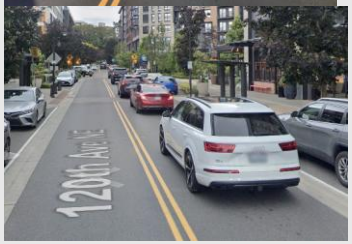
The roadway context classifications established in this policy are based on the land use definitions outlined in the Comprehensive Plan Land Use Element.

Table 2 provides descriptions of three different roadway contexts specific to the City of Kirkland.[3]

[2] https://www.kirklandwa.gov/files/sharedassets/public/v/1/public-works/transportation/plans-and-studies/kirkland-tsp-final.pdf
[3] https://www.kirklandwa.gov/files/sharedassets/public/v/1/planning-amp-building/kirkland-2044-comp-plan/k2044-people/land-use/pdfs/k2044_final_land-use-element.pdf

DRAFT

Table 2. Roadway Contexts in Kirkland

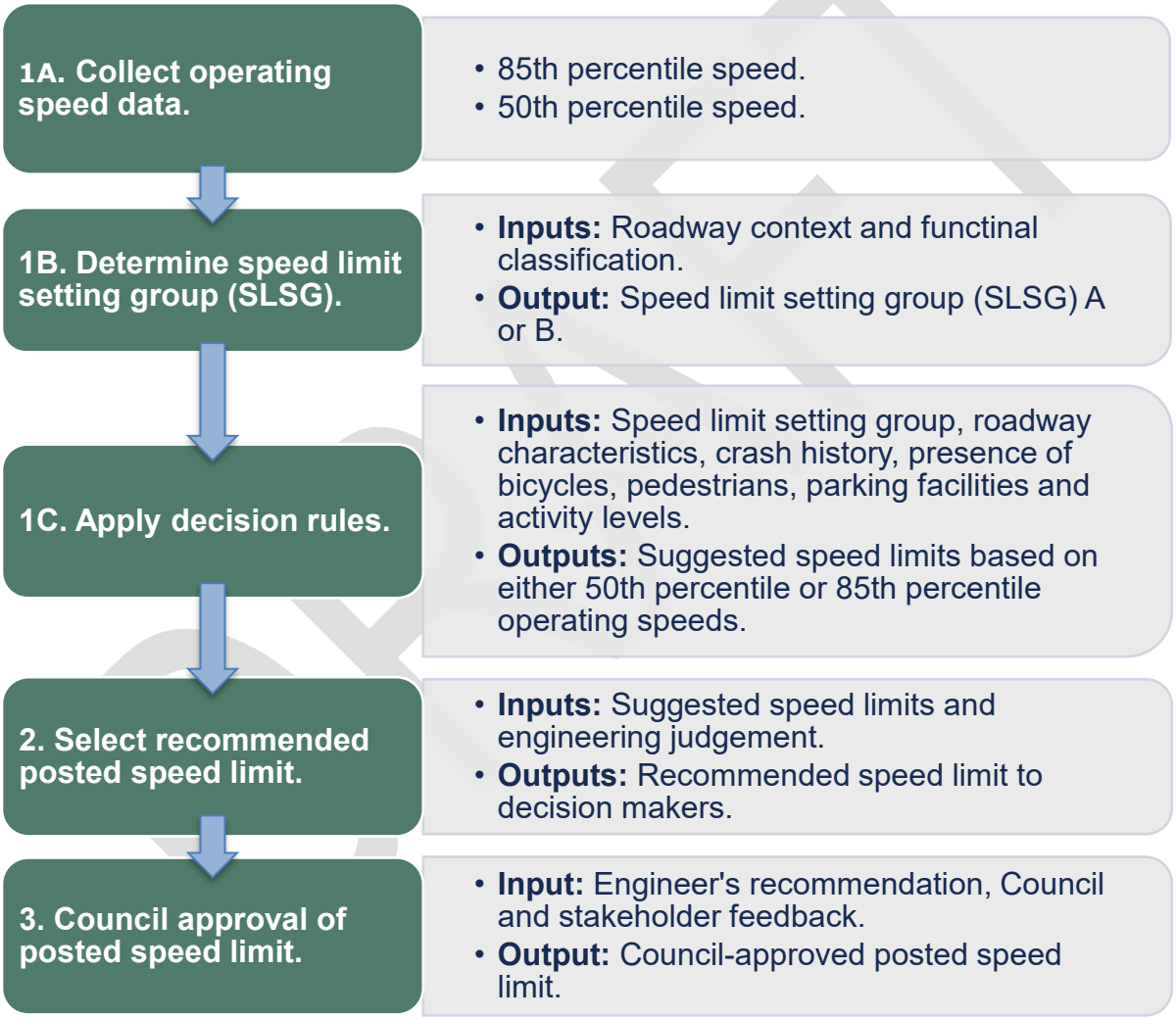
NCHRP 966 Roadway Context	City of Kirkland Land Use Designations	Land Use Description	Photo Description	Examples
Urban Core / Traditional Downtown	**Transit Oriented Development / Center Mixed Use**	Accommodates compact and walkable communities with a land-use mix, intensities, and provides access to residential, commercial, and recreational opportunities around high-capacity and/or frequent transit. Supports both large and small businesses that provide a network and mixture of commercial services and housing that make it possible for people to live near employment and everyday destinations.	 	Downtown Kirkland Totem Lake Urban Center Juanita Village NE 85th St Station Area Lake Street
Urban / Urban Mix	**Community Mixed Use**	Accommodates individual commercial uses and small collections of commercial uses, either with or without residential development, that are located primarily away from major streets and serve residential communities.	 	NE 68th St/108th Ave NE Market Street Snyder's Corner mixed used area at/within the vicinity of NE 70th /132nd Ave NE 124th Ave NE/NE 144th Street

NCHRP 966 Roadway Context	City of Kirkland Land Use Designations	Land Use Description	Photo Description	Examples
				Juanita Drive/ NE 141st Street Juanita mixed use area on 100th Ave NE north of NE 132nd Street
Urban or Suburban / Residential Corridor	**Residential / Industrial**	Accommodates predominantly residential uses with a range of allowed building types, generally ranging from single-unit to middle-housing types. This area may include small-scale commercial uses (e.g., corner stores, daycares, home-based businesses), institutional, and semi-public uses. Or accommodates production and non-production uses, recognizing that while many buildings in these areas are no longer viable for modern production industries, they are increasingly occupied by a wide variety of uses that contribute to the economic health and diversity of the city.	 	Remainder of Kirkland

SPEED LIMIT SETTING PROCESS FOR ARTERIAL AND COLLECTOR STREETS

The speed limit setting process for arterial and collector streets is outlined in Figure 1. This approach considers factors such as collision history, roadway geometrics, pedestrian and bicycle activity, and available facilities including parking, sidewalks, bicycle lanes and the surrounding environment. A thorough understanding of the road environment helps determine the most appropriate speed limit.

Figure 1. Overview of the speed limit setting procedure



The following steps will guide the determination of a recommended posted regulatory speed limit, using methodologies adapted from the National Cooperative Highway Research Program (NCHRP) Report 966 Posted Speed Limit Setting Procedure and Tool.[4]

[4] https://nap.nationalacademies.org/catalog/26216/posted-speed-limit-setting-procedure-and-tool-user-guide

STEP 1A. COLLECT CURRENT OPERATING SPEEDS

If speed data isn't available within the last three years, collect vehicle operating speeds and determine the average speed, 50th percentile speed (median speed), and 85th percentile speed for the roadway segment under evaluation. Ensure data is collected in locations where operating speeds are accurately represented. Speed data collection points should be set away from driveways, intersections, crosswalks, traffic signals, or traffic calming devices (e.g., speed bumps, humps, or cushions) and special zones (e.g., school zones or work zones). Data collection shall not occur during adverse weather events such as snow, ice, or excessive winds, and should avoid holidays and school breaks. Speed data should be documented for each roadway segment to be evaluated.

STEP 1B. DETERMINE SPEED LIMIT SETTING GROUP (SLSG)

Next, determine a Speed Limit Setting Group (SLSG). Speed Limit Setting Groups are various combinations of Roadway Classification and Land Use Designations depicted in Table 3 below. SLSG A and SLSG B are defined by the characteristics most represented of the study segment. Consult the table below to select the Speed Limit Setting Group that best applies to the roadway segment being evaluated.

Table 3. Speed Limit Setting Groups

	City of Kirkland Land Use Designation		
Roadway Classification	**Transit Oriented Development / Center Mixed Use**	**Community Mixed Use**	**Residential / Industrial**
Principal Arterial	**A**	**B**	**B**
Minor Arterial	**A**	**B**	**B**
Collector Street	**A**	**A**	**B**

SLSG A applies to urban, multimodal streets—such as downtown corridors or main streets—where there's high interaction between vehicles, pedestrians, and bicyclists. It prioritizes multimodal safety and comfort by using lower speed-setting methods:

- Rounded Down 50th percentile (RD50)
- Closest 50th percentile (C50)

DRAFT

SLSG B is suited for higher-speed roadways, typically in less dense or more separated contexts. It balances mobility and safety, offering a broader range of speed-setting methods:

- Closest 50th percentile (C50)
- Rounded Down 85th percentile (RD85)
- Closest 85th percentile (C85)

Both groups use pedestrian environment assessments (via Table 5 and Table 7) but apply them within different threshold contexts. SLSG A is more sensitive to non-motorized user activity and environmental factors, while SLSG B gives more weight to roadway design, traffic operations, and crash history.

STEP 1C. APPLY DECISION RULES

Determine the speed limit setting statistic selections appropriate to the selected speed limit setting group. Speed limit setting statistic selections include:

- **C85:** The 85th percentile, rounded to the nearest 5-mph increment.
- **RD85**: The 85th percentile speed, rounded down to the nearest 5-mph increment.
- **C50:** The 50th percentile speed, rounded to the nearest 5-mph increment.
- **RD50:** The 50th percentile speed, rounded down to the nearest 5-mph increment.

From the operating speed data, or when multiple traffic studies have been conducted, the lower operating speed from both directions on two-way facilities should be used for calculating the speed limit statistics selection. Engineering judgement should be used in cases where multiple traffic studies or two directions of travel are dramatically different.

DRAFT

SPEED LIMIT SETTING GROUP A

Table 4 outlines associated variables applicable to Speed Limit Setting Group A (SLSG A) for selecting an appropriate suggested speed limit for the roadway under evaluation. Review each variable in Table 4 for the segment under consideration to determine whether the suggested speed limit should be set at the Rounded Down 50th percentile (RD50) or the Closest 50th percentile (C50). The presence of any variable in the RD50 column will take precedence and determine the suggested speed limit. For instance, if the Closest 50th (C50) percentile is selected for the first seven variables, but the Crash Rate is categorized as High or Medium, then the recommended speed limit should be the Round Down 50th Percentile Speed (RD50).

Table 4. Speed Limit Setting Group A Decision Matrix

Variable*	Rounded Down 50th (RD50)	Closest 50th (C50)
Signal Density	>8 signals/mile	≤8 signals/ mile
Access Density	>60 driveways and/or unsignalized intersections per mile	≤60 driveways and/or unsignalized intersections per mile
Bicycle Level of Traffic Stress	BLTS 2 or 3 or 4	BLTS 1
Pedestrian Activity (high, some, or negligible), and **Sidewalk Presence / Width** (none, narrow, adequate or wide), sidewalk buffer (present or not present)	See Table 5: Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG A.	See Table 5: Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG A.
On-Street Parking Availability	High	Some or no parking
On-street Parking Type	Angle parking present for 40% or more of segment	No parking present or <40% of the segment
Crash Rate	High or Medium	Low

*See Table 5 through Table 13 for variable definitions and thresholds.

Table 5. Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG A

Pedestrian Activity	Sidewalk Presence/Width	Sidewalk Buffer	Speed Percentage
High	Adequate	Not Present	RD50
High	Adequate	Present	C50
High	Narrow	Not Present	RD50
High	Narrow	Present	RD50
High	None	N/A	RD50
High	Wide	Not Present	C50
High	Wide	Present	C50
Some	Adequate	Not Present	RD50
Some	Adequate	Present	C50
Some	Narrow	Not Present	RD50
Some	Narrow	Present	RD50
Some	None	N/A	RD50
Some	Wide	Not Present	C50
Some	Wide	Present	C50
Negligible	Adequate	Not Present	C50
Negligible	Adequate	Present	C50
Negligible	Narrow	Not Present	C50
Negligible	Narrow	Present	C50
Negligible	None	N/A	C50
Negligible	Wide	Not Present	C50
Negligible	Wide	Present	C50

See next page for variable thresholds and definitions.

DRAFT

Table 6. Pedestrian Activity is determined based on the following criteria

High	Pedestrians are frequently observed on sidewalks or walking in, or adjacent to the roadway. There are multiple locations where pedestrians are observed to be crossing the roadway. Pedestrian generators are located on the roadway, such as transit stops, parks, hotels, recreational facilities and government facilities.
Some	Pedestrians occasionally walk along or cross the roadway. Pedestrian generators are nearby such as transit stops, parks, hotels, recreational facilities and government facilities.
Negligible	It is very uncommon or rare to see pedestrians walk along or cross the roadway.

Table 7. Sidewalk Width is defined by the minimum sidewalk section in the Kirkland Roadway Pre-Approved Plans[5]

Wide	Greater than 5 feet in width.
Adequate	5 feet in width.
Narrow	Less than 5 feet in width.

Bicycle Level of Traffic Stress (BLTS) is defined based on the Washington Department of Transportation's Level of Traffic Stress fact sheet.[6, 7]

Table 8. Bicycle Level of Traffic Stress Definitions

Bicycle Level of Stress 1 (BLTS 1) Definition: Suitable for all ages and abilities; children could walk or bike here independently. Separated and/or barrier protected.
Bicycle Level of Stress 2 (BLTS 2) Definition: Comfortable for most adults, including most adults experiencing disabilities. Some separation, no barrier.
Bicycle Level of Stress 3 (BLTS 3) Definition: Tolerable for enthusiastic and/or confident adults. Little space, no separation.
Bicycle Level of Stress 4 (BLTS 4) Definition: Only used by highly confident people, or those with no alternative. No dedicated space, no separation.

See the following page for BLTS criteria.

[5] https://www.kirklandwa.gov/Government/Departments/Development-Services-Center/Tools-and-Resources/Pre-Approved-Plans/Roadway-Pre-Approved-Plans
[6] https://wsdot.wa.gov/sites/default/files/2024-07/LTS%20Level%20of%20Traffic%20Stress%20Flyer_0.pdf
[7] https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf

Table 9. Bicycle Level of Traffic Stress Criteria - Bike Lane Without Separation from Traffic

Bike Lane without Separation from Traffic (paint stripe or buffer < 2 feet wide)					
Bike Lanes are greater than or equal to 7 feet (allows for 5 ft lane plus 2 ft buffer)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	2	3
	751 – 1,500	1	1	2	3
	1,501 – 3,000	1	1	2	3
	3,000 +	2	2	2	3
2 thru lanes per direction	0 – 7,000	2	2	2	3
	> 7,000	2	2	3	3
3 + thru lanes per direction	Any ADT	3	3	3	4
Bike Lanes are less than 7 feet (must be 5 ft or greater to be within standard)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	2	2	4
	751 – 1,500	1	2	2	4
	1,501 – 3,000	1	2	2	4
	3,000 +	2	2	2	4
2 thru lanes per direction	0 – 7,000	2	2	3	4
	> 7,000	3	3	3	4
3 + thru lanes per direction	Any ADT	3	3	4	4

DRAFT

Table 10. Bicycle Level of Traffic Stress Bike Lane With Separation From Traffic

Bike Lane with Separation from Traffic (buffer 2 feet wide or greater)					
Protected Bicycle Lane (parking or robust vertical barrier separation)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	1	2
	751 – 1,500	1	1	1	2
	1,501 – 3,000	1	1	1	2
	3,000 +	2	2	2	2
2 thru lanes per direction	0 – 7,000	2	2	2	2
	> 7,000	2	2	2	2
3 + thru lanes per direction	Any ADT	2	2	2	2
Vertically Delineated Bicycle Lane (Buffered bike lane with flexible delineator/candlestick)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	2	2
	751 – 1,500	1	1	2	2
	1,501 – 3,000	1	1	2	2
	3,000 +	2	2	2	3
2 thru lanes per direction	0 – 7,000	2	2	2	3
	> 7,000	2	2	3	3
3 + thru lanes per direction	Any ADT	2	2	3	3

DRAFT

Table 11. Parking Availability is determined based on following criteria

High	Parking exists at least on one side of the road with or without parking time limits.
Not High	Some or no on-street parking activity is present or permitted.

Table 12. Crash Rate Categories

High	Highest 1/3 of all study segments based on crash rate.
Medium	Middle 1/3 of all study segments based on crash rate.
Low	Lowest 1/3 of all study segments based on crash rate.

Crash rate quantifies the frequency of traffic crashes relative to a specific measure of exposure, such as traffic volume or distance traveled. This allows for meaningful comparisons between different roadways or segments, regardless of their size or traffic levels. The crash rate will be calculated as follows:

$$R = \frac{100{,}000{,}000\ x\ C}{365 \text{ x N x V x L}}$$

Table 13. Crash Rate Variable Terms

Variable	Definition
R	Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel (VMT)
C	Total number of crashes in the study period
N	Number of years of data
V	Number of vehicles per day (both directions)
L	Length of the roadway segment in miles

DRAFT

SPEED LIMIT SETTING GROUP B

Table 14 outlines associated variables applicable to Speed Limit Setting Group B (SLSG B) for selecting an appropriate suggested speed limit for the roadway segment under evaluation. Review each variable in Table 14 for the segment under consideration to determine whether the suggested speed limit should be set at the Closest 50th percentile (C50), Rounded Down 85th percentile (RD85) or the Closest 85th percentile (C85). The presence of any variable in the C50 column will take precedence and determine the suggested speed limit. For example, if C85 is selected for the first four variables but On-Street Parking is categorized as High, the suggested speed limit should be based on C50.

DRAFT

Table 14. Speed Limit Setting Group B Decision Matrix

Variable	Closest 50th (C50)	Rounded-Down 85th (RD85)	Closest 85th (C85)
Signal Density	>4 signals/mile	>3 signals/ mile	<3 signals/ mile
Access Density	>60 driveways/ unsignalized intersections per mile	>40 and ≤60 driveways/unsignalized intersections per mile	<40 driveways/unsignalized intersections per mile
Number of lanes / Median type (undivided, two-way left-turn lane (TWLTL) or divided)	Not used	Four or more lanes with painted median or no median	Four or more lanes with raised median or TWLTL* Fewer than four lanes regardless of median or no median
Bicycle Level of Traffic Stress	BLTS 3 or 4	BLTS 2	BLTS 1
Pedestrian Activity (high, some, or negligible), and **Sidewalk Presence / Width** (none, narrow, adequate or wide), sidewalk buffer (present or not present)	See Table 15: Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG B.	See Table 15: Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG B.	See Table 15: Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations for SLSG B.
Parking Availability	High	Not used	Not High
On-street parking type	Angle parking present for ≥40%	Parallel Parking present Angle Parking present for <40%	None
Crash Rate	High	Medium	Low

*TWLTL refers to Two-Way Left-Turn Lane

Table 15. Decision Matrix for Sidewalk Presence/Width, Sidewalk Buffer, and Pedestrian Activity combinations SLSG B

Pedestrian Activity	Sidewalk Presence/Width	Sidewalk Buffer	Speed Percentage
High	Adequate	Not Present	RD85
High	Adequate	Present	C85
High	Narrow	Not Present	C50
High	Narrow	Present	RD85
High	None	N/A	C50
High	Wide	Not Present	C85
High	Wide	Present	C85
Some	Adequate	Not Present	RD85
Some	Adequate	Present	C85
Some	Narrow	Not Present	C50
Some	Narrow	Present	RD85
Some	None	N/A	C50
Some	Wide	Not Present	C85
Some	Wide	Present	C85
Negligible	Adequate	Not Present	C85
Negligible	Adequate	Present	C85
Negligible	Narrow	Not Present	C85
Negligible	Narrow	Present	C85
Negligible	None	N/A	RD85
Negligible	Wide	Not Present	C85
Negligible	Wide	Present	C85

Table 16. Pedestrian Activity is based on the following criteria

High	Pedestrians are frequently observed on sidewalks or walking in, or adjacent to the roadway. There are multiple locations where pedestrians are observed to be crossing the roadway. Pedestrian generators are located on the roadway, such as transit stops, parks, hotels, recreational facilities and government facilities.
Some	Pedestrians occasionally walk along or cross the roadway. Pedestrian generators are nearby such as transit stops, parks, hotels, recreational facilities and government facilities.
Negligible	It is very uncommon or rare to see pedestrians walk along or cross the roadway.

DRAFT

Table 17. Sidewalk Width is defined by the minimum sidewalk section in the Kirkland Roadway Pre-Approved Plans[8]

Wide	Greater than 5 feet in width.
Adequate	Approximately 5 feet in width.
Narrow	Less than 5 feet in width.

Bicycle Level of Traffic Stress (BLTS) is defined based on the Washington Department of Transportation's definitions and Level of Traffic Stress fact sheet.[9, 10]

Table 18. Bicycle Level of Traffic Stress Definitions

Bicycle Level of Stress 1 (BLTS 1) Definition: Suitable for all ages and abilities; children could walk or bike here independently. Separated and/or barrier protected.
Bicycle Level of Stress 2 (BLTS 2) Definition: Comfortable for most adults, including most adults experiencing disabilities. Some separation, no barrier.
Bicycle Level of Stress 3 (BLTS 3) Definition: Tolerable for enthusiastic and/or confident adults. Little space, no separation.
Bicycle Level of Stress 4 (BLTS 4) Definition: Only used by highly confident people, or those with no alternative. No dedicated space, no separation.

See the following page for BLTS criteria.

DRAFT

[8] https://www.kirklandwa.gov/Government/Departments/Development-Services-Center/Tools-and-Resources/Pre-Approved-Plans/Roadway-Pre-Approved-Plans
[9] https://wsdot.wa.gov/sites/default/files/2024-07/LTS%20Level%20of%20Traffic%20Stress%20Flyer_0.pdf
[10] https://wsdot.wa.gov/sites/default/files/2022-06/DesignBulletin2022-01.pdf

Table 19. Bicycle Level of Traffic Stress Criteria - Bike Lane Without Separation From Traffic

Bike Lane without Separation from Traffic (paint stripe or buffer < 2 feet wide)					
Bike Lanes are greater than or equal to 7 feet (allows for 5 ft lane plus 2 ft buffer)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	2	3
	751 – 1,500	1	1	2	3
	1,501 – 3,000	1	1	2	3
	3,000 +	2	2	2	3
2 thru lanes per direction	0 – 7,000	2	2	2	3
	> 7,000	2	2	3	3
3 + thru lanes per direction	Any ADT	3	3	3	4
Bike Lanes are less than 7 feet (must be 5 ft or greater to be within standard)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	2	2	4
	751 – 1,500	1	2	2	4
	1,501 – 3,000	1	2	2	4
	3,000 +	2	2	2	4
2 thru lanes per direction	0 – 7,000	2	2	3	4
	> 7,000	3	3	3	4
3 + thru lanes per direction	Any ADT	3	3	4	4

DRAFT

Table 20. Bicycle Level of Traffic Stress Bike Lane With Separation From Traffic

Bike Lane with Separation from Traffic (buffer 2 feet wide or greater)					
Protected Bicycle Lane (parking or robust vertical barrier separation)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	1	2
	751 – 1,500	1	1	1	2
	1,501 – 3,000	1	1	1	2
	3,000 +	2	2	2	2
2 thru lanes per direction	0 – 7,000	2	2	2	2
	> 7,000	2	2	2	2
3 + thru lanes per direction	Any ADT	2	2	2	2
Vertically Delineated Bicycle Lane (Buffered bike lane with flexible delineator/candlestick)					
Lanes	**ADT**	**Existing Posted Speeds**			
		20 mph	25 mph	30 mph	35 mph
1 thru lane per direction or 1 lane one-way street	0 – 750	1	1	2	2
	751 – 1,500	1	1	2	2
	1,501 – 3,000	1	1	2	2
	3,000 +	2	2	2	3
2 thru lanes per direction	0 – 7,000	2	2	2	3
	> 7,000	2	2	3	3
3 + thru lanes per direction	Any ADT	2	2	3	3

DRAFT

Table 21. Parking Availability is determined based on following criteria

High	Parking exists at least on one side of the road with or without parking time limits.
Not High	No on-street parking or no parking activity is present or permitted.

Table 22. Crash Rate Categories

High	Highest 1/3 of all study segments based on crash rate.
Medium	Middle 1/3 of all study segments based on crash rate.
Low	Lowest 1/3 of all study segments based on crash rate.

Crash rate quantifies the frequency of traffic crashes relative to a specific measure of exposure, such as traffic volume or distance traveled. This allows for meaningful comparisons between different roadways or segments, regardless of their size or traffic levels. The crash rate will be calculated as follows:

$$R = \frac{100{,}000{,}000\ x\ C}{365 \text{ x N x V x L}}$$

Table 23. Crash Rate Variable Terms

Variable	Definition
R	Crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel (VMT)
C	Total number of crashes in the study period
N	Number of years of data
V	Number of vehicles per day (both directions)
L	Length of the roadway segment in miles

DRAFT

STEP 2 ENGINEER'S RECOMMENDED SPEED LIMIT

The Suggested Posted Speed Limit, as determined from the above process, should be compared to the Target Speed ranges shown in Table 24 below. Then, engineering judgement should be applied to ensure proper application given several real-world factors.

TARGET OPERATING SPEEDS

The target speed is the highest speed at which vehicles should operate on a throughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a desirable environment for pedestrians, bicycles and public transit users.11 NCHRP Research Report 855 provides additional information on target speeds.[12]

Table 24. Target Speeds by Roadway type and context

	Roadway Context		
Roadway Type / Classification	**Transit Oriented Development / Center Mixed Use**	**Community Mixed Use**	**Residential / Industrial**
Principal Arterial	25 – 30	30 – 35	30 – 35
Minor Arterial	25 – 30	25 – 35	30 – 35
Collector Street	25 – 30	25 – 30	25 – 35

If the suggested speed limit does not fit within the suggested target speed ranges, first confirm calculations and then identify potential reasons for the difference. The engineer should identify any unique characteristics along the segment and consult traffic safety and operations resources related to speed limit setting (e.g., NCHRP Report 966, FHWA Office of Safety publications, established industry experts), to determine the Engineer's Recommended Speed Limit.

DRAFT

[11] https://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/design.pdf
[12] https://nap.nationalacademies.org/catalog/24775/an-expanded-functional-classification-system-for-highways-and-streets

ENGINEERING JUDGEMENT

Following the determination of the recommended speed limit for a given roadway segment, apply engineering judgement considering additional factors such as:

- Continuity of speed limits across adjacent roadway segments along the same corridor
- Coordination with neighboring jurisdictions
- Historical community input, complaints, and requests
- Crash risk or injury minimization

Speed limits should be assigned to roadway segments that are reasonably uniform in roadway characteristics, context, and type. When a change to one of these variables occurs, a new roadway segment should be defined. For example, changes to the number of lanes or roadway context (Transit Oriented Development/Center Mixed Use, Community Mixed Use, and Residential) necessitate a new segment. Keep segment lengths reasonable for driver's expectations and for sign maintenance operations. Changing speed limits too often can be confusing for road users, onerous to maintain records of each change, and burdensome for maintaining the signs themselves.

Regulatory speed limits should not be adjusted due to isolated speed-related concerns, such as horizontal curves; these should be addressed with the use of standard MUTCD approved warning treatments (e.g., a posted advisory speed or curve warning signs). Each case should be reviewed and determined with engineering investigation.

When addressing posted speed limits near city boundaries, coordinate with the neighboring jurisdiction. Engineering staff should contact the appropriate representative to notify them of the study and discuss potential coordination needs on a shared corridor.

SETTING SPEED LIMITS ON NEW ROADWAYS

When looking to establish posted speed limits on new collector or arterial roadways, the Target Speed (Table 24) can be used to determine an initial posted speed limit for newly constructed roadways. In alignment with the City's Vision Zero goals, the lowest speed should be used as a starting point. Higher speeds within the range may be used with justification. Other factors to consider when selecting Target Speeds for a new roadway:

- Pedestrian and Bicycle Facilities (Refer to Table 6 - Table 10)
- Anticipated Pedestrian and Bicycle Activity Levels (Refer to Table 6 - Table 10)
- Presence of On-Street Parking (Refer to Table 11).

DRAFT

STEP 3 SECURE COUNCIL APPROVAL

The final recommendation for a posted speed limit should be based on the procedures established in this document and the application of engineering judgement. At a given location, factors outside the data elements (variables) used in this procedure may be appropriate to include to help establish the most appropriate posted speed limit. Engineering judgement is often required to determine the Recommended Posted Speed Limit. Posted speed limits are approved through City Council adoption of a resolution as the City's legislative body.

Once the speed limit is physically posted on signage, then it becomes enforceable.

GLOSSARY

Below is a list of relevant terms to understand the policy and process for the evaluation of appropriate posted speed limits.

Table 25. List of Relevant Speed-Related Definitions

Term	Definition
50th Percentile Speed	The speed at which 50% of motor vehicle drivers travel at or below. Often referred to as the "Median Speed".
85th Percentile Speed	The speed at which 85% of motor vehicle drivers travel at or below.
Average Speed	The summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.[13]
Posted Speed	The maximum speed a driver is legally permitted to travel along a roadway. This numeric speed limit value is displayed on regulatory speed limit signs.
Operating Speed	The speed at which motor vehicles generally travel on that road.
Recommended Speed Limit	Speed limit based on both the Speed Limit Setting Tool and engineering experience and judgment.
Roadway Functional Classification	The categorization of roads is based on the type of service they provide within the overall transportation network. It reflects the balance between mobility (efficient movement of vehicles) and access to land uses (connecting to homes, businesses, and other destinations). For Kirkland's roadway functional classifications, refer to the 2024 Transportation Strategic Plan[14], Figure 3-11.

[13] https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf
[14] https://www.kirklandwa.gov/Government/Departments/Public-Works-Department/Transportation/Plans-and-Studies-Transportation-Division/Transportation-Strategic-Plan

DRAFT

Term	Definition
Roadway Context	The land uses adjacent to a roadway that influences geometric design practices in terms of desired operating speeds, mobility/access demands, and user groups.
Roadway Characteristics	The physical and operational features of a road that influences how it functions and how vehicles and pedestrians interact. Features include, but are not limited to, lane width, shoulder width, number of lanes, median type, horizontal and vertical alignment, traffic volumes, and access points.
Speed Limit Setting Group	Roadway group categorization based upon roadway functional classification (e.g., principal arterial, minor arterial collector streets and local streets) and roadway context (e.g., Transit Oriented Development/Center Mixed Use, Community Mixed Use, Residential), forming the basis for assessing appropriate speeds.
Speed Limit Setting Group reference: Closest 50th Percentile (**C50**)	The 50th percentile speed rounded to the nearest 5-mph increment.
Speed Limit Setting Group reference: Closest 85th Percentile (**C85**)	The 85th percentile speed rounded to the nearest 5-mph increment.
Speed Limit Setting Group reference: Rounded Down 50th Percentile (**RD50**)	The 50th percentile speed rounded down to the nearest 5-mph increment.
Speed Limit Setting Group reference: Rounded Down 85th Percentile (**RD85**)	The 85th percentile speed rounded down to the nearest 5-mph increment.
Target Speed	The target speed is the highest speed at which vehicles should operate on a throughfare in a specific context, consistent with the level of multimodal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a desirable environment for pedestrians, bicycles and public transit users
Tool Output Speed or Suggested Speed	Speed limit determined by the Kirkland Speed Limit Setting Tool's decision matrix (based on data inputs).

DRAFT