



Market Neighborhood Connections Program

Project Proposals: 85

Ballot: Early 2008

Final Action Plan: Early 2008

Juanita Bay Park

1. Juanita Bay Park (old golf course) no defined play area for kids. Swings, slides, etc. are needed.

Response: Juanita Bay Park has been Master Planned as a quiet nature park with walkways/boardwalks for viewing wildlife. Sport fields and playgrounds would not be suitable for this type of park.

2. No kid play at JB Park

I'd love to see a play structure at JB Park since Waverly's a far walk for us-back on the grass away from the wetlands, of course

Response: Juanita Bay Park has been Master Planned as a quiet nature park with walkways/boardwalks for viewing wildlife. Sport fields and playgrounds would not be suitable for this type of park. See below.

3. Need for a playground or baseball field at Juanita Park near Rose Point.

Build a fun environmentally play ground and BB field for kids to enjoy at Juanita Park.

Response: Juanita Bay Park has been Master Planned as a quiet nature park with walkways/boardwalks for viewing wildlife. Sport fields and playgrounds would not be suitable for this type of park.

4. On August 14, 2007, I submitted a suggestion to create a walking path between Juanita Bay Park and Juanita Beach Park in response to your Non-Motorized Transportation Plan Pedestrian Survey. Please refer to "Suggested Solution" which follows.

A walking path between Juanita Bay Park and Juanita Beach Park would be a great neighborhood improvement. Many people enjoy a walk in Juanita Bay Park and along the old bridge through the wetlands. Others enjoy the pleasures of Juanita Beach Park and a pleasant walk around the promenade in the bay. Still others join the two by using the sidewalks on Market Street and Juanita Drive. The sidewalk along Juanita Drive is nicely done and set back from the traffic with a planting strip. However the short section of sidewalk on Market Street is adjacent to the roadway and very uncomfortable for walkers, bicyclists and parents with strollers with vehicles accelerating to 35 - 40 mph just a few feet away. There is not even a bike path between the outside lane and the sidewalk. Nor is there a turning lane into the athletic club just to the east. There is a section of wetland to the west of Market Street between the old bridge, the Sushiya Restaurant and Michael's Arts & Crafts. It would be a great addition to the neighborhood if a pathway could be created through this area to join Juanita Drive or better still, through negotiations with the adjacent condominiums, a direct path to Juanita Bay Park. Is that possible? Another possible solution, though not so attractive, would be to provide a safety barrier between the roadway and the sidewalk. This could perhaps be a temporary solution until the corner properties are redeveloped or right-of-way negotiations accomplished. Another suggestion is to reduce the speed to 25 mph (with an illuminated digital sign) until well clear of the old bridge. Then returning the speed to 35 mph. There was an accident a year or so ago at the bend in Market Street where a car went straight towards the old bridge rather than turning and took out a light standard. Luckily no pedestrians were on the sidewalk or bridge at that time. A repeat of that incident or a swerving vehicle in that section of roadway could lead to tragic consequences. Thanks for your consideration.

Response: The City has specified a nonmotorized connection to be built along the water's edge in the Comprehensive Plan. However, no funding for this improvement has been found yet. The request will be forwarded to the Nonmotorized Planning Process.

Heritage Park

5. Just responding to the funding available for Market neighborhood - City Council Allocation of \$25k Heritage Park - covered picnic area by the new tennis courts. Nice to have an outdoor BBQ Grill.

Response: Neither picnic gazebos nor barbeques are part of the Heritage Park Master Plan adopted by the City Council. This would require an amendment to the Master Plan and therefore would be beyond the scope of the Neighborhood Connection Program.

6. Would like to see trees and shrubs along the lakeside of the park maintained to further enhance the beauty of the park. Low-lying shrubs, sucker trees, fallen trees, unsubstantial rough and blackberries be reduced and maintained along the length of the park.

Response: The City maintains a few framed view vistas for those using the park. The hillside at the edge of the park is a potential landslide area. Any change to the vegetation along this hillside needs to be sensitive to land stability.

7. Heritage Park has become a real asset to Kirkland. Yet the beautiful views of the lake remain hidden behind brush and trees. It amazes me that Kirkland has not done this. The project was begun at one time then abandoned. Also the hillside between Waverly Way and the park should be landscaped as it remains an eyesore. (I own property in the Market area and will be moving there soon.)

Trim (not cut down the trees!) the view blocking branches, so users of the park can relax and watch the boats, sunset, etc. on Lake Washington. It seems a shame that after all the work put into the park; its best feature remains obscured. Perhaps there already is a plan to landscape that hillside between Waverly and the parking area of the park?

Response: The City maintains a few framed view vistas for those using the park. The hillside at the edge of the park is a potential landslide area. Any change to the vegetation along this hillside needs to be sensitive to land stability.

8. I am writing to let you know that we and other residents on Waverly are disappointed that the City chose to plant tall growing trees at the Tennis Courts to block an already existing view. Why? Could the garden not be as nice with lower growing grasses and shrubs and flowers? When you plant trees you should consult with the neighbors that will be affected by it. .

Response: The City maintains a few framed view vistas for those using the park. The hillside at the edge of the park is a potential landslide area. Any change to the vegetation along this hillside needs to be sensitive to land stability.

9. Contribute to Heritage Park fund to accelerate the addition of the basketball court

Response: The next phase of the park includes a half court basketball area and playground. It is in the Capital Improvement Program but unfunded at this time. The neighborhood could allocate its \$25,000 neighborhood connection program funding for either a half sport court or partial playground.

10. Thirsty! Many walkers and joggers go through the park. Tennis players too.

Water fountain at Heritage Park

Response: A drinking fountain could be installed near the tennis courts. The cost would be relatively high because of the requirement to connect up to the sanitary sewer. The estimated cost would be between \$5,000 and \$10,000.

11. Exiting the upper ramp coming out of Heritage Park (turning right on Waverly Way) is hazardous. It is too sharp to turn right. Need a sign saying to go straight and go around the block.

Response: This right turn is tight. However, a better solution might be to remove some parking on the north side of Waverly Way between the addresses of 152 and 156. This could be done without removing all the parking in front of either residence. Implementing a 'left turn only' control of that location, would require routing non-neighborhood traffic about 3 blocks through the neighborhood via 2nd St W to 7th Ave W, where both right and left turns are permitted onto Market St. However, even at that location, a left turn onto Market St. is not nearly as easy as from Waverly Way. Routing such traffic through the neighborhood should involve discussions with the people who live along those streets, especially since boater issues have been a hot topic locally. We recommend not adding additional controls at this time and thereby let park users make their own choices about turning maneuvers and routing – this will tend to balance the traffic load.

Kiwanis Park

12. Kiwanis Park is overgrown and not a very usable park, but has great potential in this beautiful spot right on the lake.

Spend some money clearing it out. Put more grass in/open it up a bit. A dock would be nice too.

Response: There is currently an ongoing initiative (Green Kirkland) working in conjunction with the neighborhood to do urban forest restoration work at this park. Additional funding could be directed toward this effort (either in the form of helping to remove invasive plants or planting new native vegetation). A long range plan would cost more than \$25,000 because 1) the staff intensive public process it would involve; 2) the science/engineering for a thorough analysis.

13. Improve access and usability of Kiwanis Park

Response: There is currently an ongoing initiative (Green Kirkland) working in conjunction with the neighborhood to do urban forest restoration work at this park. Additional funding could be directed toward this effort (either in the form of helping to remove invasive plants or planting new native vegetation). A long range plan would cost more than \$25,000 because 1) the staff intensive public process it would involve; 2) the science/engineering for a thorough analysis.

14. The work on Kiwanis Park is off to a good start. I suggest that we allocate a portion of the project money to help establish a long range vision of this park. We need professional help in this regard. I know a landscape architect who is willing to work with us - perhaps on a pro-bono basis. It's important to keep up the momentum on this valuable piece of property.

Response: There is currently an ongoing initiative (Green Kirkland) working in conjunction with the neighborhood to do urban forest restoration work at this park. Additional funding could be directed toward this effort (either in the form of helping to remove invasive plants or planting new native vegetation). A long range plan would cost more than \$25,000 because 1) the staff intensive public process it would involve; 2) the science/engineering for a thorough analysis.

Waverly Beach Park

15. Sailboat rental at Waverly Beach park

Memorial Day to Labor Day rentals and lessons.

Response: Forwarded onto the Park Department's Business Services Program Manager, Mike Metteer, for consideration. Rentals of boats and lessons in City Parks are demand driven which often leads vendors to more visible locations like Houghton Park or Moss Bay.

16. New sand at Waverly Beach Park every year.

Rock sand in play area and not level - sinking

Response: The current Capital Improvement Program includes a renovation plan for Waverly Beach Park. Planning will start in 2010 and entail a public process to determine a scope of work. The renovations themselves are scheduled to start in 2011 with a project budget of \$1 Million.

17. Clean up swim area with rocks and sand. Beautify.

Swim area unpleasant beach entry from stairs

Response: The current Capital Improvement Program includes a renovation plan for Waverly Beach Park. Planning will start in 2010 and entail a public process to determine a scope of work. The renovations themselves are scheduled to start in 2011 with a project budget of \$1 Million.

18. Concrete at Waverly Beach Park and replace with sand.

Jackhammer the concrete steps and add more sand. There would then be a total sand beach.

Response: The current Capital Improvement Program includes a renovation plan for Waverly Beach Park. Planning will start in 2010 and entail a public process to determine a scope of work. The renovations themselves are scheduled to start in 2011 with a project budget of \$1 Million.

19. Field at Waverly Beach is not level difficult to play Frisbee or soccer

Level out grassy area for playing sports - improve drainage

Response: The current Capital Improvement Program includes a renovation plan for Waverly Beach Park. Planning will start in 2010 and entail a public process to determine a scope of work. The renovations themselves are scheduled to start in 2011 with a project budget of \$1 Million.

20. Waverly Beach - lake water is dirty - could cause swimmers itch

Shower outdoor near bathrooms

Response: A shower could be added to the outside of the beach house similar to the ones at Houghton Beach Park. Project would cost between \$15,000 and \$18,000.

21. The bench on Waverly Park dock has been vandalized. It is a very nice addition to the dock.

Response: The bench has been repaired. Report graffiti to the Anti-Graffiti Hotline at (425) 587-3824.

Parks General (or multiple parks)

22. Add community message boards at Heritage Park (by steps) and Juanita Bay Park and Zip Mart retail complex

Response: Kiosk could be added to neighborhood parks if they were designed to blend in with the aesthetics of the park. Project would be contingent upon the neighborhood committing to maintain the kiosks and keeping them current.

23. No place for neighborhood info sharing

A weather-protected bulletin board at both Heritage and Juanita Bay Parks would allow neighbors on each side of the n-hood to stay current on MNA meetings, events, etc.

Response: Kiosk could be added to neighborhood parks if they were designed to blend in with the aesthetics of the park. Project would be contingent upon the neighborhood committing to maintain the kiosks and keeping them current.

24. We can't hide from the rain

A big gazebo in either Heritage or Waverly Park would be a great addition for our neighborhood events and NW weather

Response: A gazebo was not part of the Master Plan for Heritage Park and therefore beyond the scope of this program. A gazebo could be part of the upcoming renovation of Waverly Beach Park. The planning for these improvements will start in 2010 and the actual construction/renovations will start in 2011.

25. Our request would be for a dog park where dogs could play off leash. If this is not possible then set aside specific hours when dogs could be off leash at Waverly and Heritage parks.

Response: The Park Board conducted public meetings in 2004 and 2005 to consider a pilot program to designate off-leash areas in parks and Crestwood's was one of the parks considered. Unfortunately there was no community support. The City Council did agree that when a stewardship group steps forward to champion an off-leash area, the following criteria should be followed:

- ❖ *Conduct a Public Hearing on the 5 park sites identified by the Park Board as sites to consider for an off leash area. (Crestwood's Park, Juanita Beach, North Kirkland Community Center, Snyder's Corner and Terrace Park)*
- ❖ *Involve Neighborhood Associations in the public process*
- ❖ *Funding for start up costs and ongoing maintenance should be offset by user fees, donations and volunteer stewardship.*

If you are interested in pursuing an off leash area at Crestwood's Park, contact Parks and Community Services at (425) 587-3300.

26. Absolutely no off Leash Park in the city of Kirkland. I drive my car to the Medina Park so he can run free for a city that prides itself in its parks - that is ridiculous. Why should I contribute to the Lake Wash. Blvd. traffic when there is a park within walking distance?

Portion of the Waverly park site to an off leash dog park for dogs.

Response: The Park Board conducted public meetings in 2004 and 2005 to consider a pilot program to designate off-leash areas in parks and Crestwood's was one of the parks considered. Unfortunately there was no community support. The City Council did agree that when a stewardship group steps forward to champion an off-leash area, the following criteria should be followed:

- ❖ *Conduct a Public Hearing on the 5 park sites identified by the Park Board as sites to consider for an off leash area. (Crestwood's Park, Juanita Beach, North Kirkland Community Center, Snyder's Corner and Terrace Park)*
- ❖ *Involve Neighborhood Associations in the public process*
- ❖ *Funding for start up costs and ongoing maintenance should be offset by user fees, donations and volunteer stewardship.*

If you are interested in pursuing an off leash area at Crestwood's Park, contact Parks and Community Services at (425) 587-3300.

27. David Brink Park is simply grass, no games area.

I would suggest we add a Bocce Ball (or Boules as it's called in French) court at the park. There is enough room, and it's a simple question of leveling a small amount of grass (5'x30' or so) into a sandy lot. This would allow us to bring our boules and play a game. I love to play and think that a lot of folks would appreciate it, like they do the volleyball court in the park across from Kid Valley.

Response: The Parks Department will look into an inexpensive (already level) location in one of the nearby parks for this great idea. There may be a grassy location in Heritage Park that could be simply mowed lower to indicate potential Bocce Ball field. We do not anticipate this costing any additional money and could be maintained by the existing grounds crews.

Neighborhood Traffic Control

28. Need speed bumps west of market (specifically 18th Ave. West).

Response: Not a good project for the Neighborhood Connections Program. The available data does not support the installation of speed cushions at this location. Contact Noel Schoneman, Neighborhood Traffic Control Coordinator, nschoneman@ci.kirkland.wa.us for further information.

29. Lots of speeding down 16th Ave W

Add a roundabout at 16th/6th to slow traffic, people often forget to stop coming across 6th.

Response: Not a good project for Neighborhood Connections. 6th Street West is a secondary emergency response route, so a traffic circle would not be appropriate. Available data indicates traffic speeds below the level that would make speed cushions effective. Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

30. Yield signs at 4 way intersections create traffic hazards.

Response: Not a good project for the Neighborhood Connections Program. Public Works can review specific locations for appropriate traffic controls. Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

31. Stop sign needed there is no stop sign on 10th Avenue W. and 3rd Street (or 10th and 4th). Speeding/accidents are a problem.
Response: This intersection has been evaluated and it was determined that additional stop signs are not appropriate. However, the Public Works Department has recommended a traffic circle funded through the Neighborhood Connections Program as a good upgrade for this intersection. A traffic circle would cost about \$6,500. In addition to funding, the following criteria would need to be met: (a) Review and approval by the Kirkland Fire Department; (b) Support by 70% of the households within one block of the intersection; approval of the abutting residents; and (d) a volunteer to maintain the landscaping.
32. Many cars don't stop at the stop sign on 16th and 6th. There have been multiple close calls.
 A traffic circle.
Response: Not a good project for Neighborhood Connections. 6th Street West is a secondary emergency response route, so a traffic circle would not be appropriate. Available data indicates traffic speeds below the level that would make speed cushions effective. Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.
33. Traffic at the junction of 11th Avenue West and 5th Street West. Several children in area walk to and from bus. Cars run the speed up and down hill on way to and from 7-11 and Waverly Park and "short cut" off Market during traffic house.
 Round about to slow traffic
Response: A traffic circle funded by the Neighborhood Connections Program could be a good upgrade to this intersection. A traffic circle would cost about \$6,500. In addition to funding, the following criteria would need to be met: (a) Review and approval by the Kirkland Fire Department; (b) Support by 70% of the households within one block of the intersection; approval of the abutting residents; and (d) a volunteer to maintain the landscaping.

Waverly Way

34. Strip of grass along Waverly Way isn't mowed as often as is needed. I run this way every day. It's kept up nicely in the summer. I wish it were kept mowed down during the off months too.
 Mow more often even during the non-summer months.
Response: The maintenance of this strip is a partnership between Public Works (PW) and Parks. PW keeps the blackberry brush back as far as the flail mower will reach. That allows Parks to do the mowing. PW is budgeted to do this work twice a year and its single mower is used city-wide.
35. Waverly Avenue has one of the best views of all Kirkland. Dozens of walkers, runners, family's, pets and bikes use the street daily for the view. There are several park benches on the Lake side of the street that were placed there for a perfect place to sit and view the lake, the mountains, the sunsets, Mt Rainer, etc. However, since the property in front of the benches are privately owned & maintained, the vista views have been eliminated by bush and tree overgrowth. These bushes and trees have no useful purpose to the property owners. The owners live well below the city benches on lakefront properties. Kirkland City should work with the 2-3 homeowners to get permission to clear out the overgrowth. Then all of the walkers, bikers, families, couples, etc would get instant access to the views that were expected when the benches were originally placed along Waverly. It has been so frustrating to see these park-like benches go to complete waste. Someone either planned wrong or someone has not kept up with the required maintenance. I look forward to your response as so many times I feel that I'm speaking to no one when I point these things out. I do hope someone is really listening."
Response: The city cannot use its resources on private property. This is an issue that needs to be worked on between residents. However, the city arborist needs to be involved in any plans to cut or trim trees in that area – permits will likely be required to help ensure cutting that doesn't create dangerous trees or compromise the integrity of the hillside. Vegetation may block views, but it does have the environmental benefits of hillside stabilization, storm water retention, and improving air quality.
36. Growth of olders and blackberries along the bank obstructs view from the street. Cut back every few years to maintain and reduce overgrowth.
Response: See answers to 33 & 34. Also, Public Works focuses its trimming resources on correcting safety issues, not for view enhancement.
37. Place a Permanent Speed Radar Sign at the curve on Waverly Way right at the northwest corner of Heritage Park. This might remind people to slow down.
 Motorists are constantly speeding on Waverly Way.
Response: Not a good project for the Neighborhood Connections Program. A review of the existing permanent radar signs indicated marginal results on relatively low volume streets like Waverly Way. Rather than spend \$25,000 for a pair of radar signs, public works can place its radar trailer on Waverly Way periodically. Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

38. It's dark along Waverly way from Heritage Park to Waverly Beach Park

Extend low light bollards now existing at Heritage Park together with a marked path or pavers along Waverly Way, with light deflected down to minimize glare. Would be a much safer feeling along the street and tie the parks together.

Response: Project idea voted on by neighborhood. See voting results.

39. Speed bumps on Waverly Way

Response: Not a good project for the Neighborhood Connections Program. On at least two occasions, Public Works staff worked with residents along Waverly Way to address speeding problems. Residents did not want speed cushions or traffic circles or even curve warning signs. Actions that have been implement include edge lines to artificially narrow the street, closely spaced reflectorized centerline markers through the curve near 3rd Street W., a landscaped island at the entry to Waverly Beach Park to better separate pedestrians and motor vehicles, and placement of the radar trailer.

40. Mobile speed monitoring and ticketing equipment

Such equipment is allowed in this state only for red light running.

Response: The city has placed its portable radar trailer on Waverly Way from time to time. This serves to remind motorists of the legal speed limit of 25 mph. State law limits photo enforcement to a few specific applications, such as red light running.

41. Dangerous speeding along Waverly -racing I should call it. Especially on Friday or Saturday nights.

Install some sort of mechanism so that the long straight speedway along Waverly is not so appealing to racers.

Response: Not a good project for the Neighborhood Connections Program. On at least two occasions, Public Works staff worked with residents along Waverly Way to address speeding problems. Residents did not want speed cushions or traffic circles or even curve warning signs. Actions that have been implement include edge lines to artificially narrow the street, closely spaced reflectorized centerline markers through the curve near 3rd Street W., a landscaped island at the entry to Waverly Beach Park to better separate pedestrians and motor vehicles, and placement of the radar trailer.

42. Turning left onto Waverly Drive from 3rd St West can be blind to oncoming traffic from the south on Waverly Drive. The parked cars make it hard to see.

One suggestion is to restrict one car length of parking along the east side of Waverly to allow better visibility from 3rd Street West. Installing a traffic calming device (roundabout) at this intersection is a better suggestion that will not only address this issue but also speeding traffic.

Response: This is a reasonable request and can be done by Public Works without funding from the Neighborhood Connections Program. Action will have to wait for the next painting season in the Spring/Summer of 2008.

43. Continue pathway from Heritage Park to Waverly Beach Park. Current bike lane slants for drainage and is bad for walkers.

Response: Project referred to the Capital Improvement Program as it is beyond the scope of Neighborhood Connections.

44. Stairs from Heritage Park to Waverly Tract

Response: Project referred to the Parks Board for consideration in the Parks Capital Improvement Program.

45. Bump outs on Waverly to slow traffic and create a better pedestrian feel.

Response: The previous effort to control traffic speeds on Waverly Way is complete. Closely-spaced reflectors were placed on the centerline through the curve between 2nd and 3rd Streets west and the entry to Waverly Beach Park was modified to slow traffic, improve sight distances, and to provide better separation between motor vehicles and pedestrians at the entry to the park. Residents of the Market Neighborhood have been opposed to installing speed cushions and traffic circles on Waverly Way. Other strategies available are the occasional deployment of the radar trailer on Waverly Way and volunteering for the Citizens Speed Watch Program that is sponsored by the Kirkland Police Department.

46. Speeding on Waverly Way: What is the status of any improvements to slow traffic along Waverly?

Response: The previous effort to control traffic speeds on Waverly Way is complete. Closely-spaced reflectors were placed on the centerline through the curve between 2nd and 3rd Streets west and the entry to Waverly Beach Park was modified to slow traffic, improve sight distances, and to provide better separation between motor vehicles and pedestrians at the entry to the park. Residents of the Market Neighborhood have been opposed to installing speed cushions and traffic circles on Waverly Way. Other strategies available are the occasional deployment of the radar trailer on Waverly Way and volunteering for the Citizens Speed Watch Program that is sponsored by the Kirkland Police Department.

47. Need to replace the "no parking" sign on the west side of Waverly next to the tennis courts. The sight distance is not good for parking. These signs should go back up.

Response: The replacement sign has been ordered.

Crosswalk for Heritage Park

48. Lack of marked crosswalk leaving Northwest end of Heritage Park into neighborhood

Install a marked crosswalk at 2nd St West across Waverly Way so pedestrians can walk to the North/East side of Waverly Way and its sidewalks (there is no sidewalk on Waverly on the West side).

Response: Marked crosswalks are a good idea where the two paths intersect Waverly Way. A crosswalk at 2nd street W. would require a new pole and a relocation of the existing street light to the north side of the intersection. The estimated cost for the street light would be \$5,000, which would need to come from the Neighborhood Connections Program. Public Works would install the crosswalk markings at no cost to the NCP. No lighting changes would be needed at 3rd Street W., which will be installed next spring/summer.

49. We are in need of a crosswalk to connect the stairs by the new tennis court on Waverly with 2nd street.

Install a crosswalk

Response: Marked crosswalks are a good idea where the two paths intersect Waverly Way. A crosswalk at 2nd street W. would require a new pole and a relocation of the existing street light to the north side of the intersection. The estimated cost for the street light would be \$5,000, which would need to come from the Neighborhood Connections Program. Public Works would install the crosswalk markings at no cost to the NCP. No lighting changes would be needed at 3rd Street W., which will be installed next spring/summer.

50. Need a crosswalk at entrance to Heritage Park (near tennis courts)

Response: Marked crosswalks are a good idea where the two paths intersect Waverly Way. A crosswalk at 2nd street W. would require a new pole and a relocation of the existing street light to the north side of the intersection. The estimated cost for the street light would be \$5,000, which would need to come from the Neighborhood Connections Program. Public Works would install the crosswalk markings at no cost to the NCP. No lighting changes would be needed at 3rd Street W., which will be installed next spring/summer.

51. No crosswalk at Heritage Park to connect neighborhood to park steps (Waverly and 2nd St.). Traffic does not slow for pedestrians and allow them to pass. Only crosswalk is at Waverly and Market and it does not have good visibility for cars as there is a lot happening at that intersection.

Put in crosswalks at Waverly and 2nd St. to connect neighborhood safely to steps near tennis court and at other side of tennis court - rear/side entrance to park. These crosswalks will allow safe crossing for neighbors and visitors to use tennis courts, park green space and access to downtown.

Response: Marked crosswalks are a good idea where the two paths intersect Waverly Way. A crosswalk at 2nd street W. would require a new pole and a relocation of the existing street light to the north side of the intersection. The estimated cost for the street light would be \$5,000, which would need to come from the Neighborhood Connections Program. Public Works would install the crosswalk markings at no cost to the NCP. No lighting changes would be needed at 3rd Street W., which will be installed next spring/summer.

52. Add a cross walk across Waverly Way to Heritage park either at 2nd Street West or 3rd Street West

Response: Marked crosswalks are a good idea where the two paths intersect Waverly Way. A crosswalk at 2nd street W. would require a new pole and a relocation of the existing street light to the north side of the intersection. The estimated cost for the street light would be \$5,000, which would need to come from the Neighborhood Connections Program. Public Works would install the crosswalk markings at no cost to the NCP. No lighting changes would be needed at 3rd Street W., which will be installed next spring/summer.

Market Street

53. Traffic on Market Street in the mornings and late afternoons is tough. It's difficult to turn onto Market in the m mornings even going right from the Market Neighborhood.

Install a traffic light somewhere along Market to ease access to and from the neighborhood during rush hour.

Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.

54. Many of the street intersections West of Market have yield signs installed instead of stop signs. This leads to many near accidents because drivers often don't slow down enough to properly yield. To safely check for cross traffic you need to come to a near stop, but the yield sign seems to imply otherwise. I've never seen yield signs used in the fashion anywhere else, and it still seems odd even though I've lived in the neighborhood for over 15 years. I also feel this also makes the intersections more dangerous for cyclists and pedestrians.

Replace the yield signs with stop signs.

Response: Not a good project for the Neighborhood Connections Program. Specific locations can be reviewed by Public Works, however stop signs are not appropriate for use as traffic slowing/calming devices. Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

55. A traffic light is desperately needed at this intersection to avoid probable future accidents. Install a light.

Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.

56. I would like to see a roundabout. Cars speed from Market Street to Waverly Way.

Response: Not a good project for the Neighborhood Connections Program. A roundabout was evaluated a few years ago for the intersection of Market Street and Central Way, but the concept did not proceed because that strategy was not a good fit for that location. A recent effort funded by the Market Neighborhood to identify ways to improve access to Market Street and improve safety, recommended a traffic signal for this location. That signal would be funded by the Capital Improvement Program in Public Works, but it needs to compete for those funds on a city-wide basis.

57. It is extremely difficult to exit from the West of Market neighborhood onto Market Street. Without a: Yield Sign, Stop Sign, Yellow or Red Light, the oncoming traffic does not stop, yield, or slow down for a car to exit the West of Market neighborhood. This is a major issue during "Rush Hour".

Place a Yield, Stop, or Red light on Market Street to slow down oncoming traffic, reduce traffic congestion, and facilitate exit from the West and East of Market neighborhoods onto Market Street.

Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.

58. In previous years the Market neighborhood requested help with access to and from Market Street. A consultant study submitted its recommendations but I have not seen any of them implemented. In particular, please consider timing changes at Forbes Creek Drive/Market Street intersection to provide a few seconds of opportunity for Market neighborhood traffic to turn onto Market.

Eliminate the left turn from 6th Street W. onto northbound Market Street. Eliminate the left turn from southbound Market Street onto 20th Avenue.

Response: All the easy and relatively inexpensive elements of the Market Street Access Plan, have been implemented except for the added all-way red at the Forbes Creek Signal. Three tests have been done to determine the value of adding that extra red time, but the data has not yet been evaluated. Any signal timing changes can be made without Neighborhood Connections funding.

- 59.** Traffic on Market is so heavy it's hard to merge. Add one more traffic light on Market at some point to break traffic flow.
- Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.*
- 60.** Bike traffic: not much room
- Add extra bike lane space for safety or divert bikes to path on another street.
- Response: This would not be a good project for funding through Neighborhood Connections. The existing lane widths are at optimum, so either parking would need to be eliminated or the street would have to be widened. This would be a very expensive project and, likely, very difficult to get public support to complete. Regarding diverting cyclists to other routes, skilled cyclists, such as those who commute by bicycle prefer the most direct route, especially if it is protected by stop signs at each intersection. Alternative routes are available for those who choose to use them; forcing all cyclists to use alternative routes would either encourage cyclists to use the general traffic lanes or discourage cycling as a viable means of transportation.*
- 61.** Cannot get onto Market especially north bound in the morning commute. Place a traffic light along Market so there will be breaks in traffic and I can get out of the neighborhood in the mornings.
- Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.*
- 62.** We desperately need a stop light to get on or across Market Street. Those of us West of Market have asked over and over for this. I've nearly been hit several times in the last 50 years. Try to get on at 7 am.
- Response: Not a good project for the Neighborhood Connections Program. A new traffic signal was considered by a Task Force made up by Market Neighborhood Residents, a consultant, and Kirkland Public Works. A signal was not recommended because of the potential impacts to the connecting streets in both the Market and Norkirk neighborhoods. Other actions recommended by the Task Force to help side traffic enter Market Street including the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. Other improvements recommended by the Task Force will depend upon funding.*
- 63.** Lack of driver courtesy. Drivers already on Market frequently make no effort to allow cars coming on to Market to merge during peak traffic hours.
- 2-4 large above the street banners on either end and maybe in the middle with slogans such as:
Welcome to our neighborhood. Please allow traffic to merge or Welcome to our neighborhood. We appreciate safe and courteous drivers.
- Response: Such banners could be funded through the Neighborhood Connections Program. The Public Works Department has already initiated such a courtesy campaign using an electron reader board placed periodically near the entry to Juanita Bay Park. Banners and the reader board could complement each other.*
- 64.** Can't exit onto Market Street from 13th (too much traffic)
- Response: Actions recommended by the Market Street Task Force to help side traffic enter Market Street included the removal of some parking on Market Street to improve sight distances, the prohibition of U-turns on Market St at 18th Ave W., the prohibition of left turns from 6th Street W. during the morning peak hours, and a courtesy campaign to encourage motorists on Market Street to let side traffic into the flow. These actions have already been implemented. A review is pending of the Forbes Creek signal to see if signal timing changes can help create gaps for side street traffic. Other improvements recommended by the Task Force will depend upon funding.*

65. Difficult to cross Market Street in a car

Reader board "be polite allow cars to cross" or enter have ready board on either end of Market Street

Response: No need to use Neighborhood Connections funding for this idea. The Public Works Department has already initiated such a courtesy campaign using an electronic reader board placed periodically near the entry to Juanita Bay Park. This action was taken in response to a recommendation by a Task Force from the Market Neighborhood and a consultant who were tasked to develop strategies to make it easier for side traffic to enter Market Street during peak hours.

66. Would like "Take it to Make it" flags on Market Street (11th and 20th).

Response: These two locations already have orange pedestrian crossing flags and volunteers to monitor and restock the flags as needed. The yellow, "Take it To Make it" flags are used in the downtown area exclusively as a test of the overall goal of increasing the awareness and usage of the flags.

67. Dangerous pedestrian crosswalk due to heavy traffic on Market. Pedestrian-triggered crossing lights in the street, like the ones on Central across from Park Place

Response: The location of the crosswalk of concern is needed before we can evaluate it. Several of the crosswalks have refuge islands and/or crossing flags for pedestrians to use. Other measures to improve safety have been recently implemented: a permanent radar sign at 2nd St W. will slow southbound traffic where the speed limit drops to 25 mph and parking has been removed at certain locations to improve the sight distance between pedestrians and motorists. Other improvements recommended in the Market Street Access Study, Jan 2007, include curb bulbs at certain locations to reduce the crossing distance for pedestrians and a new traffic signal at Market St and Central Way. These additional improvements need to compete for funding with other city-wide needs.

68. Market Street. Is there some kind of flashing light that is going in along Market reminding people to slow to 25 mph?

Response: Done. A permanent radar sign was installed by the auto dealer at 2nd St W. and became operational on January 9, 009.

Undergrounding Power lines

69. Some telephone poles are covered in black cable/power/fiber lines that make it unsafe. Multiple lines up from the ground.

Bury the utilities on East side of 10th Street west to make neighborhood safer from overtaxed poles.

Response: The poles and cables are safe and not overtaxed. The undergrounding of utilities is very expensive and there is no program funded to do this work. Undergrounding is typically done in conjunction with major capital projects and is not currently planned for this street.

70. Remove down lines across from 720 14th Avenue W. and next to mailboxes. Hasn't been cleaned up since December storm.

Response: Done

71. To Bury all the cities "dead" power lines even if they are active and put in a cross walk to both entrances to Heritage Park on Waverly where both sets of stairs enter.

Use some or all of the \$25,000 to do this to match the rest of the neighborhood, we as homeowners are paying for our own in front/sides of our own properties so we are incurring a huge expense on our own to make your neighborhood as well, nicer.

(a) Bury the "dead" power lines:

Response: The undergrounding of utilities is very expensive and there is no program funded to do this work. Undergrounding is typically done in conjunction with major capital projects and is not currently planned for this street.

(b) Install crosswalks at Heritage Park:

Response: A marked crosswalk is a good idea where the two paths intersect with Waverly Way at 2nd Street West (stairs). However, a crosswalk at 2nd Street W. would require a new pole so the existing street light could be relocated to the crosswalk. The estimated cost for the street lighting change is \$5,000. Public Works could not fund the lighting part of this project, so funding would need to come from the Neighborhood Connections Program or other non-PW funding source. Public Works would install the crosswalk markings at no cost to the community.

72. Bury Utility poles

Eye soar.

Response: The undergrounding of utilities is very expensive and there is no program funded to do this work. Undergrounding is typically done in conjunction with major capital projects.

73. Overhead wires on 18th Avenue W. and other neighborhoods

Halt sidewalk installations until conduits are laid for eventual utility underground installations.

Response: The undergrounding of utilities is very expensive and there is no program funded to do this work. Undergrounding is typically done in conjunction with major capital projects and is not currently planned for this street. Public Works staff would recommend not postponing safety projects like sidewalk construction while waiting for funding for undergrounding, which is largely an aesthetic improvement.

74. Also power and phone lines should be undergrounded. This is a zoo.

The street is warped and cracked creating a very uneven road for residents and garbage pickup crews. It needs to be repaved.

Repaving.

Response: Public Works will consider paving this alley at no cost to the Neighborhood Connections Program. However, drainage issues need to be resolved before any paving can be done. Evaluations are underway. Contact the Project Engineer at (425) 587-3800.

Miscellaneous

75. Fisherman Statue now has plants and the triangle of lawn with no water for irrigation "sprinkler system."

The City has added water to the entrance of Waverly Beach park directly west of the triangle. We suggest water be extended to the triangle with a perimeter sprinkler system to improve the quality of lawn and flowers.

Response: The Lake Washington High School student who did the landscaping under the statue intentionally planted drought tolerant plants to keep the cost of maintenance and use of water in check. Referred to the Neighborhood Association as a possible Matching Grant Project.

76. Some corners do not have handicap access ramps.

Replace existing sidewalk with new access ramps.

Replace yield signs with stop signs.

Install crosswalk markings and sign."

Response:

- a. *Handicap ramps. Specific locations are needed for requests for handicapped ramps. These are done over time and it would help if information were provided about specific issues.*
- b. *Yield Sign replacement. Specific locations can be reviewed, but each sign has a specific purpose and consideration for such signs needs to be evaluated against established criteria.*
- c. *Crosswalk. Specific locations can be evaluated. Marking a crosswalk does not always improve safety for pedestrians.*

77. Get rid of the bacteria problem at Juanita Beach. Hundreds of people in the past enjoyed Juanita Beach during the warm sunny days of summer. In recent years it's mostly closed on warm sunny days due to high bacteria count.

Get rid of the milfoil that overruns the entire shoreline.

Response: The City is working to correct the problem of bacterial contamination. The main problem is finding the sources. Instead of using Neighborhood Connections funding, it would be more helpful for people to volunteer to help in the City's current efforts to solve this. Contact (425) 587-3800.

78. No sidewalks- looks bad and unsafe for kiddos

Put sidewalks in- (please)

Response: Kirkland is installing sidewalks over time as funding permits. Also, most sidewalks are built as part of new residential and commercial development. City-funded sidewalks are prioritized against a specific set of criteria to ensure the most benefit for each dollar spent. To review these criteria, log on to the city's web site, www.ci.kirkland.wa.us and do a search for the Non-Motorized Transportation Plan. See Section 5 of the Plan.

79. Improve pedestrian safety entering and exiting Waverly Park—perhaps a separate path down the hill

Response: Project referred to the Parks Board for consideration in the Parks Capital Improvement Program.

80. Pedestrian safety

Install additional lighted crosswalks.

Response: The location of the crosswalks of concern are needed before we can evaluate them. Several of the crosswalks on Market Street have refuge islands and/or crossing flags for pedestrians to use. Other measures to improve safety have been recently implemented on Market Street: a permanent radar sign at 2nd St W. will slow southbound traffic where the speed limit drops to 25 mph and parking has been removed at certain locations to improve the sight distance between pedestrians and motorists. Other improvements recommended in the Market Street Access Study, Jan 2007, include curb bulbs at certain locations to reduce the crossing distance for pedestrians and a new traffic signal at Market St and Central Way. Lighted crosswalks and other costly improvements would need to compete for funding with other city-wide needs.

81. Public promotion to go into downtown Kirkland without taking the car.

Provide a small trolley bus that picks people up from Juanita Village along Market to downtown Kirkland. Will encourage people to shop more in Kirkland and not have to take the car into downtown.

Response: The idea of commuting by bus is a great idea. The "Public Promotion" part of the suggestion could be a viable grass-roots Neighborhood Connections funded project, but we recommend checking with Metro/King County to see if they would be interested in taking on that kind of promotion. Regarding special bus service, there already seems to be excellent service between Juanita Village and downtown Kirkland: this connection is provided by 3 different bus routes: #234, 30 minute headways between 6 a.m. and 9 p.m.; #236 30 minute headways between 6 a.m. and 9 p.m.; and route # 255, which provides 15 to 30 minute headways between 5 a.m. and 10:45 p.m.

82. Although the planter area in front of the mini-mart on Market Street is probably owned by the building owner, it looks unsightly and un-loved. Most of Market Street is so pretty with its canopy of trees. Those slow driving commuters every weekday deserve to see pretty flowers and art as they slog along in traffic.

Speak with the building owner of the mini-mart and ask if perhaps the city could take over the planting and maintenance of the planter areas in front of the store. Ask if a ceramic artist from the KAC is interested in producing a sculpture for the area or ask the LW Technical College if one of their welding students might like to create a sculpture for the area.

Response: Possible Neighborhood Matching Grant Project, referred to the Market Neighborhood Association.

83. Lack of Sidewalks on Neighborhood Collector Streets

Get started on funding sidewalks to the greatest degree possible on 6th Street West from 11th Ave W to Market (1st priority since there are none on either side), and on the West side of Waverly Way (2nd priority since there already is one on the East side) per the recently adopted Comp Plan

Response: Kirkland is installing sidewalks over time as funding permits. Also, most sidewalks are built as part of new residential and commercial development. City-funded sidewalks are prioritized against a specific set of criteria to ensure the most benefit for each dollar spent. To review these criteria, log on to the city's web site, www.ci.kirkland.wa.us and do a search for the Non-Motorized Transportation Plan. See Section 5 of the Plan.

84. 6th Street West is a well walked on street. It the go-between from Waverly Beach Park to Market. It's a school bus stop. It's one of the main thoroughfares into and out of the neighborhood. Although parts of it have a sidewalk, big portions do not.

Fill in at least one side of 6th Street West with sidewalks. I understand that sidewalks are much more expensive than the budget allows but a portion of sidewalk could be added now and again later when our turn for money comes up.

Response: Kirkland is installing sidewalks over time as funding permits. Also, most sidewalks are built as part of new residential and commercial development. City-funded sidewalks are prioritized against a specific set of criteria to ensure the most benefit for each dollar spent. To review these criteria, log on to the city's web site, www.ci.kirkland.wa.us and do a search for the Non-Motorized Transportation Plan. See Section 5 of the Plan.

85. The mailboxes in the neighborhood range from brand new to falling apart.

City funding to provide the design and material for postal kiosks. Neighborhood to provide the manpower to install.

Response: The City does not install or maintain private mailboxes. Referred to the Neighborhood Association as a possible community project.