

Kirkland

A 2020 ACCOUNTABILITY REPORT OF THE STREETS LEVY

MOVING *forward*

When the pandemic halted progress around the globe, Kirkland found ways to continue with the mission of preserving streets and improving pedestrian safety. **PG. 2**

RISING COSTS

How the rising price of oil can affect the number of lane-miles Kirkland can pave. **PG. 17**

RAPID WORK

Kirkland continues progress toward Rapid Flashing Beacons goal. **PG. 14**



Boosted by Levy, street maintenance program repaves 5.4 lane-miles in 2020

WHAT THE LEVY ACHIEVES

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



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 eight years, levy-funds have helped the

City repave more than 34 lane-miles of arterials and protect nearly 70 lane-miles of residential streets. In six years, the Street Preservation Program has completed 29 percent of Kirkland's 20-year residential street goal and 38 percent of its arterial repaving goal. **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.



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.

Eight 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 27 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.

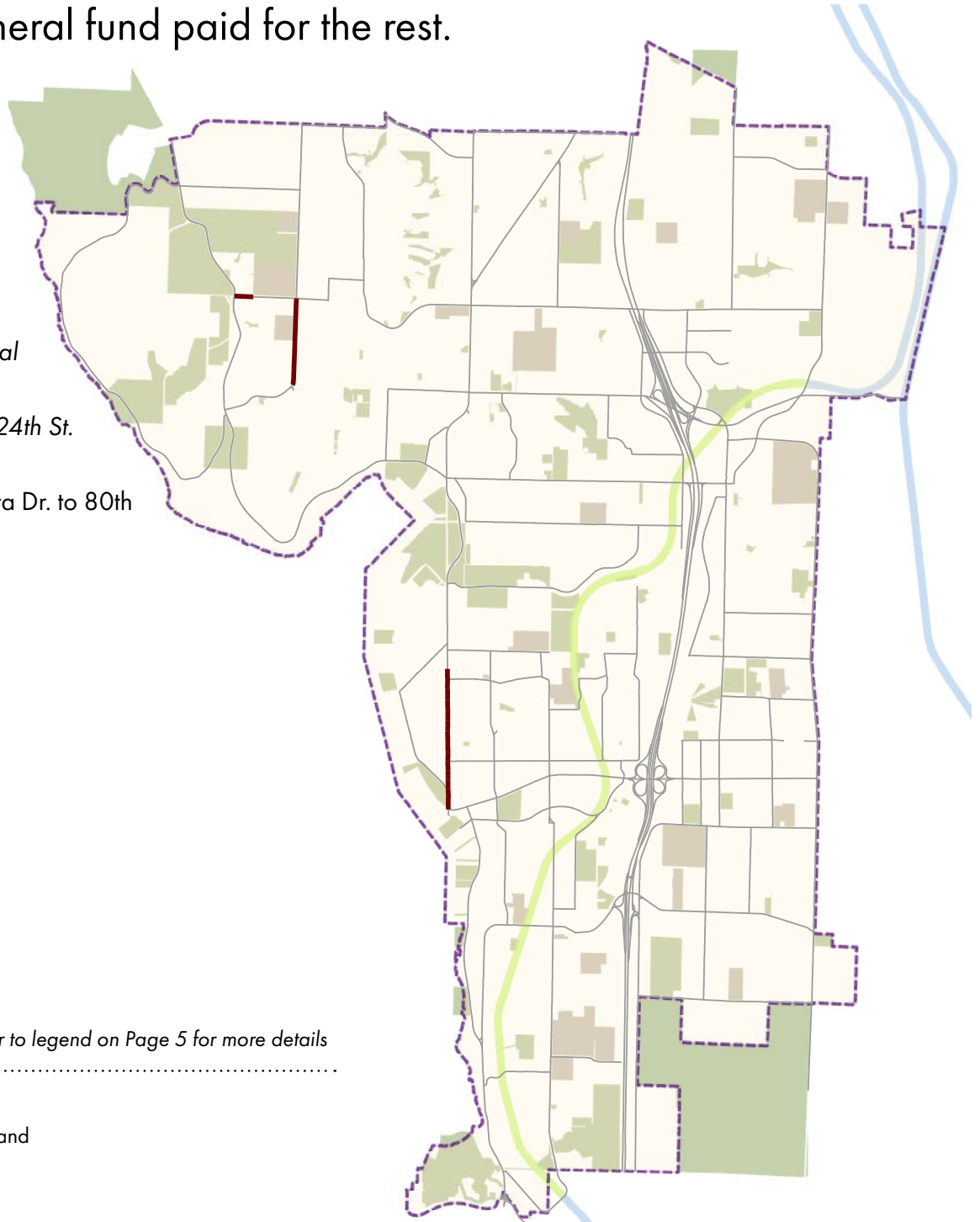
also leverages its overlay program to improve bicycling safety. **See Pages 7-15.**

ANOTHER 5.4 LANE MILES

The levy funded 3.1 of the 5.4 lane-miles Kirkland repaved in 2020. Kirkland's general fund paid for the rest.

The levy helped Kirkland repave 5.4 lane-miles on sections of three arterials. Those three streets are:

- Market Street (Central Way to 16th Ave.)
- 84th Ave. NE (NE 124th St. to NE 132nd St.)
- NE 132nd St./Juanita Dr. to 80th Ave. NE)



LEGEND *Refer to legend on Page 5 for more details*

- Streets repaved with 2020 levy and City funds

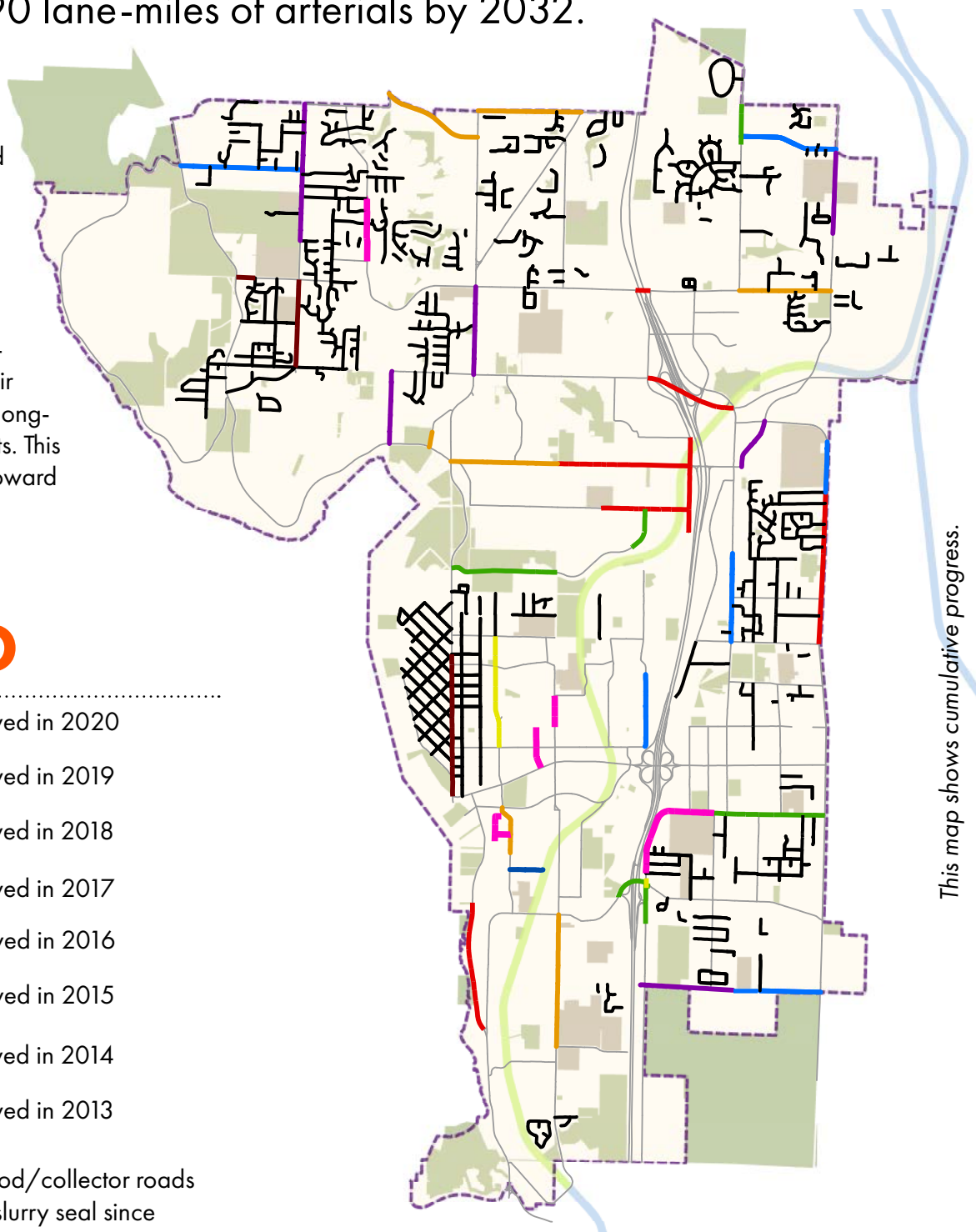
PROGRESS CONTINUES

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 2020
- 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** their conditions decline beyond a monetary point of no return.



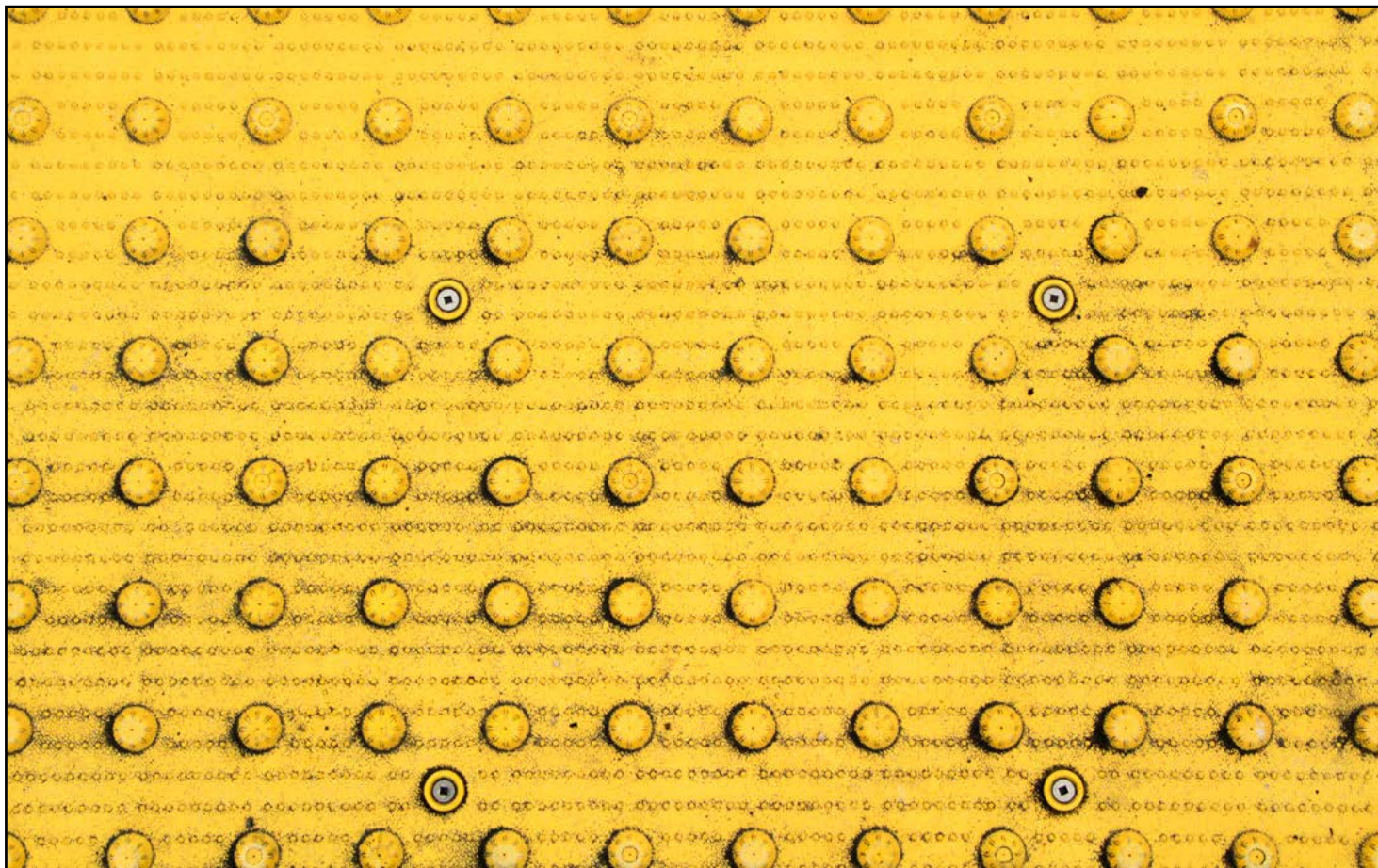
Condition: A few superficial cracks
Treatment: Slurry seal
Cost: \$3,400/
city block



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 487 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 215 of them.

In 2020, the Streets Levy paid for the reconstruction of nine 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.

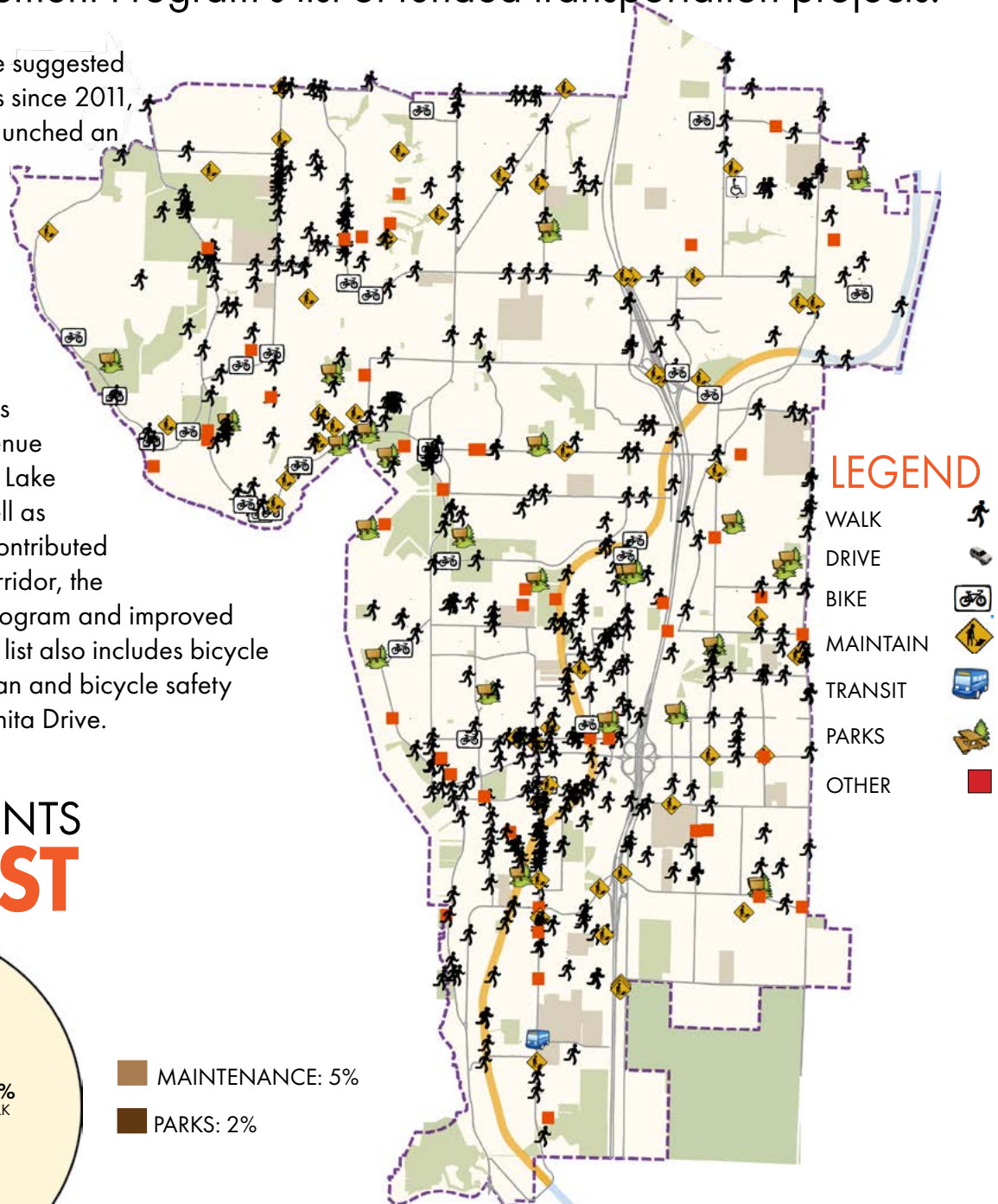
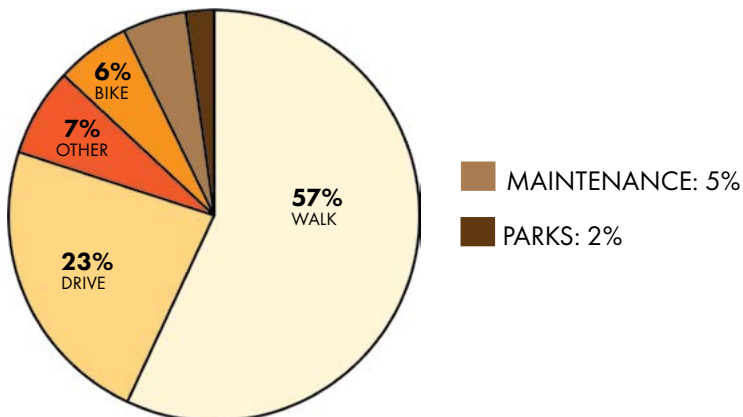
For those who travel by wheelchair, having a landing at the top of the curb ramp—a flat space to turn—can make the difference between traveling safely on a sidewalk or unsafely in the street. ◀

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 nearly 1,300 projects since 2011, when Kirkland leaders launched 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



Search "suggest a project" on www.kirklandwa.gov

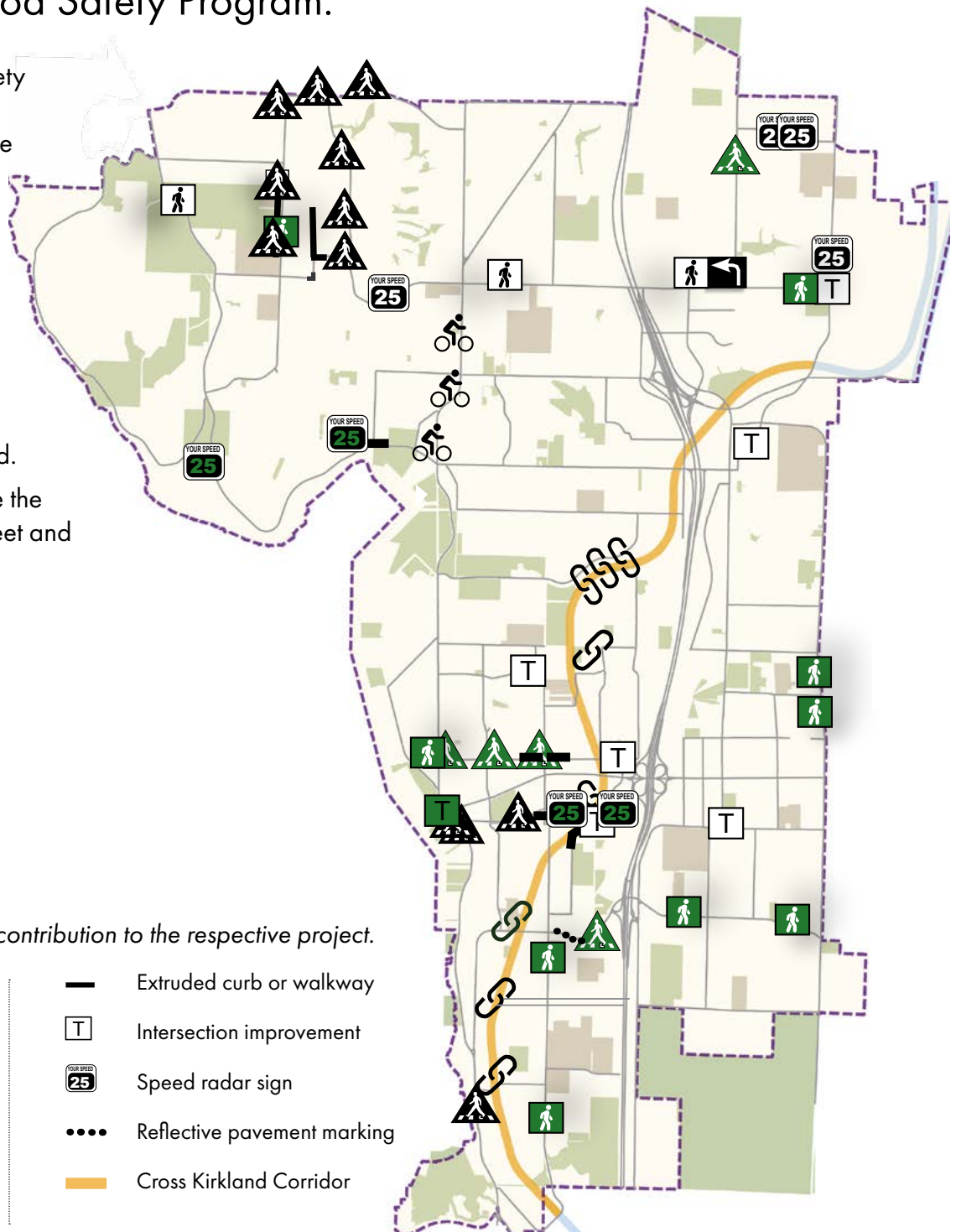
TAKING SUGGESTIONS

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

The Neighborhood Safety Program has built 53 projects that residents have requested since 2014 through the Suggest-A-Project interactive mapping system.











Construction begins in summer 2021 on 2020's neighborhood safety program project, which the levy helped fund.

That project will improve the intersection at Market Street and Central Way.



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 slurry seal

The City of Kirkland is resuming its slurry seal program in 2021 after achieving a major milestone in 2019: completion of Kirkland's once-looming backlog of slurry seal-eligible neighborhood streets.

"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 where they are no longer treatable in a cost-effective way."

The treatment to which Minassian is referring is slurry seal, a mixture of water, fine gravel and emulsified asphalt that is



effective only on streets that have shown some wear, but are otherwise in good condition.

In 2012, Kirkland's engineers identified more than 100 lane-miles of neighborhood streets that would deteriorate beyond slurry seal's capacity to restore them—if the City didn't treat them with slurry seal within a few years.

Kirkland's voters passed the Streets Levy. And the Streets Levy helped Kirkland slurry seal 30 lane-miles of residential streets each year in 2013, 2014 and 2015. "That's when we caught up," he said.

Streets, however, are in a state of constant deterioration. So streets that were not great candidates for slurry seal in 2020 have become ideal candidates in 2021.

This has provided Kirkland with a critical mass of streets to be slurry sealed, which reduces the cost to slurry seal each street.

"We now have an economy of scale," Minassian says.

Minassian is planning to slurry seal a dozen lane-miles of streets in 2021—mostly in the Rose Hill, Bridle Trails and Central Houghton neighborhoods.

Minassian says slurry seal has performed well in Kirkland throughout the last decade.




"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."

**The City of Kirkland has dozens of neighborhood streets that have deteriorated beyond slurry seal's capacity for restoration. Kirkland's street engineers evaluate those streets for other, more costly restoration methods.*

FLASHING BEACONS IN 2020

Kirkland funded three Rapid Flashing Beacons in 2020.

Kirkland's capital improvement program funded three sets of Rapid Flashing Beacons in 2020. Those are indicated by the red pedestrian symbols.

-  84th Ave NE at NE 137th St.
-  Central Way at Main Street
-  NE 116th St. at 108th Ave. NE

The table on page 16 includes these three projects.

The City of Kirkland—and its partners—have installed 53 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

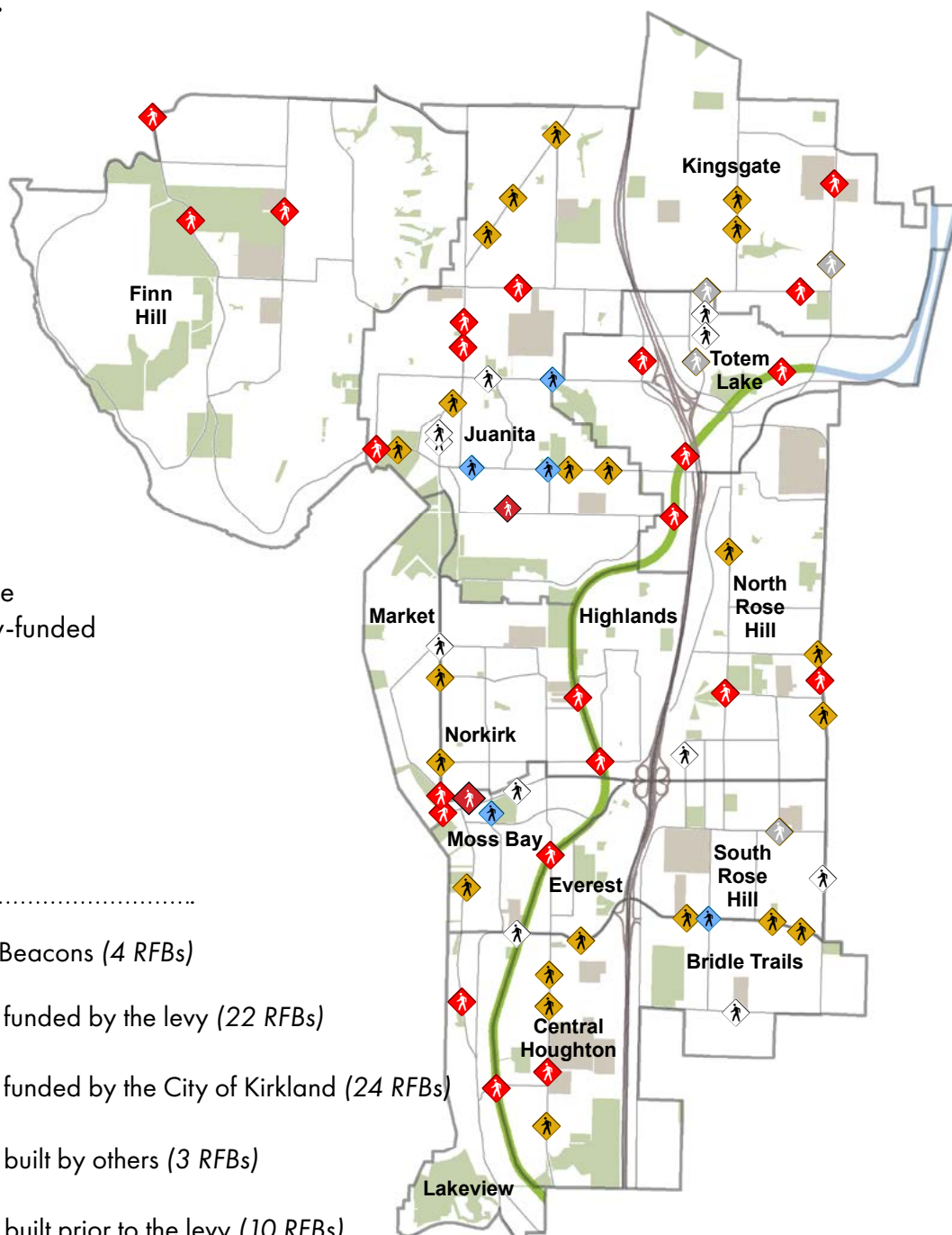
By 2033, the levy will have paid for 50 Rapid Flashing Beacons throughout the City.

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

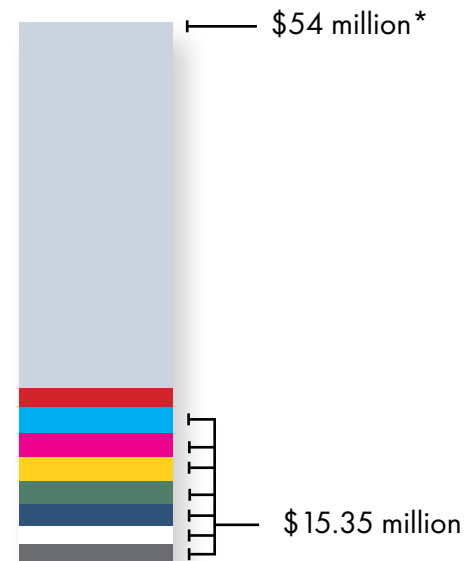


MAKING IT ALL POSSIBLE

The Levy allows Kirkland to complete pedestrian safety and street preservation projects that it otherwise would not be able to pursue. In 2020, the Levy helped Kirkland to pave 5.4 lane-miles of arterials, stripe 19 crosswalks and improve sidewalk access at 16 curb ramps with the Street Preservation Program. ◀

TOTAL INVESTMENT

(Progress toward levy goal)



LEGEND

Remaining on 20-year goal

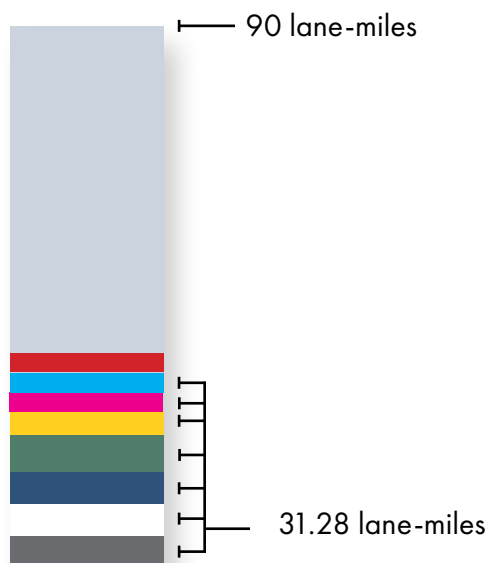
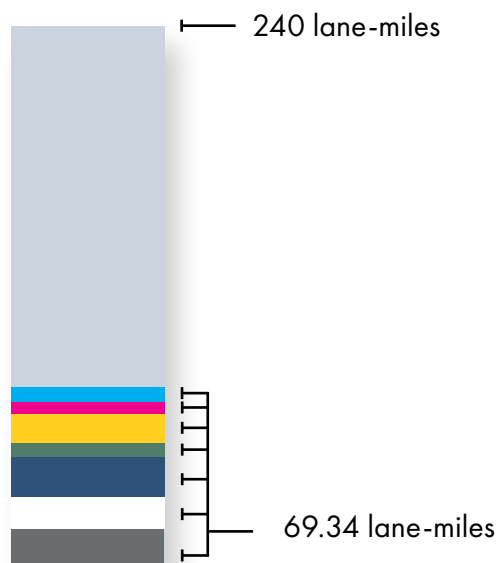
2020

2019

2018

Street Preservation

| Street Preservation | Annual Average Pre-Levy | Total Levy investment (2013-2019) | Levy |
|---|-------------------------|-----------------------------------|------|
| | | | |
| Investment (in millions of dollars) | \$1.75 | \$15.35 | \$1 |
| Arterials (in lane miles) | 6.2 | 31.07 | |
| Neighborhood/collector streets (in lane miles) | 13.7 | 69.34 | |
| Pavement Condition Index score for arterials and collectors | 57 | 74.6 | |
| Crosswalk striping (in crosswalks) | 19.5 | 87 | |
| Sidewalk access (in curb ramps) | 30 | 206 | |

ARTERIAL REPAVING*(Progress toward levy goal)***NEIGHBORHOOD STREET PRESERVATION***(Progress toward levy goal)*

18

2017

2016

2015

2014

2013

| Kirkland's 2020 investments | | | 20-Year Target | Total Levy investment (2013-2020) | Levy's progress toward 20-year goal (2013-2019) |
|-----------------------------|-------------|--------|----------------|--------------------------------------|--|
| | Other Funds | Total | | | |
| 1.87 | \$1.43 | \$3.30 | \$54.00 | \$17.22 | 31.9% |
| 3.1 | 2.3 | 5.4 | 90 | 34.17 | 38% |
| 0 | 0 | 0 | 240 | 69.34 | 29% |
| | | 76.6 | 70 | 76.6 | |
| 10 | 9 | 19 | 230 | 97 | 42% |
| 9 | 7 | 16 | 500 | 215 | 43% |

ENHANCING WALKABILITY

The levy provides a funding option for a variety of projects focused on improving walking and bicycling. In 2020, the levy funded a Neighborhood Safety Program project that will improve the way people cross Central Way's intersection with Market Street.

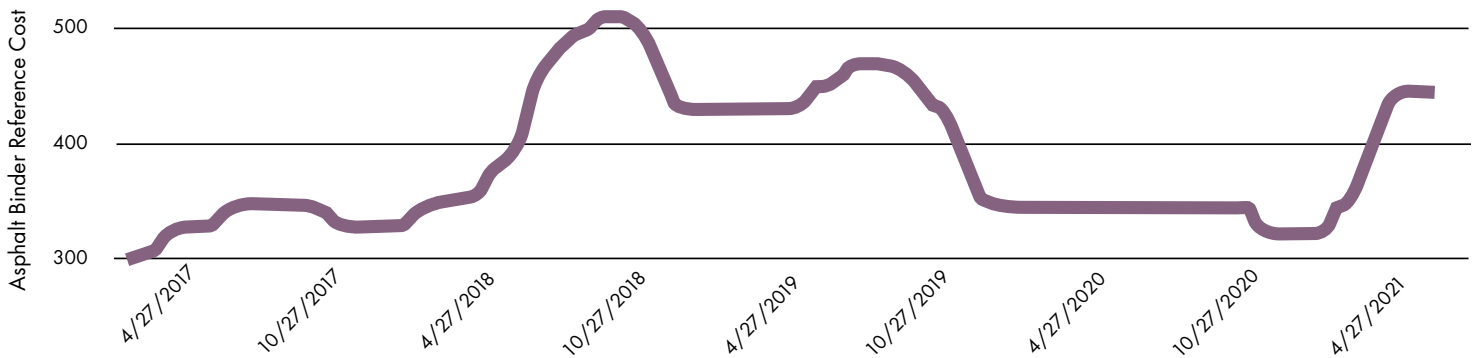
| 2020 NEIGHBORHOOD SAFETY PROGRAM | | | INVESTMENT | |
|----------------------------------|--------------------------------------|------------|-------------|-------------|
| Improvement type | Neighborhood | Levy funds | City funds | Total |
| Intersection re-channelization | Moss Bay (Central Way/Market) | \$100,000 | \$10,000 | \$110,000 |
| Total | | \$100,000 | \$10,000 | \$110,000 |
| Previous Years | | \$201,093 | \$1,190,053 | \$1,427,146 |
| Progress to Date | | \$301,093 | \$1,200,053 | \$1,537,146 |

| 2020 RAPID FLASHING BEACONS | ON A SCHOOL WALK ROUTE? | | | INVESTMENT | | |
|--|-------------------------|-----|---------------|-------------|-------------|----------------|
| Location | No | Yes | School | Levy | Other Funds | Total |
| Moss Bay (Central Way and Main Street) | 1 | | | 0 | \$170,000 | \$170,000.00 |
| Juanita (NE116th Street & 108th Ave. NE) | | 1 | AG Bell | 0 | \$75,675.00 | \$75,675.00 |
| Finn Hill (84th Ave. NE and NE 137th St.) | | 1 | FHMS, Thoreau | 0 | \$110,000 | \$110,000.00 |
| RFB Total 2020 | 1 | 2 | | 0 | \$355,675 | \$355,675.00 |
| Previous Years | 25 | 25 | | \$1,178,349 | \$1,296,186 | \$2,474,535.18 |
| Progress To Date | 26 | 27 | | \$1,178,349 | \$1,651,861 | \$2,830,210.18 |

| 2020 SIDEWALKS | ON A SCHOOL WALK ROUTE (linear feet) | | | INVESTMENT | | | |
|---|--------------------------------------|-----|--------|------------|-------------|-------------|--------------|
| Neighborhood | No | Yes | School | Levy | City Funds | Grant Funds | Total |
| 124th Ave. NE (NE 92nd St. to NE 108th Pl.) | 3,800 | | | 0 | \$2,214,894 | \$275,000 | \$2,489,894 |
| 2020 Total | 3,800 | | | \$0 | \$2,214,894 | \$275,000 | \$2,489,894 |
| Previous Years | 17,306 | | | \$41,458 | \$7,556,517 | \$1,708,107 | \$9,306,082 |
| Progress to Date | 21,106 | | | \$41,458 | \$9,771,411 | \$1,983,107 | \$11,795,976 |

PURCHASING POWER

The rising prices of oil and asphalt could reduce the number of lane-miles Kirkland can pave in the near future. As the chart below indicates, however, prices are still below the fall 2018 peak.



Asphalt prices in western Washington held at \$445 per binder in June 2021, after jumping \$122 in the span of two months.

The rising costs of oil are a primary driver, says George Minassian, Ph.D., Kirkland's capital projects supervisor and an expert in pavement materials.

And oil prices—coupled with those for labor and other relevant commodities, such as gravel—could limit the lane-miles of streets Kirkland can repave in the near future.

"Our biggest cost is oil," says Cliff Schroeder, general manager for Watson Asphalt Paving Company, the

contractor Kirkland hired to pave arterials in 2021.

"And oil's price is going up. I just got another notice yesterday. It's going to peak out higher than we've ever had."

If prices level off, however, as they did in spring, the recent price-increases will likely have little effect on the number of lane-miles Kirkland is able to pave.

That's because, by law, paving contractors must first absorb the first five percent of escalating prices.

"It's worked the other way too," Schroeder says. "When oil prices went down, we were given a credit back."



Gravel awaits processing at the Watson Asphalt Paving Company's Redmond facility. More than five percent of asphalt's total weight is oil.

WHERE PROPERTY TAXES GO

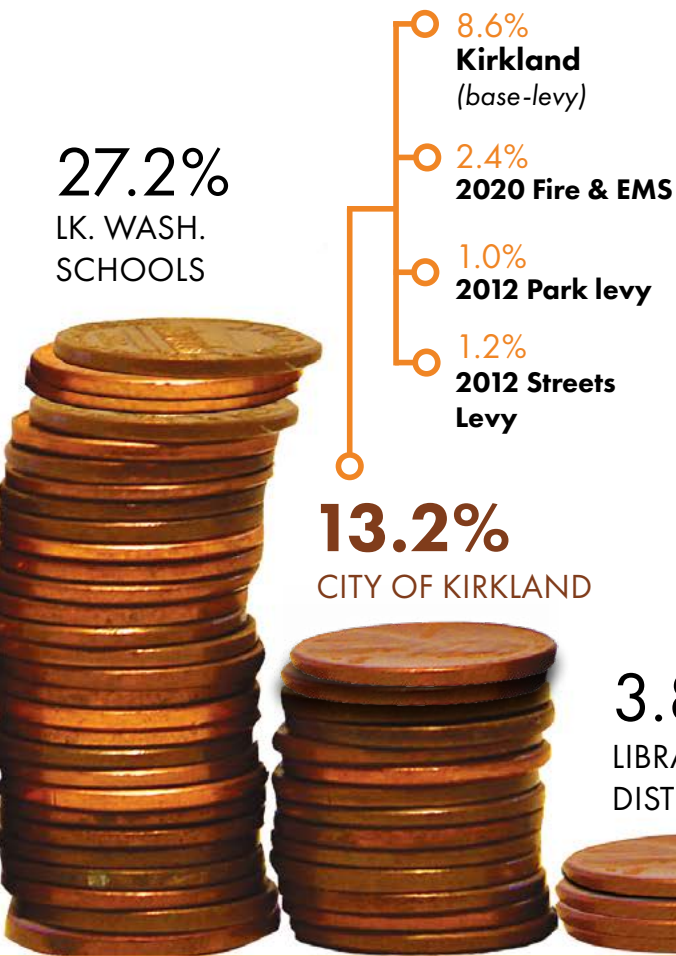


THE PRICE OF KIRKLAND'S GOVERNMENT

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 2020 and its projection for the 2021-2022 budget-cycle. ◀



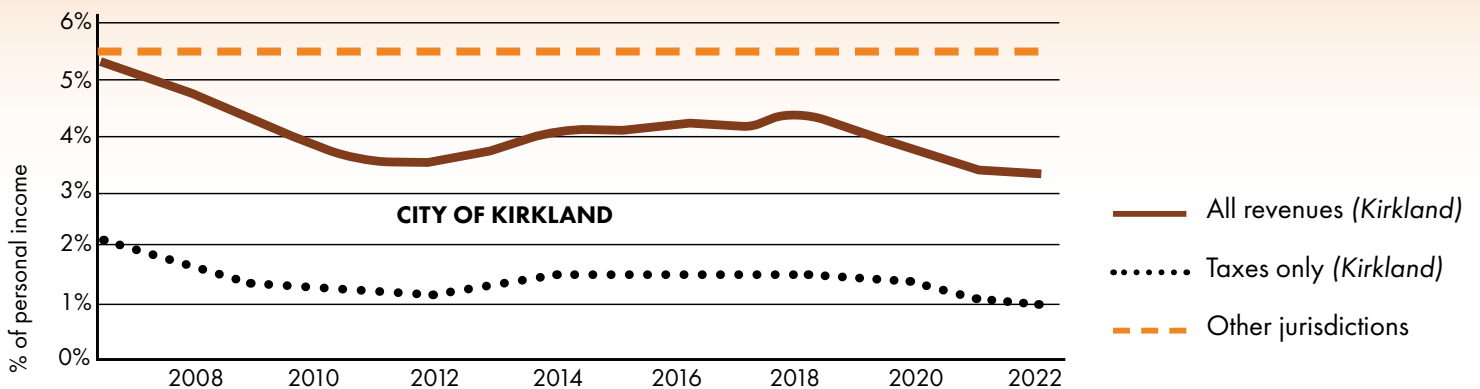
The Streets Levy accounts for less than 1.5 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

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' 2020 property taxes. ◀



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