

Bicycle survey responses 11:30 AM July 20, 2007

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

The bridge over I-5 at 124th!! It is so dangerous because of debris on the roadway, on-ramps and off-ramps, cranky drivers.

Downtown and along Lake Street

It is extremely dangerous to bike on Lake street -- parked cars, limited space -- AND the right turn lane with the bike path that crosses it to stay on lake street at carillon point is VERY DANGEROUS -- cars often don't allow bikes to cross.

around outside of Bridle Trails (I'm not sure if that is Kirkland or Bellview). The dip in 108th and down to the traffic light, I guess that's 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. On 108th again between the 7/11 at 68th and the stop sign downtown where there is construction right now is kinda awkward because there isn't any markings just a center line. I have also flattened 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. 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.

116th Avenue by Bridle Trails park

Central Avenue, especially when trying to get to the Market Street bike lane

108th Avenue, the lane is there then it isn't, then it is, then it disappears altogether
Trying to get from the Highlands neighborhood to Lake Washington High School

Downtown Kirkland... traffic is terrible and there are no bike lanes. Always afraid I am going to get hit.

Crossing I-405 at 85th, 116th, and 124th Streets

East west routes from northern Kirkland to Woodinville & Redmond. 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. NE 124th Street has heavy & fast traffic. NE 116th Street has a killer hill and currently is a mess going under the freeway.

The entire Highlands neighborhood. There are no bike lanes, very few sidewalks.

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.

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. lastly, 68th street between Houghton and Rosehill is unsafe as is 116th street where it goes under I405.

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.

North on 98th from NE 116th to NE 132nd - no bike lane.

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

At freeway intersections, where there are no bike lanes and priority is clearly fast moving autos, i.e. NE 85th, NE 124th.

N.E. 70th from 116th Ave. N.E. to 108th Ave. N.E.

116th Ave. N.E.

Juanita Drive from 100th to Kenmore

LW Blvd from 520 to downtown Kirkland

SR 520 Trail from 124th ending to 118th Av.n.e. link to 116th.

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.

NE 85 Ave. over Rose Hill,

Through Houghton.

116th and 85th and 74th where they cross 405.

cars opening doors on Lake street along the water.

The corner of 116th and 98th in Juanita.

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.

Totem Lake, east and west: little or no shoulder area.

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.

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! :-)

Rose Hill: 85th street is a kill zone for bikes, all the way to Redmond. Perhaps a bike lane on the sidewalk?

116th from 70th street to Bellevue there is not bike lane despite this being a natural connection between transit and bike paths on 520.

Near 520 junction just off Lk Wash Blvd.

100th Ave (north of 116th St)

Totem Lake Blvd

85th St

traffic backup during afternoon rush hour at Kirkland Ave & Lake Street.

Between NE 140th St and NE 124th St on 100th Ave NE

85th street, biker forced to invade driving lanes

Rose Hill & 85th into Redmond (Redmond Way). NE 70th into Redmond. 124th Street from Redmond/Woodinville into North Kirkland (Totem Lake). 132nd Ave. 124th Ave.

I ride the trail along 520 between home in Redmond and work in Kirkland. The trail ends at 124th so I ride Northup to my office at the Plaza at Yarrow Bay (10230 NE Points Dr.) Northup 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.

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.

I ride the trail along 520 between home in Redmond and work in Kirkland. The trail ends at 124th so I ride Northup to my office at the Plaza at Yarrow Bay (10230 NE Points Dr.) Northup 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.

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.

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

also, crossing 132nd Ave NE @ NE 100th St; mornings are ok, but afternoons are very busy 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 Northup Way. This is probably the most unsafe corridor for biking on the Eastside - downright scary!

100th Ave NE northbound from NE 116th street all the way to Simons Road. No bike lane. Heavy traffic.

LW Blvd. from Carillon Point to downtown Kirkland. No bike lane. Heavy Traffic.

Central Way. No bike lane. Heavy Traffic.

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.

Lake Washington Blvd in downtown Kirkland. There is no room between driving lanes and parked cars. Please consider the use of "sharrows".

Need bike lanes on NE 124th St., especially coming up the hill from 100th, heading east!!!

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.

The curb lane is very narrow along 98th as you head north next to the Columbia Athletic Club.

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).

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.

98th & 110th Avenue NE, from Columbia Athletic Club to NE 137th.

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.

n.e. 124 the street across I 405

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.

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.

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.

Inconsistency of bike lanes - there is a lane, then its gone, such as from 520 north to downtown, ending soon after Carillon Point.

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.

100th Ave where no bike lane exists.

100th street ped bridge is very poorly designed for bicycles -- please take bikes into consideration in design

85th Street/Central Way should be improved with bicycle lane

100th Ave north of NE 124th St

Traveling north on LWB where Lakeview veers off to the right can be hairy

Downtown, car drivers are not paying attention.

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
All of 85th.

I don't ride much in Kirkland...See answer to next question below.

From Siemons road into downtown kirkland

85th/Central

Lake Wash Blvd

Downtown because not much space for cars when people park on the road, so dangerous for bikers. 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
around 520

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.

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.

East of market neighborhood - speeding cars through neighborhoods. not enough connect paths.

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.

interstate crossings.

I actually think Kirkland is pretty good. One area, where education and sharrows would help is along Lake Washington Blvd., south of downtown to Carillon. This would be an ideal location for sharrows.

100th Avenue NE north of NE 116th Avenue

NE 124th Street east of 100th Avenue NE.

116th Avenue NE through the NE 124th Street intersection.

Trying to get from the east side of 405 to the west side of 405. 116th is not very bicycle friendly, nor is 85th (from Totem Lake to Juanita, or Rose Hill to Downtown). The "bat" bridge at 100th is helpful, but I don't think many people know about it.

124th Avenue and around Totem Lake Mall; 85th street

Anywhere without a designated bike lane

Don't know

I don't really have any problems on the routes I use.

Traffic on 85th/Central Way entering downtown and no existing bike lanes there. Lake Street is narrow and shoulder is filled with cars. No place for bikes to ride safely there except in the lane.

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.

1. Crossing 85th street (North to South) at most points
2. Getting across 405 at 85th St (east to west)
3. Cars parked in bike lane on many streets.
4. Bellevue Way to Lake Washington, needs place for commuter bikes.

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.

1. traffic signals that do not detect bikes e.g. 100th St at 124th Ave.
2. lack of bike lanes or wider shoulder stripes (many locations)
3. steep hills, well, good luck with that one!
4. 85th St - 2 lane, high speed with no provision for bikes AT ALL -- getting to Redmond is problem

100th Ave from 116th to Simonds road - this is a regional connection issue. 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. Getting across I405 is generally a problem. 120th Ave from 116th to 118th has lots of hazards - I used to commute on this street daily. It would be nice to have a marked bike lane on Lake Wash Blvd from Houghton to downtown. 116th Ave near Bridle trails needs repaving. 124th street can be challenging due to traffic.

1. 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.
2. Downtown-Lake St/Lk Wa Blvd/Central--is not for the faint of heart when there is any sort of traffic.
3. 112th Ave NE and 116th Ave NE in the Highlands Neighborhood.
4. Transit in any direction through the 124th Ave NE/NE 124th St area.

NE85th/908, especially crossing I405.

1: 116th going under 405 - even before construction started the road surface was terrible. Now I get flats there on a regular basis (weekly). 2: Train tracks across 124th/120th and elsewhere in Totem Lake. 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: Downtown Kirkland on Central Ave./Lake St. 5: Coming down the hill from Houghton on 6th (? not sure of the street there) toward library/four-way stop. 6: 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. 7: 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.

Riding a bike is unsafe in Kirkland and anywhere except a dedicated bike trail. There is too much traffic and too many distracted drivers.

crossing railroad tracks on 7th Ave and 6th St S
Getting under 405 along 85th St

The most problematic locations to bike in Kirkland are heavy traffic areas such as along 85th Street going downtown to the water.

Crossing I-405. There are few places to cross safely, and those that don't don't have bike routes on either side.

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.

Juanita Drive, 100th ave NE, 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.

Intersections where bike lanes disappear such as 124th Ave. NE and NE 124th St.

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.

Bicycle survey responses 11:30 AM July 20, 2007

Responses to the question:

Where is an excellent location for biking in Kirkland? Be as specific as possible.

The bike lane over market street and across the pedestrian bridge/park is great!
Juanita hill (thanks for removing bumps around drains), Market street, state street. sections of 108th but ends too soon. the 60th street pedestrian bridge (even though hard to get up to) over 405.

I love biking by Juanita Beach and up Juanita Hill
Most of my biking is from my house to the teen center (and back) so i can wander downtown Kirkland.

No where is excellent

North-south trip from North Kirkland (Juanita) to downtown Kirkland via a Waverly Way while the sun is setting over the lake. In late summer, there are even ripe blackberries to eat along the way.

North Rosehill over the 100th St. bridge. Lots of sidewalks and wide streets.
the best biking is on the non artery streets where traffic has not been concentrated.

There isn't an excellent place for biking in Kirkland! Everywhere you go has fairly steep hills, traffic, small shoulders, and/or no bike lanes. It a place for experienced, in-shape cyclists. It is not a good place for the non-experienced and untrained cyclist.
Anywhere there is a bike lane, but I especially like biking on Lake Washington Blvd. because of the views.

The new bike lanes on Old Redmond Road
132nd Ave. N.E. from LWVT to N.E. 60th.

Lakeview Blvd from Carillon Pt to NE 68th

On Lake Washington Blvd before the street parking begins - there is a dedicated bike lane that makes riding a lot safer.

Water front, (Lake WA boulevard)

Everywhere except the busiest intersections.

70th St., including the transition to Old Redmond Road, is a nice corridor: good shoulders, feels safe.

Lake Washington Boulevard isn't bad. Gets dicey when you're dodging opening doors on parked cars.

The 520 bike path is great, running through Yarrow Point out to the water. (Waitaminnit -- is that technically Kirkland?)

I love the Bridlecrest Trail, running from Lake Washington, up over the 60th St. bridge on 405, and then the dirt portion all the way to Marymoor. It could use more signage where the dirt trail dumps out near the 520 overpass, as many people don't know to continue on through the nearby park and find the final leg down to Marymoor.

My kids and I love to find "secret passages" in neighborhoods, where walk/bike easements run through the houses. Our favorites:

Once again, the Bridlecrest Trail
North Rose Hill, east of 124th Ave., from 100th Ave. north
Forbes Creek, where you can cut from the north to south sides of the valley
Going south from Everest Park, toward 6th/108th Ave.
Going north from Everest Park, through the marshlands, up to the 70th St. bridge on 405
Heading uphill (east) from the post office, across 405 on the pedestrian bridge to the high school
And there are many more, but these are some favorites.

Market Street & Juanita Drive.
Lake Wash Blvd
Juanita Drive
side streets

The bike lanes along Lake Washington Blvd are fantastic! I start and end my work day biking along this route. What a great commuting route!

98th Ave NE through Market Street

any where a clear bike lane is established to keep bikers safe and out of the way of cars.

Off road -- Bridle Trails (is it even legal??) Today there are very few 'excellent' locations for biking. Anytime bikes share the road with automobiles there are safety concerns.

Lake Washington Boulevard - nice bike lanes, relatively low traffic speeds, and flat.
NE 100th between Slater & 124th Ave NE

Market Street.
116th Ave NE. in Bridle Trails area
Juanita Drive heading north from 100th Ave NE intersection to top of Finn Hill.
South side of Norway Hill (is this Kirkland?)

Along Lake Washington Blvd. until you get near downtown Kirkland.
Any place with bike lanes or wide shoulders

I like the samamish river trail.
Other than the areas mentioned above, I find Kirkland to be bike friendly.
Market Street has a nice bike lane and separate parking lane that allows safety for both drivers and bikers.

Most of the area is good, but I'm not sure about excellent. For example, in Chicago is the dedicated pedestrian/bike path running north & south along the entire lake shore.
The Burke Gilman trail is very nice (but I don't believe that's in Kirkland).
Anywhere there is a bike lane!
Most of Kirkland is very good for biking -- the pavement condition is excellent (could be a little better on 132nd Ave NE--the bike lane there could be improved with overlay or fixes and

sweeping)

LWB/Market/Juanita Drive (though the Market bike lane should be wider)

Lake Washington Blvd

Best thing about Kirkland is that you have multiple ways to connect to regional trails. Worst thing is that they all involve riding streets.

Along Market Street is well marked.

I don't ride much in Kirkland, I either use the Burke Gilman trail to get to work (commute from Rose Hill to Bothell), or I am using surface roads to ride around Lake WA (travel from my house on Rose Hill to connect to trail in Bellevue or Kenmore.

I will say I do not like riding S. on 116th from NE 70th (which is the way I get to Bellevue from Rose Hill). The Bellevue part of that road is OK, the Kirkland part has very little shoulder for cyclists.

Waverly Way

Slater Ave

132nd Ave NE

Yarrow to Carillon to Market to Juanita to the trail (except at the intersection of market/juanita - where lights are not biker friendly and Lake Street Kirkland where parked cars cause congestion and routinely drivers open doors into bikers without checking)

carillon point area

Bike path along or near train track from Kirkland through Bellevue connecting to the trail starting at Coal Creek parkway.

lake washington towards Juanita. Still pretty dangerous and would never consider commuting or traveling w/ kids

Frequently use Lake Washington Blvd. and Market St. as a good North-South route.

Lk Wash Blvd.

I always enjoy riding the Market Hill, north of downtown to Juanita.

98th Avenue NE and Market Street are usually good as there is clearly marked bike lanes, wide vehicle lanes, and wide parking lanes.

All along Lake Washington Blvd and up the hill in Juanita towards Kenmore.

Along Lake Washington

Not really

Waterfront

I use Lk. Wash. Blvd and Lakeview the most, and have no problems there, but Lk. Wash. Blvd can be congested.

St. Edwards State Park for mountain biking. My favorite loop for road riding is Market to Juanita Dr. down to the Burke and through Redmond to Old Redmond Rd and back to 68th and 6th st. 6th Street to downtown Kirkland.

Aside from the hazards from parked cars, the ride along Lake Washington Boulevard is very pleasant.

Lake Washington Blvd.

Old Redmond Way (if not under construction)

Juanita (if kept swept..sometimes it has lots of gravel and glass in the bike lane)

juanita

1. Slater, where it parallels 124th & i405 -- very little traffic use!

2. NE 132 is good, bike lane - except the lane gets dumped at intersections like 85th St
Lake Washington Blvd, Waverly Way, Jaunita Drive, 116th Ave south of 70th, 132nd Ave,
Forbes Creek Drive, Kirkland Way is a good way to get up the hill - shoulder improvements
would help.

1. Lake Washington Boulevard in the areas with bike lanes. Most of the rest is OK for
experienced road riders.

2. Waverly Way

3. Slater Avenue NE (east of I405)

NE 80th st has great bike lanes.

124th Ave NE is pretty good too.

Up Juanita to/from St. Edwards. Up and over Market (both ways) from downtown to Juanita. NE
124th from 116th to 85th - ugly, but glad to have a bike lane.

I would say Lake Washington Blvd is good. Excellent would be if the railway is converted to a
bike/ped trail.

Waverly way - nice views

100th st bridge is a great help to get across 405

down Lake Washington Blvd

A great place to bicycle is along Lake Washington Blvd.

Nowhere that I'd call "excellent". There are a lot of streets with bike lanes, which is nice and a
lot of the streets with bike lanes connect to other streets with bike lanes, which is also nice.

Waterfront and Juanita drive.

Roads with adequate shoulders such as NE 70th St. It's a busy road, but I feel safe riding on it
because of the space provided.

Bicycle survey responses 11:30 AM July 20, 2007

Responses to the question:

Tell us more about anything that would make biking in Kirkland easier for you. Subjects could include:

- **Any bicycling issues you've always wanted to comment about.**
- **Questions or comments about bicycle facilities or programs.**
- **Things that you've seen elsewhere that you would like to see in Kirkland.**

Bikeway signs are very helpful.

I do like bike lanes but have to be careful when there's adjacent on-street parking.

I called the City to ask for street cleaning because of roadkill and debris in the bike lane. Staff was very pleasant and immediately addressed my concerns. I was very impressed with this response.

More bike racks conveniently placed at retail stores would be helpful.

More bike racks in business areas.

In the instance that a bike trail or lane crosses a street -- it is very important that the path be straight or very clear -- posts to keep out cars are just fine. Sharp turns to get into the curb cut are a disaster. The Burke-Gilman trail is a good example. The brand new Issaquah trail is NOT a safe Bicycle trail in this respect.

it is annoying how there is signs all throughout the south sound and seattle showing good bike including one called the north lake loop but it ends though bellview and kirkland so you loose where you want to go. and there isn't really a very convinant way though the two towns to go around the south lake loop without going through heavy traffic. and some traffic lights don't respond to bikes so it takes forever to get around to you if riding at 6 in the morning in the summer and there isn't any cars around to trigger it for yo

Make sure bike lane lines stay painted. When they fade out cars tend to wander into the lane (132nd Avenue and out past Lake Washington Technical College)

Something they had in Davis CA. Left turn lanes for bikes. They are included in the far right of the car left turn lane and are activated by the bike, so that no car is needed.

Also from a Seattle Times Op/Ed article, a seperated bike lane, especially in the Downtown area or at Totem Lake Shopping Mall.

maybe some more publicity about share the road stuff: I dont know how many times ive had my turn skipped at a four way stop when im biking cause im a biker not a car...

Also keeping up road conditions is especially important for bikers because a pothole can throw you out of control (i had it happen once and thank goodness there wasnt a car coming)

I do not bike in Kirkland because I do not feel it is a bike friendly city in that it is not really safe here.

Make traffic lanes narrower and put in bike lanes. It just takes paint. Then maintain them - repaint regularly.

In downtown with increased taffic and addition of new parking open shoulder space previously used by cyclist is disappearing and cars are getting impatient with cyclists on the roadway. For example, bicycling from Marina Park to the library use to be easy, but now with the added parking right up to the intersection of Kirkland & 3rd Ave it is a competition with motorist. A light at Kirkland & 3rd will probably make it worse since motorist will be in a hurry to make the light.

More bike lanes. Sidewalks so walkers, bikers and cars all have there own place to safely ride

and walk.

slow down the cars. add more bike only lanes, and make sure when making improvements to pedestrian safety they are not at the bicyclist's expense. for example on 6th street where you added circles in the middle of intersections, this increases bike car conflict. and where you narrowed 6th street between 10th and 12 ave, this increases bike conflict. it is too bad you couldn't have just added speed bumps or all way stop signs. they would have been cheaper and less dangerous for bikers.

Have been almost hit several times along Lk wa Blvd and in Juanita. Bike lane ends for several blocks around 132nd and 100th. Cars are going very fast heading for freeway and despite 2 lanes, do not give bicycles room.

Details of building bike lanes, i.e. how to locate manholes & storm drain grates need more careful attention by the engineers

Add a link to the metrokc bike map on your nwmap site

I do not bike in Kirkland due to the amount of traffic on our roads, I do not have a lot of trust in drivers. On the other side, when I am a driver and am trying to yield to bicyclists, a lot of cyclists use both pedestrian rules and car rules. Tell me, which is it? I have almost hit cyclists because some seem to have their own rules and there is no rhyme or reason to their traveling actions in the city. There needs to be more education for cyclists on the road as to which category they fall.

Dedicated bike lanes on all major roads

More bike parking chain-up areas downtown and at parks.

I would like to see bicycle facilities and signage take a more prominent place in our public spaces. Signs that say "share the road" etc. are a nice reminder to motorists that cyclists belong on the streets too.

i would like to see lots of bike racks that are conveniently located. If you have just driven 8 blocks to the grocery store, it would be good to see a bike rack right by the front of the store. It would remind people that cycling is a viable alternative. I hate it when a bike rack is out back next to the dumpster across the parking lot.

Also, the UW has bike racks that require only a padlock to securely lock your bike. No need to carry an 8 lb. U-lock.

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.

I would LOVE to see the railway corridor include a bike/pedestrian path, either with existing train traffic or without. I would pay mucho taxes to make such a thing happen.

I'm very happy that many Metro buses now carry 3-bike carriers -- thank you all for that!

I understand why bicycles are not allowed in Bridle Trails State Park, due to conflict with horses on narrow trails. It's the right decision.

Please preserve all existing easements for walk/bike access. Some folks have illegally blocked easements or made them difficult to pass, and that's just not right.

Make more bike lanes and keep them well marked. Also some public service/marketing to educate drivers so the bike lanes are safer to ride in. Bike lanes need to be more than just a depository for road dirt swept to the edge.

Promote bicycling in downtown Kirkland. Consider having a bike/ped street. more places to park bikes. Safer routes to downtown.

Would love to see some kids-friendly biking area.

All road construction should consider adding a bike lane.
Add bike path next to old railroad tracks.
Better bike connections to Bellevue & Redmond.

Convince the city of Bellevue to extend the bike lanes from Lake Washington through to Bellevue Way.

I would like to see bicycle lanes added to streets in order to make it safer to commute with vehicle traffic.

Where are the locations to lock bikes?

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).

It would also be great to complete the Cross-Kirkland Trail.
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

Biking issues have visibility and support in Kirkland, which is a great start!

Not sure what "bicycle facilities" means. Bike racks???

More education for both bikers and motorists on road safety and laws. Many motorists don't understand the laws and assume that bikes are unlawfully treading on their sacred asphalt. And many bikers bring the wrath of drivers upon themselves by blowing red lights and stop signs and by not moving right when safe to do so.
Lake Washington Blvd in downtown Kirkland. There is no room between driving lane and parked cars. Please consider the use of "sharrows".

Kirkland should lead the way in converting the dinner train railroad to a paved bike trail: especially from the Sammamish River Trail to Houghton. This would greatly improve the connections for commuters and recreational cyclists.
Climbing lanes

Special left turn pockets for cyclists

Bike lanes on all major streets

Require bike racks (in visible locations) at places like markets

Trail maps

A Pedestrian/Bike ferry/taxi from downtown kirkland across to U-Village and/or Lake Union.

Fewer cross walks, but improve the lighting and safety of the busier ones.
Improved lighting along streets such as 108th & Lake Wash Blvd.
More bike lockers at the transit centers.

more bicycle activated signals

better accommodation of bikes at signalized intersections (blue boxes?)

No bike lane on 85th St or Juanita Way

Would love more protected connections south to I90, east to the Sammamish River trail, and north to the Burke Gilman

It appears Kirkland has a good start on bike areas, but it is the cars I don't trust, hence why I don't ride my bike.

I have seen lockers for bicycles (not bike racks, but fully enclosed lockers) at transit stations so that commuters can be ensured that their bike is safe. If that were in place I would bike to a bus and leave my bike to ride the bus.

It would be good to have some kind of community education - starting at the Jr. High level. Perhaps volunteers from the Cascade Bicycle Club could come talk to classes? Also, bicycle retailer/rental shops should provide information to all renters in our area (i.e. that helmets are required, if it is OK to ride on sidewalks, etc)

Education: We need to ingrain in motorists minds that bicyclists are GOOD...yield right of way...be considerate.

The ones mentioned previously:

1. Clean bike paths regularly of debris/glass
2. 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.
3. Traffic lights that are friendly to bikers ie don;t need a car present to cause lights to change and enough time to get thru light before it is red again.

More Bicycle awareness signs and larger bike path along the roadways.

It's asking for the impossible but I would love if Kirkland devised a way to be 100% bicycle friendly. That we had paths - wide enough to accomodate 2 bikes or bike w/ trailer that connected neighborhoods w/ downtown and Houghton to Bellevue. Complete dream - that there was small speed bumps or divisions between cyclists and cars or signage alerting cars. We would love to be a 1 car family and bike EVERYWHERE w/ kids. It's just not safe enough today.

More bike racks in public spaces.

Kirkland should join with and actively help King County build the rail with trail along the BN rail line

Look into the implementation of sharrows along with education of cyclist and motorists on how best to share the road.

Don't locate drainage basins/grates in the bikes lanes

More room for bicycles on the buses, and more buses with bicycle racks.

Remove the rail and install a trail.

I VERY MUCH hope that we can get a bike trail out of the train tracks. I would commute to

Totem Lake area from S. Kirkland/Carillon Pt. area 10 times more often if that existed. Please, please, please see if you can make that happen. If lighted, I would commute at night as well.

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.

More bike racks located throughout downtown would make Kirkland more bike-friendly, and encourage riding into town for pleasure, to coffee shops and restaurants.

In spite of my praise of Lake Washington Boulevard as a ride route, above, there are lots of road surface hazards in its bike lane.

oh my gosh...this is the greatest idea. In Vienna, Austria, they have bikes that are locked around the city. To use one, you just put in a credit card and for a nominal fee you can rent them for the hour or for the day. Can you imagine how great it would be for visitors to have this access to bikes in the area.

I also think we should really try to tie into Redmond, as they are becoming a bike friendly community and we should tie into the amenities they are providing

1. Driver education is always good -- many people treat cyclists as 2nd-class citizens, as if they give up their rights by not being in a car

2. Stripe the roads with a bike path even when not wide enough for both car & bike -- says that car must yield when bike occupies -- otherwise the cyclist DOES have the right to the entire car lane, per state law.

Fewer hills - ha ha ha! Seriously, having good routes over the hills without extra steep sections and with adequate shoulders or bike lanes would make commuting more practical and make life easier for older cyclists like me. Bad patches of utility cuts are always annoying - can building inspectors insure a good patch job? Bicycles do not trigger traffic light sensors - this is a problem that is probably hard to solve.

1. Bicycle lanes seem to be magnets for manholes. Constructing the access points farther out into the street, in the motorized vehicle area, would make the bicycle lanes safer.

2. We could mark some of the logical routes through our neighborhoods, identifying those little pedestrian pathways that we try to maintain. Bicycle lanes wouldn't be necessary, maybe just a small bicycle sign at the entrance to a street from an arterial.

1. One annoyance is that turn signals often do not register the presence of a bike at the intersection. I'm not sure what a good solution is. I'm sometimes forced to ignore the light if there's no traffic.

2. Good lighting will help evening or early-morning bikers.

Would like to see more stop lights set up with sensors for bikes in the pavement. I've had to run more than a few lights because my bike never sets off the light. Would like to see more enforcement of bike-friendly Kirkland. Just a couple of weeks ago I called in a complaint about road rage on my daily commute - talked to an officer, never heard any resolution. Would like to see more police on bikes in Kirkland. Heck, I'd like to see more police in the neighborhoods, period.

Bike lanes that are marked. Rails to Trails. Issaquah has good markings, but again too much vehicle traffic to make it safe or enjoyable.

There should be more bike racks and places to lock up bicycles downtown and in neighborhood parks

the biggest problem is education of other bike riders. I have actually had more problems with bike riders either pulling out in front of me or passing me on the right while I am driving on a two lane road. Both are INCREDIBLY DANGEROUS.

Longer, more continuous trails away from the heavy traffic areas would be appealing.

Some ideas - designate some streets as bike routes and make them bike friendly i.e.

mechanisms from crossing major streets, islands to slow down traffic (Vancouver, B.C. does

this). Think about hills when designating bike streets (Vancouver didn't do this.)
set up barriers between bike lanes and car lanes on busy streets (Montreal does this).
ticket people for parking in the bike lane (even with their emergency blinkers on.)
Better storage locations for locking up a bike once you get to Kirkland. Connection of all major
roads for a safe path to get from major trails like Berk Gilman trail to Kirkland.

I would be nice if you could redraw the lines on the 132 ave NE. Cars frequently cut into the
bike lane when they turn west onto NE 85th street. The bikelanes on 132 Ave NE are also
usually full of debris rocs and glass.