



Norkirk Neighborhood Connections Program

Requests: 63
Final Action Plan: March 2006

Neighborhood Services Coordinator

1. New lockable mailbox stations.
Action: Referred to private property owners and the Norkirk Neighborhood Association.
2. Newsletter, via email. For sale, list jobs, mini news, etc.
Action: Referred to the Norkirk Neighborhood Association.
3. Clean up the area around Peter Kirk School - area around sign and lot next door that has rock border. Perhaps some new low maintenance planting.
Action: Referred to the Peter Kirk School PTSA and the Norkirk Neighborhood Association as a possible Neighborhood Matching Grant Project.
4. Send \$10,000 or \$12,500 to new Orleans or Gulfport or Biloxi to replace school/playground equipment destroyed in the hurricane.
Action: The stipulation for this money is that it benefit City of Kirkland residents so the City is unable to do this. The Neighborhood Association could do a fund raiser to help the hurricane relief efforts.
5. Plant street trees: volunteers will coordinate the selection, planting and maintenance of at least 45 new (bare root) street trees. Project to be lead by neighborhood coordinator with help from the City's Urban Forester.
Action: Referred to the Neighborhood Association for a possible matching grant.

Parks and Community Services

Dog Park

6. Waverly Beach Park used to have restrictions during summer months. No pets/dogs allowed. Why was it changed to dogs on leash? This park was and is mostly used and designed by little toddlers/kids and they are crawling between poops and people don't obey the leash law. I personally picked the dog poops number of times & it's nasty to see the dogs messing up the park and little kids playing in the dog poops. Please, keep at least one park/Waverly, since there is great playground with no dogs in summer months to keep it clean. Thank you for giving this to appropriate department.
Action: Parks Dept. is increasing emphasis on enforcement and education on leash laws and scoop regulations.
7. Off leash dog walking area.
Action: See below.
8. Dog Park.
Action: See below.
9. Barkful park. Create a proper dog park where people can let dogs run off leash. And maybe this will help people keep them on leash better elsewhere.
Action: City will consider off-leash park if suitable site is found.

Crestwoods Park and Kirkland Junior High

10. Lights for Jr. High Tennis Court.
Action: School District Facility; Lights not allowed under Junior High Zoning Permit; cost would be beyond \$25K
11. Picnic shelter at Crestwoods Park.
Action: Cost would be beyond \$25K; Refer to Parks' CIP Program
12. Update KJH Track and Field for before/after school community use. Co-sponsor playground equip @ Peter Kirk Elementary (community use before/after school). Co-sponsor a portable at Peter Kirk Elementary to be used for neighborhood meetings.
Action: Cost would be beyond \$25K; LWSD may be considering renovation to track/football field as part of next School Bond ballot measure.

13. It would be really nice to have a sheltered playground area at Crestwoods park (or any park, really). In the winter there's nowhere within walking distance of this neighborhood that offers a dry play area. If you can submit this directly, great! Otherwise, please send me a card and I'll send it in.

Action: With our current codes & requirements there's a real high probability that the cost of installing a roof over a structure would far exceed the \$25,000. Not only would the roof have to be structurally engineered we would probably have to tie the downspouts into a storm system and or some sort of French drain. This type of engineering and underground work can get pretty costly.

Juanita Bay Park and Juanita Beach Park

14. I have enjoyed Juanita Bay Park for over 20 years walking the old bridge 3 to 4 miles 4 to 5 times a week. However, much is overgrown now especially in the small pond area where the beaver lodge is. Also the water lilies have taken over - need a giant rake to remove view place here and there on the west side of the bridge. These are my concerns. Thank you for the opportunity to express them.

Action: Parks Dept. will begin to address invasive plants at Juanita Bay Park over next two years; Capital Improvement Program funding already allocated.

15. I would like to see improvements to the skate park at Peter Kirk Park. It is used by young and older children - scooters/rollerblades, skateboarders. It should be enlarged, provide sun shelter, and extra seating.

Action: Plans are to build a new, larger skate park elsewhere in Kirkland. Juanita Beach currently being considered.

McAuliffe Park

16. Fence off and improve McAuliffe Park. Make it a destination park for a reason. Large sport court area so kids can bring bikes, picnics, benches, so parents have a place to sit, re-seed sod yard so desirable for kids to run and play. Fence off so dogs and stray dogs quit pooping. Playground equipment is nice.

Action: Park master plan currently under development. Comments will be considered.

Tot Lot Park

17. Wading pool at Van Ess or Turtle Park. Water fountain at either of the above parks. Posting board at neighborhood parks. Sidewalk for street (doesn't matter which).

Action: Wading pool or water fountain costs beyond \$25K available. Parks Dept. is not supportive of neighborhood kiosk structures in parks because they become unattractive, become used for advertising, and tend not to be maintained by the volunteers on a regular basis.

18. Re-turf tot lot park.

Action: No plans to "re-sod" Tot Lot but Parks Maintenance will do a turf builder program in the Spring 2006. Turf builder will include: thatch, seed, and fertilize.

Reservoir Park

19. I like the idea of an overlook tower at the park at 3rd and 15th

Action: Cost would be beyond \$25K and would require public participation process and hearings prior to approval.

Planning Department

20. I'd like you to save beautiful buildings like the "Green's Funeral Home" on State Street. Surely, some architect can have the creativity to incorporate this into the new development. Kirkland should not just be "New Mega Mantions." On it's whole Kirkland development is good and well designed.

Action: Referred to the Planning Department for consideration.

21. Prevent zoning changes along 7th Ave. from medium density to high in order to preserve buffer to single family neighborhood north of 7th.

Action: Referred to the Planning Department for consideration.

22. Mail box area and box up keep encouraged/aided. Someday underground wires? Large view blocking trees - what is best to do for them & weather hazards?

Action: Referred to the Planning Department for consideration.

23. Start saving to fight traffic, commercial, & multi-family construction in our neighborhood. Make no mistake -it's coming. Maintenance of traffic circles so they don't grow too high to see.

Action: Referred to the Planning Department for consideration.

24. This was a perfectly good neighborhood and City 15 years ago. Leave it alone.
Action: Referred to the Planning Department for consideration.
25. Be more vigilant and do not let developers build too close to a tree line which caused the taking down of a large row of approximately 40 year old poplars on 4th Street and 20th Ave. When the construction started the poplars were deemed healthy by an arborist. A year later another arborist and the new owner get a permit from the city to take these beautiful poplars down. All neighborhoods are pretty upset. So much for article in the journal about saving trees. Trees I watched coming down looked healthy to me.
Action: Referred to the Planning Department for consideration.
26. Eliminate all real estate direction signs that are haphazardly put up on corners. This is a perfect example of sight pollution. It cheapens the neighborhood and is not necessary.
Action: Referred to the Planning Department for consideration.
27. We have a great neighborhood - like it the way it is.
Action: Referred to the Planning Department for consideration.
28. The new trees and curbside planting beds on 19th Street in front of KJH are in sad shape. I would love (all our neighbors would) to have them taken care of. Trees removed, weeding. I'm very proud of the way Kirkland is taken care of overall.
Action: The School District has replaced the trees.
29. Work with the neighborhood, the Planning Department and the Developer of the Forbes Creek project to improve Crestwood stairs.
Action: Referred to the Planning and Public Works Department .

Police Department

30. I called police and left a message about 3 weeks ago and no one returned my call. The situation on crosswalks in downtown Kirkland is terrible. I have a little baby and walk every day. It's dangerous and cars not stopping are speeding, drivers just don't pay attention to pedestrians. They even honked at me while on crosswalk with the stroller. There used to be police cars checking and giving tickets, but not anymore. You don't see police car for weeks. Please, forward to appropriate department so my message can get to somebody.
Action: Referred to Police Patrol for increased enforcement.
31. Anti-graffiti efforts good, but need to be increased. Traffic control - Third Street is getting wild sometimes and we worry about sixth street/Peter Kirk school and KJH school kids.
Action: Referred to Police Department for increased patrol. Public Works has recently increased the graffiti abatement unit from part time to full time.

Public Works Department

Neighborhood Traffic Control

32. Reduce traffic and speed on 18th Avenue and 3rd Streets. Stop signs on 18th and 2nd and 1st. Stop cut through.
Action: No projects recommended. The most current traffic data we have indicates traffic speeds and volumes well within that expected of such a residential access street. The counts made in March 2003 between 3rd and 4th Streets show 26.5 mph and 740 vehicles per day. A speed of over 30 mph would be needed to consider traffic calming devices such as speed cushions. (these are 85th percentile speeds – the speed at, or below, which 85% of the motorists are driving.) Stop signs are not an appropriate Neighborhood Connections project. Public Works will install stop signs at locations that meet the criteria for such devices (volumes of vehicles, pedestrians, and bicycles; speeds; collision history are among the criteria used).
33. Speed humps on 19th between 4th and Crestwoods. (to slow teenage speeders).
Action: This could be a viable Neighborhood Connections project if the criteria for speed cushions are met. Recommend as a first step that Public Works conduct a speed and volume check in this section of 19th Avenue. The closest data we have to this section of 19th Avenue is between 3rd and 4th Streets and that shows reasonable speeds and volumes for a residential access street: 26.5 mph and 740 vehicles per day (March 2003). Speeds over 30 mph would be needed meet the minimum criteria for speed cushions. Other considerations include traffic volumes over 200 vehicles per day, support of 70% of the effected households, and locations that don't affect driveways and which are agreeable to adjacent property owners. If Norkirk wants to place funds aside for a possible project for the installation of speed cushions on this street, \$7,600 would place a series of 4 cushions.

34. Rip out those ugly traffic circles that prevent the fire department and aid truck from reaching their destination in a timely manner and make left hand turn a dangerous and frustrating maneuver.
- Action: Recommend no allocation of Neighborhood Connections funds at this time. Such a removal project would require a 70% support rate from the Norkirk neighborhood. These traffic circles were installed through a process that included much involvement and support (77% of 400 households returning ballots) from the Norkirk neighborhood. A 'before and after' study indicated significant reductions in traffic speeds. While no collision comparison has been done, other jurisdictions have found a significant decrease in the number of collisions when traffic circles are installed.*
35. Taking out the cement traffic rounds that are weedie looking and only add walking and bike riding danger for crossing the street as well as being a major speeding course for driver on 10th Ave.
- Action: Recommend no Neighborhood Connections project. See responses above.*
36. Speed control devices on 10th Ave. between 6th Street and City of Kirkland Maintenance Facility.
- Action: A possible Neighborhood Connections Project. A series of up to 3 speed cushions could be installed on this street. Cost estimate: \$5,700. Before a project could be built, traffic speeds and volumes should be updated and the project would need to be supported by 70% of the effected households. Other criteria include finding locations that don't interfere with driveways and that are agreeable to adjacent property owners. The most current traffic data was collected in March 2002 and it showed speeds and volumes slightly above the threshold required of such devices: recorded speed 30.8 mph vs. threshold of 30 mph; volume 240 vehicles per day (vpd) vs. threshold of 200 vpd. Other strategies would be placing the radar trailer on location for a few days (no cost). Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.*
37. Mark another Crosswalk on the East side of 4th Street and 7th Ave. (on 7th).
- Action: Not a viable Neighborhood Connections project. Public Works installs marked crosswalks when a need is determined by established criteria. National studies have found that crosswalks installed where the criteria are not met can reduce pedestrian safety.*
38. Lower speed limit on 7th Ave. and traffic circles and mark crosswalks (7th Ave. at 5th Street).
- Action: Not a viable Neighborhood Connections project. The speed limit of 25 mph on this street is the lowest legally allowed by the Kirkland Municipal Code 12.16.010 and the Revised Code of Washington 46.61.400 and 46.61.415 (1). Traffic data collected west of 3rd Street after the installation of the Norkirk Traffic Calming Plan shows a speed of 27.6 mph. Data collected east of 3rd Street before and after the Traffic Calming Plan showed a reduction in speeds from 33.1 mph to 26.0 mph. Additional marked crosswalks: see response to above.*
39. We desperately need a traffic solution at the intersection of 2nd Street.
- Action: Need more information in order to determine a response. Which cross street is of concern and what is the issue?*
40. If you want to enhance the neighborhood you have to get rid of the stupid traffic circles and speed bumps. I have lived here for 40 years, raised three boys who are taxpayers now and grand children who pay taxes. And you spend my or our money on stupid things like that. Crazy.
- Action: See response above.*
41. Widen all traffic circles. Look at Queen Anne's traffic circles only work if they're wide enough to slow down traffic.
- Action: Recommend no Neighborhood Connections project. The "before and after" study done for the Norkirk Traffic Calming project indicated significant reductions in traffic speeds ranging from -5.2% to -27.9%. Both Kirkland and Seattle design for single unit trucks, emergency vehicles, and use the same design criteria.*
42. Fish eye mirrors @ 15th Ave. and 4th Street. It is so hard to see around the corner, if you're driving either direction on 4th. Paint stripes on the road at all intersections that have a stop sign. Extend sidewalk on 4th Street to 15th Ave. This is such a pretty walk, but the visibility to a car or a pedestrian is terrible.
- Action: Recommend no Neighborhood Connections project. However, if this is funded, any such mirror would need to be on private property, placed to preclude any distracting light to motorists, and will need to have a maintenance plan. A check of this intersection indicated excellent visibility for northbound motorists trying to enter or cross 15th Avenue. Southbound motorists who stop at the stop bar, need to creep forward once the crosswalk is clear (this is an approved maneuver) to get a good view of westbound traffic. However, pedestrians standing on the northeast corner can temporarily block the visibility to the east.*
43. Speed bump installed on 19th (from 3rd to 4th) many speeders due to Junior High School.
- Action: Recommend no Neighborhood Connections project at this location. Data collected in this block in March 2003 shows reasonable speeds and volumes for a residential access street: 26.5 mph and 740 vehicles per day. Speeds over 30 mph would be needed meet the minimum criteria for speed cushions. Other considerations include traffic volumes and the support of 70% of the effected households.*

44. Traffic circles or speed bumps on 3rd Street.

Action: Possible speed cushion project, but more information is needed. Except for one location, traffic speeds along 3rd Street are all below the 30 mph threshold needed for additional traffic calming devices. These speeds were much reduced since the installation of the Norkirk Traffic Calming project. The one exception in our data records is the section of 3rd Street between 13th and 15th Avenues. Since 15th Avenue is designated as a Primary Emergency Response Route, no additional traffic circles are recommended for that street. However, speeds between 13th and 15th Avenues could be controlled with speed cushions. If this is the section of 3rd Street that is of concern to the person who submitted the request, \$5,700 could be reserved for the possible installation of a series of 3 speed cushions.

45. Install more visible dead end sign @ entrance to 11th Ave. from 6th street.

Action: No need for a Neighborhood Connections project. Public Works will check it out and change it if necessary. It would help to have more information about the problem: is vegetation blocking the sign? The size or location of the sign? Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

46. I would like to have signs denoting the drivers speed (like the one at Peter Kirk School on 6th) put on the "cut through" streets - especially 3rd Street, 19th Ave. The neighborhoods used for "cut through" are more like speedways.

Action: Recommend no Neighborhood Connections Project. Public Works is in the process of evaluating the existing 6 permanent radar signs it has installed to determine how well they work and under what conditions the signs reduce traffic speeds. Other jurisdictions have had mixed results. Furthermore, traffic speeds on 7th Ave between 2nd and 3rd Streets, measured after the installation of the Norkirk Traffic Calming project are 26.0 and 27.6 mph (down from 33.1 mph), which is considered good for such a street. Two radar signs would cost up to \$17,000 to purchase and install.

47. Double-sided or two single-sided speed indicator signs for east/west traffic on 7th Avenue.

Action: Recommend no Neighborhood Connections Project. Public Works is in the process of evaluating the existing 6 permanent radar signs it has installed to determine how well they work and under what conditions the signs reduce traffic speeds. Other jurisdictions have had mixed results. Furthermore, traffic speeds on 7th Ave between 2nd and 3rd Streets, measured after the installation of the Norkirk Traffic Calming project are 26.0 and 27.6 mph (down from 33.1 mph), which is considered good for such a street. Two radar signs would cost up to \$17,000 to purchase and install.

48. Slow traffic on 7th Avenue. Put in speed limit sign that shows actual speed or cars.

Action: Recommend no Neighborhood Connections Project. Public Works is in the process of evaluating the existing 6 permanent radar signs it has installed to determine how well they work and under what conditions the signs reduce traffic speeds. Other jurisdictions have had mixed results. Furthermore, traffic speeds on 7th Ave between 2nd and 3rd Streets, measured after the installation of the Norkirk Traffic Calming project are 26.0 and 27.6 mph (down from 33.1 mph), which is considered good for such a street. Two radar signs would cost up to \$17,000 to purchase and install.

49. Speed control devices on 10th Ave. between 6th Street and City of Kirkland Maintenance Facility.

Action: A possible Neighborhood Connections Project. A series of up to 3 speed cushions could be installed on this street. Cost estimate: \$5,700. Before a project could be built, traffic speeds and volumes should be updated and the project would need to be supported by 70% of the effected households. Other criteria include finding locations that don't interfere with driveways and that are agreeable to adjacent property owners. The most current traffic data was collected in March 2002 and it showed speeds and volumes slightly above the threshold required of such devices: recorded speed 30.8 mph vs. threshold of 30 mph; volume 240 vehicles per day (vpd) vs. threshold of 200 vpd. Other strategies would be placing the radar trailer on location for a few days (no cost). Contact the Neighborhood Traffic Control Coordinator at (425) 587-3800.

50. Speed humps on 19th between 4th and Crestwoods.

Action: This could be a viable Neighborhood Connections project if the criteria for speed cushions are met. Recommend as a first step that Public Works conduct a speed and volume check in this section of 19th Avenue. The closest data we have to this section of 19th Avenue is between 3rd and 4th Streets and that shows reasonable speeds and volumes for a residential access street: 26.5 mph and 740 vehicles per day (March 2003). Speeds over 30 mph would be needed meet the minimum criteria for speed cushions. Other considerations include traffic volumes over 200 vehicles per day, support of 70% of the effected households, and locations that don't affect driveways and which are agreeable to adjacent property owners. If Norkirk wants to place funds aside for a possible project for the installation of speed cushions on this street, \$7,600 would place a series of 4 cushions.

51. 4-way stop at 4th Street and 19th Ave. Many people think it is one and this causes frustration trying to cross the intersection north and south.

Action: This could be a viable Neighborhood Connections project if the criteria for speed cushions are met. Recommend as a first step that Public Works conduct a speed and volume check in this section of 19th Avenue. The closest data we have to this section of 19th Avenue is between 3rd and 4th Streets and that shows reasonable speeds and volumes for a residential access street: 26.5 mph and 740 vehicles per day (March 2003). Speeds over 30 mph would be needed meet the minimum criteria for speed cushions. Other considerations include traffic volumes over 200 vehicles per day, support of 70% of the effected households, and locations that don't affect driveways and which are agreeable to adjacent property owners. If Norkirk wants to place funds aside for a possible project for the installation of speed cushions on this street, \$7,600 would place a series of 4 cushions.

Sidewalks

Currently, there are a few proposed projects within your neighborhood area that are in competition with other similar project requests (in other neighborhoods) through the City's *Transportation Project Evaluation and Citizen Ad-hoc Committee* process. For a list of projects, and for more information of the various programs and criteria that are used in determining the priority ranking of all transportation and non-transportation Capital Improvement Projects within the City, be sure to check out the City's web site at www.ci.kirkland.wa.us. At the home page go to *City Departments*, then to *Public Works* and then look for the topic headings of: *What's New in Public Works, School Walk Route Advisory Committee, Transportation Commission, Transportation Project Evaluation Form, Non-Motorized Transportation Plan Update and Sidewalk Bond Exploratory Committee.*

52. Build a sidewalk up 19th from Market to KJH and Crestwoods.
53. Put in sidewalks on 4th and 5th Streets.
54. Sidewalks - keep the kids off the streets.
55. Sidewalk access to Blockbuster/Taco del Mar to walk in street.
56. Install sidewalk and more lighting on 11th Ave., east of 6th;
57. Install pedestrian access @ end of 12th Ave. as it crosses rail tracks. Right now there is no room for pedestrians - many children walk the dangerous curve.
58. Add protected walkway to 85th Street between 6th and the freeway. I've seen loads of close calls and pedestrians walking on the roadside.
59. Finish sidewalks, especially for kids walking to school.

Miscellaneous:

60. Better looking, lower street lights.

Action: Pedestrian lighting is currently only required by development projects within the commercial areas of the City

61. Pave and improve trailer parking for boat launch.

Action: Refer to the Parks Department

62. Add better traffic control on Central Way & 4th Street. A stop/go light or red flasher at eye level is required.

Action: Recommend no Neighborhood Connections project. This whole intersection will likely be improved with development and access improvements to the Park Place shopping center.

63. Flex car at City Hall.

Action: The City use to have a Flex car at City Hall, however it did not get enough use to justify keeping it.

64. The streets of downtown Kirkland are a mess. Garbage everywhere, dogs poops everywhere - you have to watch your steps!! Do you ever go to walk the main streets? There has to be something done, otherwise it'll soon loose the reputation. Thank you for looking into it.

Action: No Neighborhood Connections project recommended. This has not been our experience, except after some Wednesday Market events, and even then the Market promoters are responsible for cleanup and have done a pretty good job. However specific cases of litter, garbage, etc can be reported to the Public Works Engineering Analyst at (425) 587-3800.

65. Trim trees and bushes along sidewalks.

Action: Maintenance of landscaping along sidewalks is the responsibility of the adjacent property owner. If a specific location needs maintenance, notify the Public Works department and they will send a trim letter to the adjacent resident.

No Neighborhood Connections project recommended. The City has a program for contacting adjacent property owners with specific requirements to keep sidewalks clear of vegetation, so specific issues should be reported to the Engineering Assistant at (425) 587-3800.

66. Move overhead power/phone lines under ground.

Action: The City has researched the feasibility and costs associated with such conversions. As a result of that study, and primarily due to the associated costs of nearly \$200 per lineal foot, the City will not be funding the conversion of utility lines in residential areas.

If you would like to further pursue a utility conversion for your street, there are two options available. The first option, as has been done in other parts of the City, is for you and your neighbors to get together and work directly with Puget Sound Energy, AT & T and Verizon in the design, construction and payment for the conversion. A second way is for you and your neighbors to work through the City in the formation of a Local Improvement District (LID). For this second option, the City would take a lead position in all coordination, design and construction efforts, but then all related City expenses would be added to the overall project costs for inclusion in a special assessment given to all property owners within the newly formed District. For more information of the LID process, please feel free to contact (425) 587-3800. If you are interested in more information on working directly with PSE, call (425) 369-7206.

Projects



NK-1 Fencing at Reservoir Park: Add about 600 linear feet of rail fencing and a new park sign. Project will be designed and coordinated by the City's Parks and Community Services Department in conjunction with the Norkirk Neighborhood Association.

Estimate:
\$9,000



NK-2 Public Art: Bronze sculpture for triangular median at 10th Ave. and 3rd Street. Project to be coordinated by Cultural Council and the Norkirk Neighborhood Association.

Estimate:
\$9,000



NK-3 Peaceful Garden Spot: Create a small garden area with trees, plantings and up to two benches at Van Aalst Park. Project will be designed and coordinated by the City's Parks and Community Services Department in conjunction with the Norkirk Neighborhood Association. Project to be maintained by the neighborhood.

Estimate:
\$7,000

TOTAL

\$25,000