

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).

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?

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 impor-

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)

tant. 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.





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.

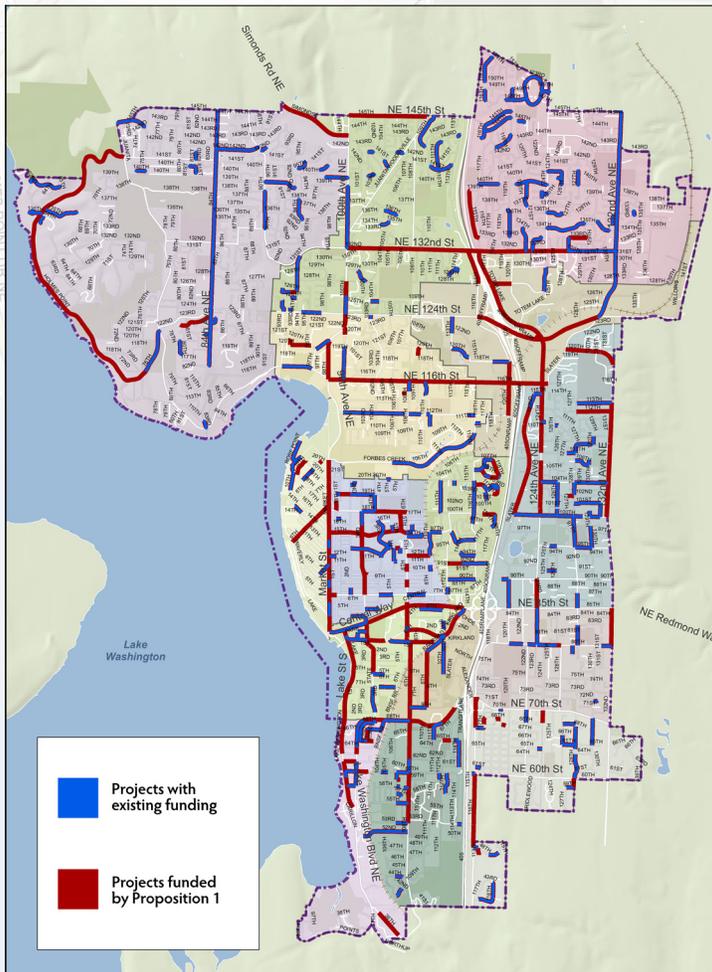
Maintaining roads today prevents huge costs in the future.

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)

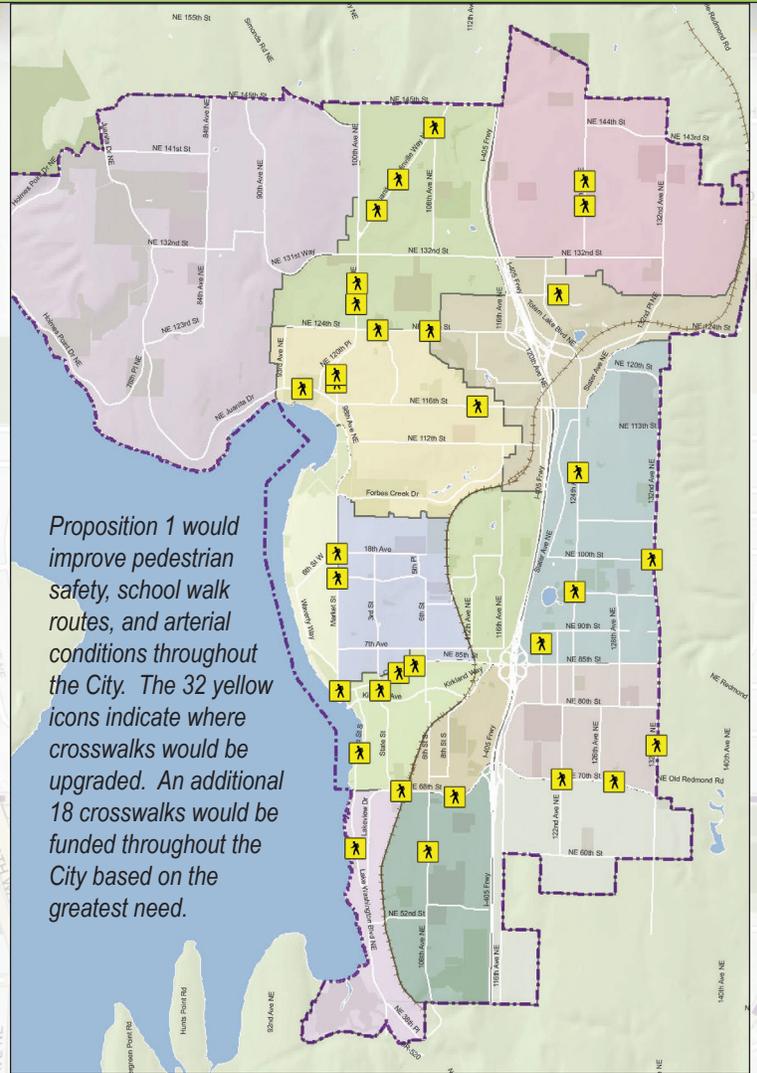
- Leverage State and Federal grants to build safe routes near 12 Kirkland elementary and middle schools

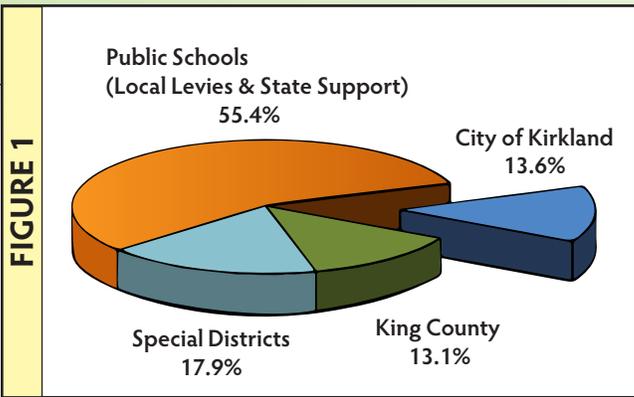
Examples include new sidewalks on 84th Avenue NE near Thoreau and Carl Sandburg Elementary Schools, 132nd Avenue NE near Mark Twain Elementary School

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.