WHAT HAS THE STREETS LEVY ACCOMPLISHED SO FAR?

Kirkland
AN ACCOUNTABILITY REPORT ON THE 2016 STREET MAINTENANCE AND PEDESTRIAN SAFETY LEVY PROGRAM

ACCESS FOR ALL
Curb ramp upgrades create sidewalk access for all forms of travel. PG. 7

BIKE NETWORK
Kirkland uses street paving process to expand its bicycle network PG. 10
WHAT THE LEVY ACHIEVES

Kirkland’s residents passed the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For four years, the Levy has been accomplishing this and a whole lot more.

STREET PRESERVATION (paved and/or preserved 70 lane-miles of streets)

The Streets Levy’s most fundamental goal is to prevent Kirkland’s street network from deteriorating. It achieves this by increasing the lane-mileage the City can repave and preserve every year. In its first four years, the levy has already paid for the repaving of 21 lane-miles of arterials and the protection of 49 lane-miles of residential streets. PAGES 4 & 5.
PEDESTRIAN & BICYCLE SAFETY  (installed 19 Rapid Flashing Beacons)

Passage of the Streets Levy came with an ambitious promise: Replace 32 damaged in-pavement crosswalk flashers with Rapid Flashing Beacons, and then install 18 more. Four years in, the levy alone has already installed 19—38 percent of the goal. A total of 40 Rapid Flashing Beacons have been installed with all funding sources since the Levy.

The Neighborhood Safety Program is one of the initiatives that has helped Kirkland improve pedestrian and bicycle safety. That program has funded 32 projects aimed at making walking and bicycling more accessible to more people. Kirkland also uses the overlay program to improve bicycling safety. PAGES 7-15.

SCHOOL WALK ROUTES  (helps improve established school walking routes)

The final six of the 38 critical school walk routes identified in 2001 by the community are now in design or construction. PAGE 17.
ANOTHER 21 MILES

The levy funded 6.07 of the 10 lane-miles Kirkland repaved in 2016 and 6.4 of the 11.2 lane-miles of residential streets it slurry sealed in 2016.

Kirkland added five to eight years of life in 2016 to 11.2 lane-miles of neighborhood roads in two different neighborhoods, thanks largely to the levy. The City sealed residential streets in Finn Hill and Central Houghton.

The levy also helped Kirkland repave 10 lane-miles on six arterials. Those six streets are listed below:

- 84th Ave. NE (NE 136th St. to NE 145th St.)
- 132nd Ave NE (NE 137th St. to NE 143rd St.)
- 100th Ave. NE (NE 124th St. to NE 132nd St.)
- 93rd Ave. NE (Juanita Dr. to NE 124th St.)
- Slater Ave NE (NE 116th St. to NE 120th St.)
- NE 60th St. (116th Ave. NE to Ben Franklin Elementary School)

LEGEND

Refer to legend on Page 5 for more details

- Streets repaved with 2016 levy and City funds
- Streets slurry sealed in 2016
PROGRESS CONTINUES

The levy is on track to preserve 240 lane-miles of neighborhood roads and repave 90 lane-miles of arterials by 2033.

Kirkland’s residents approved an ambitious set of goals in 2012 when they passed the levy: seal every eligible neighborhood road, repave 90 lane-miles of arterials, repair potholes and reduce long-term maintenance costs for roads. This map tracks progress toward those goals.

LEGEND

- Streets repaved in 2016
- Streets repaved in 2015
- Streets repaved in 2014
- Streets repaved in 2013
- Neighborhood/collector roads sealed with slurry seal since 2013
- Cross Kirkland Corridor

This map shows cumulative progress.
THE PRICE OF DELAY

As road conditions decline, the costs to repair roads skyrocket. The levy is helping Kirkland preserve roads before this happens.

**Weathered:** A few superficial cracks  
**Treatment:** Slurry seal  
**Repair cost:** $1,600/block

**Minor:** Linear & “alligator cracks”; rutting  
**Treatment:** Crack seal/resurface  
**Repair cost:** $17,000/block

**Serious:** Extensive “alligator cracks,” potholes  
**Treatment:** Reconstruct  
**Repair cost:** $65,000/block
Every year, the City of Kirkland improves sidewalk access for those who travel by wheelchair or with the aid of a white cane. Its staff and contracted workers do this every time they rebuild curb ramps that are too steep, too narrow and that too subtly transition from the safety of the sidewalk to the traffic of the street.

Kirkland has rebuilt 279 curb ramps since 2013, the first year Streets Levy funds became available. The levy paid for 98 of those.

In 2016, the City rebuilt 42 curb ramps.

This is part of a long-term effort to ensure all travelers can safely ascend and descend each of Kirkland’s nearly 4,000 curb ramps.

Fundamental to that effort is mounting the tactile warning strip, which is often the only clue to a vision-impaired traveler that he or she is entering a traffic zone.

And for those who travel by wheelchair, having a landing at the top of the curb ramp—a flat space to turn—can make the difference between traveling along a sidewalk or the street.
Residents suggested more than 43 percent of the projects included in the Capital Improvement Program’s list of funded transportation projects.

Kirkland residents have suggested more than 760 projects since 2011, when Kirkland leaders unveiled an interactive map that invites the public to contribute ideas. The levy is helping the City address many of them. City leaders incorporated 136 of those suggestions into 25 of the 58 funded transportation projects in the 2017-2022 Capital Improvement Program. That’s 43 percent. That list includes the design of 100th Avenue Northeast and the design of a pedestrian bridge at Northeast 124th Street and 124th Avenue Northeast, Neighborhood Safety Program Projects, School Walk Routes, and Lakefront Pedestrian and Bicycle Improvements. The list also includes bicycle greenways and the Juanita Drive Quick Wins.
TAking Suggestions

The Streets Levy is funding projects that improve residents’ everyday safety through the Neighborhood Safety Program.

The Neighborhood Safety Program has built 27 of the 32 approved projects that residents first requested since 2014 through the Suggest-A-Project interactive mapping system.

The 2016 levy helped fund three of those projects:

- Rapid Flashing Beacons on Market Street at 7th Avenue and 108th Avenue Northeast, north of Northeast 62nd Street
- A new crosswalk with a pedestrian island on 124th Avenue Northeast at Northeast 142nd Place.

Legend

Green icons indicate levy-contribution to the respective project.

- RFB
- Crosswalk
- Connection to CKC trail
- Left-turn pocket
- Extruded curb
- Intersection improvement
- Speed radar sign
- Cross Kirkland Corridor
Cyclists ride along 84th Avenue Northeast, near Henry David Thoreau Elementary School.
EXPANDING THE NETWORK

Kirkland has been using the annual overlay process to create new bicycle lanes throughout the City. The levy is helping pay for them.

Kirkland continues to create more bicycle lanes, buffer existing ones and expedite progress toward a more complete bicycle network, thanks in large part to the Streets Levy, which increases the City’s capacity to repave arterials.

Every year, Kirkland’s transportation planners scour those arterials for opportunities to create or improve bicycle lanes. In 2016, they discovered one such opportunity along nine blocks of 84th Avenue Northeast, pictured here. For a little more than the cost of paint, Kirkland was able to provide direct bicycle access to Henry David Thoreau Elementary School and Finn Hill Middle School.

The levy has helped Kirkland create or improve existing bicycle lanes on a variety of arterials. The bicycle lanes on Lake Washington Boulevard, State Street, 124th Avenue Northeast and Northeast 141st and 144th streets all derived from this process. Kirkland also uses the repaving process to improve access to sidewalks, about which you can read on page 7.
FLASHING BEACONS IN 2016

The levy contributed funds for two of the seven Rapid Flashing Beacons Kirkland installed this year.

The Streets Levy funded two sets of Rapid Flashing Beacons in 2016: one set in the Market Neighborhood; the other in Central Houghton. The locations of those Rapid Flashing Beacons are indicated by the yellow pedestrian symbols in the list below and on the map to the right.

- Market Street at 7th Avenue
- 108th Ave. NE, near NE 62nd St.

These Rapid Flashing Beacons were funded in 2016 and completed in 2017. The table on page 16 includes them.

Kirkland’s Capital Improvement Program leveraged grants and other funding sources in 2016 to install an additional five sets of Rapid Flashing Beacons. The locations of those Rapid Flashing Beacons are indicated by the red pedestrian symbols in the list below and on map to the right.

- Juanita Drive at Northeast 143rd Street
- Juanita Drive south of Northeast 138th Street
- Juanita Drive at 93rd Avenue Northeast
- Market Street at Central Way
- Market Street at 4th Avenue

Kirkland has installed 39 sets of Rapid Flashing Beacons since the levy’s passage in 2012. The levy helped fund 19 of those.
PROGRESS TOWARD THE **GOAL**

By 2033, the levy will pay for 50 Rapid Flashing Beacons at crosswalks throughout the City. The locations of 18 of those are undetermined and therefore not on this map.

With its Complete Streets Ordinance, school walk routes, Rapid Flashing Beacon Initiative, and crosswalk flag program, Kirkland has asserted its identity as a walkable community. In the 2012 election, voters enhanced that identity by improving safety at 50 crosswalks throughout Kirkland. This map shows Kirkland’s existing Rapid Flashing Beacons, as well as the tentative locations of levy-funded Rapid Flashing Beacons. Not included on this map are 18 Rapid Flashing Beacons, whose locations have yet to be determined.

**LEGEND**

*Refers to maps on pages 12 & 13*

- **Planned Rapid Flashing Beacons**
- **Rapid Flashing Beacons funded by the levy**
- **Rapid Flashing Beacons funded by the City of Kirkland**
- **Rapid Flashing Beacons built by others**
- **Cross Kirkland Corridor**
The levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2016, the levy empowered Kirkland to pave six lane-miles of arterials, preserve 6.4 lane-miles of neighborhood roads, stripe 17 crosswalks and improve sidewalk access at 23 curb ramps with the Street Preservation Program.

<table>
<thead>
<tr>
<th>STREET PRESERVATION</th>
<th>ANNUAL AVERAGE PRE-LEVY</th>
<th>LEVY PRIOR YEARS</th>
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<tr>
<td>Investment (in millions of dollars)</td>
<td>$1.75</td>
<td>$6.24</td>
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<tr>
<td>Arterials (in lane miles)</td>
<td>6.2</td>
<td>14.8</td>
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<tr>
<td>Neighborhood/collector streets (in lane-miles)</td>
<td>13.7</td>
<td>43.2</td>
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<tr>
<td>Arterial/collector score on the pavement condition index (PCI)</td>
<td>57</td>
<td>62.3</td>
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<tr>
<td>Crosswalk striping (in crosswalks)</td>
<td>19.5</td>
<td>41</td>
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<tr>
<td>Sidewalk access (in curb ramps)</td>
<td>30</td>
<td>75</td>
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</table>

*Based on 20-year projection of levy budget.
**The City of Kirkland changed the way it measures the Pavement Condition Index in 2016
**ARterial Preservation**

*Progress toward levy goal*

- **90 lane-miles**
  - Remaining on 20-year goal
  - Arterials preserved in 2016 with Levy funds
  - Arterials preserved in 2015 with Levy funds
  - Arterials preserved in 2014 with Levy funds
  - Arterials preserved in 2013 with Levy funds

- **20.87 lane-miles**

**Neighborhood Street Preservation**

*Progress toward levy goal*

- **240 lane-miles**
  - Remaining on 20-year goal
  - Neighborhood roads preserved with Levy funds in 2016
  - Neighborhood roads preserved with Levy funds in 2015
  - Neighborhood roads preserved with Levy funds in 2014
  - Neighborhood roads preserved with Levy funds in 2013

- **49.6 lane-miles**

<table>
<thead>
<tr>
<th>2016 Program</th>
<th>Levy</th>
<th>Other Funds</th>
<th>Total</th>
<th>20-Year Target</th>
<th>Progress to Date</th>
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<tr>
<td><strong>LEVY</strong></td>
<td>$2.3</td>
<td>$1.75</td>
<td>$4.05</td>
<td>$54*</td>
<td>$8.54 or 15.8% of goal</td>
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<tr>
<td>6.07</td>
<td></td>
<td>4</td>
<td>10.07</td>
<td>90</td>
<td>20.87 or 23.1% of goal</td>
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<tr>
<td>6.4</td>
<td></td>
<td>4.8</td>
<td>11.2</td>
<td>240</td>
<td>49.6 or 20.6% of goal</td>
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<td><strong>—</strong></td>
<td></td>
<td><strong>—</strong></td>
<td><strong>—</strong></td>
<td><strong>77</strong></td>
<td>77 or 110% of goal</td>
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<tr>
<td>17</td>
<td>6</td>
<td>23</td>
<td>230</td>
<td>58 or 25.2% of goal</td>
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<tr>
<td>23</td>
<td>19</td>
<td>42</td>
<td>500</td>
<td>98 or 19.6% of goal</td>
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### SAFETY IMPROVEMENTS

<table>
<thead>
<tr>
<th>Location</th>
<th>Levy</th>
<th>City</th>
<th>Grants</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Redesign of Kirkland Way &amp; Railroad Ave.</td>
<td>$7,500</td>
<td></td>
<td></td>
<td>$7,500</td>
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<tr>
<td>Redesign of 124th Ave. NE at NE 80th St.</td>
<td>$7,500</td>
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<td>Stair connection near 2nd Ave. at the CKC</td>
<td>$19,515</td>
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<td>Extruded curb along 87th Ave NE at NE 134th St.</td>
<td>$78,263</td>
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<td>Crosswalk island on 124th Ave NE at 142nd Pl.</td>
<td>$12,637</td>
<td>$37,290</td>
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<td>$49,927</td>
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<td>Crosswalk w/ramps Kirkland Ave at Marina Park</td>
<td>$6,600</td>
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<td>Intersection improvement on 15th Ave. and 4th St.</td>
<td>$44,640</td>
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<td>$44,640</td>
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<td>Trail lighting, walkway to 126th St. from North Kirkland Community Center</td>
<td>45,831</td>
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<td>45,831</td>
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<tr>
<td>Gravel walkway along 8th St. S. and Railroad Ave. to the Cross Kirkland Corridor</td>
<td>42,160</td>
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<td>Walkway along 7th Ave between 6th and 8th St.</td>
<td>10,800</td>
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<td>Trail connection at end of 111th Ave. NE to the Cross Kirkland Corridor</td>
<td>1,320</td>
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<tr>
<td>Intersection study at NE 132nd St. and 136th Ave Ne</td>
<td>7,500</td>
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<td>7,500</td>
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<tr>
<td>Total</td>
<td>$12,637</td>
<td>$308,919</td>
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<td>$321,556</td>
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<td>Previous Years</td>
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<td>$288,493</td>
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<td>Progress To Date</td>
<td>$111,025</td>
<td>$499,024</td>
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<td>$610,049</td>
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*Private Development

Note: Projects are reported in the year they are funded. In some cases, actual project completion may be the following year.
In 2001, a panel of staff members from the City of Kirkland and Lake Washington School District analyzed the walking routes to the elementary schools in Kirkland. The panel identified 38 critical routes. In the years since, Kirkland completed all but six of those routes. Now, in 2017, the City of Kirkland is tackling those last six walking routes. It has already begun construction on the most critical of them—the sidewalk along 126th Avenue Northeast, from Northeast 85th Street to Northeast 90th Street. The last five school walk routes are currently in design and will be ready in 2018 for construction.

### SCHOOL WALK ROUTES

<table>
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<th>Location</th>
<th>Linear Feet of Sidewalk</th>
<th>Investment</th>
<th>Total</th>
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<tr>
<td>Not on walk route</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>School walk route</td>
<td>640</td>
<td>$13,708</td>
<td>$3,645,752</td>
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<tr>
<td>Levy</td>
<td>0</td>
<td>$2,960,837</td>
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<td>City</td>
<td>0</td>
<td>$671,207</td>
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<tr>
<td>Grants</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>0</td>
<td>0</td>
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</table>

Six of the 38 critical school walk routes identified in 2001 by the community are now in design or construction.
WHERE PROPERTY TAXES GO

THE PRICE OF KIRKLAND’S GOVERNMENT

Kirkland’s total revenue as a percentage of personal income continues its steady decline. It is now well below four percent in the proposed budget. The graph at right illustrates Kirkland’s Price of Government over the past six years and its projection for this two-year budget cycle.

Some local governments use the Price of Government calculation to help define a range in which residents are willing to pay for government services. Many jurisdictions aim for a target of five to six percent. Kirkland’s is well below that standard.
The Streets Levy accounts for less than two percent of Kirkland residents’ property taxes. And yet it pays for more than half of the City’s street preservation efforts. Property tax is the largest of Kirkland’s nine primary sources of revenue. It accounts for 19.5% of the City’s General Fund. State law limits Kirkland to an annual increase of its regular property tax levy by the implicit price deflator or by one percent, whichever is less. Voters can give Kirkland authority to exceed this limit, which they did November 6, 2012, when they passed the Street and Park levies.