

Raw data from Bike Survey

Problems	Positives	Other
<p>The bridge over I-5 at 124th!! It is so dangerous because of debris on the roadway, on-ramps and off-ramps, cranky drivers.</p>		<p>Bikeway signs are very helpful.</p> <p>I do like bike lanes but have to be careful when there's adjacent on-street parking.</p> <p>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.</p> <p>More bike racks conveniently placed at retail stores would be helpful.</p>
<p>Downtown and along Lake Street</p>	<p>Lake North of Marina</p>	<p>More bike racks in business areas.</p>
<p>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.</p>	<p>The bike lane over Market Street and across the pedestrian bridge/park is great!</p>	<p>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.</p>

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<p>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. 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 though 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.</p>	<p>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.</p>	<p>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</p>
<p>116th Avenue by Bridle Trails park</p> <p>Central Avenue, especially when trying to get to the Market Street bike lane</p> <p>108th Avenue, the lane is there then it isn't, then it is, then it disappears altogether</p>	<p>I love biking by Juanita Beach and up Juanita Hill</p>	<p>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)</p> <p>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.</p> <p>Also from a Seattle Times Op/Ed article, a seperated bike lane, especially in the Downtown area or at Totem Lake Shopping Mall.</p>
<p>Trying to get from the highlands neighborhood to lake washington high school</p>	<p>Most of my biking is from my house to the teen center (and back) so i can wander downtown kirkland.</p>	<p>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...</p> <p>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)</p>

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Downtown Kirkland... traffic is terrible and there are no bike lanes. Always afraid I am going to get hit.		
		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.
Crossing I-405 at 85th, 116th, and 124th Streets	No where is excellent	Make traffic lanes narrower and put in bike lanes. It just takes paint. Then maintain them - repaint regularly.
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.	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.	In downtown with increased traffic 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 used to be easy, but now with the added parking right up to the intersection of Kirkland & 3rd Ave it is a competition with motorists. A light at Kirkland & 3rd will probably make it worse since motorists will be in a hurry to make the light.
The entire Highlands neighborhood. There are no bike lanes, very few sidewalks.	North Rosehill over the 100th St. bridge. Lots of sidewalks and wide streets.	More bike lanes. Sidewalks so walkers, bikers and cars all have their own place to safely ride and walk.
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.	the best biking is on the non artery streets where traffic has not been concentrated.	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.

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<b>Problems</b>	<b>Positives</b>	<b>Other</b>
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.	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.	
North on 98th from NE 116th to NE 132nd - no bike lane.	Anywhere there is a bike lane, but I especially like biking on Lake Washington Blvd. because of the views.	
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	The new bike lanes on Old Redmond Road	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.
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.	132nd Ave. N.E. from LWVT to N.E. 60th. Lakeview Blvd from Carillon Pt to NE 68th	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.
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.	On Lake Washington Blvd before the street parking begins - there is a dedicated bike lane that makes riding a lot safer.	Dedicated bike lanes on all major roads
NE 85 Ave. over Rose Hill,	Water front, (Lake WA boulevard)	
		More bike parking chain-up areas downtown and at parks.

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<p>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.</p>	<p>Everywhere except the busiest intersections.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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<p>Totem Lake, east and west: little or no shoulder area.</p> <p>116th Ave., south of the Houghton Park&amp;Ride: little shoulder, fast cars. Once you hit the Bellevue city line it improves drastically; a bit of a black eye for Kirkland.</p> <p>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! :-)</p> <p>Rose Hill: 85th street is a kill zone for bikes, all the way to Redmond. Perhaps a bike lane on the sidewalk?</p>	<p>Redmond Road, is a nice corridor: good shoulders, feels safe.</p> <p>Lake Washington Boulevard isn't bad. Gets dicey when you're dodging opening doors on parked cars.</p> <p>The 520 bike path is great, running through Yarrow Point out to the water. (Waitaminnit -- is that technically Kirkland?)</p> <p>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.</p> <p>My kids and I love to find "secret passages" in neighborhoods, where walk/bike easements run through the houses. Our favorites:</p> <p>Once again, the Bridlecrest Trail North Rose Hill, east of 124th Ave., from 100th Ave. north</p> <p>Forbes Creek, where you can cut from the north to south sides of the valley</p> <p>Going south from Everest Park, toward 6th/108th Ave.</p> <p>Going north from Everest Park, through the marshlands, up to the 70th St. bridge or</p> <p>Heading uphill (east) from the post office, and</p> <p>And there are many more, but these are some</p>	<p>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.</p> <p>I'm very happy that many Metro buses now carry 3-bike carriers -- thank you all for that!</p> <p>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.</p> <p>Please preserve all existing easements for walk/bike access.</p> <p>Some folks have illegally blocked easements or made them difficult to pass, and that's just not right.</p>
		<p>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.</p>

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116th from 70th street to Bellevue there is not bike lane despite this being a natural connection between transit and bike paths on 520.		Promote bicycling in downtown Kirkland. Consider haveing a bike/ped street. more places to park bikes. Safer routes to downtown.
Near 520 junction just off Lk Wash Blvd.	Market Street & Juanita Drive.	Would love to see some kids-friendly biking area.
100th Ave (north of 116th St) Totem Lake Blvd 85th St	Lake Wash Blvd Juanita Drive side streets	All road construction should consider adding a bike lane. Add bike path next to old railroad tracks. Better bike connections to Bellevue & Redmond.
traffic backup during afternoon rush hour at Kirkland AVE & Lake Street.	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!	Convince the city of Bellevue to extend the bike lanes from Lake Washington through to Bellevue Way.
Between NE 140th St and NE 124th St on 100th Ave NE	98th Ave NE through Market Street	I would like to see bicycle lanes added to streets in order to make it safer to commute with vehicle traffic.
85th street, biker forced to invade driving lanes	any where a clear bike lane is established to keep bikers safe and out of the way of cars.	
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.	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.	Where are the locations to lock bikes?

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Problems	Positives	Other
<p>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.</p> <p>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.</p>		
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	<p>Lake Washington Boulevard - nice bike lanes, relatively low traffic speeds, and flat.</p>	<p>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).</p> <p>It would also be great to complete the Cross-Kirkland Trail.</p>
<p>that stretch of road starting @ 120th ave NE &amp; NE 112th St, traveling northbound, turning east at NE 116th St, going under bridge. the problematic stretch ends at 124th Ave NE</p> <p>also, crossing 132nd Ave NE @ NE 100th St; mornings are ok, but afternoons are very busy</p>	<p>NE 100th between Slater &amp; 124th Ave NE</p>	<p>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</p>

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Problems	Positives	Other
<p>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!</p>		
<p>100th Ave NE northbound from NE 116th street all the way to Simons Road. No bike lane. Heavy traffic.</p> <p>LW Blvd. from Carillon Point to downtown Kirkland. No bike lane. Heavy Traffic.</p> <p>Central Way. No bike lane. Heavy Traffic.</p> <p>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.</p>	<p>Market Street.</p> <p>116th Ave NE. in Bridle Trails area</p> <p>Juanita Drive heading north from 100th Ave NE intersection to top of Finn Hill.</p> <p>South side of Norway Hill (is this Kirkland?)</p>	<p>Biking issues have visibility and support in Kirkland, which is a great start!</p> <p>Not sure what "bicycle facilities" means. Bike racks???</p> <p>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.</p>
<p>Lake Washington Blvd in downtown Kirkland. There is no room between driving lanes and parked cars. Please consider the use of "sharrows".</p>		<p>Lake Washington Blvd in downtown Kirkland. There is no room between driving lane and parked cars. Please consider the use of "sharrows".</p> <p>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.</p>

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Problems	Positives	Other
<p>Need bike lanes on NE 124th St., especially coming up the hill from 100th, heading east!!!</p> <p>Also, I commute home from S. Kirkland P&amp;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.</p> <p>The curb lane is very narrow along 98th as you head north next to the Columbia Athletic Club.</p> <p>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).</p> <p>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.</p>	<p>Along Lake Washington Blvd. until you get near downtown Kirkland.</p>	<p>Climbing lanes</p> <p>Special left turn pockets for cyclists</p> <p>Bike lanes on all major streets</p> <p>Require bike racks (in visible locations) at places like markets</p>
<p>98th &amp; 110th Avenue NE, from Columbia Athletic Club to NE 137th.</p>	<p>Any place with bike lanes or wide shoulders</p>	
<p>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.</p>		
<p>n.e. 124 the street across I 405</p>	<p>I like the samamish river trail.</p>	<p>Trail maps</p>

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<b>Problems</b>	<b>Positives</b>	<b>Other</b>
<p>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.</p> <p>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.</p>	<p>Other than the areas mentioned above, I find Kirkland to be bike friendly.</p>	
<p>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.</p>	<p>Market Street has a nice bike lane and separate parking lane that allows safety for both drivers and bikers.</p>	
<p>Inconsistency of bike lanes - there is a lane, then its gone, such as from 520 north to downtown, ending soon after Carillon Point.</p>	<p>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 &amp; south along the entire lake shore.</p> <p>The Burke Gilman trail is very nice (but I don't believe that's in Kirkland).</p>	<p>A Pedestrian/Bike ferry/taxi from downtown Kirkland across to U-Village and/or Lake Union.</p> <p>Fewer cross walks, but improve the lighting and safety of the busier ones.</p> <p>Improved lighting along streets such as 108th &amp; Lake Wash Blvd.</p> <p>More bike lockers at the transit centers.</p>
<p>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.</p> <p>100th Ave where no bike lane exists.</p>	<p>Anywhere there is a bike lane!</p>	

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<p>100th street ped bridge is very poorly designed for bicycles -- please take bikes into consideration in design</p> <p>85th Street/Central Way should be improved with bicycle lane</p> <p>100th Ave north of NE 124th St</p> <p>Traveling north on LWB where Lakeview veers off to the right can be hairy</p>	<p>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)</p> <p>LWB/Market/Juanita Drive (though the Market bike lane should be wider)</p>	<p>more bicycle activated signals</p> <p>better accommodation of bikes at signalized intersections (blue boxes?)</p>
Downtown, car drivers are not paying attention.	Lake Washington Blvd	No bike lane on 85th St or Juanita Way
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	Best thing about Kirkland is that you have multiple ways to connect to regional trails. Worst thing is that they all involve riding streets.	Would love more protected connections south to I90, east to the Sammamish River trail, and north to the Burke Gilman
All of 85th.	Along Market Street is well marked.	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 don't ride much in Kirkland...See answer to next question below.	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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)</p>
From Siemons road into downtown kirkland		
85th/Central Lake Wash Blvd	Waverly Way Slater Ave 132nd Ave NE	Education: We need to ingrain in motorists minds that bicyclists are GOOD...yield right of way...be considerate.

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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	Yarrow to Carillon to Market to Juanita to the trail (except at the interection 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)	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.
around 520	carillon point area	
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.	Bike path along or near train track from Kirkland through Bellevue connecting to the trail starting at Coal Creek parkway.	More Bicycle awareness signs and larger bike path along the roadways.
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.	lake washington towards Juanita. Still pretty dangerous and would never consider commuting or traveling w/ kids	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 Hougton 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.
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.	Frequently use Lake Washington Blvd. and Market St. as a good North-South route.	More bike racks in public spaces.
interstate crossings.	Lk Wash Blvd.	Kirkland should join with and activly help King County build the rail with trail along the BN rail line
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.	I always enjoy riding the Market Hill, north of downtown to Juanita.	Look into the implementation of sharrows along with education of cyclist and motorists on how best to share the road.
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.	98th Avenue NE and Market Street are usually good as there is clearly marked bike lanes, wide vehicle lanes, and wide parking lanes.	Don't locate drainage basins/grates in the bikes lanes

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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.	All along Lake Washington Blvd and up the hill in Juanita towards Kenmore.	More room for bicycles on the buses, and more buses with bicycle racks.
124th Avenue and around Totem Lake Mall; 85th street	Along Lake Washington	
Anywhere without a designated bike lane	Not really	Remove the rail and install a trail.
Don't know	Waterfront	
I don't really have any problems on the routes I use.	I use Lk. Wash. Blvd and Lakeview the most, and have no problems there, but Lk. Wash. Blvd can be congested.	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.
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.	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.	
		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.
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.	Aside from the hazards from parked cars, the ride along Lake Washington Boulevard is very pleasant.	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.

Raw data from Bike Survey

Problems	Positives	Other
<p>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.</p>	<p>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)</p>	<p>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</p>
<p>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.</p>	<p>juanita</p>	
<p>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</p>	<p>1. Slater, where it parallels 124th &amp; i405 -- very little traffic use!                  2. NE 132 is good, bike lane - except the lane gets dumped at intersections like 85th St</p>	<p>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 &amp; bike -- says that car must yield when bike occupies -- otherwise the cyclist DOES have the right to the entire car lane, per state law.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>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.</p> <p>2. Downtown-Lake St/Lk Wa Blvd/Central--is not for the faint of heart when there is any sort of traffic.</p> <p>3. 112th Ave NE and 116th Ave NE in the Highlands Neighborhood.</p> <p>4. Transit in any direction through the 124th Ave NE/NE 124th St area.</p>	<p>1. Lake Washington Boulevard in the areas with bike lanes. Most of the rest is OK for experienced road riders.</p> <p>2. Waverly Way</p> <p>3. Slater Avenue NE (east of I405)</p>	<p>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.</p> <p>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.</p>
<p>NE85th/908 , especially crossing I405.</p>	<p>NE 80th st has great bike lanes. 124th Ave NE is pretty good too.</p>	<p>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.</p> <p>2. Good lighting will help evening or early-morning bikers.</p>
<p>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.</p>	<p>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.</p>	<p>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.</p>
<p>Riding a bike is unsafe in Kirkland and anywhere except a dedicated bike trail. There is too much traffic and too many distracted drivers.</p>	<p>I would say Lake Washington Blvd is good. Excellent would be if the railway is converted to a bike/ped trail.</p>	<p>Bike lanes that are marked. Rails to Trails. Issaquah has good markings, but again too much vehicle traffic to make it safe or enjoyable.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
crossing railroad tracks on 7th Ave and 6th St S Getting under 405 along 85th St	Waverly way - nice views 100th st bridge is a great help to get across 405	There should be more bike racks and places to lock up bicycles downtown and in neighborhood parks
	down Lake Washington Blvd	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.
The most problematic locations to bike in Kirkland are heavy traffic areas such as along 85th Street going downtown to the water.	A great place to bicycle is along Lake Washington Blvd.	Longer, more continuous trails away from the heavy traffic areas would be appealing.
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.	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.	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.)
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.	Waterfront and Juanita drive.	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.
Intersections where bike lanes disappear such as 124th Ave. NE and NE 124th St.	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.	
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.		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.

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
<p>1. Totem Lake</p> <p>2. intersections (example: 108th/68th) where bike trails end before the intersection</p> <p>3. lack of coordination with Bellevue - the Bellevue bike route on 116th is great and just ends when you get to Kirkland</p> <p>4.</p>	<p>1. Bridle Trails neighborhood - little traffic, nice bike lane, overpass to connect to Houghton</p> <p>2. Lake Washington BLVD to Lakeview Dr - but then the bike lane just fizzles out at intersections</p> <p>3. 520 trail to Marrymoor and up Old Redmond Road</p> <p>4. 405 overpass at 60th St is fabulous</p> <p>5. 405 overpass near Costco is good - but it should be opened for bike only strip on the road so you don't have to walk up the wheel chair ramp in bike cleats that are very difficult to walk in</p>	<p>1. continue bike trail through intersections - don't leave bikes without any options in the most dangerous part of the ride</p> <p>2. maps of bike routes - talk to Bellevue - especially for 10, 15, 20 mile loops in the city</p> <p>3. connect bike trails to other cities - talk to Bellevue and Redmond</p>
<p>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 bye honking their horns.</p>	<p>Market Street Hill!!!! Great in Both Directions.</p> <p>Lake Washington Blvd from Carillon point the Shell station at NE 38th place. Great in Both Directions.</p>	<p>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.</p> <p>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.</p>
<p>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.</p>	<p>124 Ave NE has nice bike lanes</p>	<p>I have been hit twice on 100th Ave NE this area needs bike lanes and police enforcement to make it safe.</p>
<p>Totem Lake (NE 124th Street/124th Avenue) Connections between downtown and NE 85th area.</p>	<p>Juanita Bay causeway.</p>	<p>More bike racks downtown</p>
<p>Keep bike paths clean of glass and debree, 132AVE and 124th AVE.</p> <p>There is not a safe bike path from the Willows road area up into Kirkland. Very tough for commuters and recreational cyclist alike!</p>		<p>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.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>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.</p>	<p>Market Street as it turns to 100th is well marked and wide.</p>	<p>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.</p>
<p>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. A lack of bike rack/ bike locker opportunities is one. 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?</p> <p>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. :-(</p>	<p>I am not sure, I ahven't found it yet.</p>	<p>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 d 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 bile 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. 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.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>Improvement ideas:</p> <ul style="list-style-type: none"> <li>• NE Points Drive (between Lake Washington Boulevard and 92nd Avenue NE) <ul style="list-style-type: none"> <li>o 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.</li> <li>o This sign should be supplemented with a plaque reading “EXCEPT PEDESTRIANS AND BICYCLES”. This supplemental plaque should be 36” X 18”.</li> </ul> </li> <li>• Market Street (between 5th Avenue W and Waverly Way) <ul style="list-style-type: none"> <li>o Construction equipment parked in bike lane.</li> </ul> </li> <li>• Lake Washington Boulevard (between downtown Kirkland and NE 60th Street) <ul style="list-style-type: none"> <li>o 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.</li> </ul> </li> </ul> <p>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.</p> <p>NE 124th Street does not feel very safe to cycle on in</p>	<p>Market Street and NE 116th Street are pretty good corridors to bike on. There are bicycle paths and most drivers are courteous enough to drive on the left side of their lanes when passing.</p>	<p>I would like to see better connections to regional trails using either bike lanes or trails.</p>
<p>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.</p>		

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
<p>1/100th 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.</p> <p>2/No good route to Joe's Sporting Goods from Slater &amp; NE 116</p> <p>3/Westbound on Ne 85th from Redmond to Kirkland is difficult and dangerous!</p>	<p>1/Lake Washington Blvd headed south and then west to Medina.</p> <p>2/Market St heading north via Juanita Dr to Wayne Golf course or 100th over Norway Hill</p> <p>3/Eastbound on NE70th/Olde Redmond Road to Marymoor</p> <p>4/North on Slater, East NE124 &amp; the Sammamish Drainage Canal trail to Red Hook</p>	<p>Portland, Oregon has established the standards for bike routes, signage etc. A good example to follow.</p> <p>Kirkland generally has smooth roads except now for the piece meal repavement of NE87 after replacing a water mainline.</p>
Downtown along Central and Lake St	Bridle Trails area	
	The hills of kirkland are all great. Norway hill, hunts point, big finn hill on juanita way	
I don't know of a 15 - 20 mile loop that is safe to ride.	Market street	
Downtown.	Watershed	
100th Ave NE from NE 116th ST to NE 132nd ST, not enough room on shoulders, both directions	Market St	
For me, it's on my commute. Kirkland has not continued Bellevue's bike lane on 116th from the Bellevue city limits to 70th.	<p>I use all three of the pedestrian overpasses crossing 405 and greatly appreciate them.</p> <p>Kirkland's focus on pedestrian safety has made the city a better place for cyclists too.</p>	

Raw data from Bike Survey

Problems	Positives	Other
<p>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.</p> <p>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. 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.</p> <p>The pedestrian overpasses at 100th, 80th and 60th are great but could really use one or two further north.</p> <p>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 then driving.</p>	<p>The Bridle Trails neighborhood is quite nice though several of the roads could have better shoulders/bicycle lanes. The Market Street, Juanita drive and the surrounding suburban streets are nice. I highly appreciate the pedestrian overpasses at 100th, 80th and 60th. The Lakeview neighborhood is really nicely setup with bicycle lanes, signs and paths.</p>	<p>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.</p>
<ol style="list-style-type: none"> <li>1. Crossing 405 at: 70th and 116th</li> <li>2. No bikelanes through downtown (Kirkland Ave, 85th Ave, 3rd St., Lake St.)</li> <li>3. No bikelane on n/s 132nd or 124th</li> <li>4. No way to travel safely in Totem Lake area</li> </ol>	<ol style="list-style-type: none"> <li>1. n/s on Market St.</li> <li>2. n/s on 108th Ave NE/ 6th St.</li> <li>3. e/w on NE 70th</li> </ol>	<ol style="list-style-type: none"> <li>1. More BIKELANES for inexperienced cyclists.</li> </ol>

Raw data from Bike Survey

Problems	Positives	Other
<p>At the intersection of Market Street and NE 85th Street. 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.</p>	<p>Lake Washington Blvd, Market Street and Juanita Drive/area.</p>	<p>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.</p> <p>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.</p>
<p>I live in High Woodlands north of Totem lake. There should be complete bike lanes into downtown. Too many existing bke lanes just stop.</p>		
<p>Lk Washington Blvd from downtown to Carillon Pt - lots of traffic, parked vehicles, bikes, and no bike lane.</p>	<p>Downtown to Finn Hill via Market &amp; Juanita Dr</p> <p>NE 70th/Old Redmond Rd from Houghton to Redmond</p> <p>Good bike lanes &amp; pavement.</p>	<p>Reserving a portion of the Library garage for a card-lock bicycle cage that could serve downtown residents &amp; workers and bus commuters.</p> <p>Keeping bike lanes &amp; 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.</p> <p>I saw some signs in Switzerland that proclaimed "Bicycles are King", which I thought would be a great slogan for King County.</p> <p>Interesting statistics:  <a href="http://www.cyclecraft.co.uk/digest/research.html">http://www.cyclecraft.co.uk/digest/research.html</a>                      although I don't know what the rate is for accidents per number of cyclists using each route.</p>
<p>98th/100th AVE NE north of about 116th</p>		
<p>100th aven, north of Ne 116th.</p>	<p>The streets with complete bike lanes or wide shoulders like 124th Ave from 85th north to Ne 116th</p>	<p>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!</p>

Raw data from Bike Survey

Problems	Positives	Other
Main arterials without bike lanes: NE 124th St, 100th Ave. Crossing over/under 405 in pretty much every location (except new overpass on NE 128th).	132nd Ave NE from NE 40th to Slater Way; Market Street to Lk Washington Blvd; Juanita/Woodinville Way. Every road with a bike lane!	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.
		I live in seattle. I would bike to work if there was a way to cross the bridge.
		I live in seattle. I would bike to work if there was a way to cross the bridge.
1. NE 100th Ave from NE 116th St to north City Limits - accomodation for bikes just end for continuing north. 2. 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. 3. There is no good bike corridor to get in and out of the Totem Lake area.	1. NE 132nd St from east of 124th Ave NE to 132nd Ave NE - nice wide bike lanes that are very comfortable to ride in. 2. NE 70th St - convenient and nice E-W connection. 3. Market St - Relatively slow traffic and pleasant street to ride on. As more cars park along it though the risk of being "doored" increases.	#NAME?
1. 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.) 2. 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. 3. 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) 4. 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)	1. 124th Ave NE between NE 124th ST and NE 85th St. 2. 6th St north of NE 68th St 3. Market St 4. NE 68th/ NE 70th St 5. Lake Wa Blvd north of NE 38th to Carillon Pt. 6. Great bike/ ped bridges across I-405 at NE 60th, NE 80th, NE 100th! 7. Neighborhood streets north of Central Way 8. Watershed Park 9. Juanita Drive	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. Put in a bike trail on the BNSF line. 3. A bicycling map for the city would be nice. 4. More clearly marked bike routes would help novice cyclists (though not me.)

Raw data from Bike Survey

Problems	Positives	Other
Bike lanes are on heavily used main arterials. How 'bout on some of the lesser (car) used arterials?	<p>Waterfront would be nice, if we had dedicated bike lane.</p> <p>We stay up on Rose Hill because it has slightly lesser traffic on backroads.</p>	
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.	No answer. I commute from North Bend to Carillon Pt via Old Redmond Rd, and do not deviate from my normal route.	<p>One of the most annoying things about being a commuting cyclist is that one or both of the following situations occurs:</p> <p>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.</p> <p>b) crosswalk lights remain in the DON'T WALK position, even when with the light. That is probably the most annoying of these two.</p> <p>Please, it would be nice if you could remedy these situations, not just for cyclists but also for pedestrians.</p>
	The railroad where the dinner train is no longer going to run. Accesible to all, dedicated and not in conjunction with existing auto traffic.	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.
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 cooridors within a couple of miles of 124th St.	Lake Washington Blvd, just south of downtown. It's a bit of a gauntlet with the skinny bike lane, parked cars, and congestion - however it is a great commuting cooridor for bike commuting and I appreciate the city's efforts to improve the experiance for bicyclists.	
		more signs to advise motorists to share the road

Raw data from Bike Survey

Problems	Positives	Other
		<p>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.</p>
<p>18th St W and 6th Ave w at Market St</p>	<p>Juanita bay park west of market</p>	
<p>Traveling through downtown...dangerous. All routes could use more isolation from car traffic...again dangerous.</p>	<p>Getting to Burk Gilman...Along Bridal Trails (West side)...Forbs Road (little traffic..but too short)...Frankly, just too little dedicated biking paths to claim Kirkland as bike friendly/efficient and safe.</p>	<p>Barriers to separate car traffic from Bikes... Burk Gilman like dedication to bikes....</p>
<p>Lake Washington Blvd, Market, Juanita Drive. Too busy for kids. East of Market neighborhoods are better but very hilly for kids starting out. Any street in downtown Kirkland (shopping area) I feel is also too busy for kids.</p>	<p>No where. There is no "excellent" biking for young families to go with their kids other than Marymoor. Marymoor provides a lengthy, flat ride that we can't find in Kirkland. I don't even like riding my bike on Market or Lake Washington in fear of getting hit. One exception might be St. Edwards but not quick to get to and it's mostly trails.</p>	<p>As I stated earlier, a designated trail for bikers and walkers. Lake Washington, Market, Juanita Drive, Bellevue Way are all way too busy, even for a semi-experienced biking adult!</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>Totem Lake - connect bike lane on Slater across the freeway on 116th to Forbes Ck Drive From Norkirk to Houghton south across downtown. need to improve bike lane on 6th street to make it continuous. 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 Bike route through downtown between Lk Wash Blvd, State St and 108th Ave on the South to Market St &amp; 85th sts on the north 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 Continue the bike lane on Lk Wash Blvd farther north and south 85th st crossings are for pedestrians, not cyclists</p>	<p>Old Redmond Rd is the best east-west route. Lk Wash Blvd to Market is the best north-south route The BN corridor would be an AWESOME biking route in Kirkland. Support that plan AS MUCH AS POSSIBLE Improve routes for bikes that have the gentlest hill grades: up in Norkirk, that is 4th St. To Rose Hill, that is 70th/68th/Old Red Rd. To Bellevue that is 106th/108th, although the worst parts of that road are in Bellevue</p>	<p>Driver education about cyclists rights Free bike loans in downtown area Dedicated bike lanes in congested areas</p>
<p>Totem Lake - connect bike lane on Slater across the freeway on 116th to Forbes Ck Drive From Norkirk to Houghton south across downtown. need to improve bike lane on 6th street to make it continuous. 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 Bike route through downtown between Lk Wash Blvd, State St and 108th Ave on the South to Market St &amp; 85th sts on the north 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 Continue the bike lane on Lk Wash Blvd farther north and south 85th st crossings are for pedestrians, not cyclists</p>	<p>Old Redmond Rd is the best east-west route. Lk Wash Blvd to Market is the best north-south route The BN corridor would be an AWESOME biking route in Kirkland. Support that plan AS MUCH AS POSSIBLE Improve routes for bikes that have the gentlest hill grades: up in Norkirk, that is 4th St. To Rose Hill, that is 70th/68th/Old Red Rd. To Bellevue that is 106th/108th, although the worst parts of that road are in Bellevue</p>	<p>Driver education about cyclists rights Free bike loans in downtown area Dedicated bike lanes in congested areas</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>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)</p>	<p>The bike lane on Market is good. Should put something like that on 85th. In general the bike lanes are good in Kirkland, and I appreciate that Kirkland takes biking seriously. It is really apparent how nice Kirkland is for bikes whenever one rides south into the bike hell that is Bellevue.</p>	<p>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.</p> <p>More signs or paint to let drivers know that bikers are out there.</p>
<p>85th from Redmond to Kirkland.</p> <p>No reasonable route between Redmond &amp; Kirkland.</p> <p>Need better connectivity to Bellevue &amp; Kenmore/Bothell too.</p>	<p>Power line trail connection to the Redmond portion of the Puget Power line trail.</p> <p>Lake Washington Blvd, need better route along the lake from Bellevue to Kenmore/Bothell &amp; the Burke Gilman/Sammamish River Trail.</p>	<p>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 &amp; on signs along the roadside.)</p> <p>More efforts to share trails with horses &amp; bikes.</p>
		<p>Given the beautiful lake front view, I am very surprised that there are not a greater number of water front trails (for multi-use). It surprises me more that there is not any sort of continuous trail that will route users along the entire lake (even if not all along the water). If such a trail does exist, it is not been easy to find any publications. Using the Chicago lake front path as an example, the city has a considerable path that follows Lake Michigan. It is over 50 miles long and have several areas where there is a separate biking path from other users. This path is so convenient that it is used nearly year round, even during the Midwest winter. Kirkland should be able to replicate such a trail. If trails are designed away from roads, more people will use them for recreation. If they are also designed to link towns/neighborhoods, people will use them for daily transit.</p>
<p>many of the streets are not wide enough, so it is a hazard. Northup especially. Just a little wider pavement would make that more safe. I see bike riders on it frequently.</p>		

Raw data from Bike Survey

Problems	Positives	Other
<p>I sometimes have trouble going northbound on Lake Washington Blvd where it splits with Lake view because of car traffic. Also going north through Juanita because there is no bike lane and the pavement has been chewed up by the buses.</p>	<p>I like biking along the waterfront. 124th NE between 116th and 85th is a good street as well. I like the wide bike lanes on it.</p>	<p>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. 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. Also, you could use more bike racks in downtown Kirkland.</p>
<p>1. Lake Wa Blvd through downtown - tight, alot of congestion with cars, cyclists, and walkers. 2. 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.</p>		<p>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?</p>
	<p>Along Lake Washington Blvd.</p>	
		<p>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.</p>
<p>Difficulty with 520 lack of bike lanes, maintenance needed to Sammamish River trail near 40 acres soccer park, overall great access to bike lanes!  Although not in Kirkland, we need better bike lines on the north side of lake sammamish .</p>	<p>We love the 7 hills of Kirkland course and the connections with the Burke trail</p>	<p>We chose our residence in Kirkland relative to access to safe biking routes and commuting to work. Nice Job!</p>
<p>My route is pretty good. I wish that we could make the bike lane bigger as you approach 100 ave NE heading Westbound on NE 132nd Street. Bike lane on 100 Ave NE between NE 140th (?) and NE 132nd.</p>	<p>Connecting from the Burke=Gilman trail over Juanita Drive to Market Street, to Lake wa BLVD</p>	

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Any two lane road, Bikes should not be allowed on roads where there is not a shoulder or bike lane.		
between 132nd and 116th on 100th before getting to the wildlife park area in Juanita. Also along the water front on Lake Washington Blvd.	Due to high traffic volumes the major streets are not very safe for lone bikers.	Would love for more bike trails connecting the parks if possible.
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.	While NE 132nd is a very busy road, the bike path along both sides of the road, from 124th Ave NE to 100th Ave NE makes it a safe route.	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).
NE 85th from Lake Washington Blvd (downtown Kirkland) to I-405 (and further east) needs a bike lane in the uphill direction.  Bike Lane on Lake Washington Blvd should NOT end at NE 38th Pl, but should continue all the way to SR520 and further south.  Need signage at Northup and Lake Washington Blvd directing bicyclists west on Northup to access 520 bus stops (Evergreen Pt station)	The bike lanes along Market and 98th between NE 85th and NE 116th are pretty good (although they should be swept more often).	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).
Anywhere there aren't actual bike lanes.	St. Edwards	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.
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).  Cycling downhill (West) on NE 68th over 405 and towards 6th St S is dangerous because the bike lane disappears.		Convert the RR tracks into a bike path!
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.	I bicycle through downtown several times a week and the bike lanes are wide enough that it feels safe (mostly on Market & State streets).	Make sure that traffic light sensors are sensitive enough to trigger lights when there's just one bike over them.

Raw data from Bike Survey

Problems	Positives	Other
Need to work with Redmond to complete the Ne 100th Street corridor. Need connections off the 100th street corridaor to take you into downtown.	Along LWB	Adequately fund the plan
Lack of clearly defined bike lanes.	Juanita Drive	
Going from the end of the bike lane on Lake Wa Blvd over 520 to Bellevue. Going from Downtown Kirkland to Burke Gilman	Lake Wa Blvd bike lanes, from Juanita Village area to Bastyr wide shoulder (it could be cleaner - lots of debris and glass hazards). From Houghton fire station to Kirkland P&R.	Please keep adding bike lanes Better access for bikes to the S Kirkland P&R - like a bike entry that doesn't involve going through the parking lot.
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! I 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.		
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.  Similar situation at westbound NE132nd, approaching 100th Ave NE (just not downhill).  A bike lane on 100th Ave NE would be welcomed & improve safety of cyclists riding there (sidewalk ramps don't allow for comfortable rides).	Juanita area through downtown Kirkland is very nice.	
redmond way/85th st. traffic is not very respectful of bikers.	downtown, along the waterfront is good- in the parks and away from cars and traffic is optimal.	make it safe for bikers of all ages and levels- for kids, beginners as well as expert, experience bikers.

Raw data from Bike Survey

Problems	Positives	Other
Northup (no bike lane, yet how are you supposed to get to 520 bikeway?) - especially bad under 405 (guardrail but no shoulder, and around corner); also 70th bridge over 405 (no shoulder and westbound has a rough edge); I wouldn't want to bike on 85th - no shoulder and those freeway exits are tough to cross.	lake wa blvd and state street	I'd love to see a bikeway along the railroad or along 405 that connects with I-90 and 520 bike / ped ways.
Lights that do not have the sensor pads for bikes (especially for left hand turns) - 68th and 6th street. Bicycle lane disappears on lake washington blvd before 520 - cars are always right up to the curb and it is not very safe. Debris in the bike lane on 124th in totem lake heading westbound. The bridge on 68th over 405 heading west - very narrow and there is a pothole / lip in the right hand side. 132nd heading east also has a very narrow shoulder on a good downhill.	Along the lake - and over market to junita. The 7 hills of kirkland course.	
Lake Street from Central Way to Houghton, where the bike lane begins.		
Totem Lake area	NE 70th, 124th Ave NE, 132nd Ave NE, others	A bikable connection between South Rose Hill and the north Redmond business area / Sammamish River Trail would be nice to have. A regional trail along the BNSF railway would also be great.
The 100th Ave and 132nd intersection can be difficult to negotiate when traffic is busy.	Not too many as there are too many cars on the road. We need to have more incentives or disincentives (tolls, higher parking fees) to get people out of there cars.	More bicycle lanes/paths and more ways to encourage less driving. Stop sprawl and enc. higher density developments that lend themselves to less driving and more walking/biking.
	the waterfront! It is great down there but not biker friendly.	
All Over - Totem Lake area in particular is treacherous. No bike lanes, can't ride on sidewalks, so much construction.	Water front.	

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
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.		
DT Kirkland	East + West of Market	Limit car traffic in DT Kirkland see above written comments
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.		
85th is bad, but there are so many alternatives to it that it doesn't really matter. 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.	We feel reasonably safe having our young kids ride from our house in the Highlands, over the 100th street overpass, and over the the Boys and Girls Club.	The best way to keep bicycling safe is to have separate trails for them. My husband would commute more with better trails.
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.	sammamish trail up over parralel to 520 heading into the Kirkland waterfront and then taking Lake Washington blvd.through Juanita and up Juanita Drive to the bike trail	
	Bridle Trail Bike Path	
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.		

Raw data from Bike Survey

Problems	Positives	Other
<p>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.</p> <p>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.</p> <p>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.</p> <p>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 that are a pain to cross.</p> <p>I think that would be the same for any bike commuter.</p>	<p>My favorite location is along lake washington south of downtown kirkland. The views are great. The long rows of parked cars and the many cross streets mean I have to be alert for doors and turning traffic but it's well worth it. I use that route on my way to work. It's where I take out of town cyclist friends too.</p> <p>My favorite example of a great place to ride in kirkland ignoring views would probably be the Rose Point area north and west of downtown Kirkland. There aren't many bike lanes but the area is so quiet there don't need to be any. It could be better if more streets went through instead of dead-ending. Of course I have to contradict my statement about going out of my way to ride in Rose Point. It comes down to what mood I'm in and how pressed for time I am.</p> <p>It also depends on if I'm alone or not. When I'm alone, I usually just brave the traffic on the main drag. If I'm riding with my wife we take quieter streets so we can ride side by side and talk.</p>	<p>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.</p> <p>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.</p> <p>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.</p>
		<p>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. 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.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
<p>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. 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.</p>	<p>Again, Juanita Drive is where I spend my time and it is beautiful. Lake WA Blvd is also very enjoyable.</p>	<p>See above re: my safety comments on Juanita Dr. Unfortunately, the larger issue is one of driver education (laws), from my perspective. It would be wonderful to see a paved trail that connects Kirkland to the Burke Gilman trail.</p>
<p>Downtown, although as it becomes more congested, it actually becomes better for bikes, if worse for cars.</p>	<p>Oh man! I really like bicycling in Kirkland, and would have a hard time nailing this down. I often do sections of the 7 hills ride (just doing the 2 1/2 hills of Kirkland, or the 4 hills of Kirkland, etc, sometimes the whole thing).</p>	
<p>Downtown on Lake WA BLVD is very treacherous. Riding between traffic and paked cars and across driveways without a marked bike lane is scary. 100th AVE between 132nd and Juanita Village needs a bike lane, it is very scary to ride alongside traffic which rarely yields the required 3 feet.</p>	<p>The drive over Market street is well marked and safe.</p>	
<p>Juanita Drive where there is a bike lane. The lane is VERY dangerous because of cars drifting into and coming out of driveways.</p> <p>The bike lane on Lakeview Drive is very dangerous. It it just a door zone for parked cars. I never use it and that makes drivers mad because they don't understand that it is not functional as a bike lane.</p> <p>108th Ave NE near the entrance to the South Kirkland Park and Ride. Cars pull in and out of the P&amp;R and NE 38th Place in front of bikes coming down the hill.</p>	<p>Forbes Drive is nice, but its not on my commute. Lake Washington blvd is not excellent but it's good.</p>	<p>The Kirkland bike lanes are not useful. Cars drive and park in them and they are poorly placed in door zones. The police do not address aggression towards cyclists.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>Anything around 85th is terrible. Fortunately 70th and 100th are good. Downtown Juanita is a little sketchy, but OK. Totem Lake area (100th, 124th) is also not bike-friendly.</p> <p>The trail along 520 ends there above Northrup, and Northrup down past Burgermaster isn't bike friendly (or ped friendly) at all. Makes it tough to get from, say, Microsoft to d/t Kirkland easily.</p> <p>Generally Kirkland is pretty good for bikes, but you're often force to traverse one of the above areas which is intimidating for less-experienced riders and probably stops some people from using the bike to commute, etc.</p> <p>LW Blvd by the water is a little scary when busy - cars parked along there open doors into where bikes are. Needs to be a bit more room for both to happen.</p> <p>Forbes Creek greenbelt is a barrier. If there was a way to get from Houghton/Highlands down across the tracks it would be very helpful. Currently you have to go all through Totem Lake (scary) or downtown and up and over Market (long) to do this.</p>	<p>Bridle Trails area is good (70th, 80th), ped bridges over 405 are great and convenient. Many secondary streets are wide and/or have bike lanes, which is also great.</p>	<p>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.</p>
	<p>Along the waterfront and up to Juanita Drive.</p>	
<p>Juanita drive approaching 116th from the South. Bike lane disappears.</p> <p>No bike lane along areas of Lake Wa. Blvd in Kirkland.</p>	<p>The dinner train route, once it is a paved trail, would be the most incredible local link into a major regional network.</p>	<p>I think Kirkland is actually doing a pretty good job for cyclists.</p>
<p>Juanita Drive. I would like to see posted signs to watch for cyclists, I would also like to see a clearly designated bike lane that is kept swept so that cyclists do not need to ride on the white line to keep tires out of debree</p>		

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
85th Street, Central Ave.	On Market Street, well marked trail on street	Places to park your bicycle in front of stores.
Please fix the deadly end of the bike shoulder on 98th Ave SE at 116th. Going Northbound or Southbound at 116th the bike trail (without warning) simply ends and throws the bicyclist into traffic. I've almost been hit by a Kirkland Parks and Rec truck at that very intersection. PLEASE fix it, and thank you.	Most of Kirkland is great. In fact, Kirkland (in my opinion) is better than the self-proclaimed bike city of Redmond.	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).
Turning left from 98th onto NE Juanita Drive. The amount of traffic that builds up on 98th in the evenings is very heavy and makes the turn potentially dangerous.  Biking along Lake WA Blvd going N into Kirkland is less than ideal. Even though there is a wide shoulder it needs to be striped specifically as a bike lane to alert drivers to the fact that they need to be cautious when pulling into open parking places or making turns off of the blvd.		Just the fact that you are gathering feedback from the biking community is a great start. 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.
downtown	market st	bike trail along lake wa blvd
98th and 100th Ave from Juanita Bay to Simonds Rd (areas with no shoulder) Simonds Rd and 100th...hard to get light to change	Market Street Hill Lake Washington Blvd 132nd St	Painting x's on the road where a cyclist can stand to get the stop light to change
The 108th corridor between Northup and 41st Drive is quite treacherous as there is insufficient space for bicyclists and automobiles to coexist.	The 108th corridor north of 41st, all the way to 85th. The Market street corridor starting at Central Way northbound to Juanita has excellent bike lanes.	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.  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.
Lake Washington circle route		

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
north bound on 108th just pass northup, narrow road and lack of bike lane	116th ave between northup and 70th	auto driver awareness that bicycles share the road
downtown Kirkland - traffic. 85 from Kirkland to Redmond is very dangerous, which is ironic as you pass by the sign that says welcome to Redmond bicycle capital.	520 to Market Street to Juanita Drive to Burke Gilman trail.  Juanita Drive needs bike lanes!	More dedicated bike lanes
To me the most problematic locations for biking in Kirkland is connecting to the Burke Gilman/Sammamish River trail to the North and to the East.  It would be nice if the trail was physically connected to 96th Ave NE/Waynita Way NE. Dismounting your bike is required to get from the trail onto 96th Ave NE. However 96th Ave NE/Waynita Way NE has a nice shoulder for biking. That is until further South on 100th Ave NE starting at NE 140th St all the way to NE 124th St is not safe for biking. This section of 100th Ave NE is virtually a four lane freeway. The same goes for NE 124th from 100th Ave NE to I-405. Both of these roads have zero shoulder and the majority of drivers travel at speed higher than the posted limits. They are very unsafe for bicyclists.	Market St, Lake St S, Lake Washington Blvd NE, Jaunita Dr are all nice roads to bike on with decent shoulders and most drivers seem to limit their speed within reason.	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.
Washington Blvd., Northup Way, Bellevue Way, 100 Ave NE, Juanita Way	Market Street, side streets (less traffic)	Inform, warn, and ticket auto drivers who 1. 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.

Raw data from Bike Survey

Problems	Positives	Other
<p>Lake Washington Blvd between Carillon Pt and Downtown Kirkland (Northbound) and 116th between Northrup and 70th (no bike lanes)</p>	<p>Anywhere along 108th is pretty good.</p>	<p>Related to safety. 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. 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.</p>
<p>Access from Juanita to Sammamish River Trail system. 124th is dangerous, especially over the 405. Forbes Creek Parkway is a good access up the hill but 116th is dangerous due to lack of lanes, signs, etc. I'd ride to the market, but fear my life - especially during high volume hours.</p>	<p>Juanita Park to Carillon point and beyond. 124th ave is decent from 116th south, linding to 132 via 100th, then a variety of routes down to Marymoor.</p>	<p>I haven't seen a lot of racks or storage for bikes in downtown. 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.</p>
<p>Link between juanita and down town Kirkland</p>	<p>juanita woodinvile way has a great bike lane, it just dosent connect to anything going south</p>	
<p>Lack of clearly defined/marked bike routes and lack of easily accessible route to Burk Gilman Trail and other interconnecting biking paths</p>	<p>Most everywhere provided that improvements as suggested under items 3 and 4 above are implemented</p>	<p>See comments above and effective resting facilities</p>
<p>NE 124th the full length from east to west including the overpass over I405</p> <p>NE 116th going under I405 needs paving, a continuation of bicycle lane, or signage to alert motorists as they turn onto the entrance ramp to I405, or to merge bike traffic to go under the overpass.</p> <p>As cyclist head north on Lake Washington Blvd onto Lake St. downtown the bicycle lane ends. Is the idea to merge with vehicles because at this point both are doing the same speed? Should there be a bike lane up to the light at Lake and Central Way for turning left?</p>	<p>The best length of cycling and viewing are along Lake Washington Blvd. and up Market Street. Including a spin off up Lake Ave W that would have signage for cyclist to enter Juanita Park through the residential neighborhood at its south pedestrian entrance. Going down Lake Ave W, making a right up 6th St. W, a left down 16th Ave W to 10th Pl. N, and entering the park through the pedestrian entrance. It would be nice to connect Juanita beach and the refuge area without having to go along the busy road (98th).</p>	<p>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.</p>

Raw data from Bike Survey

Problems	Positives	Other
Cars at intersection of NE Points Dr and Lk Washington - they go through intersection & make illegal U-turn to get onto 520 West. I go up Points Dr, they usually almost run me over while making their U-turn.		
The overpass on NE 70th over I405. There are bike lanes to the overpass that actually disappear on the overpass. The pedestrian overpass on NE 60th needs to be cleaned and the glossy paint on the surface needs removal		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.
70th across 405. Turns from side streets onto 108th.	Watershed Park is a nice diversion for commuting. Bridal Trail (but this might be Redmond) 60th Bridge crossing of 405	Signage for good routes through 405 would be very helpful. For instance most people don't know about the 60th ped/bike bridge.
My route to work at Group Health Hosp takes me down Juanita Drive, Market St., through downtown Kirkland, across the 405 pedestrian overpass, south on 132nd to the 520 bike/pedestrian link to 148th. 1. The Kirkland portion of 132nd does not have a designated bike lane (it disappears at the Bellevue/Kirkland line) and redoing that street is a high priority for me. 2. Development that would separate me from traffic and provide more cohesive north/south and east/west links through the area is a very high priority. The proposed use of the BN rail corridor would be a huge step in that direction.	Juanita drive and Market St. work really well.	
- 85th from Redmond to downtown Kirkland is by far the worst!!! - along Lake Wa Blvd when there are lots of cars parked along the street - any street/overpass going over I-405 - need a bike lane for Juanita drive that ensure visibility to cars coming out o	- 70th street between 108th and I-405 - some of the side streets east of downtown kirkland and west of the freeway. - State street between 4th (?) & 68th St	traffic light triggers that detect bikes connections for regional trails

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Any over and under passes around I405. First of all, most the bike lanes end just before getting to the under/over passes and begins again afterwards. Secondly, the road conditions are horrible. The roads are bumpy, full of holes and debris everywhere. Especially the underpass on NE 116th St and the overpass on NE 124th St.	Willows Rd south of 124th Street all the way until 90th St. And the Sammanish River trail is nice too. Market St going north out of downtown Kirkland is quite nice on the ascent, but the road condition on the descent can be improved.	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.
The connection over to Redmond could be better. In particular, on the route Old Redmond Rd - 70th - 68th and so on, the I-405 crossing on the bridge is extremely iffy. Thanks!		
1) One major safety issue for me on a daily basis is biking the Juanita Drive hill around Juanita Bay. The lanes used by bikers are often blocked by vehicles, especially on the south side of the hill. This forces me to pull out into heavy traffic, a very dangerous situation on this busy road.	Much of Kirkland is great for biking, if you like hills. I mountain bike in many locations in Washington. St. Edwards park is one of my favorite areas to mountain bike in the whole state.	These would help me: Local bike registration to help in finding a stolen bike or help prevent theft. We need "Share the Road" signs that remind motorists to be courteous to bikers. 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. Community sponsored classes on bike commuting. 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".  Thank you so much for doing this survey!!
Any road or street without a bike lane. Example, on 116th AV NE between Northup Wy and NE 85th there is a bike lane on both sides of the road while in Bellevue City Limits. As soon as you see the "Welcome to Kirkland" sign (traveling northbound) the bike lane stops and the danger begins.	All the main roads. The most heavily bike traveled roads are Lk Washington Blvd and Market street to Juanita as they connect riders with other main roads.	Educate automobile drivers about sharing the roads with bicycles.  My citizens don't bike just because many roads do not have bike lanes.  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.

**Raw data from Bike Survey**

Problems	Positives	Other
<p>Northup Way between BurgerMaster &amp; 405 (at least I think that's in Kirkland).</p> <p>Everything along the 520 corridor (I'm assuming the north side is Kirkland).</p> <p>Getting from the central downtown area to the eastside of 405 is not a simple thing to figure out. The pedestrian bridges help, but require homework to find. On the eastside both the one by the high school and the one by Houghton are difficult for bikes to merge back into streets/traffic.</p> <p>LK WA Blvd can be a challenge between traffic and cars parked along the lake, especially closer to town.</p> <p>Connecting from Lk WA Blvd (southbound) to Northup Way is challenging. The bike lane ends right at the point that traffic picks up considerably. I typically just stay to the right, turn into the office complex area then catch the light straight across, rather than try to navigate across the Lk WA Blvd traffic to the left turn lane.</p>	<p>Most places, actually. You have built a well established network. I use much of it throughout the year. My favorites are Juanita Dr, Market St, and of course Lk WA Blvd. Old Red/Kirk Rd's upgrades have been excellent.</p>	<p>I really enjoy the network you've built and am excited to see any improvements you can bring to the system.</p>
<p>a number of the traffic lights don't register when a bike is on them.</p>	<p>Up and down 70th/Old Redmond Road. Up Juanita Hill Holmes Point St Edmonds for Mountain Biking</p>	
<p>100 Ave NE North of Juanita and S of 145th has no bike lanes but is the most direct route to the trail. Needs bike lanes.</p>		<p>More bike lanes.</p>
<p>Making your way west from the lake. When I ride to work from the Finn Hill area there are not a lot of great roads to connect West to East (not so bad going North to South along Lake WA Blvd or the Burke).</p>		

Raw data from Bike Survey

Problems	Positives	Other
<p>85th Kirkland Avenue Upper Forbes Creek Stairs</p>	<p>West &amp; East Side of Market</p>	<p>Curb cuts Road grid orientation indexes so that tires can't drop into slots</p>
<p>Lake Street S - Particularly during commuting hours and in town. Parked cars, cars backing up, and no bike lanes... very dangerous. Most riders go between road traffic and parked cars in no marked lane as traffic backs up so far out of town.</p> <p>Northrup from 405 to Lake Washington Blvd. No bike lanes, and traffic traveling over speed limit.</p> <p>116th Ave NE around Bridle Trails - No bike lanes and road surface is incredibly bad (even in a car).</p> <p>A lot of Totem Lake is tough for bikes... the passage under 405 on NE 116th is terrible. I know the construction is going on but nothing has been done to accommodate bikes during the process. The pavement is torn up, area is full of loose gravel and the area is very busy with traffic all of which is very dangerous for bikes. To get from the West side of 405 to the East side is very difficult in that area and up to NE 124th. We would have to make our way to the ped crossing South of 116th which is not easy to get to from the West side of 116th or go North to 132nd which is way out of the way also.</p>	<p>Lake View Drive to NE 68th Street. Good bike lanes, decent pavement and traffic speeds are moderate.</p> <p>Market Street from Central Way to NE 116th. Good bike lanes.</p> <p>NE Juanita Drive - good shoulder at least on the Kirkland side... any pull you might have to extend the good shoulder or bike lane all the way to the trail in Kenmore would be helpful.</p> <p>St. Edwards Park - great for Mt. Biking!</p>	<p>When you build traffic humps leave gaps for bicycles. These can be dangerous to bikes.</p> <p>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.</p> <p>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.</p>
<p>--NE Juanita Dr traveling E between Ne 112th St and 93rd Ave NE. Cars park in bike lane and pullout in front bikes as they travel downhill.</p> <p>--NE 68th St between 116th Ave NE and 112th Ave NE (East &amp; West - no bike lane and lots of aggressive traffic. Need</p>	<p>--132 Ave NE, North of NE 85th St. Good bike lanes, not next to parked cars.</p> <p>--NE 70th St, East of 405. Good bike lanes and connection to redmond.</p>	<p>Advocacy of BNSF acquisition and conversion to regional trail through kirkland.</p> <p>Invest in public education about the rights of bikes to share the road.</p>
<p>bike lanes aren't clearly marked...or are just curbs. Also, they're usually filled with gravel, garbage and glass...</p>	<p>Leisure cycling would be on the waterfront. For exercise/training it'd be in the Juanita area.</p>	<p>Just better and better marked bike lanes and trails available.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
- 116th Ave NE from the Kirkland city limit to NE 70th St badly needs a bike lane to connect to Bellevue and eventually the 520 trail. It is especially dangerous between NE 60th St and NE 70th St. - Crossing I-405 at NE 70th St is dangerous. - Bike lanes	- 132nd Ave NE is pretty good, but it's a little rough in places. - 108th Ave NE is good south of NE 68th St in Houghton. - Lakeview Dr is good. - Lk WA Blvd/Lake St is good except where the bike lane is next to parked cars.	- 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. - Despite having a wide shoulder, it would be nice to have a
No real bike lanes on Juanita Drive	Lake Wash. Blvd.	
Downtown Kirland, Lake St., 124th St.	Juanita Dr.	More bike lanes on major streets.
100th/98th with high speed traffic and no bike lane. And it is the primary north south link to the BK and Samammish trail. Another major problem is Northrup linking the end of the 520 trail with downtown Kirkland.	Market street. 100th overpass.	Get rid of the rest of the raised bike lane markers. They are a hazzard when wet. Make sure traffic light sensors have a sensitive area for bike activation.
Left-turn lanes. It's virtually impossible to trigger a light sensor in the pavement with a bike. Also, the left turn lane from Lake WA Blvd to Northrup Way, near 520. Very narrow, very tight, with high speed traffic coming by on the right.	The corridor of Lake Washington Boulevard to Market Street to Juanita and up and over Finn Hill. Also Lake View Drive to NE 68th to Old Redmond Road over the hill to Redmond.	More bike lockers at Kirkland Transit Center. 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).
totem lake	big finnhill, lake wa bullavard	what

Raw data from Bike Survey

Problems	Positives	Other
<p>1. SR 520 interchnage at Lake Wa Blvd/Northup intersection area                  2. Lake Wa Blvs (Lake Street in downtown Kirkland.                  3.. 116th Ave NE from Bellevue city limit north to I-405 NE 70th interchange (need to build bike lanes to link up to Bellevue's bike lanes on 116th NE.                  4. Commmercial St (NE 85th St) appoacching and thru the I-405 interchange.                  5. NE 85th (Commercial) (Kirkland-Redmond Hwy -- from Market St to Redmond city limit.                  6. 98th-100th Ave NE (Market extension) from NE 22 nd to north city limit -- busy and lacks bike lanes or wide curb lanes over most of the segment in both directions except for thre short stretch on the new Walgreens shop center development frontage.                  7. "Bike lanes" on Market hazardously lay partially in the parking lane "door-zone" and shoyld be striped wider and/or use "sharrow" markings and/or other markings and signing controls to convey/reduce this hazard.</p>	<p>Lake Wa blvd south of Houghton Park (has ggood bilkre lanes) -- but becomes deficient for bikes s/o NE 33rd Place.</p>	<p>1. 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.                  2. Better bike route signing , giving detaination names and distances, plus bike route map/info kiosks/signboards easily visible to cyclists at city gateways and major activity centers.                  3. More attention to sunken manhole and drain grates and potholes, deteriorating pavements in the path area traversed by bikes especially.                  4. More special bike channelizations (turn lanes, bike-boxes, etc. at major/difficult intersections.                  5. Report-a-bike (or ped or motor vehicle)-condition problem telephone number of city agency on the back of traffic signs</p>
<p>bike lanes end before reaching intersections. Put up "share the road" signs to help make drivers aware of bikers.</p>	<p>old redmond road. Market street. juanita hill.</p>	<p>make the bike lanes safe by fixing holes and making metal covers level with road surface.</p>
<p>End of Juanita Way / 100th / NE 116th St corner.                  Corner of Central Way and Market St.                  Lake Washington Blvd between 520 and bike lane.                  Crossing freeway on 70th -- approach and exits to bridge/sidewalks are bad.                  116th Ave NE sections without bike lane.</p>	<p>Kirkland has improved and is quite good about being aware of need for bike lanes. Thanks for using paint instead of torchdown to mark them.</p>	<p>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.</p>
<p>85th &amp; 114th: Traffic light sensor doesn't "see" bicycles.                   108th &amp; 65th (Houghton): same; traffic light doesn't see bicycles.</p>	<p>108th to Bvue</p>	<p>More bike lanes, of course.                   More sensitive traffic light sensors.</p>

**Raw data from Bike Survey**

Problems	Positives	Other
<p>cyclist struggle to stay to the right as they travel N or S on 100th Ave. This is a popular route for commuters connecting to/from the Burke-Gilman as well as cyclist going around the lake.</p>	<p>The best 13 mile loop for quality of road, shoulders and mix of climbing/flats is:</p> <p>100th/Juanita drive start.            Go up Juanita drive.            Drop down to Holmes Pointe.            Go up Seminary hill.            Go down Juanita Drive (northbound)            Go up and over Simonds road.            Go over to Norway Hill, climb it northbound.            Turnaround and ride it southbound.            Overall about 13 miles and 1,900 feet climbing.            It's the best!</p>	<p>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.</p>
<p>124th Ave &amp; 124th st.            Totem Lake            Going North/south on 116th crossing 70th is difficult...heavy traffic and disappearing bike lanes.</p>	<p>132nd has an OK bike lane from Slater past the Technical college to Bridle Trails, although it has bumpy areas with drains and grooves, but at least its a lane! 132nd in Kingsgate is also good.</p> <p>70th St. is great from Redmond all the way to 405.</p> <p>Lake Wash. Blvd is pretty good, with a wide shoulder, but you still need to be aware of parked cars and opening doors.</p>	<p>It would be great if bikes could trigger traffic lights like cars do.</p> <p>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.</p> <p>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!</p>
<p>Lake Washington blvd</p>	<p>Market to Big Finn Hill and St Edwards park</p>	<p>Wider lanes along lk washington blbd</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>1. Getting across 85th from N. to S., esp. 124th between 85th and 80th and then 122nd from 80th to 60th. Yikes, if cars are on the road I just have to hope they don't hit me!</p> <p>2. Getting through the Totem Lake area - I don't even try.</p> <p>3. 116th - bike lanes from Houghton P&amp;R south, please!</p> <p>4. 60th St. up the hill by the dump - we're going so slow, and visibility isn't great given the crest of the hill. So a great bikelane N-bound on 116th from Bellevue deliver us riders to danger no matter whether we go 116th, or 60th, to continue north-bound. Please fix!</p>	<p>1. Marina/Market/Juanita Bay bridge/Juanita Drive - a dream.</p> <p>2. 70th-Lakeview-Old Redmond Rd connector - another dream</p>	
<p>overpasses and underpasses for I-405 especially around totem lake area. I know there is alot of construction now, but even before the contruction it was an area that I never enjoyoing having to bike through for bike commuting or pleasure riding.</p>		
<p>traffic signals that sense bicycles - often need to wait several cycles or until a car comes that the signal can sense</p>	<p>LW Blvd Market St to Juanita Juanita Dr Forbes Cr Drive Neighborhoods north of downtown</p>	
<p>More bike lanes - or at least wide shoulders to allow room for bikes.</p> <p>Lake Washington Blvd., Juanita Hill, Simmons Road, NE 85th Street</p>	<p>Around Lake Washington.</p> <p>Over Rose Hill via NE 85th Street (not NE 70th)</p>	
<p>Totem Lake Blvd. and 120th ave; L turn is tough without bike lane on Totem lake blvd.</p> <p>Totem lake blvd. and 124th ave; both N and S Crossing can be a bit tight.</p> <p>100th ave into Juanita could use a bike lane; the regular the regular traffic crossings are nice.</p>	<p>Houghton area is done well with bike lanes on all major arteries. So is Totem Lake up on the hill by the hospital.</p>	<p>Bike lockers at the new transit center.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>Market street has no bike lane as it goes north through Juanita (e.g. as it turns into 98th/100th ave). I use this route frequently to access the Burke Gilman / Lake Sammamish trail and there have been many vehicle conflicts along this stretch.</p> <p>There is no safe way to go south from downtown Kirkland to meet up with the 520 trail. The best way I've found is to cross the 405 on the pedestrian bridge at 60th street and go south on 116th, but 116th only has a bike lane for about halfway. It would be useful to extend this bike lane the entire distance from 60th to the 520.</p> <p>There is no safe way to bike over the 405 at 70th St. other than riding on the sidewalk.</p> <p>Education of motorists could use improvement.</p>	<p>The ride up Market St. to Juanita Blvd, then the 5 miles over the hills in Juanita, are an excellent area for biking.</p> <p>I hate to be negative since I love Kirkland, but honestly, other than the above route, there are no "excellent" locations for biking in Kirkland -- few (if any?) dedicated bike trails, for example. Surrounding communities are well connected by the Burke Gilman trail, Lake Samm trail, 520 trail, etc., but few similar options exist in my area of Kirkland (downtown).</p> <p>Biking up (south) on State St. and then east on 68th/70th is a fine area with a nice wide bike lane, as is 108th south of 68th.</p>	<p>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.</p>
<p>The link between the 520 trail east of 405 to the 520 trail west of 405. Where the 520 trail meets NE 24th St. continuing on to Northup Way (specially as it goes under 405) ...</p>	<p>The seven hills of kirkland course is very nice. Hilly though (but that's what makes it good).</p>	
<p>The link between the 520 trail east of 405 to the 520 trail west of 405. Where the 520 trail meets NE 24th St. continuing on to Northup Way (specially as it goes under 405) ...</p>	<p>The seven hills of kirkland course is very nice. Hilly though (but that's what makes it good).</p>	

Raw data from Bike Survey

Problems	Positives	Other
<p>FOR ME,IT'S SOUTHBOUND ON 116TH?(APPROACHING BRIDLE TRAILS PARK,NEXT TO I-405). THIS SECTION OF ROAD HAS NO SHOULDER, AND IS NOT LIGHTED DURING FALL/WINTER COMMUTING HOURS. THIS IS A COMMONLY USED CONNECTION BETWEEN KIRKLAND AND BELLEVUE, FOR MANY CYCLISTS. A SECOND AREA IS NORTHBOUND ON TOTEM LAKE BLVD. THERE ARE A SERIES OF STORM DRAINS HERE,THAT ARE SIGNIFICANTLY LOWER THAN GRADE. THIS FORCES ME TO RIDE FURTHER OUT INTO TRAFFIC. SINCE THERE IS A CENTER TURN LANE,THIS IS NOT SO BAD, BUT SOME MOTORISTS JUST DON'T UNDERSTAND.</p>	<p>KIRKLAND IN GENERAL IS EXCELLENT FOR BIKING.BEING A COMMUTER,FROM THE KINGSGATE AREA INTO BELLEVUE, I FOLLOW A SPECIFIC COURSE,AND RARELY DEVIATE. ANY ROAD, WITH AN ADEQUATE SHOULDER, IS GREATLY APPRECIATED!</p>	<p>I HAVE ALLREADY SOUNDED OFF ON CYCLE COMMUTING,BUT FOR SOME IT IS NOT AS EASY. BICYCLE LOCKERS AT BUS STATIONS SEEMS TO BE A GREAT CONCEPT, WHICH MAY FURTHER ENCOURAGE OTHERS. 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.</p>
<p>Totem Lake Mall area. The street is narrow and the storm water drains don't allow you to ride to the right.of the road.</p> <p>No bike lanes in Totem Lake shopping area.</p> <p>Lake Wa Blvd is also a bit of a hazard. Motorists open car doors into bike lane when getting out of their vehicles.</p>	<p>Wherever there are bike lanes and wide streets.</p>	<p>Not enough side walks for people to walk. The end up walking on the shoulder and that's where cyclists ride. Juanita drive is a good example.</p>
<p>Market St. parked cars often impede into bike lane. Central, Market and Lake WA could use signs reminding drivers to share the road with cyclists.</p>	<p>Heritage to Waverly to Juanita Parks and along Lake WA.</p>	<p>It would be nice to have bike lanes that continuously connect to the local parks</p>
<p>crossing I-405 at 116th</p>		
<p>NE 85th Street</p>	<p>Market Street Lake Washington Blvd</p>	
<p>1.Central way from Parkplace toward Costco and vice versa. Trying to navigate freeway off and on ramps is very difficult. 2. Totem Lake shopping center from the intersection of 124th and 124th going west toward Market Street and the opposite direction from Market Street toward 124th and 124th. 3.116th going east and west under 405.</p>	<p>Holmes Point Road and the small dead end roads that jut out from it. (If that's even in Kirkland!)Other than that I bike through Kirkland to get to less traveled roads or bike trails when I'm just out for a ride and not running errands.</p>	<p>I like the bike lanes and would like to see more of them.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Totem Lake Blvd. Between NE 132nd St and NE 124th St. The shoulder is too narrow going both south bound and north bound.	I like biking on NE Juanita Dr. North bound. Very smooth and wide shoulder.	
"Upper Juanita" = 100th Avenue - need a bike lane from 145th/Simonds Road to 100th/116th (Juanita Bay). Very busy street, lots of cars (just wait until new housing project by Connor Homes is complete on 100th by Hopkins Nursery). Also, lots of bikes use route from Sammamish Trail (by Wayne Golf Course) to get to downtown Kirkland. Bike lane all along Juanita Drive would be really nice, too!	Market Street, 132nd to Totem Lake really anywhere that there's a bike lane. Getting to Kirkland Library/Park Place/post office/downtown/waterfront isn't bad, as blocks are short and there are so many cars and pedestrians that people (cars/peds/bikes) tend to actually look both ways before proceeding.	Bike lane on 124th,
124th Ave NE between 80th and 85th. I hope that as part of the sidewalk improvements to this area, bike lanes will be included.	Neighborhoods where there is not traffic. Routes with dedicated bike lanes (70th Ave) Areas with very wide shoulders.	Where possible, separate bike lanes from drivers (physical barriers, curbs, etc.)
currently, the construction sites (hotel) where there is no room for cyclists going to and from the transit or out of kirkland Market at Juanita and north where there is no bikelane intersection at Lake Wa. and 520 where bikes do not trigger the turn signals to cross Lake Wa. from the west side Lake Wa. crossing over 520 heading north due to the left turn lane to access the freeway and then just across the cross street due to the automatic turn land on the right from cars entering Lake Wa. from Northup 116th Ave. where it goes under 405 all sides are dangerous due to turn lanes	To access Marymoor Trail: 7th Ave. east, just over rr tracks go left to 100th Ave. and cross over 405 on ped. bridge and turn left at the east side of the bridge to Slater to 124th Ave. turn right and go down the hill to the trail Nice loop from downtown: Lake Wa. Blvd to stop light just before 520 go right up hill to Yarrow Pt. where you can do another loop or continue on bike trail to Hunts Pt. and Evergreen Pt. or for more go over the pedestrian bridge for Medina and head to medina police station at park on the lake via Evergreen Pt. Rd. and then come back the same way	I think we do a pretty good job compared to many communities where I have lived Bike racks in downtown locations and parks would be good for people wanting to visit our restaurants and shops while on a ride
160th over i405, also near marina and 100th, right turn only lane, almost been hit 2-3 times	100th, 116th to dt kirkland.	
Safe bike paths to/from the elementary schools. (Peter Kirk, Lakeview, Mark Twain)	7th Ave up to the Highlands, Juanita Drive, Lake Washington Blvd (in the early morning)	Trail from Heritage park to Marina park so kids don't have to ride Market or the sidewalk.
100th Avenue NE between Simonds Road and NE 124th. Really bad traffic.	Lake Washington Blvd is good.	More painted bike lanes.

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Lack of a complete bike lane on 100 Ave NE from Sammamish River Trail to downtown Kirkland.	I90 bike trail, Sammamish River Trail, Market Street.	New bike trails that would get bikes off the roads!
Left hand turns on Market Street Need bike route to Peter Kirk Elementary or Kirkland Jr. High. Need Bike lane on NE 70th near I-405  Need Bike lane on NE 85th into and out of Kirkland	Nothing beats Lake Washington Blvd. when there's no traffic! :-)  Juanita Hill is also a gem (when no traffic of course)	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.  Need some family friendly bike routes so a family can ride their bikes to get an ice cream or to a park.
Totem Lake is horrendous	Juanita Drive, Market Street, Lake Street	Keeping the bike lanes and roads maintained;
1.The downtown area - coming south from Juanita, and getting through the narrow lanes downtown to the section of Lake WA Blvd where there is a bike lane again. 2.Getting from Kirkland to the Burke Gilman trail (up and over 70th) 3.Going south on 100th from the area of the Juanita Community Center to just south of Juanita where there IS a bike lane. VERY Dangerous!	Side streets east of Market. Bike lane from Juanita Bay to downtown Kirkland.	
Hwy 908 (NE 85th St or Redmond Way) from Rose Hill to Redmond. (Route: Kirkland to Redmond). Totem Lake Blvd NE & NE 124th St. (Route: Evergreen Medical to Rose Hill vicinity).	Old Redmond Road. Downtown.	
	The current railroad (formerly used by Dinner Train) would be a WONDERFUL addition to the bike/pedestrian trail system. We would love to see this happen.	
Need to repaint bike lanes along State St./108th to South K. Park & Ride. A bike lane along Kirkland Ave. into downtown Kirkland would be appreciated.	We enjoy biking NE 60th from Bridle Trails, across 405 bridge to 108th to Kirkland Ave. to downtown.	Thanks for looking into bicycling in Kirkland. More "x's" at signal lights to trigger system would be helpful. 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. Kirkland has so much potential in this project!! -Jan N.

Raw data from Bike Survey

Problems	Positives	Other
NE 85th street - all sections Lake Washington near town roads connecting to Bellevue	Juanita park area neighborhoods along 132nd, 128th	
downtown Kirkland is very hard to bicycle through yet it is the main route you need to take if you go from Bellevue / Redmond through to Juanita. As you know, this is a main bike route as well as secondary car commute route north south. The few blocks around NE 85th and Lake Washington Blvd lead to many car/ped/cyclist frustrations mainly because there does not appear to be a clear lane for bike to travel through	Bridle Woods area has nice bike lanes. Also Lake Washington Blvd between 520 and a little south of downtown Kirkland. Unfortunately this excellent place to cycle leads directly to the worst place to cycle.	
Going through downtown Kirkland is a nightmare. From 85th to 520 is very congested with narrow bike lanes and parked cars. Juanita drive and holmes point drive are okay but cars speed and drive reckless. A barricade between the bike lane and road would be great. Simply repainting the shoulder lane and keeping the grass trimmed on Holmes point would be a big improvement.	I'm fairly new to Kirkland and am impressed with the amount of bike lanes and trails. The best experience I've had are all the connecting bike lanes around 124th / willows road.	Better bike racks and bike lockers at grocery stores and businesses. Commercials that educate people about routes and safety programs. 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.
The climb up NE 68th > NE 72nd PI going towards 405 and the transit stop.  Lack of signs and bike lanes on the 'Lake Washington Loop'	116th from 72nd PI south to 520.	
Getting from Kirkland to downtown Redmond requires a very lengthy ride to get somewhere reasonably safe or a trip down a steep dirt trail (end of NE 100th), then up on the return drive. And making a bike path on NE 85th would be worthless for me as I'm not into breathing all the exhaust.	There really isn't one.	NE 80th Street, Lake Washington Blvd, any other street where the bike lane is given lower priority than parking of cars. 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.
Biking between Kirkland and Redmond along 85th. In the summer, it's difficult to bike through downtown Kirkland, as there isn't a bike lane on Lk WA blvd near all the shops, and foot and motor traffic is chaotic.	Market Street -- wide bike lanes between Kirkland and Juanita.	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.

Raw data from Bike Survey

Problems	Positives	Other
		Everywhere that's a downhill Everywhere there's glass or holes Trash barrels in bike lanes
Juanita Drive. When you annex north Juanita PLEASE be more vigilant in enforcing no parking in the bike paths. I often see bikes forced out onto the roads - with cars going 35-50 mph, and bikes sometimes going 35 mph - it is scary from both perspectives.		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 :)
100th NE from Juanita Drive until Bothell boundaries. NE 124th St.from 100th NE until Redmond.		Educating motorists about bicycles following car rules so motorists are not yelling, "get off the road, use the sidewalk".
Market Street - Has bike lane, but has parking and constructions.	Waverly Way - People use the no parking side for bike lane.	
Getting into downtown from the east. I live off 85th St, and am unwilling to ride on the busy 85th to get into town. Going to the bridge across 405 by 74th st works for me, but it's sometimes out of the way, and it's a tricky route if I want to tell a friend how to get into town that way. I would be more likely to ride to meet with friends or pick up groceries if there were a more direct, convenient way into downtown.		
NE 72nd/68th heading west between I-405 and State Street have no bike lanes, or bike lanes that are too narrow to be usable.  85th/Redmond Way has no bike lane in either direction. I think it's fine to have roads that don't have bike lanes as long as there are good alternates and it's well-posted that bikes are illegal on those routes. I saw a biker get hit on Redmond Way in Rose Hill a few weeks ago.	Market Street between downtown and Juanita is great. I also like riding over Finn Hill on Juanita Drive. In general, biking in downtown is pretty good.	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. 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.  In general, biking in Kirkland is much better than in Bellevue, Redmond, Seattle, and other surrounding cities.

Raw data from Bike Survey

Problems	Positives	Other
<p>*60th street by the transfer station. "Garbage Hill" The 60th street overpass is a great connection, but getting to and from is problematic as there are no side walks or bike lane that is safe to ride in between 116th and 122nd ave NE and the bikers have no shoulder heading east.</p> <p>*The Kirkland end of 116th ave NE heading into Bellevue. The Bellevue side has a beautiful bike path, but getting to and from it is a struggle with no shoulder or anything on the Kirkland end of it.</p> <p>*Crossing the railroad tracks at Kirkland ave is also a problem. The street alternative under the tracks is really unsafe with the blind corner and drivers are ALWAYS speeding there. This makes using the 80th street overpass not so inviting</p> <p>*Lake Washington Blvd in Kirkland is also problematic</p> <p>*Roads with no shoulders are a nightmare as are all the places that people like to speed.</p>	<p>I am not sure anyplace is "excellent". Kirkland is pretty hilly and we don't have a nice flat Sammamish trail like Redmond.....but maybe someday we will have the old rail line???? Where ever there are bike lanes and cross walks to get across busy streets it is fairly good.</p>	<p>*Put a bike rack at the Kirkland pool please. *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. 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. 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.</p>
<p>Places where the bike lane abruptly ends. Corner of 85th and 132nd comes to mind. The sign is nice, but not very helpful.</p> <p>Again, the round abouts and narrowing of side streets with planters has greatly increased the danger of cycling in East of Market and West of Market areas of Kirkland. Please do not extend this practice into other residential areas.</p> <p>Everything within the Lake Washington Bike loop should have decent bike lane. Kirkland and Renton are the only places that the cyclist is on their own to navigate the route.</p>	<p>Up and down Market Street. Up 132nd from Slater to 85th. A portion of State Street continuing to Carollon Pt. Other than that you are in traffic and vulnerable.</p>	<p>I think I have covered it.</p>
<p>Downtown. I bike south along Lake Washington in the morning and north in the afternoon. There is no dedicated bike lane along this very busy road. It becomes a real problem in the business district.</p>	<p>Every where. The drivers are very curious and yield to bikes. More signage instructing cars to give room for bikes would further improve this.</p>	<p>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.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Travelling through downtown - high volumes of cars with little protection for bicyclists. Also travelling down the hill toward Juanita - cars can not see oncoming bicyclists travelling in bike lane. Similarly, hill coming next to St. Edwards park has visibility issues as well. Turning left onto Bel-Red Road from LW Blvd. Travelling up Bel-Red road (maybe this is Bellevue?)	Going up the hill from downtown toward Juanita and vice-versa.	
100th Ave NE is a prime connector to BGT, but using during peak is extremely dangerous. The same can be said for 124th ST. Going to Parkplace could be friendlier.	132nd is well marked (the surface below 405 is a bit ragged), Downtown (Market St), Houghton, 124th AVE	
On busy intersections, its difficult to come off bike trail to cross road. Eg at intersection of Lake Washington Blvd & Northup	Waterfront would be great but roads are too busy with traffic	More bike lanes, better information on routes for biking and terrain
#1. Lake Washington Blvd from downtown (Marina Park) to Carillon Point (no bike lane, too much traffic, parking along street makes it impossible for bike and car to share the lane)  #2. Street from South Kirkland Park n Ride up the big long hill to Houghton (steep hill, no bike lane, busy traffic road but main gateway road for bikes)	Market Street; 132nd; all side roads & neighborhoods; Kingsgate area; Kirkland side of Juanita Drive	More bicycle signage to assist cyclists as well as make auto traffic aware of bicycle traffic & safety concerns.
The shoulder/lane over Juanita hill can be dangerous because of private drives and construction projects narrowing the roadway. This is especially true of the South/East side of the hill descending.		

Raw data from Bike Survey

Problems	Positives	Other
<p>Totem Lake area                      Under I-405 along 116th Street                      124th Street down towards Sammamish River Trail                      Along 100th Avenue, south of 132nd Street                      Around intersection of Juanita Drive/116th Street and 98th Avenue                      85th Street to get to Redmond or Willows Road or Sammamish River Trail                      70th Street overpass over I-405</p>	<p>Waverly Way                      Lake Washington Blvd                      112th Street                      State Street                      124th Avenue in north Rose Hill                      Slater Avenue                      Over I-405 along 100th Street                      Connection from MSFT via Old Redmond Way, down to Houghton - EXCEPT I-405 overpass and areas just west thereof</p>	<p>Street sweeping of bike lanes                      Enforcement of existing helmet laws                      Better connectivity between "areas". In many cases, bikign would be a very short trip (possibly removing the need to take the car), but try to bike from lets 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.                      In areas where road space is tight, bike lane just disappears (south of intersection 116th Street and 98th Avenue is a classic example)                      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.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>On the road. Eastside drivers traditionally have oversized vehicles that crowd lanes, drive too fast, are completely distracted (drinking starbucks, talking on their phones, and sending texts to their friends) and are very aggressive while driving. And they have no idea of the "rules of the road." You can't believe how often drives tell me to "ride on the sidewalk" or will try to pass on the my right side or will pass each other using the bike lane as a passing lane (even when a cyclist is in it)and will turn right into a cyclist. Spending funds to educate drivers of cyclist rights and responsibilities would be a positive improvement.</p> <p>100th Ave NE thru Juanita is used often by cyclists but there are no bike lanes, it is "over crowded" with cars that often drive over the posted speed limit.</p> <p>ne 124th street would be a great bicycle commuting option, but again it is over crowded with speeding cars and it is without bike lanes.</p> <p>Also, stop lights that recognize bicycles would be a dream come true. Especially when trying to turn left. For example the left turn arrow on ne 132nd street.</p> <p>Really, the whole Totem Lake area is a disaster area</p>	<p>Juanita drive until you pass St. Edwards park. Going the other direction, until you get into the central town of Kirkland (that doesn't have many bike lanes or bike friendly lights).</p>	<p>Education for the public that speaks to cycling as a viable option for transportation. Laws (and law enforcement attitudes) that make road rage against cyclist illegal.</p>
<p>Connecting to/from Burt Gilman/Samm River Trail @ Bothell/Kenmore with downtown Kirkland - choice is either too hilly Finn Hill, or unsafe road (too much traffic/too narrow shoulders - if any)</p>	<p>Lake Boulevard/Market Street - a bit heavy on traffic (can't do much about that!), but at least bike lane is decent.</p>	
<p>Get bike lanes in high traffic areas. Commuting on 100th Ave NE, north of Juanita Beach Park, is hazardous and scary.</p> <p>Also, though it's not in the city limits, getting off Finn Hill heading east or north is dangerous.</p>		
<p>Connections to Bellevue, Redmond and Seattle.</p>		

Raw data from Bike Survey

Problems	Positives	Other
<p>lake washington blvd is pretty hairy esp trying to connect to market street!</p> <p>the cement curbs that line 84th and 132nd streets are very dangerous to cyclists. i would like to see them removed and save the city some \$\$ from the yearly maintenance due to water damage.</p>	<p>Finn hill and juanita drive (and holmes point rd)</p> <p>the hill up to lake washington tech college old redmond road - 70th st - carrilon point</p>	<p>Working at microsoft, there's not a very friendly 'overland' route from finn hill to belleve/redmond. I know I could use the BGT-SRT, but that adds 20 min to the commute time ;)</p> <p>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.</p> <p>street sweeping could be done more frequently along existing bike routes.</p> <p>better dedicated north/south routes. esp along 100th ave and through downtown. also, farther east, 132nd ave ne is good but has massive hills.</p> <p>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.</p>
<p>Downtown with car doors swinging open and drivers ignoring bikes especially during heavy traffic areas. Roads that should have bike lanes like NE 85th, NE 124th 100th NE so they are more usable.</p>	<p>Market street, Waverly, Juanita Drive, 116th by Bridle Trails (not only the Kirkland part), LW Blvd for the most part, Slater/132nd, Forbes Creek Drive</p>	<p>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.</p> <p>I like the fact that road sensors seem to be set better to pick up bikes and change the lights.</p>
<p>85th Street and 124th are treacherous but, with a little practice, it's pretty easy (courtesy of bike lanes) to get around. Bike lanes would help on the former.</p>	<p>Juanita Drive up past St. Ed's.</p>	
<p>Lake Washinton Blvd</p>		
<p>On 100th Ave NE, between 116th St and Juanita-Woodinville Road. 116th Ave NE between 70th st and Blvu-Kirkland border--bike lane is present on the Bellevue section, but not in Kirkland. Also, Lake Washington Blvd should have bike lane all the way up to Central Way.</p>	<p>Up Market St. Up Juanita Drive. Around the Bridle Trails area.</p>	

Raw data from Bike Survey

Problems	Positives	Other
<p>Getting through downtown. ( north south)</p> <p>Market street and further along Lake Street/or Lake Street are good but the downtown part of Central Way is tough, and the traffic re-route on Lake Shore Plaza has made walking easier but not biking. There isnt a good way to connect through downtown.</p> <p>Further up Central way towards 6th street isnt good either. The traffic is scary.</p> <p>The road surface is also very uneven around the transit center.</p> <p>So as far as downtown goes there isnt a good North South connection - which is bad since it should be a nice part of the Round Lake Washington bike route.</p> <p>I normally use 6th street across central way - but its far from the lake</p>	<p>Most of Kirkland is very good for cycling. A big effort has been made in the past to provide reasonable bike lanes everywhere eg 108th Ave NE , lake washington boulevard, juanita drive and many other places.</p>	<p>It would be great if the dinner train route became a bike path - Kirkland is lacking any dedicated bike paths</p>
<p>Along 100th from Juanita to the Burke/Gillman trail.</p>	<p>Up and down Juanita Drive as well as along the waterfront.</p>	
<p>Along Lake Washington Blvd. Cars are parked along the street and there is very little room for bikes. I always worry that somebody will open a door from a car just as I am biking by.</p>	<p>Market Street from Juanita to Downtown Kirkland. The bike lane is well marked.</p>	<p>I wish there were less glass on the shoulders where I RIDE.</p>
<p>Lack of bike lanes on 116th Ave NE between NE 68th street and the border with Bellevue. 132nd Ave NE between NE 85th and Slater. Going East-West on NE 124th Street all around Totem Lake area, for example crossing the freeway is dangerous. Going N-S along 124th NE between slater and 132nd Ave NE is bad. Where Market St becomes 4 lanes N of the Forbes Creek fire station is poor for bikes. 108th between S Kirk P &amp; R and Best HS is very bad for biking and there is no alternative.</p>	<p>Along Lake Wa blvd is OK. State street is good. 108th between Best HS and NE 68th is good. Rose Hill area on NE 70th is good and NE 80th is good. The over-freeway pathways at NE 60th, NE 80th, &amp; 100th are good to connect downtown and Rose Hill.</p>	<p>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. More bike lanes are needed on the roadways in Kirkland. Construction along those roads should involve bike lanes added. Bike paths through neighborhoods to avoid use of roads are needed.</p>

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
on market street and on lake street. well there are bike lanes they are routinely miss used by motorists both well driving and parking. along 100th well going both north and south to the burke-gillman trail. up on ne 124th ave going east/west between juanita and totem lake.	the most direct route between the burke-gillman trail at golf course between bothel and kenmore through kirkland to bellevue and the i-90 trailk access	pass and enforce a helmet law. distribute info. about existing and future biking opportunities in kirkland area. more bike parking areas where you can secure your bike well doing errands, eating and such.
State and Central Ave. (bike lane ends before intersection squeezing bikes into taffic), Juanita Dr. (bike lane debris, sticks & glass; and cars parked in bike lane forcing bikes into traffic coming from behind) some signala are not tripped by bikes there is no way of knowing, e. g., intersection just before I405 going up 85th Lk. Wash Blvd. parked cars on shoulder, danger of doors opened into riders, heavily used should have, at least, signs reminding drivers to look in side view mirror before opening door	Juanita Drive when clean and free of parked cars Slater Ave.	bicycle and peds only all cross lights, especially downtown, Juanita, Totemlk
-Getting under the 405 overpass at NE 116th. It is very dangerous to get through this section, and there is often glass in the road to boot. -Section of 100th north of NE 116th to the point where the bike lane begins. There are no bike lanes in this secti	St. Edwards Park for mountain biking.	Bike lanes, bike lanes, bike lanes!  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).
1. Lake Washington Blvd just south of downtown kirkland heading both north and south when the automobile traffic is backed up.	None excellent, most arterials are fair to good though.	
- 85th Street going up the hill to 405 - Lake Washington Blvd due to large cars parking in bike lane - 100th through Juanita: too much traffic, no bike lane	Market Street to Juanita Lake Washington Blvd when no parked cars in bike lane	
The entire area bordered by Lake Street, Central Way, 3rd Street and 5th Ave S is way too busy for bikes, pedestrians and cars.	There aren't any good places for people to ride safely and with their kids.	
Lake Street S to Central Way. The last 1/4 mile needs a bike lane.	Market Street up and down the hill. Very nice, thanks.	

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
<p>The border of Kirkland and Bellevue. It is one of the most difficult areas to negotiate on my commute to work in Renton. The areas around Highway 520 are very busy and not so bike friendly due to such heavy vehicle traffic.</p> <p>Northup is tough anywhere, and I have to cross it somehow no matter the route I take, which is normally the "Around Lake Washington" route.</p>	<p>Anywhere along Lake Washington.</p>	<p>Marked bicycle lanes through heavily traveled residential roads such as Sixth street, and 7th Avenue.</p>
<p>Getting through major intersections like by the park and ride just south of NE 70th. Also, there is a path going south parallel to 405 but there really isn't much of a path going north. When you are going uphill, that's when you want one.</p>	<p>Biking over on Market down to Carillion Point as there is a bike path. Also, along NE 124th down to the Sammamish River Trail there is a path/wide shoulder that allows room for cyclists.</p>	<p>More paths/options between downtown Bellevue and Kirkland. I would like to occasionally take the bus into work with my bike and then ride home but I don't feel there is a safe way between downtown Bellevue and the Totem Lake area.</p>
<p>The Central/85th St. corridor urgently needs a striped bicycle shoulder or a continuous sidewalk for bicyclists and pedestrians. The commercial corridor is essentially unused by the bicycling and pedestrian communities because of unsafe access. The alternatives, 124th in Totem Lake and Old Redmond Rd., are dangerous and out of the way, respectively. I would use an 85th St. connection frequently if it were available; currently I do not use this connection to Redmond by bike or on foot because it is too dangerous. None of my bicycling friends use it for the same reason.</p>	<p>Market Street is a good example of an arterial with high traffic volume and a well-designed bike lane. It gets a lot of use by bicycle commuters.</p>	<p>I strongly support the proposed rail-to-trail project on the Burlington Northern corridor. The City of Kirkland should weigh in (if it hasn't already) in support.</p>

Raw data from Bike Survey

Problems	Positives	Other
<p>Through downtown. Parked cars, etc.</p>	<p>Market St. though again, it's a short stretch. My husband and I tried to think of places we cycle in Kirkland and we don't. We cycle out of Kirkland because it's not a very cycle-friendly town. Our immediate neighborhood is good for cycling but limited in distance. Most of Kirkland's large intersections are a nightmare for cyclists, and downright dangerous. I'm sorry I can't be more specific, suffice to say I wish things would change because our hometown is NOT a place we ride. Too dangerous.</p>	<p>The whole attitude in other cities is different with cyclists. The sport is encouraged in Redmond, Seattle, Kenmore, Lake City, Sammamish, even farther to the north in Skagit Valley and places like that. We are generally welcome in these other cities and not in Kirkland. Kirkland has been about the car, that is the predominant culture. Cycling has, no doubt, brought in revenue for these aforementioned cities. It could be the same in Kirkland. I'm not a bike-nazi, someone who thinks bikes own the rode, I do a lot of driving. I just want enough room for one single cyclist on the road without the bike having to bust a tire in the gravel or the rider fearing for his life! Bike trails are wonderful and can be run/walk trails as well, if the city will maintain them. If not, it's just money down the drain. Depends what the budget looks like and what will be maintained. Then John Q. Public needs to be educated as to the fact that the more people who commute by bike, the fewer cars in the traffic jam on his way home. If it can be stressed that cyclists can actually benefit the drivers perhaps they won't be opposed to sp</p>
<p>Kirkland Ave heading west from the freeway. There is a lack of space between the lane and the parking lane. I have almost been hit several times by vehicles that either don't care that I am there, are angry that I am there or tend to drive on the right side of the lane thus squeezing my space down.</p>	<p>There are many excellent places to ride in Kirkland. Market St to Juanita Drive is a great ride. Unfortunately there are more issues with broken glass as the summer has gone on making it more difficult to navigate.</p>	<p>More street sweeping would be a big benefit. That can be said for almost every road I ride on in the King, Snohomish, Pierce and other counties that I ride in.</p>
<p>Lk. Wa Blvd. - no adquate space for cyclists to get through the traffic. No bike lane and putting cyclists between moving cars and parked cars is very dangerous. Most people exiting their cars do not look for traffic behind, thus making the chances of getting "doored" a high probability. - cars in traffice along Lk. Wa Blvd. will turn or veer to the right when traffic backs up. Then seldom look back or signal their intentions.</p> <p>Getting across 405 - most ways of getting from one ide of 405 to the other are either on very steep/slippery pedestrian ovepasses, or on streets which are very crowded offer very poor sight lines and accident causing pavement.</p>	<p>The way this question is asked indicates to me that Kirklands sees bikes as something one rides around only in a neighborhood or to a local park. Riding a bike for transportation or exercise is more of a regional issue. I tend to go through cities not to ride to a city to then "ride around"</p>	<p>Be consistant with bike lanes - a bike lane will start, sometimes in the middle of a block and then end a few blocks later (sometimes less than a block).</p> <p>Get rid of one side of parking along Lake Wa Blvd. to give more room for cyclists.</p>
<p>Lake Washington Blvd.</p>		

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
100th Ave NE between Simmonds Rd and NE116th (needs bicycle lanes). Intersection of 100 Ave NE and Juanita-Woodinville Wy is very dangerous for N-bound bicycles!	NE 116th between 100th NE and the freeway is fantastic. Great example of how autos and bikes can safely co-exist on the same busy street!	Bike lanes, bike lanes, bike lanes! The more, the better for everyone - cars, bikes and pedestrians alike!
NE 124th Street between 100th Ave NE and I-405. No bicycle lane, high motor traffic area. Same with 100th Ave NE/98th Ave NE between NE 116th Street and Simonds Rd NE.	Anywhere there are bike specific lanes on the road.	Seems that for new road projects Kirkland makes a point of installing new bike lanes. Please keep this up! Would be great to see high motor traffic areas such as NE 124th Street west of I-405 to get expanded.
156th Ave East - between NE 40th st and 51st street. East sidewalk is very hard to navigate on a bike, overgrown bushes in the way, no bike lane.	132nd Ave NE, between 75th ST and 85th ST	More bike lanes
100 th Ave NE between NE 116th and NE 132nd - no bike lanes.  Totem Lake Blvd between NE 124th and NE 132nd - no bike lanes		
		Existing bike lanes in Kirkland are annoying, because they are almost always filled with gravel, broken glass and other debris. If the city is going to have designated bike lanes, it's imperative that they be regularly swept. Otherwise, bikers will simply ride in the lane of traffic, defeating the purpose of the lanes.
Two locations: There is not a clear west-to-east path, say from Kirkland to Redmond, apart from the 520 bike path. The most direct path is over 85th St, which has no bike path and is terribly busy. Residential streets parallel to 85th do work well, however.  116th Ave, along the west side of Bridle Trails State Park, has a well-marked bicycle lane. However, in several locations southbound, the bicycle lane veers to the right side of large planters that prevent street sweepers from cleaning the bicycle lane. The result is a bicycle lane covered in moss, leaves, pine leaves, and general muck that can be quite slippery in the rain.	Lake Washington Boulevard is a very good north-south bicycle thoroughfare. It connects northern neighborhoods like Juanita and Bothell to Bellevue quite nicely.	There aren't any public bicycle racks in Kirkland, or if there are, I don't know where they are. I frequently use my bicycle to run errands in Kirkland or go for coffee or dinner, and always end up locking my bicycle to a tree or street sign.  I do appreciate there are designated bicycle lanes on most streets in Kirkland, many local cities do not have them consistently.
Drunk yuppies downtown.	Totem Lake	Integrate better with buses! Don't spend needless money on recreational trails. I like bike lanes.

**Raw data from Bike Survey**

<b>Problems</b>	<b>Positives</b>	<b>Other</b>
Crossing 85th street on the east side of 405 is really dangerous. The traffic is just so heavy. I often cross at 120th (by Costco) early in the mornings because that's a light area so early, but coming home is pretty bad. Just picking 1 intersection between 132nd Ave and 405 and making it super bike-friendly would solve this problem.	Along NE 80th Street in south rose hill (in fact, along NE 70th street too). The bike lanes are wide, clearly marked, there's no parking in the bike lanes, and traffic speeds are reasonably low.	
crossing 405, anywhere. crossing under at 85th with traffic is not safe when biking with children. crossing at 68th/70th doesn't feel safe either. Bike lanes should be better connected to the pedestrian overpasses at 60th, 80th, & 100th (maybe there are more?).	well, where there are already bike lanes.	1) bike lanes separated from moving traffic would be nicer 2) a bike lane next to parked cars is really a 'car door' lane.
		Bike trails that connect destinations create intersting rides. Biking is most prevelent as a form of excercise vs. transportation. If you get more people using bikes for excercise, they may consider going to the next level ie. biking for transportation.
The stretch of road from the western border of Kirkland to downtown on Juanita.	Through the old ferry landing.	Clearer bike lanes (like the ones in Vancouver BC).
Lake Street - too many turning cars, parking cars, narrow bike lane.	Love the Kirkland Triathlon route...with the exception of the section through Lake Street/Downtown.	
NE 85th St (Redmond-Kirkland Rd)	Lake Washington Blvd to Market St, north to Jaunita, and then onto Kenmore to connect to Bruke Gilman Trail.	Provide tax incentives for bicycle businesses and rentals to encourage increased usage. Consider setting up bicycle retail and rental facilities in some of your larger parks, or buildings owned by the city. Provide special rents for bicycle businesses to attract them to your city. Sponser some of the bicycle events in Kirkland, or increase your sponsorship. Put together a Team Kirkland to attend local and regional events wearing beautifully custom-designed Team Kirkland jersey.

**Raw data from Bike Survey**

Problems	Positives	Other
<p>Very difficult to get under I405 at 85th St.</p>	<p>132nd AVE NE is great, nice shoulder.</p> <p>Lk Washington BLvd not bad but can be difficult when there are lots of parked cars along the side of the road.</p> <p>70th st is great with the new path by Grasslawn Park.</p>	<p>WOuld love to see the train tracks previously used for the Dinner Train converted to a paved bike path.</p>
<p>There should be continuous bike lanes on both sides of Lake Street/Lake Washington Blvd, Central Way and Market Street.</p>	<p>2nd St. from 5th Ave. to 18th Ave. and 18th Ave. from 2nd St. to Crestwoods Park.</p>	<p>More bike lanes and easier ways to cross Central Way and Market St.</p>
<p>Crossing I-405 at 124th, 116th and 85th all have the same problem -- there's a bike lane where it's easy, but just where we need it most, at the big, busy, complicated intersections, it goes away. It starts again on the other side but that doesn't help when we can't safely get there. The 116th crossing is a classic example: There's a bike lane on 116th west of the freeway and along 124th Ave east of the freeway, but crossing under the freeway the bike lane goes away, there's no shoulder, torn up pavement, heavy traffic and not even a sign to motorists to cut us some slack.</p> <p>Another sore point -- NE 132nd Wy as it climbs the hill west of 100th Ave. Those barriers you put in along there are TERRIBLE for cyclists. They leave us no room on the road side but the curb side is covered with debris and broken glass because street sweepers can't get in there anymore. And the occasional gaps aren't big enough for my tandem bike to get through. Why wasn't comment sought before you did that? I've lived a few blocks from there for two decades and ridden it almost every day and</p> <p>no bike lanes on lake wa blvd</p>	<p>Excellent? No. "Ok" are Lk WA Blvd (pretty, smooth and few intersections make up for high traffic) and 124th Ave from 85th to 116th (nice shoulders, few dangerous intersections but again, high traffic). Waverly Way west of Market is great (smooth, marked, low traffic, pretty) but just dies at the n end, unless you know the area you haven't a clue where to go next. 116th Ave is a jewel (smooth, gentle grade, light traffic, long, few intersections), it should be a marked bike route but its access at the south end near Hwy 520 is terrible. 132nd Ave should be a jewel, from Bridle Trails all the way north, but the shoulder just goes away at intervals north of 85th, like you just lost interest or something, and we get squeezed. I tried it once, years ago, and never again.</p> <p>market st</p>	<p>1) Why are you putting in so many more manhole covers in the bike lanes? A prime example is on Juanita Dr across from Juanita Beach Park, between 93rd and 97th. When the road was redone a couple of years ago manhole covers were added every few yards -- I think there's about a dozen along there, including 5 at a single intersection! For cars, manhole covers are hardly noticeable but for bikes, with high pressure tires and no suspension, they're an annoyance all the time and a danger when wet. Why can't utilities get consolidated into fewer vaults with fewer covers?</p> <p>2) Kirkland has always put bike lanes where they're easy to do, rather than where they're useful to cyclists. And then I'll bet you argue that more bike lanes aren't needed because we aren't using the ones we have, don't you?</p> <p>3) Is there even one sign in all of Kirkland directing cyclists to a more bike-friendly route?</p> <p>4) Bike maps should be the responsibility of the roads department, as they are in Seattle, Bellevue, Redmond, etc. and not the Parks department. Think "transportation", not "recreation".</p> <p>5) Sign the Lake Washington Loop, as it is in Seattle. It's the hig</p>