

## Bicycle problems through 8/2/07

Answers to the question: **Where are the most problematic locations for biking in Kirkland? Be as specific as possible.**

(this list includes some additions from the "other concerns" answers)

### Crossing I-405 (26)

1. Crossing 405 at: 70th and 116th
2. Getting across I405 is generally a problem.
3. Crossing I-405 is absolutely unsafe at NE 70th and NE 85th. NE 116th and NE 124th may be better when all the construction is finished.
4. 116th going under 405 - even before construction started the road surface was terrible. Now I get flats there on a regular basis (weekly).
5. 116th and 85th and 74th where they cross 405.
6. Getting across 405 at 85th St (east to west)
7. Across 405 on 70th st - bike lanes are on both sides of the fwy but do not connect up. 70th is the best route to Redmond
8. 70th bridge over 405 (no shoulder and westbound has a rough edge);
9. as is 116th street where it goes under I405.
10. At freeway intersections, where there are no bike lanes and priority is clearly fast moving autos, i.e. NE 85th, NE 124th
11. Crossing 405 at 116th & 124th is bad. I like to bike over the 100th street bridge but then have to cross back over the freeway to get to Fred Meyer
12. Crossing I-405 at 85th, 116th, and 124th Streets
13. Crossing I-405. There are few places to cross safely, and those that don't have bike routes on either side.
14. Crossing over/under 405 in pretty much every location (except new overpass on NE 128th).
15. Getting under 405 along 85th St
16. I don't have a specific problematic location since my main concern about bicycling through Kirkland is that I'm not aware of any good East-West corridors within a couple of miles of 124th St.
17. interstate crossings.
18. n.e. 124 the street across I 405
19. NE85th/908 , especially crossing I405.
20. The area on 70th/Old Remond Rd where the freeway on-ramps are located. There is no bike lane, and drivers are generally less 'nice' in this zone, if you know what I mean
21. The bridge on 68th over 405 heading west - very narrow and there is a pothole / lip in the right hand side.
22. The bridge over I-5 at 124th!! It is so dangerous because of debris on the roadway, on-ramps and off-ramps, cranky drivers.

23. The pedestrian overpasses at 100th, 80th and 60th are great but could really use one or two further north
24. The underpass on NE 116th St under I-405 - The pavement is rough w/ potholes and there is no bike lane (bike lane on 116th eastbound ends at 120th Ave)
25. There's no good way to get over/under 405 in my area. The two most logical options for me would be at NE 124th or NE 116th. Both of those are pretty scary though. And this is coming from a guy that's willing to play in traffic in downtown Seattle. There are other options but they are out of my way during my commute.
26. Trying to get from the east side of 405 to the west side of 405.

#### Lake Street and or Downtown (41)

1. There need to be more painted bike lanes on the main routes - mostly through downtown. The right turn on Lk Wash where there is no stop for right turning traffic usually results in cars cutting it tight there.
2. Lake Washington Blvd in downtown Kirkland. There is no room between driving lane and parked cars. Please consider the use of "sharrows".
3. Wider lanes along Lk Washington Blvd
4. Address Lake Street congestion/dangers caused by allowing cars to park on street bt Fish Cafe and Triple J - slows traffic, makes coexist of bikes/cars tough and drivers do not check for bikers while parking/opening doors
5. Downtown Kirkland on Central Ave./Lake St.. Lake Washington Blvd - the bike lane is nice, but dangerous because of the ability of cars to park and regularly open doors w/o looking.
6. Lake Street is narrow and shoulder is filled with cars. No place for bikes to ride safely there except in the lane.
7. Lake Washington Boulevard (between downtown Kirkland and NE 60th Street) Vehicles parked along this road often open their doors or leave their doors open when cyclists are passing by. Warning signs might help to warn drivers to be careful when opening doors
8. No bikelanes through downtown (Kirkland Ave, 85th Ave, 3rd St., Lake St.)
9. Lake Wa Blvd through downtown - tight, alot of congestion with cars, cyclists, and walkers
10. Downtown-Lake St/Lk Wa Blvd/Central-is not for the faint of heart when there is any sort of traffic.
11. Lake St/ Lake Wa Blvd. - From 85th St to about Carillon Pt road is narrow and there is danger from parked cars opening doors. Yet this is part of the official bike route around the lake.
12. Along Lake Washington Blvd the combination of Bike Lane and Parking Lane can be dangerous when folks open the doors of their cars or step from between cars.
13. Also, I commute home from S. Kirkland P&R to Juanita and hate going along Lake Washington Boulevard as you get near downtown Kirkland and have cars parked in the bike lane. I hate having to worry about car doors opening on me.
14. Another problem area is lake street near downtown. It can be dangerous riding along all the parked cars because door open into the bike lane.
15. At the intersection of Market Street and NE 85th Street
16. cars opening doors on Lake street along the water.

17. Downtown - When street parking starts on Lake Washington Blvd. there are many times when cars block any type of bike lane and bikers need to ride in the street
18. Downtown along Central and Lake St
19. Downtown and along Lake Street
20. Downtown because not much space for cars when people park on the road, so dangerous for bikers.
21. Downtown Kirkland... traffic is terrible and there are no bike lanes. Always afraid I am going to get hit.
22. Downtown, although as it becomes more congested, it actually becomes better for bikes, if worse for cars.
23. Downtown, car drivers are not paying attention.
24. Downtown.
25. DT Kirkland
26. Finally I think the very popular waterfront route should be marked and signed for bicycles and more emphasis placed on riding and walking down there than driving.
27. Inconsistency of bike lanes - there is a lane, then it's gone, such as from 520 north to downtown, ending soon after Carillon Point.
28. It is extremely dangerous to bike on Lake Street - parked cars, limited space -
29. Lake Street / Lake Washington Blvd where cars are parked on the streets near the beaches. Parking cars don't look for bikes and parked cars open their doors without looking for oncoming bikes. Because you don't have a bike lane we are forced to ride in the street to avoid the parked cars who open their doors. Which then leaves us in danger of frustrated drivers who swoosh by honking their horns.
30. Lake Street from Central Way to Houghton, where the bike lane begins.
31. Lake Wash Blvd is narrow and could use a designated bike lane. Also, at the light where Lk Wash Blvd turns toward the West (when riding north) a left turning bike lane would be helpful to avoid confusion with cars in an already congested area.
32. Lake Washington Blvd in downtown Kirkland. There is no room between driving lanes and parked cars. Please consider the use of "sharrows".
33. Lake Washington Blvd. Not enough signage indicating that it's a shared road. Two - even w/ the bike paths it's not safe enough to consider commuting w/ kids in trailers, etc.
34. Lk Washington Blvd from downtown to Carillon Pt - lots of traffic, parked vehicles, bikes, and no bike lane.
35. LW Blvd. from Carillon Point to downtown Kirkland. No bike lane. Heavy Traffic.
36. On Lake Washington Blvd between Central and Carillon Point. The meaning of the white stripe is confusing. As a biker I would like to be to the right of it. However, when cars are parked there (which is often) I need to be to the left of it to avoid being doored (several near misses). Some drivers assume I should be to the right of the stripe no matter what. Kirkland should think about "Sharrows" along this stretch to educate the small minority of drivers who think I shouldn't be on the street with my bike at all. (I would like to add that this isn't a problem with the vast majority of drivers, who are courteous and obviously concerned with safety in general and my safety in specific)
37. Second, heading north on Lk Wash Blvd, there are many parked cars on the shoulder whose doors open into the bike lane. I have almost been hit twice as drivers open their

door (they had been sitting in their car; I did not see them park nor did I see anyone in the car). Additional room and more signage would be helpful.

38. There aren't many safe biking areas to get through or around the City of Kirkland. an example would be to the library to marina park.
39. traffic backup during afternoon rush hour at Kirkland Ave & Lake Street.
40. Traveling through downtown...dangerous.
41. Consider making the Lake Street (bt Fish Cafe and Triple J cafe) a non street parking area - would ease traffic congestion too. Better still, make it a pedestrian/biker zone only - encourage more foot traffic, space for restaurants to expand outside - makes it a more socially friendly environemtn

#### Lake Washington Boulevard at Carillon Point (4)

1. Portland has "blue lanes" that help warn motorists that cyclist will be crossing a dangerous intersection. A good candidate would be the bike lane heading north in front of Carillon Point where LWB splits.
2. AND the right turn lane with the bike path that crosses it to stay on lake street at carilon point is VERY DANGEROUS – cars often don't allow bikes to cross.
3. I sometimes have trouble going northbound on Lake Washington Blvd where it splits with Lake view because of car traffic
4. Traveling north on LWB where Lakeview veers off to the right can be hairy

#### Lake Washington Blvd (6)

1. bike trail along lake wa blvd
2. Convince the city of Bellevue to extend the bike lanes from Lake Washington through to Bellevue Way
3. Also along the water front on Lake Washington Blvd.
4. Lake Washington blvd has a good bike lane but there is too much traffic and parked vehicles as well as usually very windy which is why 108 should be more bike assessable to avoid lake Washington blvd and to give more access to people living on 108th.
5. Bellevue Way to Lake Washington, needs place for commuter bikes.
6. Bike Lane on Lake Washington Blvd should NOT end at NE 38th Pl, but should continue all the way to SR520 and further south.

#### Market Street (2)

1. Lake Washington Blvd, Market, Juanita Drive. Too busy for kids.
2. Not sure what can be done about it, but the descent down Market into Kirkland is very hazardous. Cyclists are descending at 25+ mph, with lots of parked cars to "cardoor" the riders, and drivers trying to get into traffic, not watching for cyclists.

#### 6th Street (5)

1. Coming down the hill from Houghton on 6th (? not sure of the street there) toward library/four-way stop.

2. From Norkirk to Houghton south across downtown. need to improve bike lane on 6th street to make it continuous
3. On 108th again between the 7/11 at 68th and the stop sign down town where there is construction right now is kinda awkward because there isn't any markings just a center line. I have also flatted twice going down the hill on 108th between the stop sign at Kirkland way and Central way. meaning that the pavement is really rough and not good for cyclist and there is very little room for bikes but i have to go through that section to get to crestwoods and friends houses.
4. 108th Avenue, the lane is there then it isn't, then it is, then it disappears altogether
5. Through Houghton.

#### 98th/100th from NE 116th to City limits (32)

1. NE 100th Ave from NE 116th St to north City Limits - accomodation for bikes just end for continuing north.
2. Have been almost hit several times along Lk wa Blvd and in Juanita. Bike lane ends for several blocks around 132nd and 100th.
3. I have been hit twice on 100th Ave NE this area needs bike lanes and police enforcement to make it safe.
4. Connect bike routes by maintaining consistent bike lanes. 100th Ave NE to Market St is a good example of the patchy bikelanes. Coming south from the Sammamish River trail along Waynita Way to 100th, the bikelanes start and stop. Bike lane on 100 Ave NE between NE 140th (?) and NE 132nd.
5. Also going north through Juanita because there is no bike lane and the pavement has been chewed up by the buses.
6. 100 Ave NE north of Ne Juanita Drive to bike trail. This is a lot less hilly and faster than up and down Juanita Drive for an hour and a half one way trip from/to Seattle.
7. 100th Ave (north of 116th St)
8. 100th Ave from 116th to Simonds road - this is a regional connection issue.
9. 100th ave NE
10. 100th Ave NE from NE 116th ST to NE 132nd ST, not enough room on shoulders, both directions
11. 100th Ave NE from NE 132nd St to NE 116 St needs bike lanes for safety. Have been told for the last 7 years that this would be done not yet.
12. 100th Ave NE northbound from NE 116th street all the way to Simons Road. No bike lane. Heavy traffic.
13. 100th Ave north of NE 124th St
14. 100th Ave where no bike lane exists
15. 100th aven, north of Ne 116th
16. 100th Avenue NE north of NE 116th Avenue
17. 100th going north has no cycling lanes and is wide enough (it seems) but traffic moves fairly fast and the cyclist sharing the road is more vulnerable to accidents.
18. 98th Ave NE/ NE 120th Pl/ 100th Ave - This is a major bicycle thoroughfare but there are no bikelanes between NE 116th St & NE 132nd Ave (except briefly southbound near NE 116th St)

19. 98th & 110th Avenue NE, from Columbia Athletic Club to NE 137th.
20. 98th (past 116th) to 100th stretch. This is part of a natural route and it has bicycle lanes for much of the way and then this horrible stretch with no practical route around it.
21. 98th/100th Ave NE north of about 116th
22. A bike lane on 100th Ave NE would be welcomed & improve safety of cyclists riding there (sidewalk ramps don't allow for comfortable rides).
23. also, crossing 132nd Ave NE @ NE 100th St; mornings are ok, but afternoons are very busy
24. between 132nd and 116th on 100th before getting to the wildlife park area in Juanita.
25. Between NE 140th St and NE 124th St on 100th Ave NE
26. From Siemons road into downtown Kirkland
27. Going from Downtown Kirkland to Burke Gilman
28. Going north up 98th and 100th is scary since there's no bike lane. The same goes for NE 124th East of 100th NE. No bike lane and cars going 40mph. I'll only do it very early in the morning when it's quiet. Otherwise it's the sidewalk.
29. It would also be nice to have bike lanes along 100th between NE 124th St. and NE 132nd St., especially on the east side of the street.
30. Main arterials without bike lanes: NE 124th St, 100th Ave.
31. North on 98th from NE 116th to NE 132nd - no bike lane.
32. The 100th Ave and 132nd intersection can be difficult to negotiate when traffic is busy

#### 116th NE Ave (12)

1. On 116th between 70th (past transfer station) and into Bellevue is the only stretch of road where going into Bellevue is an improvement for bikes. This is astounding since Bellevue is the worst place to bike, well except maybe someplace like the 520 bridge.
2. 116th Ave near Bridle trails needs repaving.
3. 116th Ave NE - In Bellevue there are nice bikelanes that end at the Kirkland border. Between the border and about 65th St there is no shoulder. (More important to have bikelanes heading uphill.)
4. 116th Ave NE in the Bridle Trails neighborhood. The Bellevue end of 116th has a wonderful bike and walking lane. As soon as you get to the Kirkland end it stops. There is hardly even a shoulder
5. 116th Ave. N.E
6. 116th Ave. N.E. has only partial bike lanes in the vicinity of Bridle Trails Park. The high speed traffic is an invitation for disaster for the cyclist.
7. 116th Ave., south of the Houghton Park&Ride: little shoulder, fast cars. Once you hit the Bellevue city line it improves drastically; a bit of a black eye for Kirkland.
8. 116th Avenue by Bridle Trails park
9. 116th from 70th street to Bellevue there is not bike lane despite this being a natural connection between transit and bike paths on 520.
10. lack of coordination with Bellevue - the Bellevue bike route on 116th is great and just ends when you get to Kirkland

11. Along bike path on 116th near Bridal Trails...path just ends with no shoulder at Kirkland city border. It is a direct commute route to Bellevue
12. For me, it's on my commute. Kirkland has not continued Bellevue's bike lane on 116th from the Bellevue city limits to 70th.

#### 124th Avenue (4)

1. 124th Ave.
2. No bikelane on n/s 132nd or 124th
3. 124th Avenue and around Totem Lake Mall;
4. No good route to Joe's Sporting Goods from Slater & NE 116

#### NE 85th Street Central Way (28)

1. No bike lane on 85th St or Juanita Way
2. I wouldn't want to bike on 85th - no shoulder and those freeway exits are tough to cross.
3. 85th street
4. Westbound on Ne 85th from Redmond to Kirkland is difficult and dangerous!
5. 85th St - 2 lane, high speed with no provision for bikes AT ALL – getting to Redmond is problem
6. 85th and 124th streets have almost no bike lanes, almost no shoulders, lots of traffic at higher speeds. These are dangerous streets for both bikers and walkers, but they are some the major transportation routes.
7. 85th from Redmond to Kirkland.
8. 85th is bad, but there are so many alternatives to it that it doesn't really matter.
9. 85th St
10. 85th street, biker forced to invade driving lanes
11. 85th Street/Central Way should be improved with bicycle lane
12. 85th/Centra
13. All of 85th.
14. Central Avenue, especially when trying to get to the Market Street bike lane
15. central way and 85th street all the way between redmond and downtown kirkland.  
Especially on central way, you have built curb bulbs that help pedestrians but push bikes out into the lanes with the cars, this increases car, bike conflict.
16. Central Way. No bike lane. Heavy Traffic.
17. Connections between downtown and NE 85th area
18. Continue the bike lane on Lk Wash Blvd farther north and south
19. It is very difficult to get from North Rose Hill to the Redmond Valley. There is not a single trail available in between NE 85th Street and NE 124th Street that connects to the redmond valley, there are lots of steep dirt paths though . So in order to get down the hill you need to go to one of these 2 arterials or walk through the woods west of Willows Road.
20. NE 85 Ave. over Rose Hill,
21. NE 85th from Lake Washington Blvd (downtown Kirkland) to I-405 (and further east) needs a bike lane in the uphill direction.
22. NE85th/908 , especially crossing I405.
23. nor is 85th(from Totem lake to Juanita, or Rose Hill to Downtown)

24. redmond way/85th st. traffic is not very respectful of bikers.
25. Rose Hill & 85th into Redmond (Redmond Way).
26. Rose Hill: 85th street is a kill zone for bikes, all the way to Redmond. Perhaps a bike lane on the sidewalk?
27. The most problematic areas in Kirkland are from the Sammamish River bike trail to the Totem Lake area (NE 124th St is too dangerous to bike), as is NE 85th. There aren't any good alternatives.
28. Traffic on 85th/Central Way entering downtown and no existing bike lanes there.

#### NE 70th Street (4)

1. NE 70th into Redmond.
2. Coming down 70th (?) from 405 toward Houghton - I've had three separate times when cars cut the bike lane and cut me off, including knocking me into the curb
3. Cycling downhill (West) on NE 68th over 405 and towards 6th St S is dangerous because the bike lane disappears.
4. N.E. 70th from 116th Ave. N.E. to 108th Ave. N.E.

#### NE 100th Street and Pedestrian bridge (6)

1. I'd also like another way to get to Kirkland from Willows road. Right now it's either going up and over Old Redmond road or taking NE 124th. I've explored several of the unmaintained dirt trails between Willows road and 132nd NE. I found them using Google Earth but they don't really work that well. Unridable.
2. Prohibit cars from parking in bike lanes on NE 100th Street (124th Ave NE to Slater Ave NE). Put a bike lane on both sides of the street. Place a physical barricade at the end of the sidewalk coming off of the NE 100th Street bridge to prevent people on bikes from going at full speed from the walkway into the intersection.
1. It would be great to be able to connect to the Sammamish River Trail without having to use a car to carry my bike down there. But the connections between Kirkland and Redmond are really bad - steep hills on busy arterials (85th or 124th). Better connectivity between "areas". In many cases, biking would be a very short trip (possibly removing the need to take the car), but try to bike from let's say Slater and 100th down to Willows Road. You are forced down on either 124th Street or Redmond Way. Both horrible for bikers. An "middle of the road" trail down the hill would be perfect. Could connect to any of the office campuses along Willows.
2. any way to open up the 100th st over pass ramp to cyclists? maybe an opening that would allow bikes to pass, but not vehicles
3. The "bat" bridge at 100th is helpful, but I don't think many people know about it.
4. 100th St Overpass—Open gate at bottom of street ramp just with sufficient space to allow passage of a bicycle. Making a 180 degree turn is difficult on the sidewalk ramp.
5. 100th street ped bridge is very poorly designed for bicycles – please take bikes into consideration in design
6. Need to work with Redmond to complete the Ne 100th Street corridor. Need connections off the 100th street corridor to take you into downtown

#### NE 116th Street (4)

1. 116th is not very bicycle friendly
2. NE 116th Street has a killer hill and currently is a mess going under the freeway.
3. The underpass on NE 116th St under I-405 - The pavement is rough w/ potholes and there is no bike lane (bike lane on 116th eastbound ends at 120th Ave)
4. Totem Lake - connect bike lane on Slater across the freeway on 116th to Forbes Ck Drive

#### NE 124th St (21)

1. Bike lane on 124th,
2. 124th street can be challenging due to traffic.
3. Coming up NE 124th from 100th, past QFC, over the highway - there is no bike lane, the sidewalks are often occupied by residents' trash cans, there is no sidewalk at all from Wendy's all the way down to the other side of 124th NE., yet it's a direct route to the Sammamish River Trail.
4. Debris in the bike lane on 124th in Totem Lake heading westbound
5. NE 124th Street has heavy & fast traffic.
6. 124th St. west of Slater. You come off the Sammamish river trail onto a bike lane, which suddenly ends and you are riding on a busy street with no shoulder, railroad tracks, and a highway entrance. It's a sudden transition from nice, safe riding to horribly dangerous.
7. 124th Street from Redmond/Woodinville into North Kirkland (Totem Lake)
8. No good route to Joe's Sporting Goods from Slater & NE 116
9. Transit in any direction through the 124th Ave NE/NE 124th St area
10. 85th and 124th streets have almost no bike lanes, almost no shoulders, lots of traffic at higher speeds. These are dangerous streets for both bikers and walkers, but they are some of the major transportation routes.
11. Getting from Juanita to the Burke-Gillman trail is very difficult and dangerous (try riding down 24th Street). A connection to that trail would be a great idea.
12. Going north up 98th and 100th is scary since there's no bike lane. The same goes for NE 124th East of 100th NE. No bike lane and cars going 40mph. I'll only do it very early in the morning when it's quiet. Otherwise it's the sidewalk.
13. It is very difficult to get from North Rose Hill to the Redmond Valley. There is not a single trail available in between NE 85th Street and NE 124th Street that connects to the Redmond Valley, there are lots of steep dirt paths though. So in order to get down the hill you need to go to one of these 2 arterials or walk through the woods west of Willows Road.
14. Main arterials without bike lanes: NE 124th St, 100th Ave.
15. NE 124th - this is another canyon, in that there is a nice bicycle lane all the way up to 132nd and then ends. It's fine if you want to go North or South but not if you are heading west. Bicycle lanes should extend all the way on 124th down to 100th. Additionally down Totem Lake Blvd as well.
16. NE 124th Street does not feel very safe to cycle on in PM traffic. The motorists on this road are very aggressive and tend to speed and pass closely to cyclists.
17. NE 124th Street east of 100th Avenue NE.

18. Need bike lanes on NE 124th St., especially coming up the hill from 100th, heading east!!!
19. The most problematic areas in Kirkland are from the Sammamish River bike trail to the Totem Lake area (NE 124th St is too dangerous to bike), as is NE 85th. There aren't any good alternatives.
20. There is not a safe bike path from the Willows road area up into Kirkland. Very tough for commuters and recreational cyclist alike!
21. Totem Lake (NE 124th Street/124th Avenue)

#### NE 132nd Street (5)

1. I wish that we could make the bike lane bigger as you approach 100 ave NE heading Westbound on NE 132nd Street.
2. NE 132nd Street(not really in Kirkland - but maybe soon with annexation) has been reduced in width by the county in certain areas and has fast and sometime heavy traffic.
3. 132nd heading east also has a very narrow shoulder on a good downhill.
4. NE 132nd Ave NE from NE 100th Ave to east of 124th Ave NE - along much of this corridor what used to be nice wide bike lanes have become substandard bike lanes.
5. Similar situation at westbound NE132nd, approaching 100th Ave NE (just not downhill).

#### Intersection of NE 116th/98th Ave NE (7)

1. When heading southbound on 98th Ave from NE 116th St I like to cut across the bridge in Juanita Bay Park. The curb there needs an entrance further north so it's easier to exit the street without stopping. (There is no bikelane from the intersection southbound which seems to piss off the cars.)
2. Improve the intersection at Juanita Village, 116th, 98th, Market, Juanita Dr. Many bikes go left at the light from Market to Juanita Dr and it's difficult to fight all the traffic
3. The corner of 116th and 98th in Juanita.
4. The corner of Juanita Drive and 100th Ave (Michael's/Pony Express corner). There is no bike lane at that corner going north or south.
5. The curb lane is very narrow along 98th as you head north next to the Columbia Athletic Club
6. Where the bike lane ends northbound on market street. Right at the intersection of NE 116th and 98th NE near Wallgreens in Juanita. The bike lane suddenly ends, the road narrows and you're thrust into traffic. I was almost run over by a bus there.
7. Where westbound NE116th crosses 98th Ave NE, the bike lane goes away & is replaced by a right-turn only lane. This is on a downhill (harder for cyclists to come to a quick stop), and where a street enters from the North (100th Ave NE) & cars pull out without looking for bikes.

#### Juanita Drive (7)

1. Big Finn Hill, up Sahalee Way: I get lost every time, trying to get over to Juanita Drive in a sensible way without too many hills! :-)

2. I mostly bike on Juanita Drive and the only problem I face there are drivers exceeding the speed limit, using the bike lane to pass left-turning drivers on the right, and driving in the bike lane/shoulder while using cell phones, etc.
3. In my bike commute over Juanita hill (from the Burke Gilman in Kenmore), during peak driving times, the shoulder is not wide in some areas and consequently, cars get very close to bikes. Heading towards Kenmore on Juanita Drive, there are some blind spots and places where the surface of the shoulder is rather bumpy and bicyclists are forced to ride in the street more than the passing cars would like.
4. Juanita Drive from 100th to Kenmore
5. Juanita Drive on the north side leading to Kenmore (not sure if this is Kirkland?) No bike lane. Heavy Traffic. Also Juanita Drive heading south downhill. No bike lane. Heavy Traffic.
6. Juanita Drive,
7. Lake Washington Blvd, Market, Juanita Drive. Too busy for kids.

#### Northrup Way/SR 520/Points Dr (11)

1. Bicycle lane disappears on lake washington blvd before 520 - cars are always right up to the curb and it is not very safe
2. NE Points Drive (between Lake Washington Boulevard and 92nd Avenue NE) The road leading west to Yarrow Point and Hunts Point is closed off to motorists using a "NO THRU TRAFFIC" sign. This road does allow pedestrian and cyclists to go thru and is used often by cyclists to reach Yarrow Point and Evergreen Point freeway bus stations to cross Lake Washington. This sign should be supplemented with a plaque reading "EXCEPT PEDESTRIANS AND BICYCLES". This supplemental plaque should be 36" X 18".
3. Northrup Way from 108h Ave NE and Lake Washington Blvd NE needs a paint stripe and the pavement is horrible as you make the right turn (heading West to North) onto Lake Washington Blvd NE.
4. around 520
5. I ride the trail along 520 between home in Redmond and work in Kirkland. The trail ends at 124th so I ride Northrup to my office at the Plaza at Yarrow Bay (10230 NE Points Dr.) Northrup has little to no shoulder and quite a bit of traffic. I would love a safer connection between the 520 trail and lake washington blvd.
6. I used to live near Crossroads (I moved to Seattle) and attempted on several occasions to bike to work, at the Plaza at Yarrow Bay, in Kirkland, which took me down Northrup Way. This is probably the most unsafe corridor for biking on the Eastside - downright scary!
7. Need signage at Northrup and Lake Washington Blvd directing bicyclists west on Northrup to access 520 bus stops (Evergreen Pt station)
8. Northrup (no bike lane, yet how are you supposed to get to 520 bikeway?) - especially bad under 405 (guardrail but no shoulder, and around corner);
9. Northrup especially. Just a little wider pavement would make that more safe. I see bike riders on it frequently
10. SR 520 Trail from 124th ending to 118th Av.n.e. link to 116th

11. Would like to see some bike lanes starting on Northrup Way (just about where the 520 bike trail ends) to Lake Wash Blvd. Very busy street without a lot of shoulder to ride on most of the way.

Other specific locations (24)

1. Better access for bikes to the S Kirkland P&R - like a bike entry that doesn't involve going through the parking lot.
2. Better bike connections to Bellevue & Redmond.
3. NE 80th Street, Lake Washington Blvd, any other street where the bike lane is given lower priority than parking of cars
4. Would love more protected connections south to I90, east to the Sammamish River trail, and north to the Burke Gilman
5. Working at microsoft, there's not a very friendly 'overland' route from finn hill to bellevue/redmond. I know I could use the BGT-SRT, but that adds 20 min to the commute time ;) better dedicated north/south routes. esp along 100th ave and through downtown. also, farther east, 132nd ave ne is good but has massive hills. 70th is a good east/west route, but one farther north would also be a welcomed option. 132 is decent, but has a ton of hills. i'm not sure if 124th would be better.
6. A number of the neighborhood connector paths are severely compromised by root growth. However I really like these short connectors and this is something that I think should be increased. The ability to jump between neighborhoods and closed in cul de sacs allows one to safely transverse heavier trafficked areas. Two of these that should be made official and paved is the path between 100th Street South and 9th Ave South and 5th Ave South to 8th Ave S.
7. A bikable connection between South Rose Hill and the north Redmond business area / Sammamish River Trail would be nice to have.
8. East of Market neighborhoods are better but very hilly for kids starting out
9. 116th Avenue NE through the NE 124th Street intersection.
10. 18th St W and 6th Ave W at Market St
11. 112th Ave NE and 116th Ave NE in the Highlands Neighborhood
12. Bike route through downtown between Lk Wash Blvd, State St and 108th Ave on the South to Market St & 85th sts on the north
13. East of market neighborhood - speeding cars through neighborhoods. not enough connect paths.
14. East west routes from northern Kirkland to Woodinville & Redmond.
15. No reasonable route between Redmond & Kirkland. Need better connectivity to Bellevue & Kenmore/Bothell too.
16. Redmond with the Burke Gilman Trail is the best. Kirkland really has no good bike trails or pathways. I usually drive down to Redmond and begin biking from there.
17. that stretch of road starting @ 120th ave NE & NE 112th St, traveling northbound, turning east at NE 116th St, going under bridge. the problematic stretch ends at 124th Ave NE
18. The entire Highlands neighborhood. There are no bike lanes, very few sidewalks.
19. Trying to get from the highlands neighborhood to lake washington high school
20. A lack of bike rack/ bike locker opportunities is one.

21. 120th Ave from 116th to 118th has lots of hazards - I used to commute on this street daily.
22. 132nd Avenue
23. Totem Lake Blvd
24. Another is places where bike lanes abruptly end, such as the one along 108th, which vanishes along a challenging hill with much traffic. is this because it dis into Bellevue and the two communities cannot coordinate?

#### Outside of Kirkland (4)

1. Thus, continuation of the cement barrier that is in place eastbound near the Inglemoor Golf Course, which protects the bike lane/shoulder, would be an excellent safety feature.
2. around outside of bridal trails (I'm not sure if that is Kirkland or Bellview). The dip in 108th and down to the traffic light, i guess thats past the Kirkland border but 108th has a good bike lane that ends through that section and down to the traffic light past the train tracks and the south Kirkland park and ride.
3. Difficulty with 520 lack of bike lanes, maintenance needed to Sammamish River trail near 40acres soccer park, Although not in Kirkland, we need better bike lines on the north side of lake sammamish .
4. taking a right onto willows road from the 124th street going west. I ride the bike trail and get off at 124th . I then turn onto willows road and the side walk/street there has a barrier and I have to veer much more into the street to turn right.

#### Intersections in General (3)

1. intersections (example: 108th/68th) where bike trails end before the intersection
2. All these areas have bike lanes leading up to them but then they dissappear. It is not clear if bikes are not welcome in these intersections or if it is just every man for themselves.
3. Intersections where bike lanes disappear such as 124th Ave. NE and NE 124th St.

#### Street Crossings and crosswalks (3)

1. Crossing 85th street (North to South) at most points
2. 85th st crossings are for pedestrians, not cyclists
3. another problem is the lack of cross walks so a bicyclist can safely cross streets. there should be a light activated cross walk on 6th st near peter kirk elementary school, and there should be more light activated cross walks on market street about 19th avenue for kids going to school at kjhs.

#### Totem Lake (6)

1. There is no good bike corridor to get in and out of the Totem Lake area
2. Totem Lake
3. Totem Lake area in particular is treacherous.
4. No way to travel safely in Totem Lake area
5. Totem Lake area
6. Totem Lake, east and west: little or no shoulder area.

## General (27)

1. I know this may not be useful, but in my opinion anyplace can be bad if the drivers are not courteous and careful. A quiet road with a bike lane can be just as bad as a busy street
2. Pretty much any place there is no Bike lane or sidewalk to ride a bike on. Most cars do not share the road well with bikers
3. lack of bike lanes or wider shoulder stripes (many locations) 3. steep hills, well, good luck with that one!
4. Cars parked in bike lane on many streets.
5. All Over - No bike lanes, can't ride on sidewalks, so much construction.
6. All routes could use more isolation from car traffic...again dangerous.
7. Any two lane road, Bikes should not be allowed on roads where there is not a shoulder or bike lane.
8. Anywhere there aren't actual bike lanes.
9. Anywhere without a designated bike lane
10. around construction - by the performance center and state street which is becoming so incredibly congested since we keep building more and more homes with no consideration for infrastructure.
11. Bike lanes are on heavily used main arterials. How 'bout on some of the lesser (car) used arterials?
12. I don't have a specific problematic location since my main concern about bicycling through Kirkland is that I'm not aware of any good East-West corridors within a couple of miles of 124th St.
13. I don't know of a 15 - 20 mile loop that is safe to ride.
14. I don't really have any problems on the routes I use.
15. I find Kirkland to be fairly safe riding. I don't rely on bikelanes, and I am comfortable riding on the roads. The most problematic locations seem to be anywhere near an SUV driver on their cell phone... There's a lot of them!! think the roads could use more sweeping of the shoulders in many locations. I ride Juanita Drive and 100th ave on my commute to work and I've been riding over the same broken glass for months now.
16. I have not ridden my bike as much as I have walked in part due to the potential inconvenience I see when I am either walking or driving that makes biking more difficult. I would love to see a separate from traffic option along the lake. Maybe I just miss my former commute along the Sammamish River trail.
17. I live in High Woodlands north of Totem lake. There should be complete bike lanes into downtown. Too many existing bke lanes just stop.
18. Keep bike paths clean of glass and debree, 132AVE and 124th AVE.
19. Lack of clearly defined bike lanes.
20. many of the streets are not wide enough, so it is a hazard.
21. Market Street (between 5th Avenue W and Waverly Way) Construction equipment parked in bike lane.
22. My route is pretty good.
23. overall great access to bike lanes!

24. Probably the biggest complaint I have about bike commuting is it takes too long. I really enjoy it and plan to do it forever but it certainly takes me longer than commuting by car. (I can match or beat the bus on my bike usually!) There are a couple pedestrian bridges I could use but they seem out of the way and would add time to my commute. I think that would be the same for any bike commuter. We can justify our commute but we're always trying to shave time off it so going out of our way is annoying. Last, get people off their cell phones while driving. 9 times out of 10 my near collisions involve a yacking driver
25. Riding a bike is unsafe in Kirkland and anywhere except a dedicated bike trail. There is too much traffic and too many distracted drivers.
26. The most problematic locations to bike in Kirkland are heavy traffic areas such as along 85th Street going downtown to the water.
27. Throughout town when the bikelanes get faded. They're mostly repainted now, but a couple of months ago were so faded that it seemed there were no bike lanes

#### Traffic Signals general (3)

1. Traffic signals that do not detect bikes e.g. 100th St at 124th Ave.
2. Lights that do not have the sensor pads for bikes (especially for left hand turns) - 68th and 6th street.
3. Traffic lights don't change for cyclists at Lake Street and Central Way. You have to wait for a car to trigger the light (or just go).

#### New Connections (2)

1. It would be nice to have paved access for the Highlands neighborhood from 111th to Forbes Creek drive or connect 116th - it would enable me to run errands by bike to Totem Lake.
2. A nice bypass of this pretty busy area would be to build a bicycle path behind 126 Pl and Totem Lake. There already is a service path of some sort there and it would be a nice asset to have a path down to the lake and the Totem Lake region with a connector up the Kingsgate neighborhood.

#### Railroad Crossings (6)

3. Also, as I mentioned in the pedestrian survey, there is a railroad crossing on 120th Avenue NE (between NE 116th Street and NE 118th Street) that needs attention for both pedestrian and cyclist issues.
4. crossing railroad tracks on 7th Ave and 6th St S
5. Train tracks across 124th/120th and elsewhere in Totem Lake.
6. I have also asked for years for the railroad tracks to be smoothed over where they go across NE 124th St. (north side of the street, near Rite-Aid).