

Through Wednesday August 8

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.**

Wayfinding, signing and maps

1. better information on routes for biking and terrain
2. maps of bike routes - talk to Bellevue - especially for 10, 15, 20 mile loops in the city
3. 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.
4. A bicycling map for the city would be nice. More clearly marked bike routes would help novice cyclists (though not me.)
5. Better bike route signing, giving destination names and distances, plus bike route map/info kiosks/signboards easily visible to cyclists at city gateways and major activity centers. Report-a-bike (or ped or motor vehicle)-condition problem telephone number of city agency on the back of traffic signs
6. Bikeway signs are very helpful.
7. 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.
8. Portland, Oregon has established the standards for bike routes, signage etc. A good example to follow.
9. Signage for good routes through 405 would be very helpful. For instance most people don't know about the 60th ped/bike bridge
10. Trail maps
11. More signage and wayfinding would be nice.
12. More signs or paint to let drivers know that bikers are out there

Share the road signs

1. Busy arterial roads should have "Share the Road with Bicyclists" signs to alert motorists that bicycles have the same rights to the road that drivers have. This is especially critical in areas that have no bike lanes (e.g., NE 85th, Lake Washington Blvd through downtown Kirkland).
2. 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.
3. More Bicycle awareness signs
4. More bicycle signage to assist cyclists as well as make auto traffic aware of bicycle traffic & safety concerns.
5. Share the Road signs diamond/yellow signs are very popular in Colorado within city limits. Would be helpful at the start of routes heading out of town here.
6. We need "Share the Road" signs that remind motorists to be courteous to bikers.

Develop BNSF

1. Add bike path next to old railroad tracks.
2. Put in a bike trail on the BNSF line.
3. Rails to Trails
4. A regional trail along the BNSF railway would also be great.
5. Advocacy of BNSF acquisition and conversion to regional trail through kirkland.

6. AND AGAIN, I CANNOT SAY ENOUGH OF THE SIGNIFICANCE OF THE RAILS TO TRAILS THROUGH THE KIRKLAND CORRIDOR. THIS WOULD BE SOMETHING WE ALL COULD BE VERY PROUD TO PASS TO FUTURE GENERATIONS. ONE MORE CYCLE COMMUTER MEANS ONE LESS CAR PUMPING CO2 INTO OUR AIR, AND OIL INTO OUR WATER, ONE LESS CLOGGING OUR STREETS, AND ONE LESS GASTORICH BYPASS SURGERY! PLEASE INCLUDE MY E-MAIL ADDRESS FOR ANY FUTURE NEEDS/REPORTS, IN THIS ENDEAVOR.
7. Convert the RR tracks into a bike path!
8. 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.
9. I will use this opportunity to put in a plug for KEEPING THE TRAIN!!! Please please please do not let the county rip out a perfectly usable commuter option along the single most regularly overcrowded and under served transit route in the county. Where is housing construction mushrooming out of control? (Bohell/Woodinville) Where do those residents commute to? (Bellevue/Redmond) and for much of that route there are ways to include a bike/walk trail safely alongside that could have spur connections to bike lanes and sidewalks where the three cannot coincide. For example, the dangerous hill with no bike lane I mentioned above (108th through Watershed Park) could be avoided if there was a bike option along the tracks
10. I would love to see a true bike trail through Kirkland such as in the GreenBay Trail through the suburbs North of Chicago. Trails and Greenways are often seen narrowly when it comes to their benefits. People tend to focus on the recreational or environmental aspects of trails and greenways, failing to see the big picture - the total package of benefits that a trail or greenway can provide to communities including public health, economic and transportation benefits, and even the effect on community pride and identity. When seen as a whole, the evidence about the far-reaching benefits of trails and greenways is compelling, especially given the minimal public investment involved compared to other undertakings with the same community goals
11. 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.
12. I'd like to see movement on adding a bicycle trail along or in the rail right-of-way that runs through Kirkland and Bellevue. That would connect the Burke-Gilman/Sammamish trails to the 520 trails, offering a much expanded regional alternative transportation network.
13. I'd love to see a bikeway along the railroad or along 405 that connects with I-90 and 520 bike / ped ways.
14. It would also be great to complete the Cross-Kirkland Trail.
15. Kirkland should join with and actively help King County build the rail with trail along the BN rail line
16. 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.
17. Remove the rail and install a trail.
18. The Burke-Gilman to Sammamish trail is fantastic - would be great if you could get from that trail to say, Evergreen Hospital without having to ride on the street
19. This is a politically charged subject, but, once the Dinner Train stops, it'd be great to turn the tracks that wind through downtown into a paved bike trail. I can't think of anything else that would so dramatically change bike accessibility of downtown Kirkland! Just looking at the map of that trackbed on Google Maps makes me salivate -- it'd be so easy and safe to get from downtown down to the 520 or northeast to Redmond and the Lake Samm trail.

Enforcement

1. Laws (and law enforcement attitudes) that make road rage against cyclist illegal.
2. ticket people for parking in the bike lane (even with their emergency blinkers on.)

3. Also, bike lanes are often treated as parking/stopping lanes. Better enforcement would be nice so bikers don't have to get into traffic just to get around cars stopped in the wrong places
4. 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.
5. Enforcement of existing helmet laws
6. I know it is legal to bike on the side walk in Seattle. I do not know if this is true or not in Kirkland. If it is not, it should be. It is just not safe to bike along LW Blvd with kids. I have them use the sidewalk and yield to the peds, we do the same on Kirkland Ave.
7. Inform, warn, and ticket auto drivers who Turn right across a bike lane without looking for and/or using a blinker 2. Turn right into the bike lane to make a right turn 3. Try to "brush" cyclists 4. Don't yield the right of way 5. Are using their cell phone or iPod and not cognizant of cyclists near them.
8. It would be nice to see more police presence during events like the 7 hills of Kirkland and other rides to help address aggressive drivers and to help educate bicyclists when they are improperly riding or breaking traffic laws. Just a few officers could make a significant difference.
9. Local bike registration to help in finding a stolen bike or help prevent theft.
10. pass and enforce a helmet law.
11. The police do not address aggression towards cyclists.

Education/promotion

1. Also some public service/marketing to educate drivers so the bike lanes are safer to ride in.
2. Commercials that educate people about routes and safety programs
3. distribute info. about existing and future biking opportunities in kirkland area.
4. 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
5. A plug for the Cascade Bicycle club and Group Health who sponsored the bike unit that came to our local school PE program! Each kid got a bike to ride and a learning unit about bike safety. It was terrific!
6. auto driver awareness that bicycles share the road
7. Community sponsored classes on bike commuting.
8. Driver education about cyclists rights
9. Educate automobile drivers about sharing the roads with bicycles
10. Educate Kirklanders to the possibilities of living lighter by cycling to grocery stores, short errands, to the library. Provide incentives & promote healthy living through cycling
11. Educating motorists about bicycles following car rules so motorists are not yelling, "get off the road, use the sidewalk".
12. Education for the public that speaks to cycling as a viable option for transportation.
13. education of cyclist and motorists on how best to share the road.
14. Education: We need to ingrain in motorists minds that bicyclists are GOOD...yield right of way...be considerate.
15. I would like to see the schools and work sites of Kirkland participate more actively in the Bike to Work/School Challenge put on by Cascades Bike Club every May.
16. Inform, warn, and ticket auto drivers who Turn right across a bike lane without looking for and/or using a blinker 2. Turn right into the bike lane to make a right turn 3. Try to "brush" cyclists 4. Don't yield the right of way 5. Are using their cell phone or iPod and not cognizant of cyclists near them.
17. Invest in public education about the rights of bikes to share the road.
18. 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)

19. 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...
20. 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.
21. More information of bike rights and safety challenges to drivers and non-riders. Most drivers are very accommodating but there are too many that are aggressive and dangerous.
22. more signs to advise motorists to share the road
23. 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
24. Promote bicycling in downtown Kirkland. Consider having a bike/ped street.
25. Public education and signage on major busy Kirkland streets with limited bike lanes (i.e. - Share the Road, Give 3 feet). Drivers are so distracted that even when riding in a bike lane it's pretty scary.
26. 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
27. Unfortunately, the larger issue is one of driver education (laws), from my perspective.

Parking

1. 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.
2. more bike parking areas where you can secure your bike well doing errands, eating and such.
3. Not sure what "bicycle facilities" means. Bike racks???
4. Better bike racks and bike lockers at grocery stores and businesses.
5. Better storage locations for locking up a bike once you get to Kirkland.
6. BICYCLE LOCKERS AT BUS STATIONS SEEMS TO BE A GREAT CONCEPT, WHICH MAY FURTHER ENCOURAGE OTHERS.
7. I do like bike lanes but have to be careful when there's adjacent on-street parking.
8. More bike lockers at the transit centers.
9. More bike parking -- and more visible and conveniently located and protected from weather where possible -- regular bike racks and higher-type bike lockers -- at all traffic generators.
10. More bike racks in business areas.
11. More bike racks in public spaces.
12. More bike racks!! There are few secure racks to lock to at grocery stores, banks, downtown shopping, restaurants, etc. More availability of bike commuter lockable storage boxes at bus stops and Park and Ride lots. Availability of lots for park and bike: I commute by bike/bus/car daily to downtown Seattle. A tremendous help would be all-day parking available in non-park & ride lots, such as those found in or near parks. Particularly, parking in the lot on 116th/Juantia Drive across from Juanita Park (across from Spuds). A sign there reads "Park use only".
13. Provide ample short-term and long-term bike parking.
14. Reserving a portion of the Library garage for a card-lock bicycle cage that could serve downtown residents & workers and bus commuters.
15. Also, you could use more bike racks in downtown Kirkland.
16. Bike lockers at the new transit center.

17. Bike racks in downtown locations and parks would be good for people wanting to visit our restaurants and shops while on a ride
18. 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.
19. I haven't seen a lot of racks or storage for bikes in downtown.
20. I would like to see bike racks at all grocery and shopping areas, coffee shops, banks etc. Tenant improvements should include bike racks in approval for remodels.
21. Kirkland needs a centralized (or a couple) locations to lock your bicycle while running errands. Let's say I ride down the hill off Market to get a cup of coffee and get a haircut. I don't want to walk my bicycle around with me and would prefer if there was a location where I could lock-up my bicycle quickly and easily and won't get banged-up as other users lock/unlock their bicycles.
22. More bike lockers at Kirkland Transit Center.
23. More bike parking chain-up areas downtown and at parks.
24. More bike racks conveniently placed at retail stores would be helpful.
25. More bike racks downtown
26. More bike racks in business areas.
27. More bike racks located throughout downtown would make Kirkland more bike-friendly, and encourage riding into town for pleasure, to coffee shops and restaurants
28. more places to park bikes.
29. Places to park your bicycle in front of stores.
30. Put a bike rack at the Kirkland pool please.
31. Require bike racks (in visible locations) at places like markets
32. Some other places have bike facilities to lock up equipment which incurs a charge, located at typical magnets such as bus park and rides....or ferry crossings. It might be worth it to find how many would use such facilities thus combining a bus and bike more often.
33. There should be more bike racks and places to lock up bicycles downtown and in neighborhood parks
34. Where are the locations to lock bikes?

Positive

1. Biking issues have visibility and support in Kirkland, which is a great start!
2. 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.
3. I really enjoy the network you've built and am excited to see any improvements you can bring to the system.
4. I think Kirkland is actually doing a pretty good job for cyclists.
5. I think we do a pretty good job compared to many communities where I have lived
6. In general, biking in Kirkland is much better than in Bellevue, Redmond, Seattle, and other surrounding cities
7. Just the fact that you are gathering feedback from the biking community is a great start.
8. Thank you so much for doing this survey!!
9. Thanks for looking into bicycling in Kirkland. Kirkland has so much potential in this project!!
10. We chose our residence in Kirkland relative to access to safe biking routes and commuting to work. Nice Job!

Maintenance

1. Bike lanes need to be more than just a depository for road dirt swept to the edge

2. More frequent sweeping of bike lanes; worst times are fall (fallen leaves) and spring/early summer (lots of broken glass from people throwing bottles out the window).
3. Bad patches of utility cuts are always annoying - can building inspectors insure a good patch job?
4. Clean bike paths regularly of debris/glass
5. 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 wasn't a car coming)
6. At the beginning of spring, there's always a lot of gravel / sand on the bike lanes. The roads are always clear because the car carries the gravel/sand away or shifts them to the bike lane. It's horrible trying up bike at that time. Your tires keep slipping on sand/gravel.
7. Bicycle lanes with sewer (drain) covers, etc, along with sand, glass and generally covered with road debris is not usable roadway for bicycles. Not only is it hazardous during the day but treacherous in the evening and at night. Yes, bike lanes do exist but cars may not generate the necessary traffic to keep them clear. This pushes bicycles into the roadway and creates an unsafe riding environment.
8. Bike lanes, when present, are often full of debris, gratings, rocks, and roadkill. This forces bikers into the car lanes. Better maintenance would make it safer for everyone.
9. i am really just tired of continually weaving from traffic due to debris(glass,rocks big and small,and litter). this is really ruining my will to continue to ride in the city
10. I don't care about the excuse that the streets are on a maintenance schedule. You need to keep the debris out of the bike lanes. They should be swept more often!
11. I wish there were less glass on the shoulders where I RIDE.
12. 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.
13. 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.
14. Keeping bike lanes & shoulders free of glass and other debris. Bike tires are terribly susceptible to cuts from these items, and attempting to avoid them might cause a cyclist to swerve into traffic
15. Keeping the bike lanes and roads maintained;
16. Kirkland generally has smooth roads except now for the piece meal repavement of NE87 after replacing a water mainline.
17. 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)
18. Please sweep the bike lanes more often. Rocks, glass, and general road debris collects on busy streets (e.g., 108th Ave NE, Lk WA Blvd./Lake St.) making it difficult to stay in the bike lane.
19. street sweeping could be done more frequently along existing bike routes
20. Street sweeping of bike lanes
21. There needs to be a more active street sweeping program. Bike lanes are in the far right of the street where the debris tends to collect

More bike lanes/More separate trails

1. I would like to see bicycle lanes added to streets in order to make it safer to commute with vehicle traffic.
2. My main request for any bike friendly area is to have clearly marked bike lanes. Fortunately, many of the main roads in Kirkland have enough shoulder to provide the needed room.
3. More bike lanes are needed on the roadways in Kirkland. Construction along those roads should involve bike lanes added.
4. More BIKELANES for inexperienced cyclists.
5. A trail that runs the length of 520 to LW Blvd would be fantastic. At least bike lanes on Northrup, that would be good too.

6. add more bike only lanes, and make sure when making improvements to pedestrian safety they are not at the bicyclist's expense.
7. All road construction should consider adding a bike lane.
8. Bike lanes on all major streets
9. Bike lanes that are marked.
10. Bike lanes, bike lanes, bike lanes!
11. Dedicated bike lanes in congested areas
12. Dedicated bike lanes on all major roads
13. I like the bike lanes and would like to see more of them
14. I prefer fewer on-street bike lanes. I would much rather have the right-of-way space dedicated toward wider combined bike-ped facilities with landscaped separation between cars and bike/peds. Firstly, I am not at all comfortable with my children learning to ride their bikes in the street. I also believe that considerable right-of-way space (and impermeable surface area) is being allocated to a small, but vocal portion of the biking community. There already are laws in place permitting bike riders to share the road with cars for those members of the biking community who wish to ride in the street. There is little done though to enhance the pedestrian and bike experience for those who wish to use sidewalks or combined ped/bike paths. Please adopt policies that encourage separation between non-motorized facilities and the roadway.
15. It would be great if the dinner train route became a bike path - Kirkland is lacking any dedicated bike paths
16. It would be nice to have bike lanes that continuously connect to the local parks
17. It would be wonderful to see a paved trail that connects Kirkland to the Burke Gilman trail.
18. Just better and better marked bike lanes and trails available.
19. Make more bike lanes and keep them well marked.
20. Make traffic lanes narrower and put in bike lanes. It just takes paint. Then maintain them - repaint regularly.
21. More bicycle lanes/paths and more ways to encourage less driving
22. More bike lanes on major streets.
23. More bike lanes,
24. More bike lanes, of course
25. More bike lanes.
26. More bike lanes. Sidewalks so walkers, bikers and cars all have there own place to safely ride and walk
27. More dedicated bike lanes
28. More painted bike lanes.
29. My citizens don't bike just because many roads do not have bike lanes.
30. New bike trails that would get bikes off the roads!
31. Please complete the trails, there are so many areas in Kirkland where there is a great trail that simply ends and throws the bicyclist into traffic (besides the above commented one).
32. Please keep adding bike lanes
33. The best way to keep bicycling safe is to have separate trails for them. My husband would commute more with better trails.
34. The biggest problem is the uncoordinated set of existing bicycle lanes. It is difficult when a bike lane ends abruptly onto a congested street. We need a set of north/south and east/west bicycle 'arterials' to form a grid of safe riding zones. That should help connect the lower density streets to permit safer bicycling.
35. Trail from Heritage park to Marina park so kids don't have to ride Market or the sidewalk.
36. Where possible, separate bike lanes from drivers (physical barriers, curbs, etc.)

traffic/ volume speed

1. 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
2. Cars are going very fast heading for freeway and despite 2 lanes, do not give bicycles room.

3. 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.
4. Limit car traffic in DT Kirkland
5. slow down the cars
6. Lake Washington, Market, Juanita Drive, Bellevue Way are all way too busy, even for a semi-experienced biking adult!

Design

1. Bike paths through neighborhoods to avoid use of roads are needed.
2. and larger bike path along the roadways.
3. I can't tell you how many times I've had to swerve (into the traffic lane) to avoid being hit by a car door being opened by an inattentive driver.
4. 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 of all way stop signs. they would have been cheaper and less dangerous for bikers.
5. 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.
6. Good lighting will help evening or early-morning bikers
7. 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.
8. A separate trail for bikes / walkers, joggers, etc. to keep away from the regular traffic would be an excellent pursuit I believe. There are many trails in the Puget Sound area that go through many cities, but most do not link up with one another. (Some do, like the Burke Gilman, Sammamish River Trail, and Inter-urban. Bikers need a safe way to get from city to city (ie. from/to Bothell, Bellevue and Redmond).
9. All roads should be designed to accomodate bicycles. Wide outside lanes with Sharrows (not bike lanes but 'share the road' bike symbols both on the road & on signs along the roadside.)
10. Also from a Seattle Times Op/Ed article, a seperated bike lane, especially in the Downtown area or at Totem Lake Shopping Mall.
11. As I stated earlier, a designated trail for bikers and walkers. Barriers to separate car traffic from Bikes... Burk Gilman like dedication to bikes....
12. Climbing lanes, Special left turn pockets for cyclists
13. continue bike trail through intersections - don't leave bikes without any options in the most dangerous part of the ride
14. Curb cuts. Road grid orientation indexes so that tires can't drop into slots
15. Details of building bike lanes, i.e. how to locate manholes & storm drain grates need more careful attention by the engineers
16. Don't locate drainage basins/grates in the bikes lanes
17. Get rid of the "raised bike symbols" on bike lanes, they are quite a large bump for tires with 110 psi and 1 inch wide
18. Get rid of the rest of the raised bike lane markers. They are a hazzard when wet.
19. I think if you put some rumble strips at the approaches to sidewalks that are not fully visible it would help some, as well as making no parking strips longer so that cars can actually see that you are at the sidewalk waiting. As it is you have to step out into the street to force the issue. The big SUV's that are parked block the view of the drivers so that they really cannot see people at the cross walks.
20. I'd like to see the continuation of bike lanes. It's tough to ride a street (Market for example) and have it turn into 98th with no bike lane and lots of traffic.
21. Impoved lighting along streets such as 108th & Lake Wash Blvd.
22. In areas where road space is tight, bike lane just disappears (south of intersection 116th Street and 98th Avenue is a classic example)

23. In the instance that a bike trail or lane crosses a street -- it is very important that the path be streight 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.
24. It would also be great if bike lanes would continue up to intersections, instead of petering out as you arrive at an intersection, just when you need it most
25. Look into the implementation of sharrows
26. make the bike lanes safe by fixing holes and making metal covers level with road surface
27. More attention to sunken manhole and drain grates and potholes, deteriorating pavements in the path area traversed by bikes especially. More special bike channelizations (turn lanes, bike-boxes, etc. at major/difficult intersections.
28. More through streets besides the main ones. My wife and I moved over here from Ballard 5 years ago. Cycling anywhere in Ballard was very easy to do on all the quiet side streets. We only had to cross the main streets rather than ride on them the whole way. Even adding small cut through trails for pedestrians and bikes in kirkland would help a lot. I'd like to see this in the neighborhood south of NE 124th and east of 100th NE.
29. 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).
30. the death earlier this year of a cyclist along juanita dr could have been prevented by not allowing cars to park along the road. this significantly reduces visibility to both cyclists and drivers.
31. When you build traffic humps leave gaps for bicycles. These can be dangerous to bikes
32. While I understand the concept behind having bicyclists on the road vs. on the sidewalks, I believe it puts the riders at a much greater risk for injury. Personally, I would much rather run the risk of being run into by a bicycle on the sidewalk, than to be the driver of a motor vehicle and run into a bicyclist on the road.

Other and non-bike

1. Issaquah has good markings, but again too much vehicle traffic to make it safe or enjoyable
2. A bicycle tunnel under Market street would be handy but in lieu of that it would be nice if you lowered it back to the level it was at 20 years ago
3. 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
4. Add a link to the metrokc bike map on your nwmap site
5. Adequately fund the plan
6. connections for regional trails
7. effective resting facilities
8. I also just remembered something I left out of the walking survey: I have seen a trail connection on several maps between the trail from 108th to the tracks through Watershed Park, continuing down to Lake Washington Blvd. I have searched for that trail on the ground and never found it.
9. I live in Seattle and work in Kirkland. So to me personally bike commuting to and from Kirkland is most important. Obviously my opinions might differ from the residents of Kirkland.
10. I saw some signs in Switzerland that proclaimed "Bicycles are King", which I thought would be a great slogan for King County. Interesting statistics
: <http://www.cyclecraft.co.uk/digest/research.html> although I don't know what the rate is for accidents per number of cyclists using each route.
11. 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.
12. Juanita drive is a good example.
 13. More efforts to share trails with horses & bikes.
 14. More room for bicycles on the buses, and more buses with bicycle racks.
 15. Not enough side walks for people to walk. The end up walking on the shoulder and that's where cyclists ride.
 16. Promote cycling by example. Put city workers on work bikes, offer bike delivery programs. Strive to make Kirkland the best place in the US to cycle. Develop cycling leagues similar to little league baseball. Get kids involved in racing, and such.
 17. Talk to your Redmond friends about the Sammamish River Trail. They need to mark their trail with names of streets that cross over the trail and/or streets that connect to the trail.
 18. This may be "as designed" but trying to navigate a bike across pedestrian bridges is very difficult -- and this makes getting between Kirkland and on one's way to Redmond, etc a challenge
 19. Would love for more bike trails connecting the parks if possible.

Signals

1. Make sure traffic light sensors have a sensitive area for bike activation.
2. Bicycles do not trigger traffic light sensors - this is a problem that is probably hard to solve.
3. 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 you
4. 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
5. Also the stoplights in Kirkland are horrible for bike riders. If you're riding and there are no cars around the stoplights don't know a biker is waiting for the light so you can be there all day with cycles of the stoplights until a car comes to the intersection and the light recognizes there is a vehicle there. Bellevue does a great job with this.
6. bicycle and peds only all cross lights, especially downtown, Juanita, Totemlk
7. I like the fact that road sensors seem to be set better to pick up bikes and change the lights.
8. In Bellvue they painted small white Xs on the pavement at intersections with traffic lights. If a cyclist stops on the X, then the light will change. Helps alot in the early mornings.
9. Is there any way to get a bike to trip the left hand turn lanes if no cars are around, vs having to go to the corner and push the pedestrian cross walk button?
10. It would be great if bikes could trigger traffic lights like cars do.
11. Make sure that traffic light sensors are sensitive enough to trigger lights when there's just one bike over them.
12. More "x's" at signal lights to trigger system would be helpful.
13. more bicycle activated signals better accommodation of bikes at signalized intersections (blue boxes?)
14. More sensitive traffic light sensors.
15. One of the most annoying things about being a commuting cyclist is that one or both of the following situations occurs: . a) the traffic light 'sensors' never pick up bikes. I have heard time and again that they do. Well, the proof is in the pudding ... they do not. b) crosswalk lights remain in the DON'T WALK position, even when with the light. That is probably the most annoying of these two. Please, it would be nice if you could remedy these situations, not just for cyclists but also for pedestrians
16. Painting x's on the road where a cyclist can stand to get the stop light to change
17. 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
18. traffic light triggers that detect bikes

19. 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.
20. Why don't we have more intersection "X" trigger points in Kirkland for triggering green lites? Bellevue has many more intersections with clearly marked trigger points than Kirkland and they are better marked. I suspect we have trigger points in the intersections for triggering green lites, but they are either not marked or poorly marked. Juanita Drive is especially frustrating.
21. 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.

General

1. Connection of all major roads for a safe path to get from major trails like Berk Gilman trail to Kirkland.
2. Everywhere that's a downhill Everywhere there's glass or holes Trash barrels in bike lanes
3. Safer routes to downtown.
4. connect bike trails to other cities - talk to Bellevue and Redmond
5. it's not safe for me or drivers who for the most part are patient, but i have been the brunt of more and more road rage. do something about this please.
6. On a more serious note, I currently bike from downtown Seattle to north Kirkland via the Burke-Gillman trail. If and when they ever get a new Evergreen Point bridge built with a bike lane I would probably change my route to go through Kirkland. I'm sure others would as well so you might keep that in mind for future planning
7. Cosider a Car free, bike only Sunday along the shoreline of Lake Washington from the downtown core area to at least Carillon Point. Make it family focused not a criterion.
8. 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
9. Free bike loans in downtown area
10. 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.
11. 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.
12. I HAVE ALLREADY SOUNDED OFF ON CYCLE COMMUTING,BUT FOR SOME IT IS NOT AS EASY.
13. I live in seattle. I would bike to work if there was a way to cross the bridge.
14. I would like a place on the web site, or an e-mail address, where we could submit problem areas as we come across them. If you didn't have person-power for individual responses or to post them, at least we could feel that we've submitted the ideas and they'll get to someone to consider them.
15. I would like to see better connections to regional trails using either bike lanes or trails.
16. I would ride more often, but for the current safety issues, which make riding difficult (have to take the car to a regional trail head).
17. 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.
18. 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.
19. It's all the hills. I would bike much more if I didn't have an immediate cardio hit leaving home. As it stands I occasionally bike home from work - because at least the hills are at the end of the trip. Guess I better work on the engine :)
20. 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.

21. Longer, more continuous trails away from the heavy traffic areas would be appealing.
22. make it safe for bikers of all ages and levels- for kids, beginners as well as expert, experience bikers.
23. Need some family friendly bike routes so a family can ride their bikes to get an ice cream or to a park.
24. 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
25. Stop sprawl and enc. higher density developments that lend themselves to less driving and more walking/biking.
26. The best biking I have ever seen in a city is Copenhagen. It is awesome. The bikers have real bike lanes and their own traffic signals and a lot of people bike in the city and their weather is a lot worse than ours
27. The Kirkland bike lanes are not useful. Cars drive and park in them and they are poorly placed in door zones.
28. Traffic is horrible N-S, and many more could use bikes to commute to downtown if there were a safe place to park, safe routes to get there.
29. When we have common/joint pedestrian/biking trails (not many in Kirkland, if any...), don't skimp on the width. They need to be wide to make "sense" for both bikers and walkers.
30. Would love to see some kids-friendly biking area