

Kirkland

A 2019 ACCOUNTABILITY REPORT OF THE STREETS LEVY



CHECKED OFF

Street Levy helps Kirkland complete an ambitious to-do list. **PG. 17**

CLEAN SLATE

Kirkland eliminates backlog of deferred maintenance in streets. **PG. 14**



Boosted by Levy, street maintenance program repaves 10.76 lane-miles in 2019

WHAT THE LEVY ACHIEVES

Kirkland’s residents approved the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For seven years, the Levy has been funding projects that accomplish this.



Slurry seal



Overlay

STREET PRESERVATION *(paved and/or preserved 91 lane-miles of streets)*

The fundamental goal of the Streets Levy is to keep Kirkland’s street network in good condition. It achieves this by increasing the lane-mileage the City can repave and preserve every year.

In its first seven years, levy-funds have helped the City repave more than 31 lane-miles of arterials and protect nearly 70 lane-miles of residential streets. The Street Preservation Program has completed 29 percent of the 20-year goal in five years. **See Pages 4 & 5.**

SCHOOL WALK ROUTES *(helps improve established school walking routes)*

An extensive public participation process in 2001 resulted in a list of 38 priority walk routes, with the goal of completing the list by 2020. **See Page 17.**



PEDESTRIAN & BICYCLE SAFETY *(installed 22 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.

Seven years in, the levy has paid for the installation of 22 sets of Rapid Flashing Beacons—44 percent of the 20-year goal.

Private development and two other City of Kirkland programs—the Capital Improvement Program and the Neighborhood Safety Program—have paid for the installation of another 25 Rapid Flashing Beacons throughout the city.

The Neighborhood Safety Program has helped Kirkland improve safety for walking and bicycling by funding 50 projects aimed at making walking and bicycling more feasible for more people. The Neighborhood Safety Program also funds the implementation of neighborhood traffic control devices to slow traffic on residential streets. Kirkland



An elementary school student uses Rapid Flashing Beacons on Northeast 116th Street.

also leverages its overlay program to improve bicycling safety. **See Pages 7-15.**

ANOTHER 16.26 LANE MILES

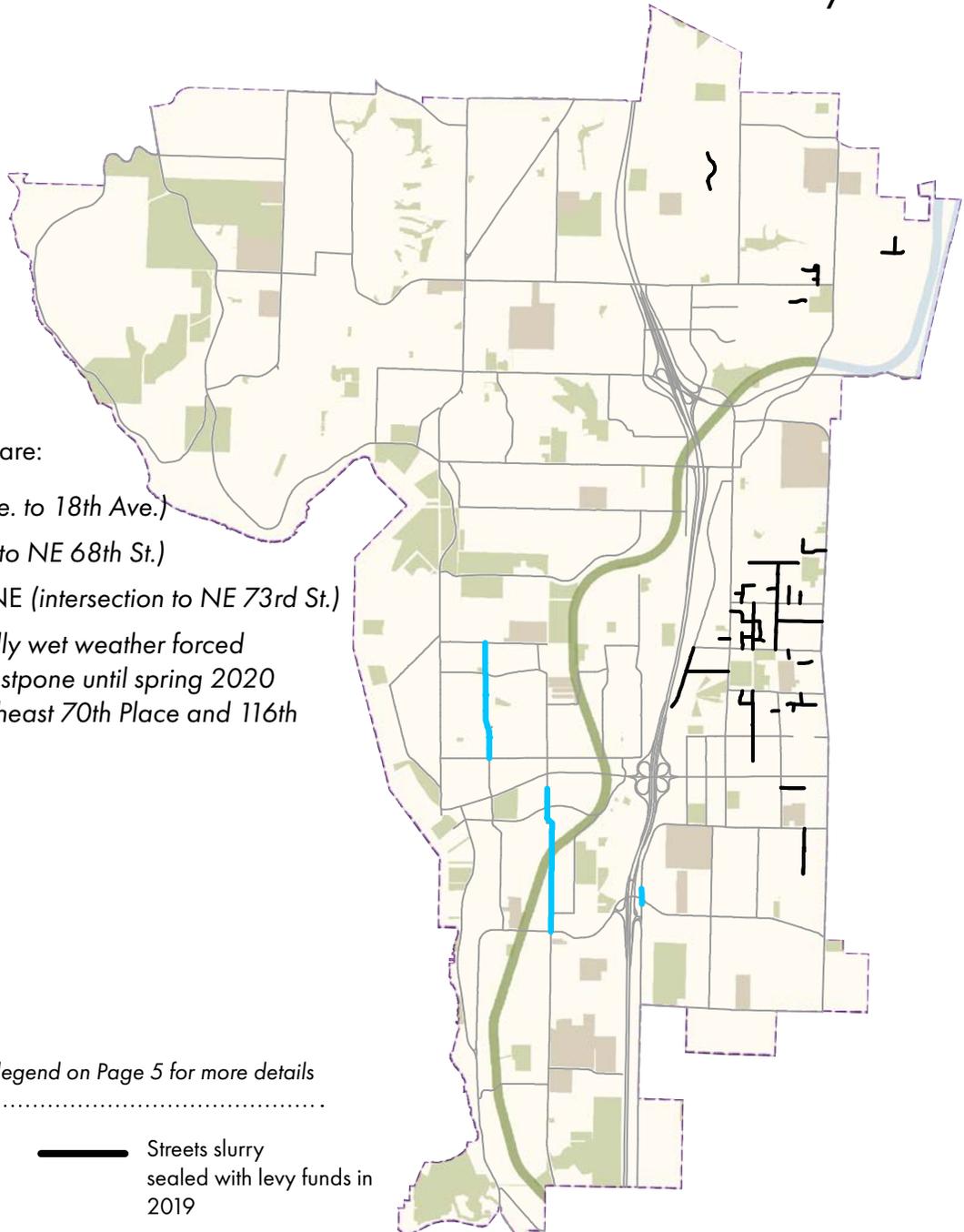
The levy funded 3.19 of the 5.5 lane-miles Kirkland repaved in 2019 and 6.24 of the 10.76 lane-miles of residential streets it slurry sealed.

The Levy helped Kirkland add five to eight years of life in 2019 to 10.76 lane-miles of neighborhood roads in the Kingsgate Neighborhood.

The levy also helped Kirkland repave 5.5 lane-miles on sections of five arterials. Those five streets are:

- Third Street (Seventh Ave. to 18th Ave.)
- Sixth Street (Fourth Ave to NE 68th St.)
- NE 70th Pl/116th Ave NE (intersection to NE 73rd St.)

September 2019's unusually wet weather forced Kirkland's contractor to postpone until spring 2020 the paving project at Northeast 70th Place and 116th Avenue Northeast.



LEGEND

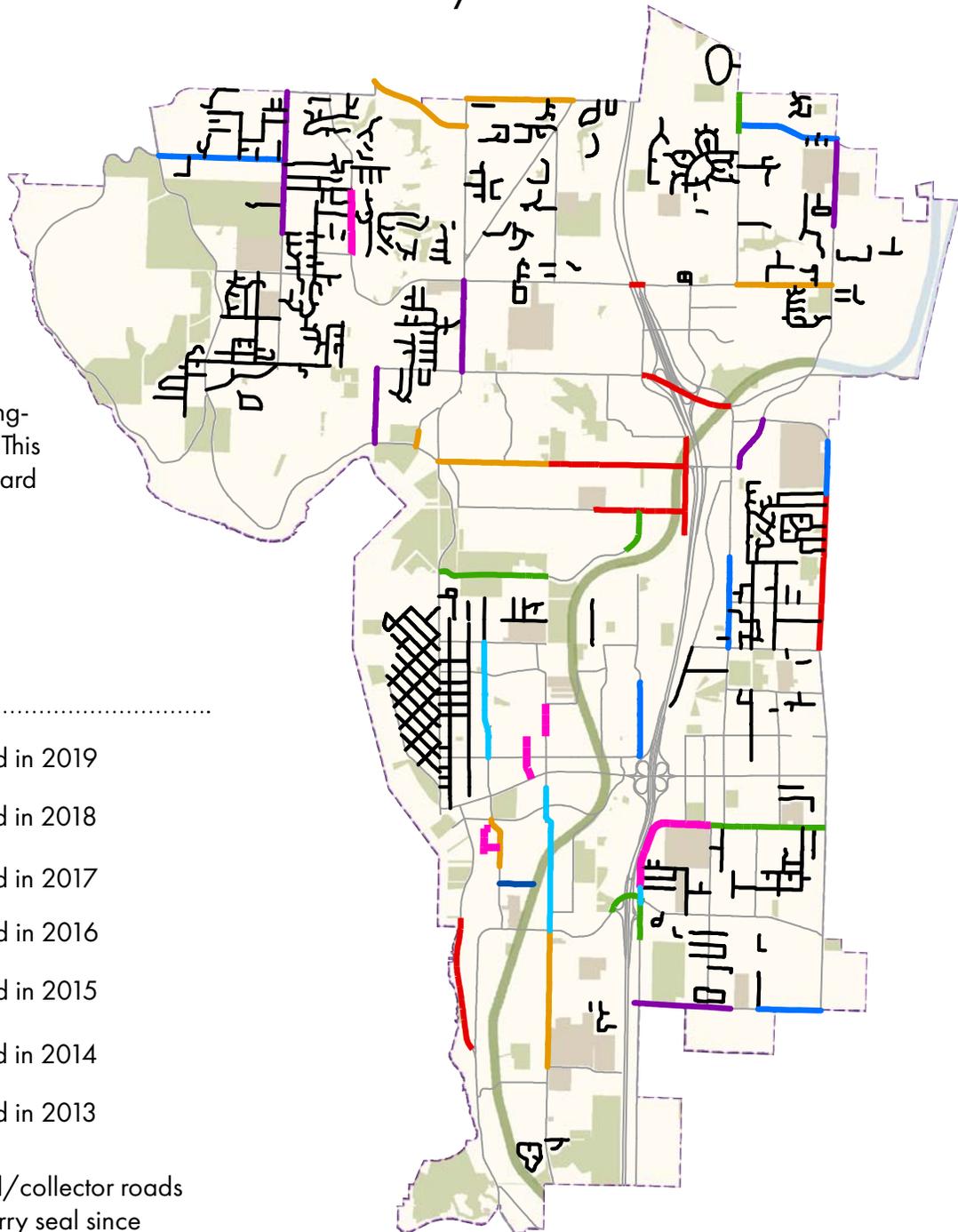
Refer to legend on Page 5 for more details

- Streets repaved with 2019 levy and City funds
- Streets slurry sealed with levy funds in 2019

PROGRESS CONTINUES

The levy is on track to preserve 240 lane-miles of neighborhood roads and repave 90 lane-miles of arterials by 2032.

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



LEGEND

- Streets repaved in 2019
- Streets repaved in 2018
- Streets repaved in 2017
- Streets repaved in 2016
- Streets repaved in 2015
- Streets repaved in 2014
- Streets repaved in 2013
- Neighborhood/collector roads sealed with slurry seal since
- Cross Kirkland Corridor

This map shows cumulative progress.

THE BENEFIT OF early ACTION

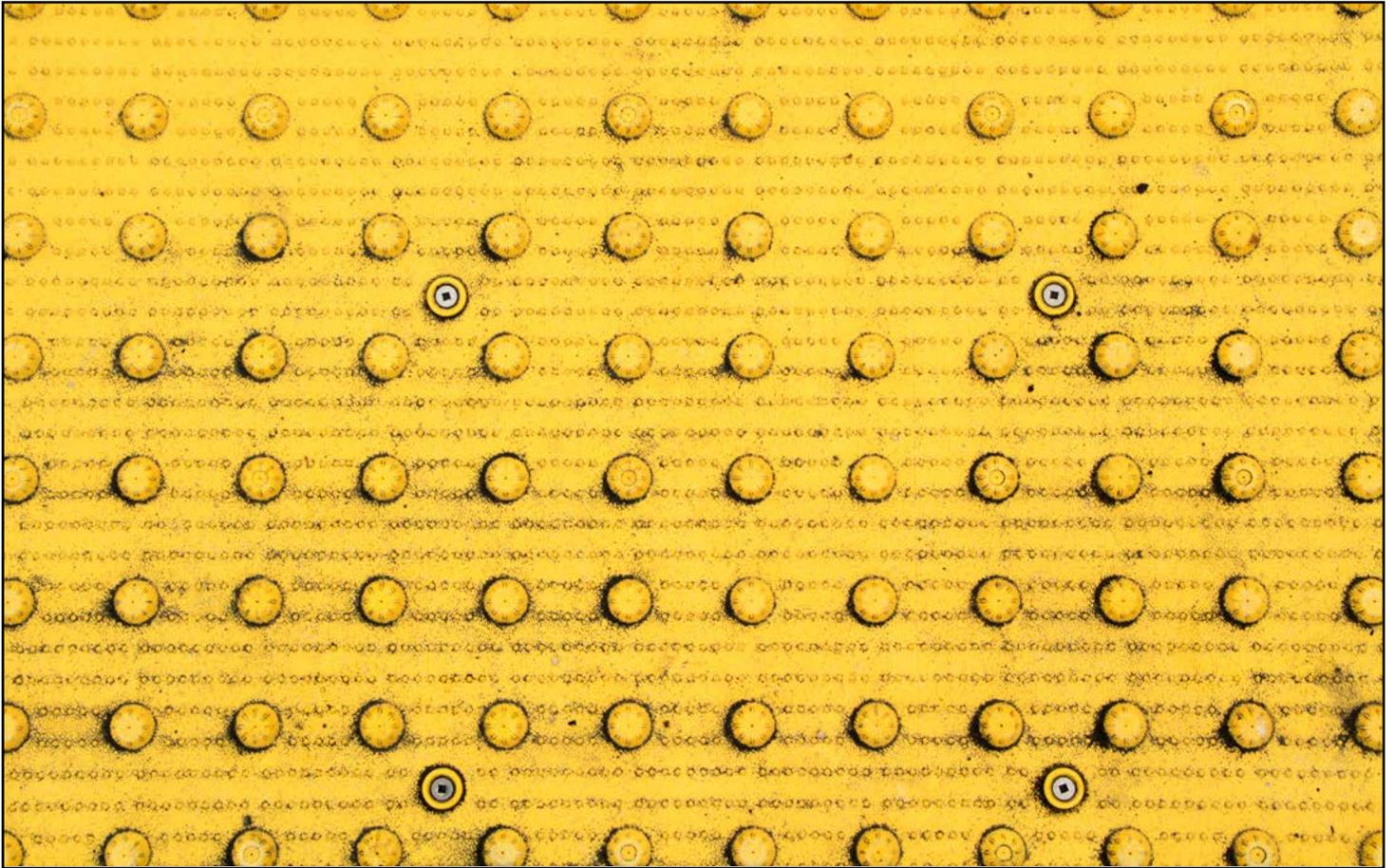
As road conditions decline, the costs to repair roads skyrocket. The levy is helping Kirkland preserve roads **before** this happens.



Condition: A few superficial cracks
Treatment: Slurry seal
Cost: \$3,400/
 city block

Condition: Linear & "alligator cracks"; rutting
Treatment: Crack seal/resurface
Cost: \$49,000/
 city block

Condition: Extensive "alligator cracks;" potholes
Treatment: Reconstruct
Cost: \$165,000/
 city block



A tactile warning mat uses texture to alert the visually impaired that they are about to enter the roadway. These mats have been a common feature of sidewalk access ramps since the 1990 passage of the Americans with Disabilities Act.

IMPROVING ACCESS **FOR ALL**

Rebuilding sidewalk curb ramps provides access for all travelers.

Every year, the City of Kirkland improves sidewalk access for those who travel by wheelchair, with the aid of a white cane or other forms of mobility—or sight-assistance. Kirkland’s Street Preservation program has rebuilt 471 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 206 of them.

In 2019, the Streets Levy paid for the reconstruction of 37 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.

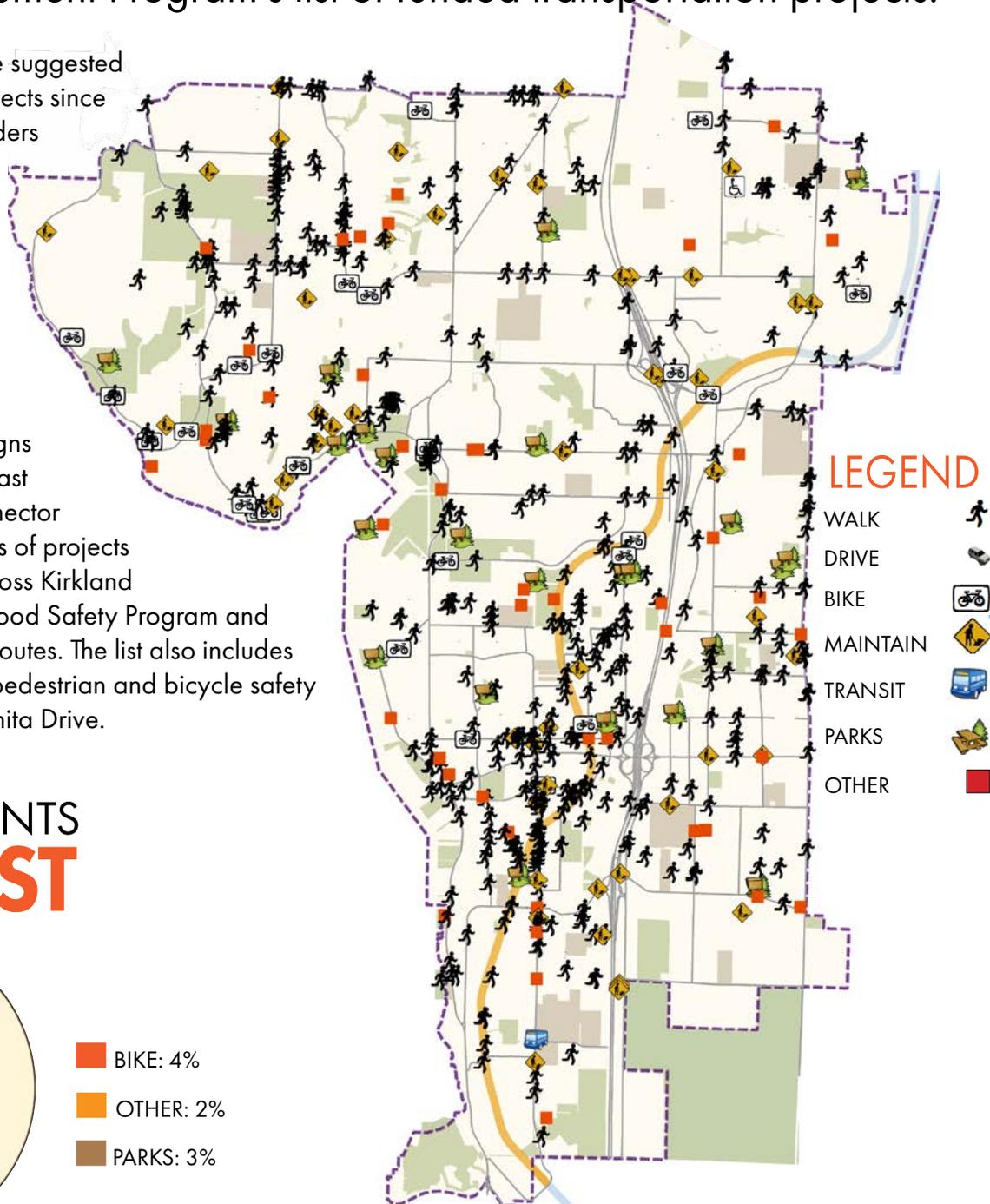
Fundamental to that effort is mounting a tactile warning strip, which is often the only clue a vision-impaired traveler is entering a traffic zone.

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 safely on a sidewalk or unsafely in the street. ◀

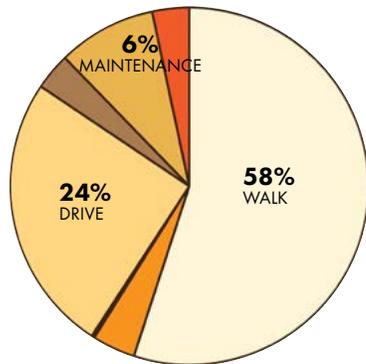
SUGGEST-A-PROJECT

Residents suggested more than a third of the projects included in the Capital Improvement Program’s list of funded transportation projects.

Kirkland residents have suggested more than 1,200 projects since 2011, when Kirkland leaders unveiled an interactive map that invites the public to contribute ideas. More than a third of those suggestions are in the 2019-2024 Capital Improvement Program. That list includes the designs of 100th Avenue Northeast and the Totem Lake Connector Bridge, as well as dozens of projects that contributed to the Cross Kirkland Corridor, the Neighborhood Safety Program and improved School Walk Routes. The list also includes bicycle greenways and pedestrian and bicycle safety improvements along Juanita Drive.



WHAT RESIDENTS SUGGEST



- BIKE: 4%
- OTHER: 2%
- PARKS: 3%

Search “suggest a project” on www.kirklandwa.gov

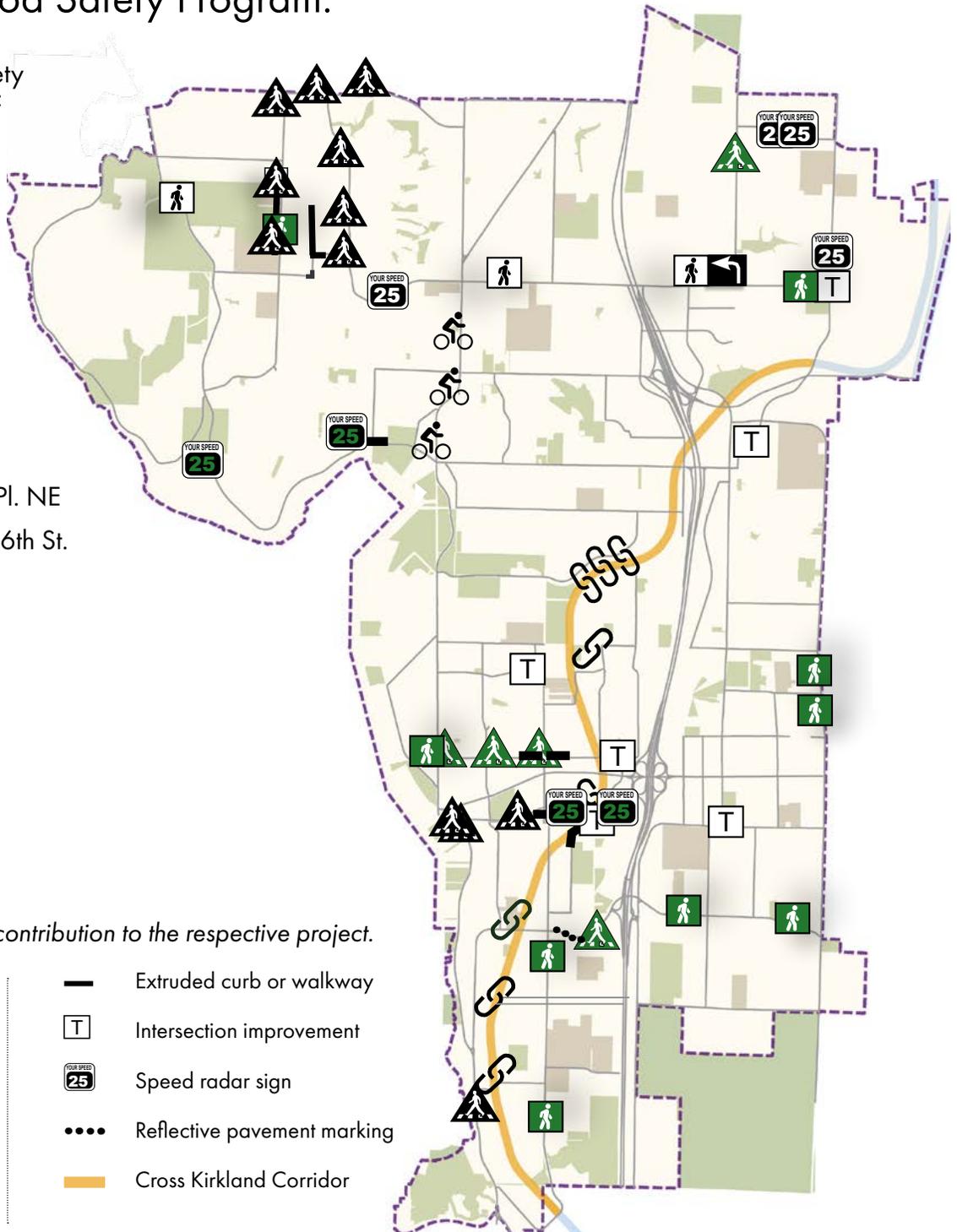
TAKING SUGGESTIONS

The Streets Levy is funding resident's Suggest-A-Project ideas through the Neighborhood Safety Program.

The Neighborhood Safety Program has built all of the 52 approved projects that residents requested since 2014 through the Suggest-A-Project interactive mapping system.

The 2019 levy helped fund two 2019 projects, both of them Rapid Flashing Beacons:

- NE 132nd St. at 129th Pl. NE
- 108th Ave. NE, at NE 46th St.



LEGEND

Green icons indicate levy-contribution to the respective project.

- | | | | |
|--|-------------------------|--|-----------------------------|
| | RFB | | Extruded curb or walkway |
| | Crosswalk | | Intersection improvement |
| | Connection to CKC trail | | Speed radar sign |
| | Left-turn pocket | | Reflective pavement marking |
| | Bike improvement | | Cross Kirkland Corridor |



Economy of scale

The Levy has enabled Kirkland to eliminate its backlog of neighborhood streets in need of maintenance

The Streets Levy achieved a major milestone in 2019: completion of Kirkland's once-looming backlog of maintenance-needing neighborhood streets. Now, instead of racing to maintain residential roads before they deteriorate

beyond a point of no return, the City of Kirkland is resuming its slurry seal program in 2021 when it will have a critical mass of streets in need of maintenance to attract contractors' competitive bids.

"The Streets Levy has accomplished its first



major goal," said George Minassian, Kirkland's streets engineer. "It has prevented scores of neighborhood streets from deteriorating to the point they are no longer treatable in a cost-effective way."

To achieve this, the Streets Levy helped Kirkland slurry seal 30 lane-miles of residential street in 2013, 2014 and 2015. "That's when we caught up," he said.

Now, says Minassian, the City can focus the Streets Levy on its second major goal: Keeping Kirkland's network of neighborhood streets in good

condition.

Minassian says slurry seal's durability is the other reason Kirkland's street maintenance program is now ahead of schedule.

"Slurry sealed roads are lasting longer than we had originally forecasted," he said. "We had expected seven years out of them. But they are lasting between eight and 10 years."

Minassian is planning to slurry seal 10 lane-miles of streets in 2021—most likely in the South Rose Hill, Bridle Trails and Central Houghton neighborhoods.

FLASHING BEACONS IN 2019

The levy paid for one of the three Rapid Flashing Beacons installed in Kirkland.

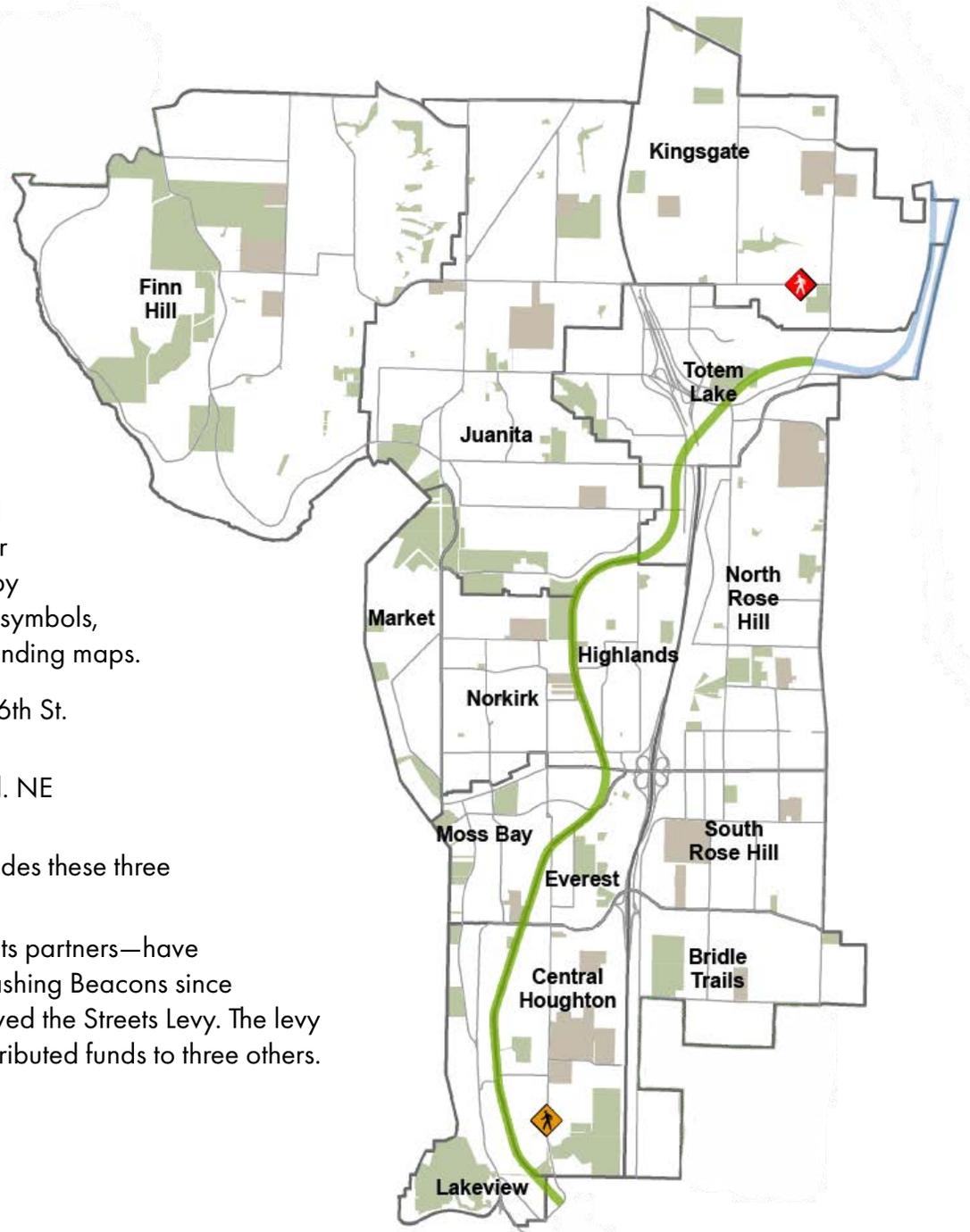
The Streets Levy in 2019 paid for a set of Rapid Flashing Beacons in Central Houghton—indicated by the yellow pedestrian symbol on the corresponding map. Kirkland’s capital improvement program funded one other set of Rapid Flashing Beacons and private development paid for a third. Those are indicated by the red and gray pedestrian symbols, respectively, on the corresponding maps.

 108th Ave. NE at NE 46th St.

 NE 132nd St at 129th Pl. NE

The table on page 16 includes these three projects.

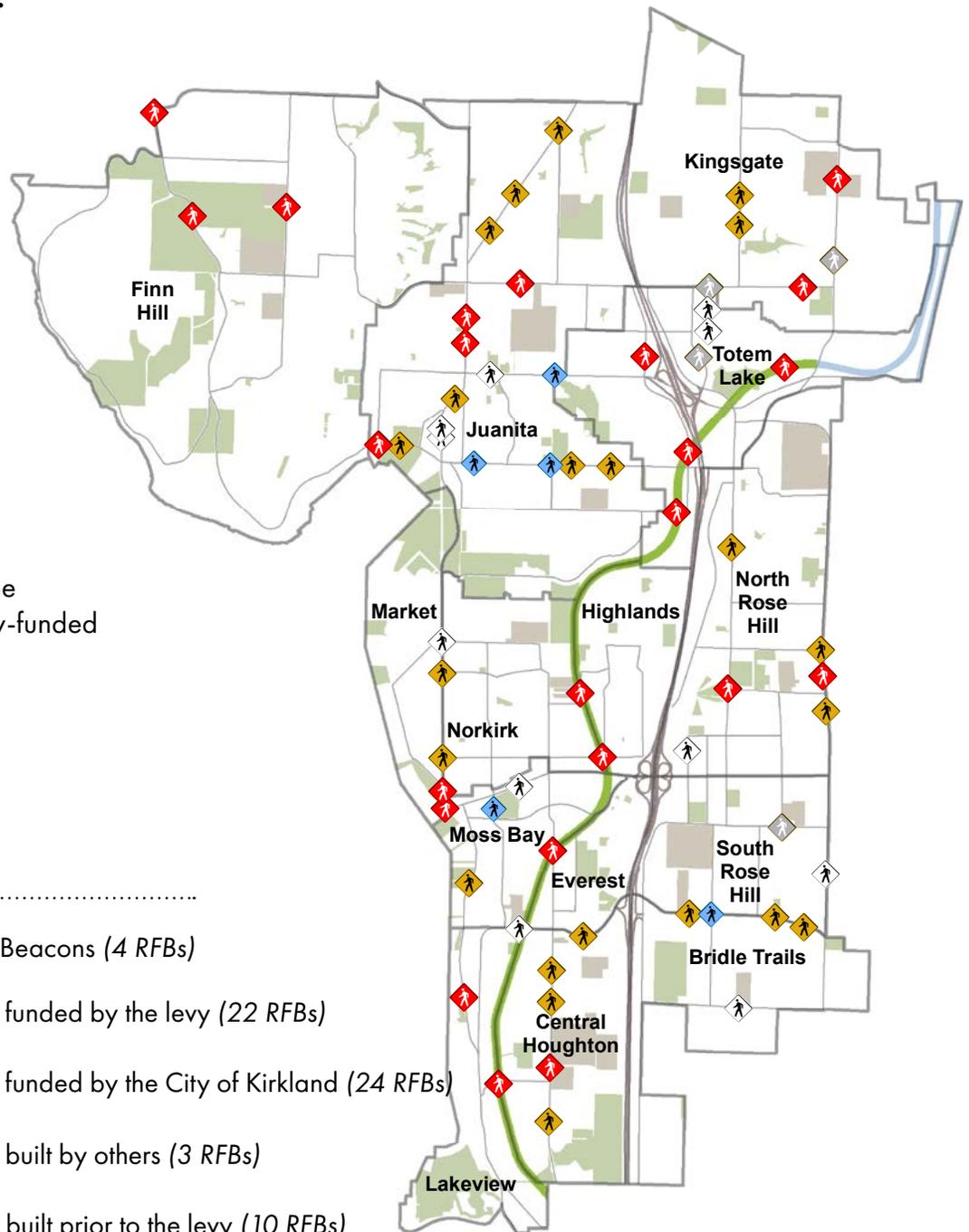
The City of Kirkland—and its partners—have installed 49 sets of Rapid Flashing Beacons since 2012, when residents approved the Streets Levy. The levy funded 22 of those and contributed funds to three others.



PROGRESS TOWARD THE GOAL

By 2033, the levy will have paid for 50 Rapid Flashing Beacons throughout the City.

With its Complete Streets Ordinance, school walk routes, Rapid Flashing Beacon Initiative, and crosswalk flag program, Kirkland has asserted its commitment to walkability. The voter-approved Levy allows the City to improve safety at 50 crosswalks by 2033. This map shows Kirkland's completed Rapid Flashing Beacons, as well as the planned locations of future levy-funded Rapid Flashing Beacons.



LEGEND

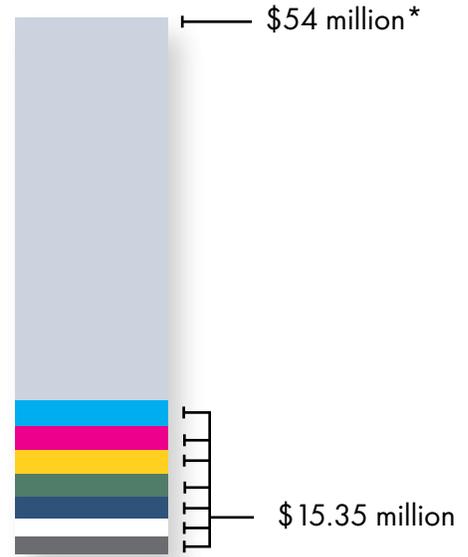
Refers to maps on pages 12 & 13

-  Planned Rapid Flashing Beacons (4 RFBs)
-  Rapid Flashing Beacons funded by the levy (22 RFBs)
-  Rapid Flashing Beacons funded by the City of Kirkland (24 RFBs)
-  Rapid Flashing Beacons built by others (3 RFBs)
-  Rapid Flashing Beacons built prior to the levy (10 RFBs)
-  Cross Kirkland Corridor

MAKING IT ALL POSSIBLE

The Levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2019, the Levy helped Kirkland to pave 5.5 lane-miles of arterials, preserve 10.76 lane-miles of neighborhood roads, stripe 22 crosswalks and improve sidewalk access at 63 curb ramps with the Street Preservation Program. ◀

TOTAL INVESTMENT (Progress toward levy goal)



LEGEND



Street Preservation	Average annual pre-levy	Total Levy investment (2013-2018)
Investment (millions of dollars)	\$1.75	\$12.78
Arterials repaved (lane miles)	6.2	28.09
Neighborhood/collector streets preserved (lane miles)	13.7	63.1
Pavement Condition Index score of arterials, collectors	57	75.7
Crosswalks re-striped (in crosswalks)	19.5	74
Curb ramps built/re-built to A.D.A. standards	30	169

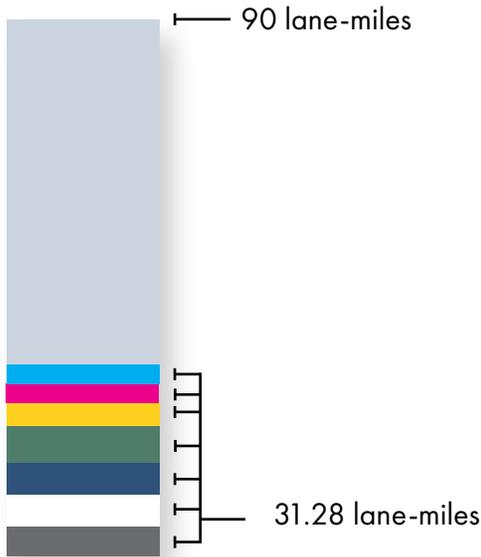
*Based on 20-year projection of levy budget.

**The City of Kirkland changed the way it measures the Pavement Condition Index in 2016

***Does not include \$1.4 million annual investment into City's street maintenance division

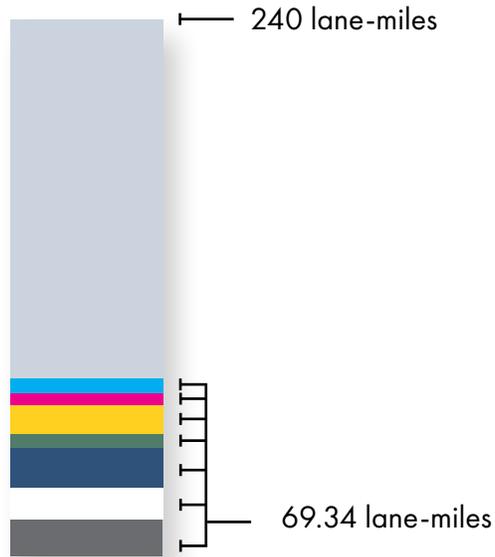
ARTERIAL REPAVING

(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



2017 2016 2015 2014 2013

Kirkland's 2019 investments			Total Levy investment (2013-2019)	Kirkland's 20-year goal for Levy investments	Levy's progress toward 20-year goal (2013-2019)
Levy	Other Funds	Total			
\$2.57	\$1.86	\$4.43	\$15.35	*\$54	28.4%
3.19	2.31	5.5	31.28	90	***35%
6.24	4.52	10.76	69.34	240	29%
		**77	74.6	70	
13	9	22	87	230	38%
37	26	63	206	500	41%

2019 NEIGHBORHOOD SAFETY PROGRAM		INVESTMENT		
Improvement	Neighborhood	Levy	City funds	Total
Raised sidewalk	Finn Hill (NE 134th St. at 87th Ave. NE)	\$11,402	\$80,000	\$91,402
Traffic median island	N. Rose Hill (Slater Ave. NE at NE 119th St.)	\$14,181	\$24,245	\$38,426
Channelization	Norkirk (NE 87th St. at 114th Ave. NE)		\$62,781	\$62,781
Walkway	Juanita (NE 120th St., 93rd Pl. NE to 96th Ave. NE)		\$43,826	\$43,826
Crosswalk	Lakeview (Lakeview Dr. north of NE 64th St)		\$67,594	\$67,594
2019 Total		\$25,583	\$278,445	\$304,028
Previous Years		\$175,510	\$911,608	\$1,123,118
Progress to Date		\$201,093	\$1,190,053	\$1,427,146

2019 RAPID FLASHING BEACONS	ON A SCHOOL WALK ROUTE?			INVESTMENT			
	Neighborhood	No	Yes	School	Levy	Other Funds	Total
C. Houghton (108th Ave. NE at NE 46th St.)	1				\$124,255		\$124,255
Totem Lake (Village Plaza at 120th Ave. NE)	1					Privately funded	
Kingsgate (NE 132nd St. at 129th Pl NE)	1					\$123,157	
2019 Total	3	0			\$124,255	\$236,705	\$237,803
Previous Years	22	25			\$1,054,094	\$1,173,030	\$2,227,124
Progress To Date	25	25			\$1,178,349	\$1,409,734	\$2,464,927

2019 SIDEWALKS	ON A SCHOOL WALK ROUTE? (linear feet)			INVESTMENT				
	Neighborhood	No	Yes	School	Levy	City funds	Grant funds	Total
N. Rose Hill (NE 104th St)			1,700	M. Twain		\$1,278,417		\$1,278,417
Highlands (NE 95th St.)			850	P. Kirk		\$639,209		\$639,209
Highlands (111th Ave. NE)			700	P. Kirk		\$526,407		\$526,407
N. Rose Hill (126th Ave. NE)	580					\$436,166		\$436,166
2019 Total	580	3,250				\$2,880,198		\$2,880,198
Previous Years	16,726	2,430			\$41,458	\$4,676,319	\$1,708,107	\$6,425,884
Progress to Date	17,306	5,680			\$41,458	\$7,556,517	\$1,708,107	\$9,306,082



Children walk along the 125th Avenue Northeast school walk route, which leads to Ben Franklin Elementary School.

SCHOOL WALK ROUTES

The City of Kirkland made good in 2019 on an 18-year-old commitment to the City's elementary school community by completing the final four school walk routes in a list that included 38 of them.

Those walk routes are:

- 111th Ave. NE, (NE 100th to 104th streets)
- NE 104th St. (126th to 132nd aves. NE)
- NE 95th St. (112th to 116th aves. NE)
- 126th Ave. NE (NE 90 to 94th streets)

These walkways—and 34 others—were identified in 2001 by a panel of leaders from Kirkland's neighborhoods, the Lake Washington School District and the City of Kirkland.



To prepare for the construction of a walkway along 111th Avenue Northeast, surveyors measure the street.

WHERE PROPERTY TAXES GO



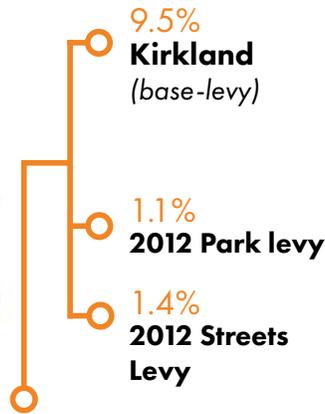
THE PRICE OF KIRKLAND'S GOVERNMENT

Some local governments, including Kirkland, use a measure called the Price of Government calculation to help define a range of affordability for government services. The Price of Government is the sum of all taxes, fees and charges collected by the City, divided by the aggregated personal income of its constituents.

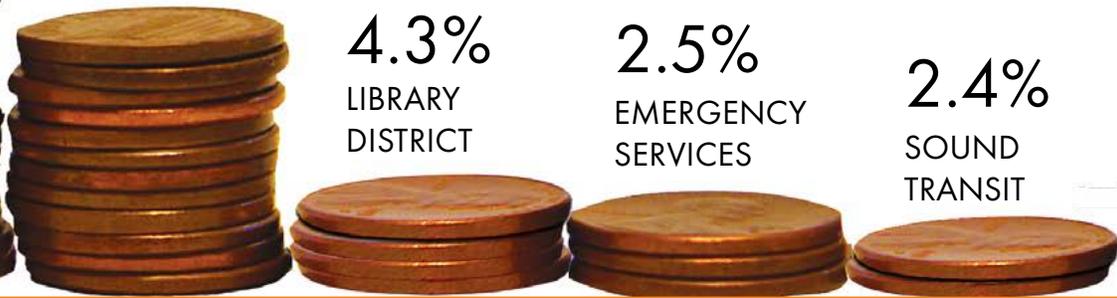
Many jurisdictions aim for a range of five to six percent. At four percent, Kirkland's Price of Government is well below that range.

The graph at the right illustrates Kirkland's Price of Government between 2007 and 2018 and its projection for the 2019-2020 budget-cycle. ◀

29.2%
LK. WASH.
SCHOOLS



12.0%
CITY OF KIRKLAND



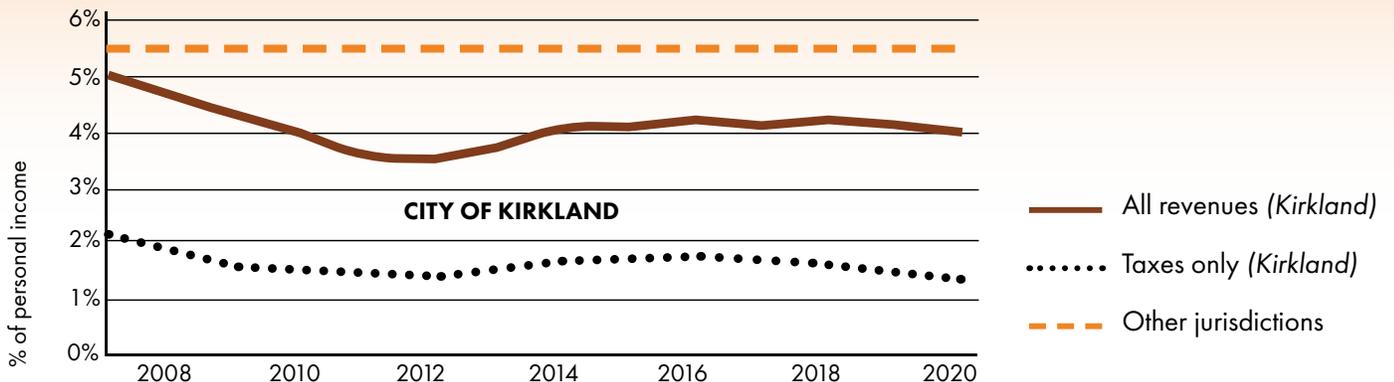
The Streets Levy accounts for less than 1.5 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

The Capital Improvement Program pays for the other half—and that half includes Kirkland's Streets Maintenance Division, which is responsible for smaller, more urgent jobs.

Property tax is one of the largest of Kirkland's nine primary sources of revenue. It helps support the General, Street and Park levy funds. It accounts for nearly one-fifth 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—a measure of inflation—or by one percent, whichever is less. State law also allows for new construction. Voters can give Kirkland authority to exceed this limit, which they did November 6, 2012, when they passed the street and park levies.

This chart shows how Washington state law allocated residents' 2019 property taxes. ◀



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