



CITY OF KIRKLAND
Department of Public Works
123 Fifth Avenue, Kirkland, WA 98033 425.587.3800
www.kirklandwa.gov

MEMORANDUM

To: Kurt Triplett, City Manager

From: Ray Steiger, P.E., Deputy Director of Public Works
Pam Bissonnette, Interim Public Works Director

Date: March 19, 2013

Subject: STREET LEVY UPDATE, 2013 CROSSWALK INITIATIVE AND COMMUNITY OUTREACH

RECOMMENDATION:

It is recommended that City Council receives a status report on implementation of the 2012 Street Maintenance and Pedestrian Safety Levy, approves the staff recommendation to invest the 2013/2014 safe route to schools and pedestrian safety funds into the 2013 Crosswalk Initiative, and is briefed on outreach efforts to determine levy projects for 2015 and beyond.

BACKGROUND DISCUSSION:

Proposition 1: Levy for City Street Maintenance and Pedestrian Safety was approved by the Kirkland voters on November 6, 2012 (Attachment A). The Streets Levy will fund street maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, traffic calming projects, school walk routes, sidewalks and crosswalk improvements.

The Streets Levy will raise approximately \$2.9 million annually (beginning 2013) to fund:

- Street preservation (\$2.6 million/year) to
 - Conduct preventative maintenance on approximately 30 lane miles of residential streets each year (doubling previous annual amounts).
 - Reduce the backlog of deferred street maintenance.
 - Repair potholes and proactively reduce costs from road failure and disrepair.
 - Resurface, restore, or replace approximately 15 lane miles of arterial streets each year (doubling previous annual amounts).
- Safe walk routes to school (\$150,000/year) to
 - Leverage State and Federal funding to increase safe routes to Kirkland's elementary and middle schools.

- Pedestrian and bicycle safety (\$150,000/year) to
 - Upgrade or add crosswalks with new highly visible and energy efficient warning lights.
 - Install new Americans with Disabilities Act (ADA) wheelchair ramps to meet Federal requirements on streets being overlaid.
 - Improve pedestrian access to key transit corridors on streets being overlaid.
 - Expand pedestrian and bicycle routes to improve connections with commercial areas, schools, transit routes, parks, and other destinations.
 - Restripe crosswalks to increase pedestrian safety.
 - Install traffic control devices to address safety hazards within Kirkland Neighborhoods.

Due to the many facets of the Street Levy, there are a number of individual projects and processes that will take place in order to accomplish the many goals of the program. This status report is intended to inform the City Council of developments to date. A draft of this status report was presented to the Public Works/Parks/Human Services Council Committee on March 12, 2013, and their comments have been incorporated.

Over the next 20 years, Street Levy funding will augment existing transportation funds and allow the City to resurface, restore, or replace approximately 90% of the 100 lane-mile arterial network. Preventive maintenance such as slurry seal will be applied an average of 1.5 times to each of the 400 lane-miles of local and collectors streets, and road maintenance and pothole repair will be proactively addressed. The City will be leveraging Levy funds to match State and Federal grants to improve pedestrian safety and bicycle mobility around elementary and middle schools. Examples of projects include sidewalk improvements, bicycle facilities, and traffic calming and speed reductions. This funding will also be used to upgrade all remaining Kirkland's first generation in-pavement-flashing crosswalks to Rectangular Rapid Flashing Beacons (RRFB's).

Revenue from the Street Levy is being applied to projects starting in 2013. On March 5, 2013, City Council approved Street Levy funding as grant match to the 112th Sidewalk Improvement Project. On March 19, 2013, City Council awarded a construction contract of approximately \$168,000 for the first phase of the 2013 Street Preservation program. The contract provides for repairs to concrete curb, gutter, and sidewalks, as well as ADA compatible wheelchair ramps associated with the 2013 overlay program. Later this spring, the 2013 overlay program and slurry seal programs will also be brought before City Council for construction award (Attachments B & C).

For 2013/2014, Staff is proposing to utilize projected Levy funding as follows:

		Preservation	service pkgs	Safe routes to school	pedestrian safety
2013	\$ 2,907,300	\$ 2,259,134	\$ 348,166	\$ 150,000	\$ 150,000
2014	\$ 2,965,446	\$ 2,264,504	\$ 400,942	\$ 150,000	\$ 150,000
	\$ 5,872,746				

Service Packages associated with the Levy include two new ongoing Maintenance and Operations positions in the Street Division and related operating expenses such as supplies, inventory, and internal services. In 2013 approximately \$65,000 will go toward needed office equipment, vehicles, and maintenance equipment. The positions are dedicated to street preparation and paving associated with the increased preservation program. Engineering and inspection costs are included within each category above (i.e. Preservation, Safe Routes to School, and Pedestrian Safety).

2013 Crosswalk Initiative for Pedestrian Safety/School Walk Routes

Staff recommends that most of the 2013/2014 "non-preservation" funding (\$300,000 from safe routes to school and \$300,000 from pedestrian safety) be "frontloaded" in 2013 and used to upgrade as many of the 14 non-functioning pedestrian crossing light systems as possible with the \$600,000. The fall 2012 inventory of first generation in-pavement flashing crosswalks has shown that a number of systems are not functioning, and because these locations were previously prioritized from crosswalks City-wide, they have already been deemed of high priority and merit more than standard crosswalk treatments and should be repaired. The proposed crosswalk improvements are spread throughout the city and most of these locations are close to schools and parks. The Crosswalk Initiative would add Rectangular Rapid Flashing Beacons to each of these locations. The recent Council approval of Job Order Contracting should allow the City to install these RRFB's before school starts in the fall of 2013. Initial staff estimates are that all 14 could be upgraded for the \$600,000, but it will ultimately depend on contractor responses. This Initiative will result in a significant improvement to crosswalk safety throughout the community (Attachment F). This will be a highly visible and effective benefit to the residents for approving the levy but would also mean that there is no levy money available in 2014 for safe routes to schools or pedestrian safety. Two additional RRFB's that will be part of the Initiative were already funded in the 2013/2014 budget.

Outreach

By using Levy funding as proposed by staff for 2013/2014, a number of high priority maintenance projects will be delivered. Staff will be utilizing existing CIP outreach tools for the 2013/2014 program (Attachment G) and is proposing to use 2013/2014 as a robust public outreach period to determine future and ongoing community priorities for 2015 and beyond. The following summary is an approach that staff is considering.

As part of the 2013/2014 City Work Program to reenergize neighborhoods (below), staff will be working closely with Neighborhood Leaders and the Kirkland Alliance of Neighborhoods in 2013 to lay out a process for identifying and prioritizing (non-street preservation) safety improvements for 2015 and beyond.

Reenergize neighborhoods through partnerships on capital project implementation and plan updates while clarifying neighborhood roles in future planning and transportation efforts to further the goal of Neighborhoods. [2013/2014 City Work Program](#)

Staff anticipates the future process will incorporate both formal and informal methods of inviting, encouraging and rewarding public participation in Kirkland's neighborhoods (see Figure 1). Examples of both include:

Formal:

While scoping the many Planning Processes underway in 2013/2014, there will be small capital projects that are identified from public outreach which may meet the intent of the Levy funding. These ideas will be added to the "Suggest a Project" data base to be considered for future funding. Master Planning Process examples include:

- Transportation Master Plan
- Cross Kirkland Corridor Master Plan
- Juanita Drive Corridor Study
- 100th Street Corridor Study
- Comprehensive Plan

A program may be developed to rejuvenate the Neighborhood Connection Program goals while creating something unique to the needs and aspirations of today's Kirkland.

The Neighborhood Connection goals include:

- providing neighborhoods with the resources to address neighborhood needs;
- strengthening the relationship between City Hall and the neighborhoods;
- supporting neighborhood associations in expanding their membership;
- increasing the awareness of the City's neighborhood services; and
- building partnerships to improve Kirkland's neighborhoods.

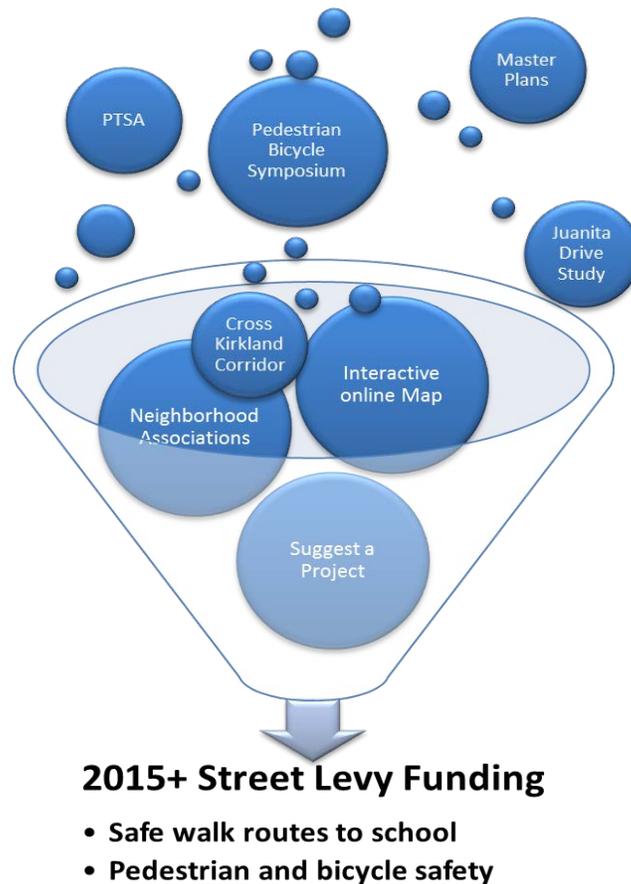
In 2001, City Council created a School Walk Route Advisory Group (SWRAG) made up of PTSA representatives from each of Kirkland's public elementary schools and tasked them to prioritize numerous school walk routes City-wide. The Group prioritized the many competing needs and reached consensus on approximately \$1.2 million worth of improvements that were subsequently completed as a part of the City's CIP process. The results of this effort will continue to drive priorities for future funding, as many school walk routes still need improvements. A new SWRAG could be convened, or outreach to schools to directly could channel school walk route suggestions into an existing ongoing advisory group (like the Transportation Commission, the Park Board or the Kirkland Alliance of Neighborhoods) to help prioritize the many safety improvements citywide.

Informal:

An online "Suggest a Project" tool will be enhanced this spring with an interactive map for the requestor to pinpoint the exact location of their project idea. This tool will be accessible on smart phones, as well as iPads, notebooks and computers.

There is ample time to involve the Neighborhoods and the Kirkland Alliance of Neighborhoods in a comprehensive and collaborative approach to identifying priorities for Levy funds in 2015 and beyond. Staff anticipates doing this work throughout 2013.

Figure 1 – Output of City Processes



Approval Needed

Staff is seeking Council approval of frontloading both the 2013 and 2014 safe route to school and pedestrian safety funding to the 2013 Crosswalk Initiative. The result would be \$600,000 to be spent in 2013 but no levy money available for these categories in 2014. If Council grants approval, staff will move quickly to secure a contractor and begin installing the upgrades.



PROPOSITION 1: LEVY for CITY STREET MAINTENANCE and PEDESTRIAN SAFETY

Voter Ballot Measure Fact Sheet

November 6, 2012 General Election

LIKE MANY CITIES, Kirkland is challenged with adequately maintaining its streets and pedestrian safety amenities. The challenge comes from the decrease in local, State and Federal transportation revenues, the increase of construction costs, and the continued growth in traffic. On November 6, 2012, Kirkland voters will be asked to consider Proposition 1: Street Maintenance and Pedestrian Safety Levy.

Proposition 1 would raise \$3 million annually to fund arterial and neighborhood street re-pavement and repair, fund sidewalks around schools, enhance crosswalks, and allow for traffic safety measures in neighborhoods. The ballot measure proposes an ongoing property tax levy of 20.4 cents per \$1,000 of assessed value. The estimated annual cost is \$70.58 for a home valued at \$346,000 (the median assessed value of a single family home in Kirkland).

Citizens' Opinion of High Priority City Services

In the City's biennial survey, Kirkland's residents consistently rank public safety as the City's most

essential service. In 2012, for example, 93 percent of respondents said fire and emergency medical services were important. Eighty-five percent said the same thing about police services. To maintain these critical services in the face of the 2009-2010 biennial budget reductions, Kirkland's leaders reduced budgets in parks maintenance, roads maintenance, and neighborhood traffic safety. The result for roads—a service 82 percent of respondents said was "extremely important/important"—has been a decline in their condition. In the 2012

survey, respondents said the City needed to improve its street maintenance services. And 75 percent of respondents said they would be willing to support a fee or a tax-increase to improve the condition of the City's roads.



CITY OF KIRKLAND PROPOSITION NO. 1

LEVY FOR CITY STREET MAINTENANCE AND PEDESTRIAN SAFETY

The Kirkland City Council adopted Ordinance No. 4364 concerning a proposition for a street improvement levy rate increase. To fund street maintenance and safety improvements for neighborhood streets and arterials, including resurfacing, pothole repair, pedestrian safety improvements, traffic calming projects, school walk routes, sidewalks and crosswalks, the City's regular property tax levy shall be increased permanently by \$.204 per \$1,000 of assessed value for collection beginning in 2013 and such amount shall be used for the purpose of computing the limitations for subsequent levies provided under RCW ch. 84.55.

SHOULD THIS PROPOSITION BE:

APPROVED?

REJECTED?

STREET MAINTENANCE: Citizen Survey Results 2012

The 2012 "Citizen Opinions & Priorities" telephone survey revealed a gap between the importance of maintaining streets compared to citizens' satisfaction with the City maintaining them.

- **Importance:** 82% reflected maintaining streets was extremely important/important
- **Performance:** Street maintenance received the second lowest rating (13th out of 15th services rated)



Kirkland's Street Needs

Kirkland arterials and collector streets are regularly inspected and given a Pavement Condition Index (PCI) rating. Brand new paved roads have a PCI of 100. The PCI lowers over time with normal use. The City's annual street preservation program attempts to maintain all streets at a safe and reliable PCI rating.

Kirkland's overall PCI goal for arterials is 70, but the actual rating is approximately 59. The City invests \$2.6 million annually in street preservation; but deferred maintenance (the "backlog") is currently around \$39 million. Over the next 20 years, at our current level of funding, the deferred maintenance backlog is estimated to grow to \$148 million.



Delay is Costly to All Taxpayers

- It costs \$1,600 per block to maintain a street with a Pavement Condition Index (PCI) of 80.
- It costs \$17,000 per block to resurface a street with a PCI of 50.
- It costs \$66,000 per block to rebuild a street whose PCI falls to ten.

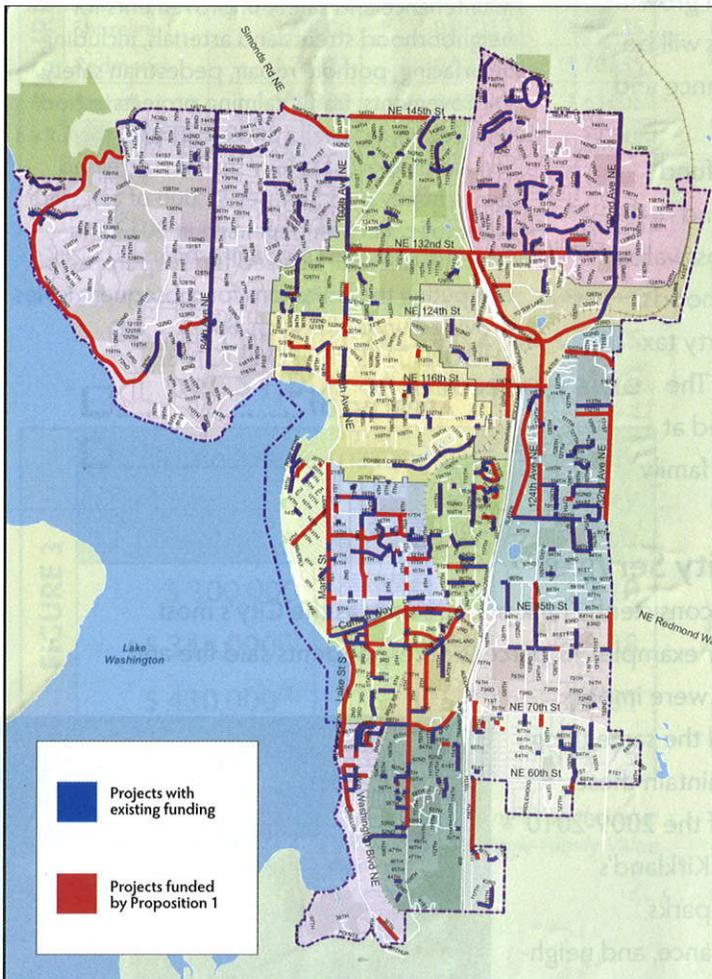
Maintaining roads today prevents huge costs in the future.

Kirkland's Pedestrian Safety Needs

Kirkland is well known for its walkability and innovative pedestrian safety initiatives such as pedestrian flags and flashing crosswalks.

The City was the first in the state to adopt a "complete street" ordinance which requires street design to accommodate multiple modes of transportation.

The City's adopted 2009 Active Transportation Plan identifies that nearly 25 percent of Kirkland's roadway network had no sidewalks. It also identifies nearly \$120 million of needed sidewalk improvements (2004 inventory), including \$2 million for safe routes to schools.



Kirkland's Public Works Department identified the streets highlighted in red as candidates for overlay and reconstruction over the next 20 years. Roads that in need of Slurry Seal, crack seal and other types of surface treatments are not indicated on this map.

IF APPROVED, PROPOSITION 1 WOULD:

- Enable nearly every neighborhood street to receive some kind of preservation treatment throughout the next 20 years
- Repair potholes and reduce long-term maintenance costs for roads
- Reduce the significant backlog of road repairs
- Proactively improve the overall safety of Kirkland's road, pedestrian and bicycle network (bike lanes are incorporated with resurfacing of roads)
- Add safe walking routes around elementary and middle schools

PROPOSITION 1: Where Will The Money Go?

Street Maintenance (\$2.7 million/year)

- Resurface, restore, or replace approximately 90 (out of the 100) lane-miles of arterial streets
- Conduct preventive maintenance on 650 lane-miles of local and neighborhood streets
- Allow for proactive road maintenance and pothole repair; and thereby reducing costly repairs from road failure and saving taxpayers' money

Examples include resurfacing NE 132nd Street, Totem Lake Boulevard, NE 124th Street, NE 116th Street, and Simonds Road NE.

Safe routes to schools (\$150,000/year)

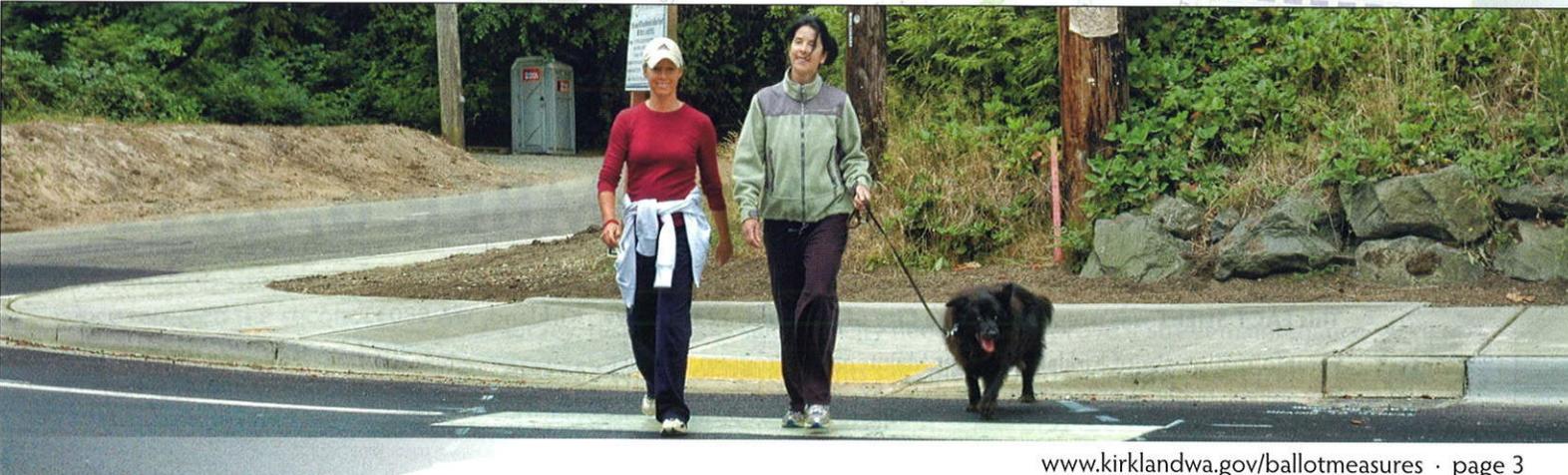
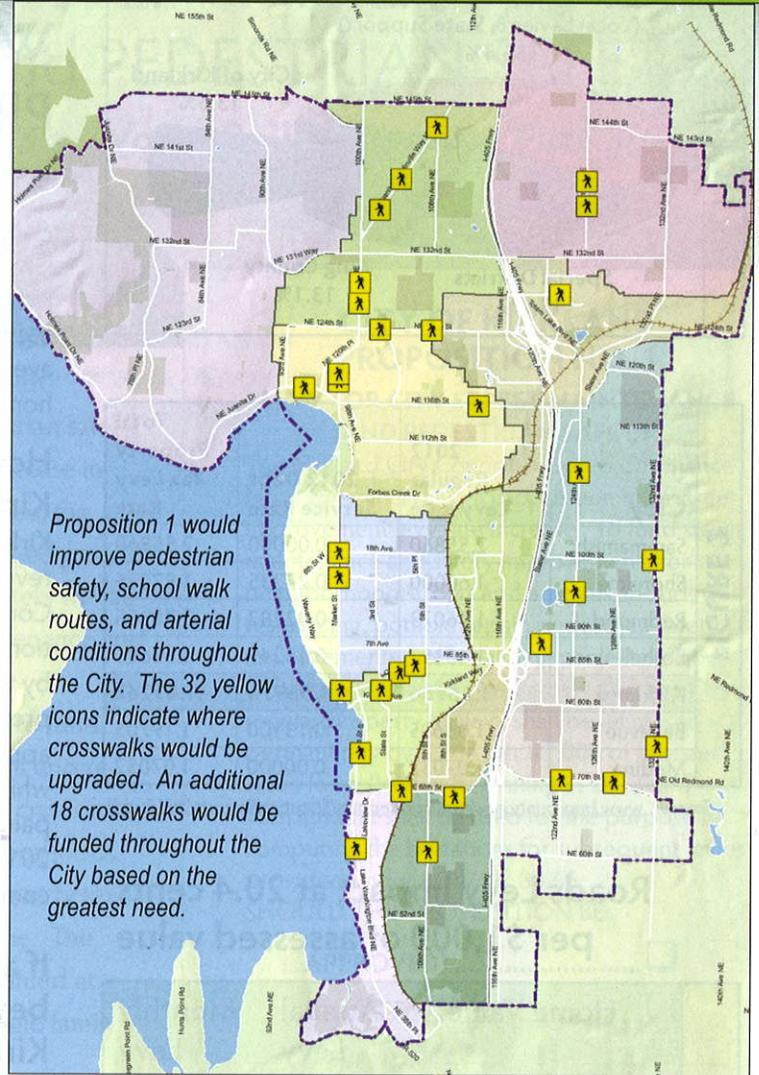
- Leverage State and Federal grants to build safe routes near 12 Kirkland elementary and middle schools

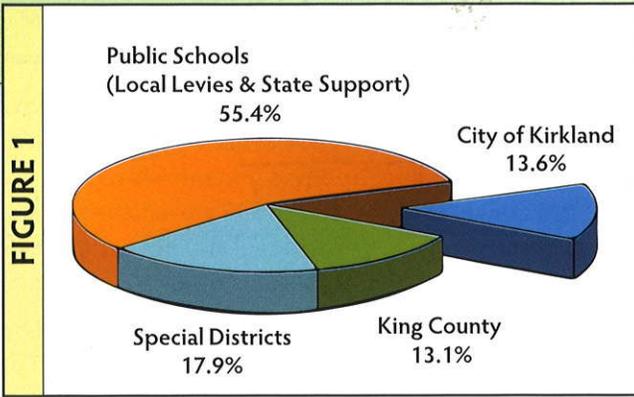
Examples include new sidewalks on 84th Avenue NE near Thoreau and Carl Sandburg Elementary Schools, 132nd Avenue NE near Mark Twain Elementary School

Pedestrian safety (\$150,000/year)

- Upgrade or add up to 50 crosswalks with new highly visible and energy efficient warning lights
- Install approximately 500 new Americans with Disabilities Act wheelchair ramps to meet Federal requirements
- Restripe 230 crosswalks, address neighborhood identified safety improvements, and enhance transit and safety improvements on eight key transit corridors
- Expand the system of pedestrian and bicycle routes that interconnect commercial areas, schools, transit routes, parks, and other destinations
- Install traffic control devices such as speed cushions, and small traffic circles to address safety hazards within Kirkland neighborhoods

Examples include crosswalk upgrades along Juanita-Woodinville Way, Juanita Drive, 124th Avenue NE, NE 108th Street and NE 68th Street





WHERE DO MY PROPERTY TAXES GO?

As shown in the graphic to the left (Figure 1), the City of Kirkland receives about 14% of the total property taxes paid each year. There are 10 taxing districts on a Kirkland property tax bill. The average total property taxes paid on a \$346,000 home is \$3,647 for all taxing districts.

FIGURE 2

City	2012 Regular Levy Rate	2012 Debt Service Rate	Total Property Tax Levy Rate
Sammamish	2.55860	0.00000	2.55860
Shoreline	1.60000	0.27235	1.87235
Redmond	1.76073	0.02282	1.78355
Bothell	1.48357	0.13249	1.61606
Kirkland	1.36766	0.08976	1.45742
Bellevue	1.06605	0.13100	1.19705
Medina	1.07032	0.00000	1.07032

Source: www.kingcounty.gov/Assessor/Reports/StatisticalReports/2012.aspx

How would Proposition 1 affect Kirkland property tax rates?

Kirkland's levy is the total amount of property tax revenue the City can collect in one year. The King County Assessor determines the assessed valuation of your property. The levy rate is determined by taking the total levy and dividing it by the total property value in the City. The rate is then applied to every \$1,000 of a property's value, which determines the amount of property taxes paid. The table to the right (Figure 2) shows the 2012 property tax rates in Kirkland and other comparable cities in the area.

Roads Levy Impact at 20.4 cents per \$1,000 of assessed value

FIGURE 3

Home Value	Annual Levy Cost:	Monthly Levy Cost:
\$ 300,000	\$ 61.20	\$5.10
\$ 346,000 ⁽¹⁾	\$ 70.58	\$5.88
\$ 430,000 ⁽²⁾	\$ 87.72	\$7.31
\$ 750,000	\$153.00	\$12.75

1. 2012 Kirkland Median Single Family Value
2. 2012 Kirkland Average Single Family Value

If approved by voters, what would be the cost of Proposition 1 for a Kirkland homeowner?

The ballot measure proposes an ongoing property tax levy of 20.4 cents per \$1,000 of assessed value. If approved, it would raise approximately \$3 million each year beginning in 2013. The estimated annual cost is \$70.58 for a home valued at \$346,000 (based upon the median assessed value of a single family home in Kirkland). The impact will vary based on each home's assessed value. See estimated annual cost for a range of home values (Figure 3).

ELECTION DAY IS NOVEMBER 6, 2012

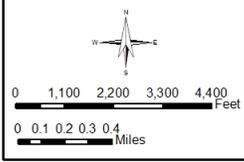
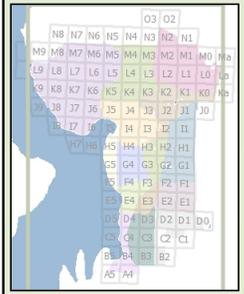


This FACT SHEET was prepared by the City of Kirkland, 123 5th Ave., Kirkland, WA 98033.

For information about Kirkland's Street Maintenance Program, contact Ray Steiger, Public Works Director, at 425-587-3800 or rsteiger@kirklandwa.gov.

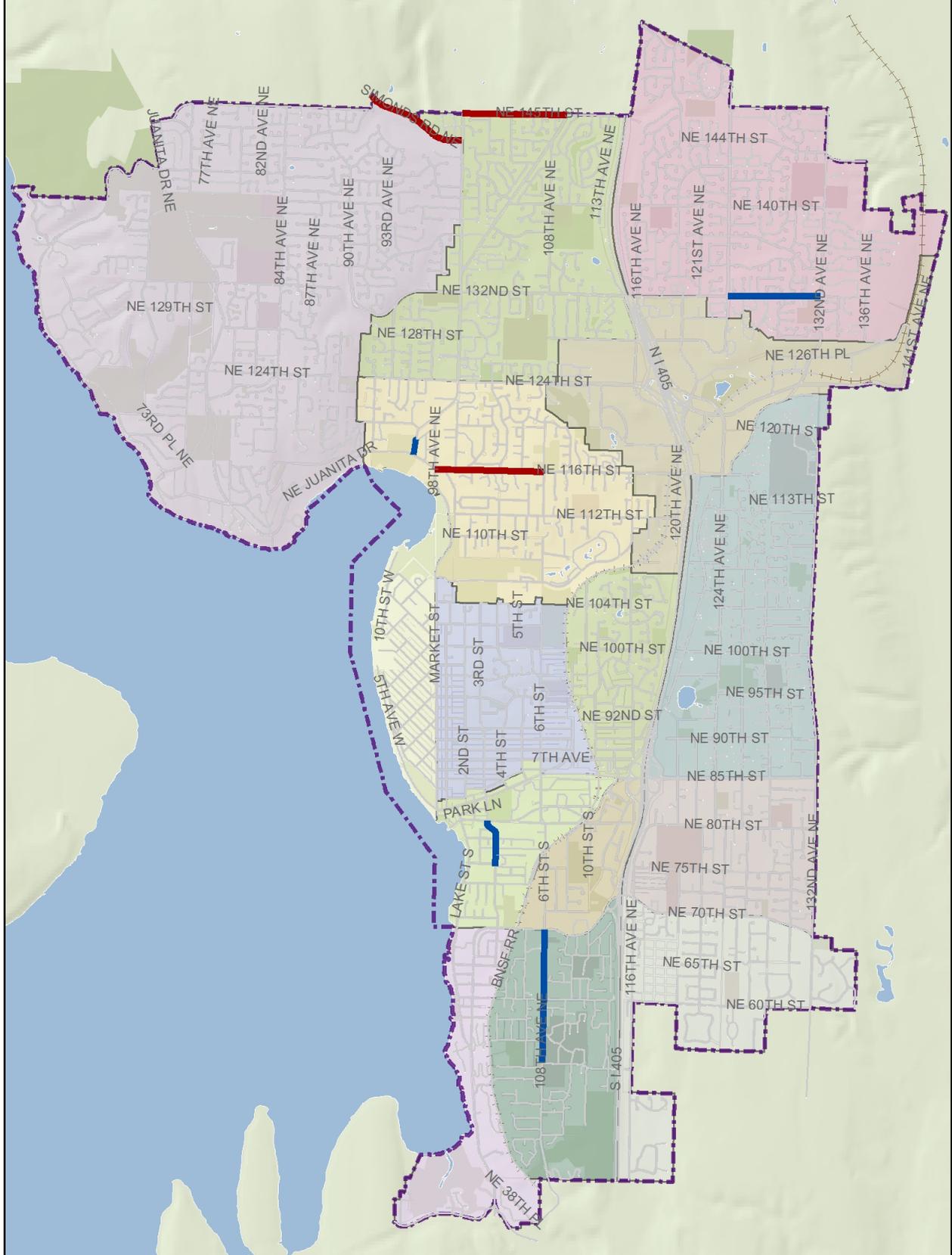
2013 Street Overlay Project | CST1306

- 2013 Overlay Streets**
- █ CIP FUNDED
 - █ PROP1 FUNDED
 - Streets
 - RP_row
 - Parks
 - Schools
 - Railroads
 - Major Streets
 - City Limits
 - Lakes



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Author:
Name: CST1306 - 2013 Overlay Plan - For Pam
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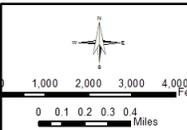
Map shows an streets selected for overlay & reconstruction based on current cost estimates. Slurry seal, crack seal and other types of surface treatments are not shown on this map.

Contact Andrea Swisstack 425.587.3827 or aswisstack@kirkland.wa.gov for more project information or specific project limits.

STREET	FROM	TO
STATE STREET	5TH AVE S	KIRKLAND AVE
97TH AVE NE	JUANITA DRIVE	NE 120TH ST
108TH AVE NE	NE 53RD ST	NE 68TH ST
NE 132ND ST	124TH AVE NE	NE 132ND AVE NE
NE 116TH ST	98TH AVE NE	108TH AVE NE
NE 145TH ST	100TH AVE NE	JUANITA-WOODINVILLE WAY
SIMONDS ROAD NE	92ND AVE NE	100TH AVE NE

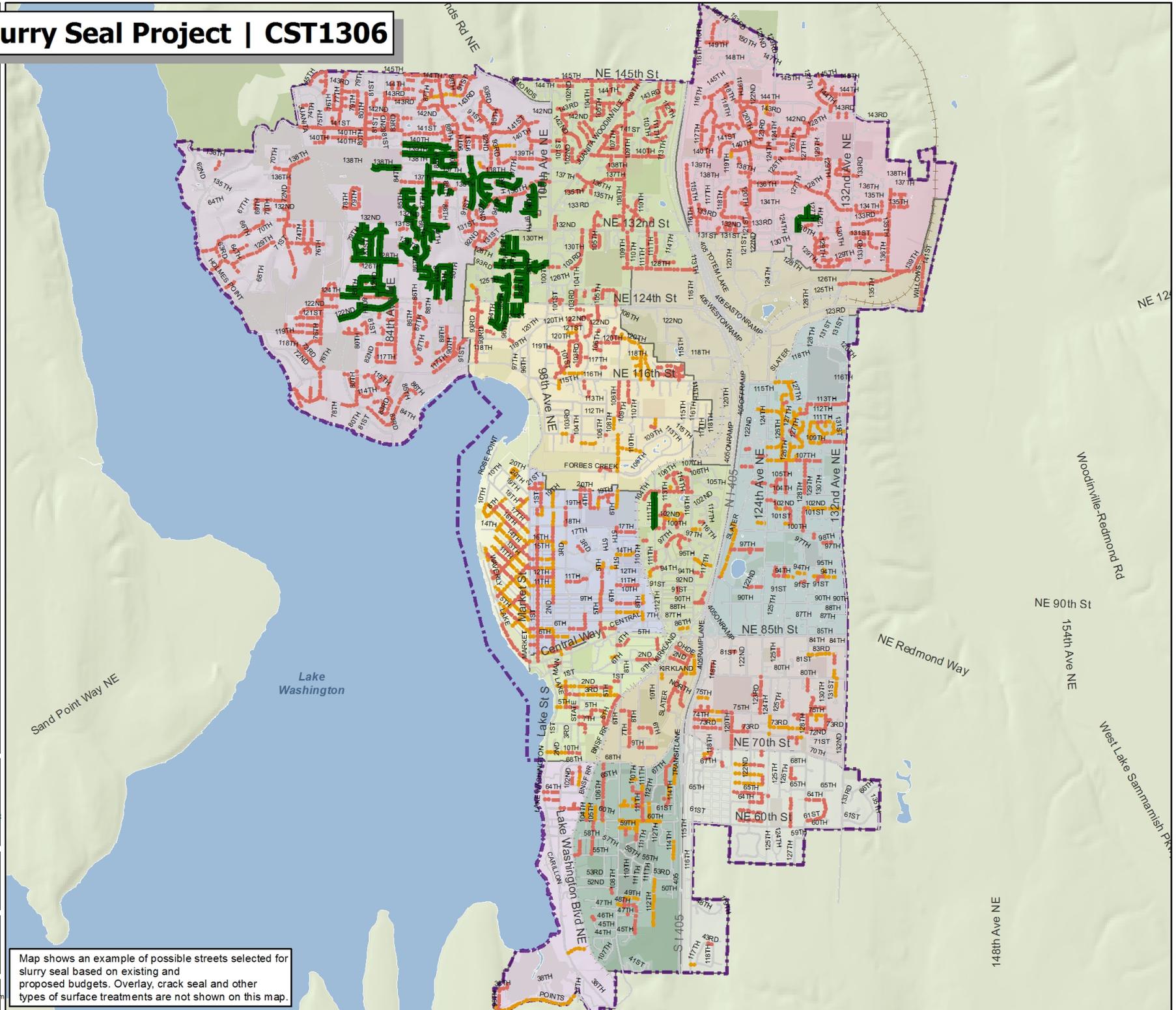
2013 Slurry Seal Project | CST1306

-  2013 Slurry Seal Streets
-  PMS "Needs"
-  2013 Slurry Needs
-  Streets
-  TRN_Street
-  RP_row
-  Parks
-  Schools
-  Railroads
-  Major Streets
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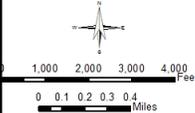
Map shows an example of possible streets selected for slurry seal based on existing and proposed budgets. Overlay, crack seal and other types of surface treatments are not shown on this map.



2014 Slurry Seal Project | CST1406

DRAFT

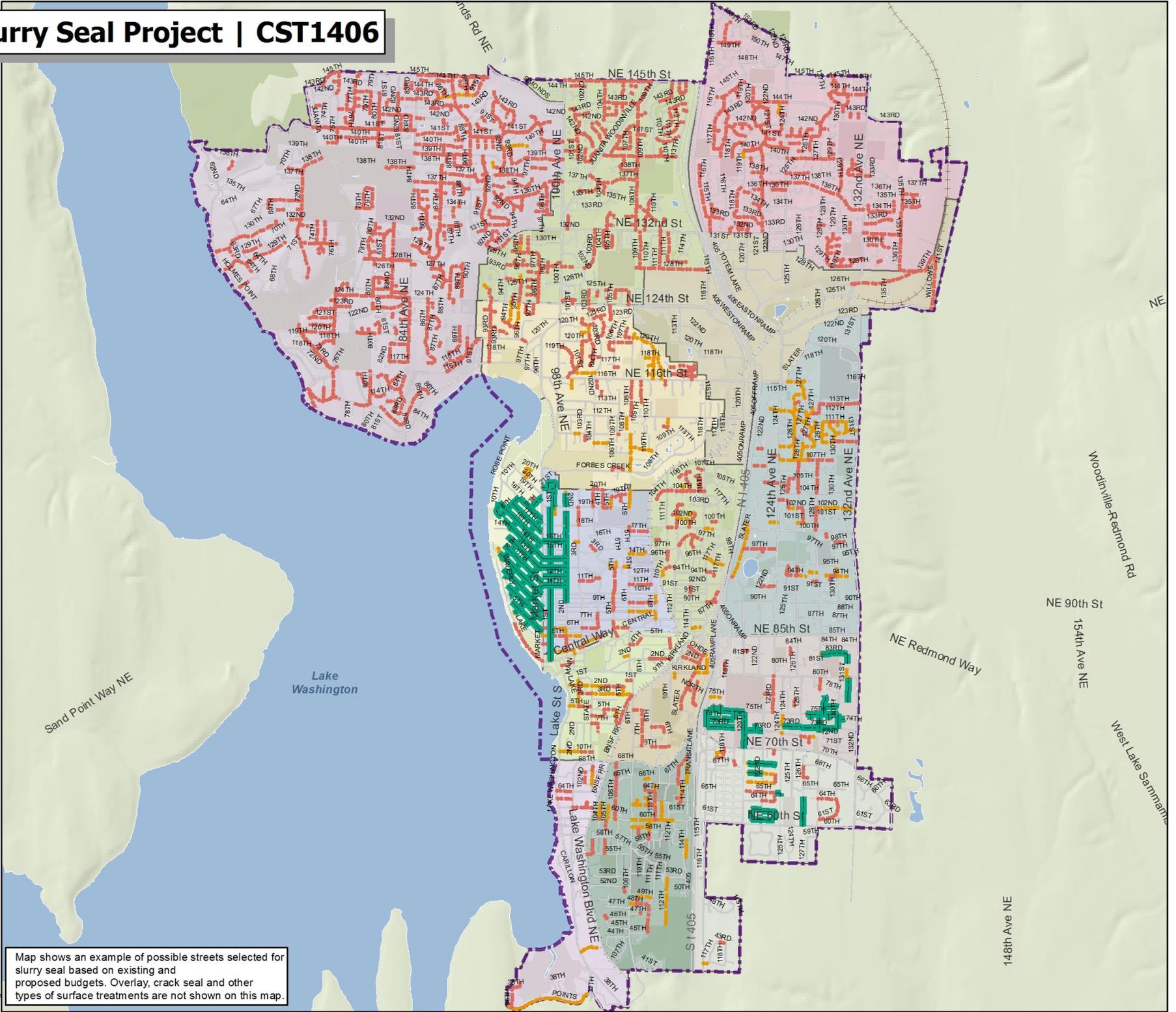
- 2014 Slurry Streets
- PMS "Needs"
- 2013 Slurry Needs
- 2013 Slurry Needs
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Map shows an example of possible streets selected for slurry seal based on existing and proposed budgets. Overlay, crack seal and other types of surface treatments are not shown on this map.

Author:
 Name: CST1406 - 2014 Slurry Plan - For Pam
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148th Ave NE

NE 90th St
 154th Ave NE

West Lake Sammamish

Woodville-Redmond Rd

NE Redmond Way

NE 70th St

NE 85th St

Central Way

Lake St S

Lake Washington Biv NE

SI 405

POINTE

ROSE POINT

FORBES CREEK

MARKET VILLAGE

LAKE WASHINGTON

LAKE CAROLAN

LAKE WASHINGTON

Lake Washington

Sand Point Way NE

NE 145th St

NE 132nd St

NE 124th St

NE 116th St

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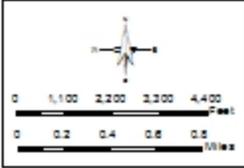
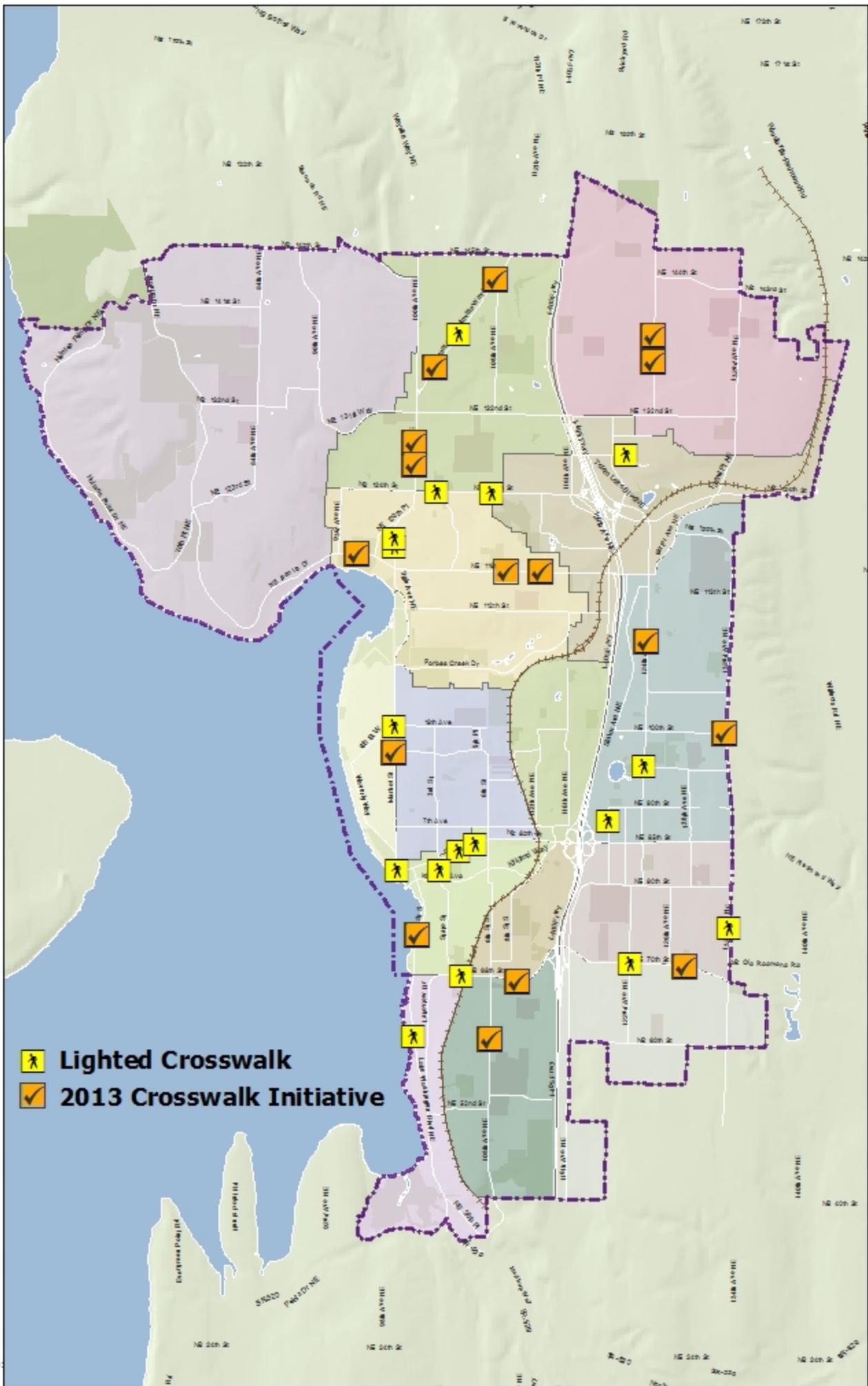
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NE 124th St

NE 116th St

98th Ave NE

Lighted Crosswalks (2012)



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Author: Name In Map Doc Properties
 Name: Lighted Crosswalks updated rta 022012
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-  Lighted Crosswalk
-  2013 Crosswalk Initiative



Public Involvement Plan 2013 (Similar for 2014)

Street Levy (Outreach summary)	March				April				May				June				July				Aug				Sept				Oct				Nov				Dec											
	Week	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4			
Inform																																																
Phase 1: Early Communication																																																
GIS Interactive Map					C																																											
Web Site		C	C	C				C				C			C				C	C			C	C								C								C								
Notify Neighborhood Chair						C						C																																				
Project Notice #1			C									C																																				
Announcement at KAN and NA		C																																														
Presentation at Neighborhood Meeting (Finn Hill)												C																																				
Hot Sheet		C										C																																				
Phase 2: Pre-Construction Communication																																																
Personal Contact																																																
Friday and Wednesday Markets (light gray display only)										C				C				C																														
Special Event (Summerfest)																																																
Special Event (Octoberfest)																																																
Delivery of notices																																																
Phone																																																
Construction Hot Line -- overlay									C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C								
Construction Hot Line -- slurry seal																					C	C	C	C	C	C	C	C																				
Construction Hot Line -- NE 112th St												C																																				
Construction Hot Line -- RFFB													C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C																				
Electronic Mail & Twitter																																																
Project Update Email										C	C	C				C																																
Neighborhood Emails (request)										C	C	C				C																																
City Council Email										C	C	C				C																																
CP List Serve										C	C	C				C																																
Neighborhood List Serve										C	C	C				C																																
PTSA Emails or notices										C	C	C				C																																
Employers/Businesses						C				C	C	C				C																																
Twitter										C	C	C				C																																
Press Release																																																
Postal Service Mail																																																
Project Notice #2										C	C	C				C																																
Publications																																																
City Update								C								C																																
On Track																																																
Internet and Intranet																																																
Kalnet												C																																				
City's homepage What's New Announcement												C																																				
QR Code						C																																										
Project Sign																																																
Electronic Reader Boards													C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C												
Fire Station Electronic Reader Boards													C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C												
Project Sign													C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C												
Phase 3: Construction																																																
Overlay Concrete Repair					I	I	I	I	I	I	I	I																																				
Overlay													I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I	I												
Project Notice #3 Feedback forms for Overlay																																																
Slurry Seal																																																
Project Notice #3 Feedback forms for Slurry Seal																																																
NE 112th Street Construction													I	I	I	I	I	I	I	I																												
Project Notice #3 Feedback forms for NE 112th Street																																																
Replacement program													I	I	I	I	I	I	I	I																												
Project Notice #3 Feedback forms for RFFB locations																																																

Planning P P P P P
 Design D D D D D
 Communicate C C C C C
 Implement I I I I I

Overlay
 Slurry Seal
 School walk routes
 Ped Safety
 All programs