

► LEVY IMPROVES KIRKLAND'S NETWORK OF ROADS

Kirkland

A 2014 ACCOUNTABILITY REPORT ON THE STREET MAINTENANCE and PEDESTRIAN SAFETY LEVY PROGRAM

COMMON GOOD

Neighborhood Safety Program

focuses on greatest benefit PG. 17



SAFETY IMPROVES

for walking and bicycling PG. 10





THE PURPOSE **OF PROCESS**


Residents ease the process by participating in focus groups

Inside Peter Kirk Community Center's Sun Room, 17 residents took seats around a conference table, ready to answer a series of questions about an event they had all experienced more than a year earlier.

They had no external reason to come—no incentive to lure them or consequence to compel them through that November evening

drizzle. Theirs was a cause of civic altruism.

By participating in the focus groups, these 17 strangers improved the way Kirkland's staff communicates with its residents about the process of maximizing their neighborhood roads' useful lives. The process to do that lasts just eight hours. But the burden on residents is direct. Residents can't drive, walk or allow water



Kirkland used levy funds in 2014 to extend by five to 10 years the lives of neighborhood roads in the Market, Norkirk, Bridle Trails and South Rose Hill neighborhoods.

to drain on the road once crews have spread slurry seal over it. If they need to drive their vehicles while the slurry seal is curing, they must park their vehicle somewhere else—sometimes blocks away. The inconvenience causes some to question its purpose.

That purpose is fundamental to the City's core obligations: to provide more durable and

less expensive roads. Slurry seal adds another five to 10 years of use to Kirkland's neighborhood roads—all for about \$1,600 a block. It prevents rain, sleet and snow from undermining the road's structure. The levy is helping Kirkland preserve more roads every year. And residents are helping each other understand the process. ◀

People with disabilities may request materials in alternate formats. Kirkland's policy is to fully comply with Title VI of the Civil Rights Act by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with the City. To request an alternate format, file a complaint or for questions about Kirkland's Title VI Program, contact the Title VI Coordinator at (425) 587-3831 (TTY Relay: 711) or titlevicoordinator@kirklandwa.gov.

ANOTHER 40 MILES

The levy enabled Kirkland in 2014 to overlay 11.6 lane-miles of arterials and slurry seal 30 lane-miles of neighborhood streets.

Kirkland added five to eight years of life in 2014 to 30 lane-miles of neighborhood roads in four different neighborhoods, thanks largely to the levy. Bridle Trails, South Rose Hill, Norkirk and Market neighborhoods received slurry seal.

The levy also helped the City resurface 11.6 arterial lane-miles in 2014 (*indicated in black on this map*).

The levy is helped Kirkland repave 10 arterial lane miles in 2015. These road sections are indicated below:

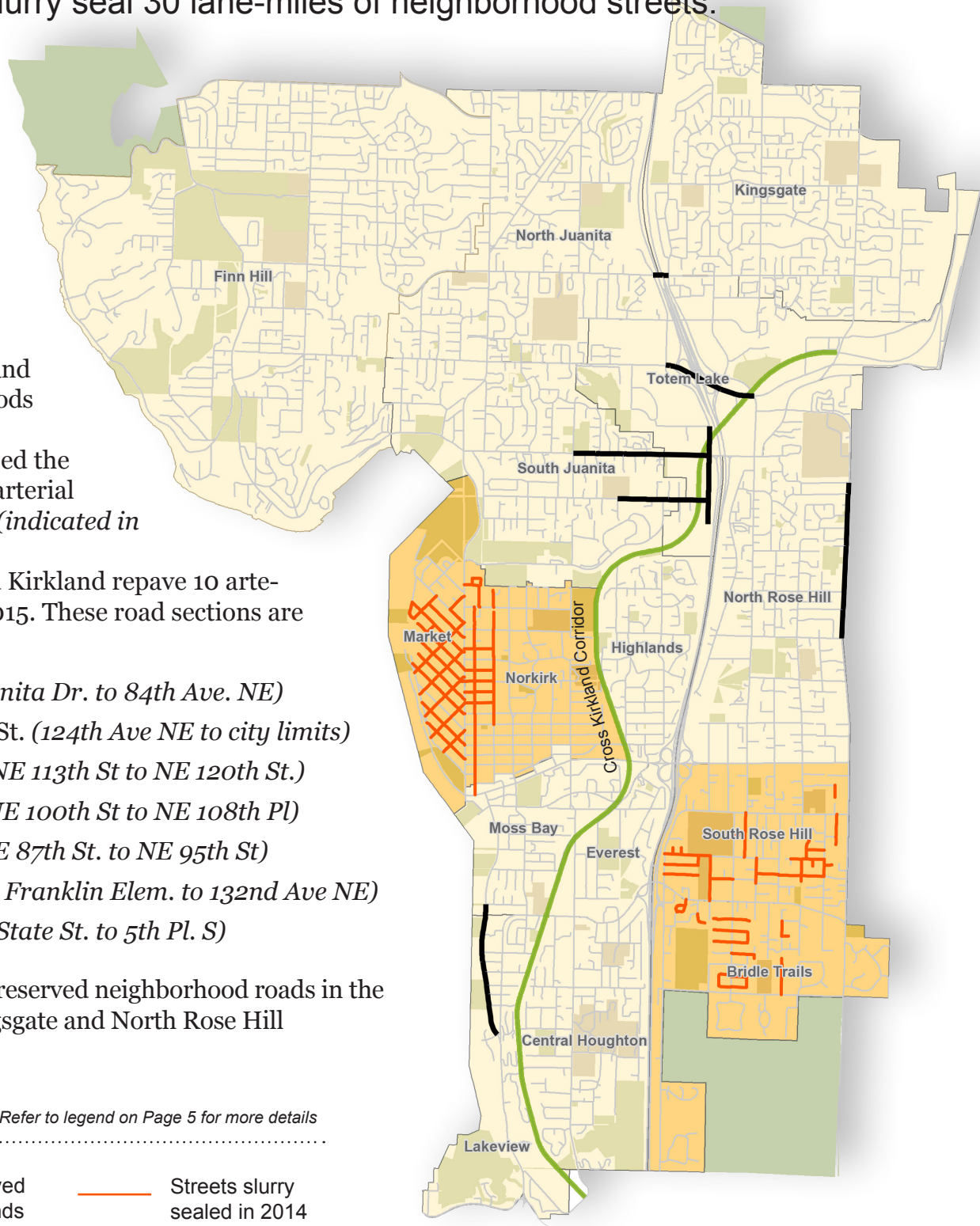
- NE 141st St. (Juanita Dr. to 84th Ave. NE)
- NE 144th/143rd St. (124th Ave NE to city limits)
- 132nd Ave. NE (NE 113th St to NE 120th St.)
- 124th Ave. NE (NE 100th St to NE 108th Pl)
- 116th Ave NE (NE 87th St. to NE 95th St)
- NE 60th St. (Ben Franklin Elem. to 132nd Ave NE)
- Seventh Ave. S. (State St. to 5th Pl. S)

In 2015, Kirkland preserved neighborhood roads in the North Juanita, Kingsgate and North Rose Hill neighborhoods.

LEGEND

Refer to legend on Page 5 for more details

- Streets repaved with 2014 funds
- Streets slurry sealed in 2014









PROGRESS CONTINUES

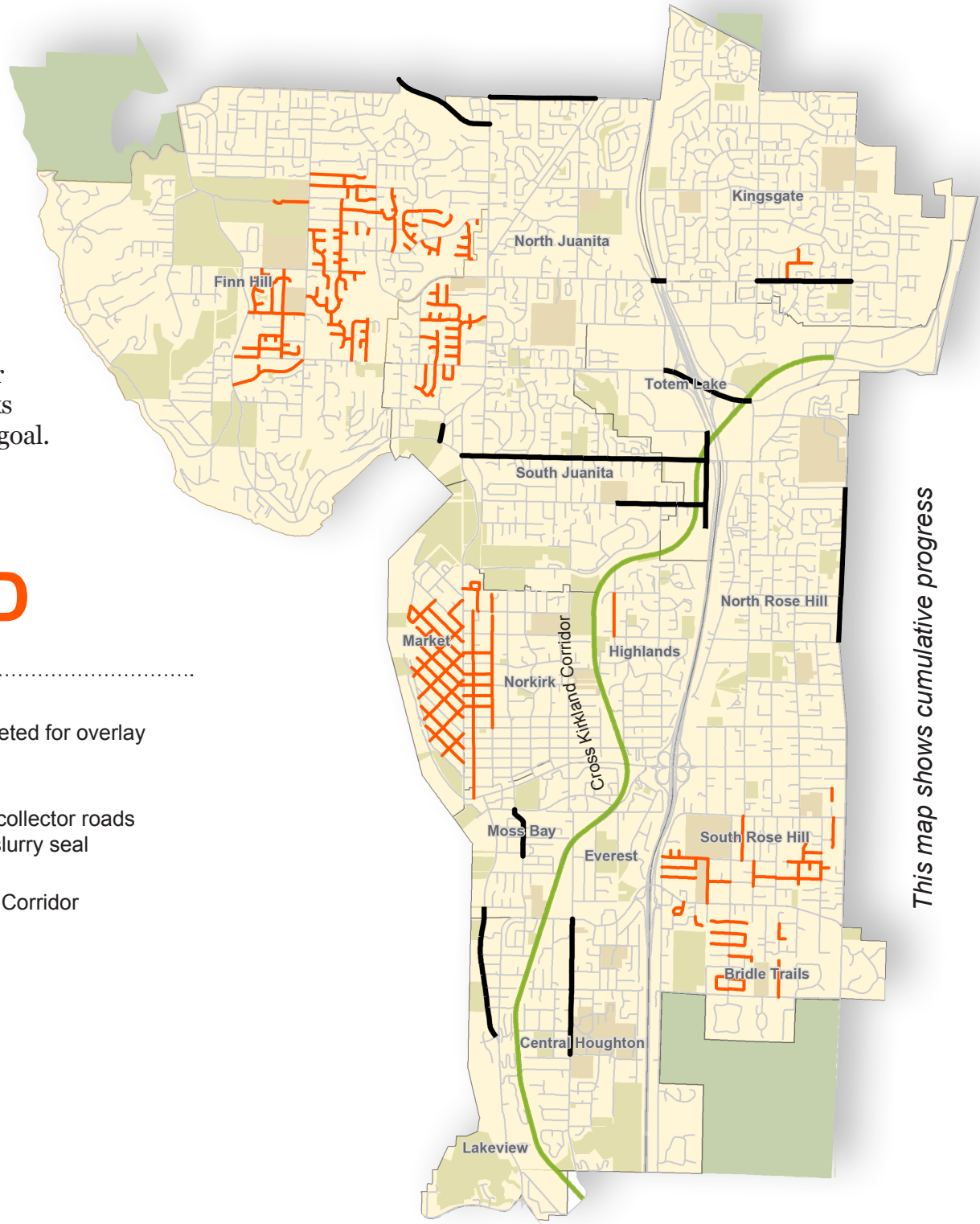
By 2033, the levy will have paid for the preservation of 240 lane-miles of neighborhood roads and repaved 90 lane-miles of arterials.

Kirkland's residents approved an ambitious goal when they passed the levy: Treat every eligible neighborhood road, repair potholes and reduce long-term maintenance costs for roads. This map tracks progress toward that goal.

LEGEND

Refers to maps on pages 4 & 5

-  Arterials completed for overlay
-  Neighborhood/collector roads completed for slurry seal
-  Cross Kirkland Corridor
-  Schools
-  Parks
-  Interstate 405



This map shows cumulative progress

THE PRICE OF DELAY

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

Pavement Condition Index (PCI) rating

85

70

55

40

25



Weathered: A few superficial cracks
Treatment: Slurry seal
Cost: \$1,600/City block



Minor: Linear cracks; alligator cracks; rutting
Treatment: Resurface
Cost: \$17,000/City block



Serious: Extensive alligator cracks, potholes
Treatment: Reconstruct
Cost: \$65,000/City block

WE DON'T DO WORST FIRST

Kirkland's strategy is to keep most roads in good condition, rather than a few in perfect condition.

The strategy focuses resources on most of Kirkland's neighborhood roads—those roads that are still in good condition, but nearing a monetary point of no return. The reason: For the costs of reconstructing a single City block, Kirkland can slurry seal 41 blocks. The result is a network of functioning streets that are relatively inexpensive to maintain. A “worst-first” strategy would result in the opposite: A few functioning streets and a backlog of failing roads that are too expensive to repair.

To squeeze more life out of Kirkland's failing roads, City crews patch potholes and alligator cracks. The exception in 2013 was 97th Avenue Northeast from Juanita Drive to 119th Way. Potholes and alligator cracks had destroyed 341 feet of that road beyond a street overlay's capacity to repair it. The section—less than a City block—required total reconstruction. The cost, more than \$65,000, illustrates why it was Kirkland's first curb-to-curb road reconstruction in nearly a decade. ◀



A toddler pushes his balance bike up Northeast 61st Street in the Bridle Trails neighborhood, shortly after the City of Kirkland treated it in 2012 with slurry seal. Residents of the neighborhood said in a pair of focus groups conducted November 2013 that they were pleased with their treated street surface, even though it initially had more friction.



SPACE FOR **PEOPLE**

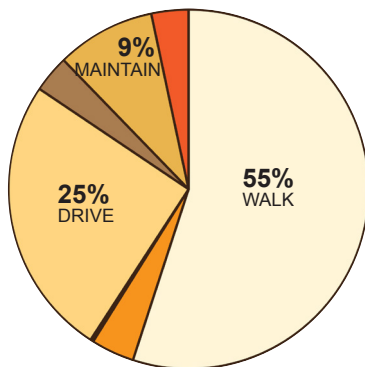
Repaving Lake Washington Boulevard presented the City of Kirkland in 2014 with an opportunity to enhance the arterial's ability to move people, not just cars. Transportation engineers preserved on-street parking and dedicated an extra foot of space to cycling by narrowing the automobile lanes to nine and-a-half feet. The result of this new configuration is roomier bike lanes, shorter pedestrian crossings and slower automobile speeds. ◀



SUGGEST-A-PROJECT

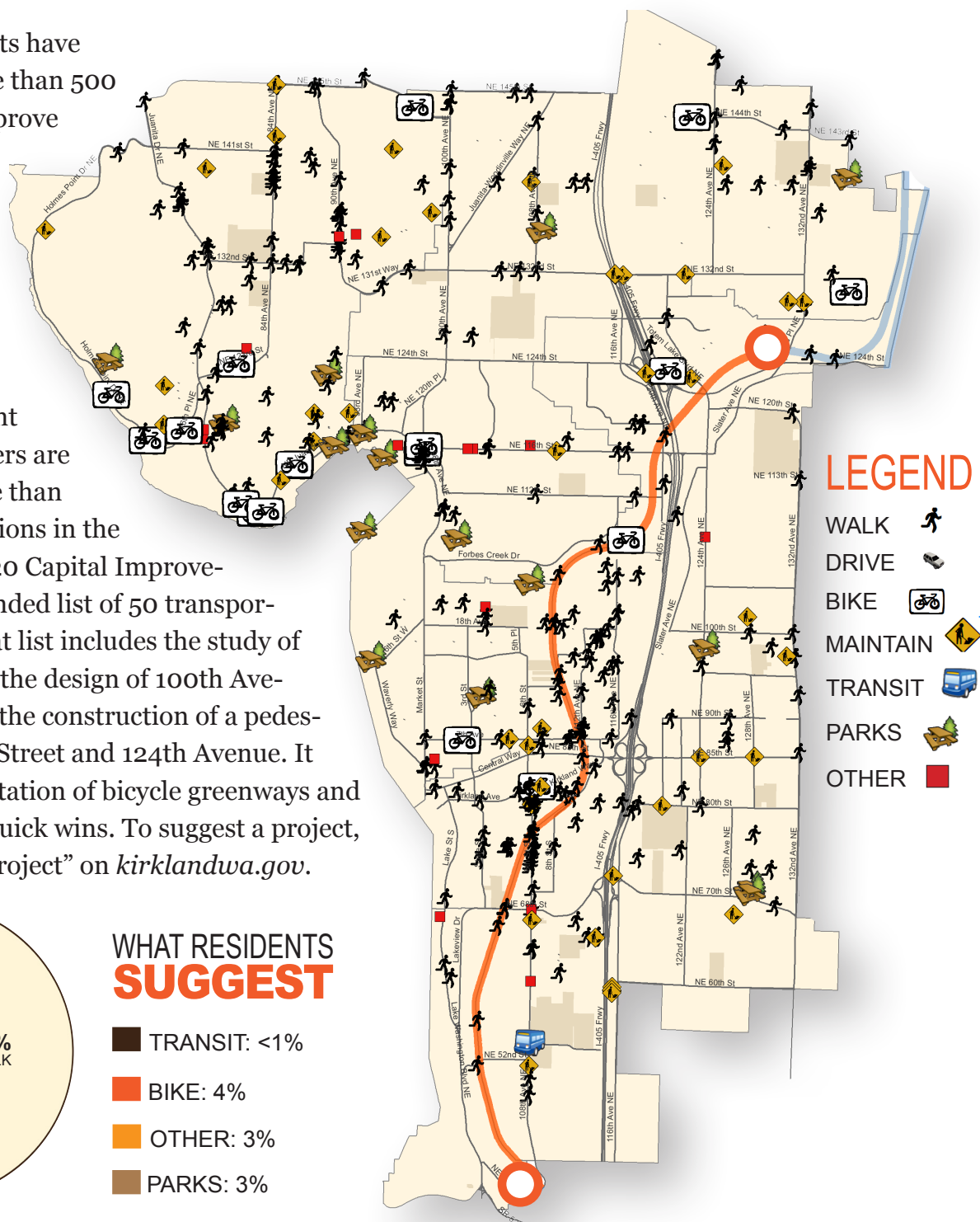
Residents suggested more than 60 percent of the projects in the proposed capital improvement program's list of funded transportation projects.

Kirkland residents have suggested more than 500 specific ways to improve their city since 2011, when Kirkland leaders unveiled an interactive map that invites the public to help shape the capital improvement program. City leaders are incorporating more than 30 of those suggestions in the proposed 2015-2020 Capital Improvement Program's funded list of 50 transportation projects. That list includes the study of Sixth Street South, the design of 100th Avenue Northeast and the construction of a pedestrian bridge at 124 Street and 124th Avenue. It includes implementation of bicycle greenways and the Juanita Drive quick wins. To suggest a project, search "suggest a project" on kirklandwa.gov.



WHAT RESIDENTS SUGGEST

- TRANSIT: <1%
- BIKE: 4%
- OTHER: 3%
- PARKS: 3%





This rapid flashing beacon aided this student's Oct. 8, 2013 journey across Northeast 116th Street to Alexander Graham Bell Elementary School.

GETTING SAFER

The Streets Levy leverages state and federal grants to complete school walk routes and to make the City safer for foot and bike travel.

Kirkland residents now have 34 rapid flashing beacons to illuminate them at crosswalks throughout the City. Kirkland used levy funds in the 13 months after the levy's passage to build nearly half of those. The City completed construction in January 2014 on all of the levy-funded pedestrian improvements planned through December 2014. The City also used the levy to leverage state and federal grants for safety features, such as sidewalks and flashing beacons. This includes an \$86,000 Transportation Improvement Board grant that helped pay for a sidewalk along 112th Avenue Northeast and a Washington Traffic Safety grant that paid for all but the in-house labor to install crosswalk lights on 84th Avenue Northeast, near Finn Hill Junior High, Carl Sandburg and Thoreau elementary schools. ◀

FLASHING BEACONS

The levy has paid for more than half of the rapid flashing beacons the City has installed at crosswalks throughout Kirkland.

Pedestrian safety increased at 15 Kirkland crosswalks within 15 months of the levy's passage.

Levy-funded beacons

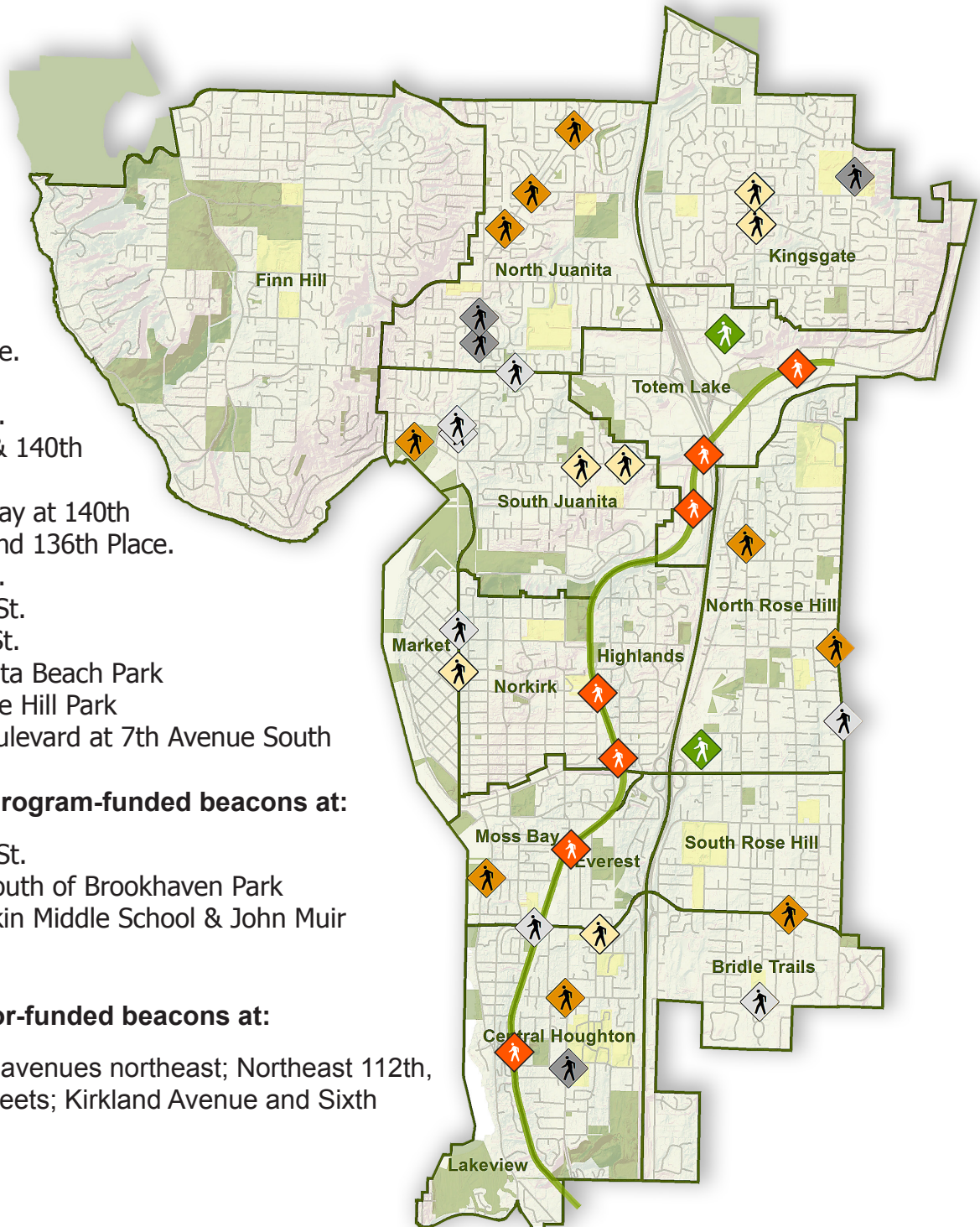
- ◆ Market & 15th Ave.
- ◆ 116th St. at 110th Ave. & at 113th Ave.
- ◆ 68th St. at 111th Ave.
- ◆ 124th Ave. at 137th & 140th streets
- ◆ Juanita-Woodinville Way at 140th St., and at 143rd Place and 136th Place.
- ◆ 108th Ave. at 60th St.
- ◆ 132nd Ave. at 100th St.
- ◆ 124th Ave. at 108th St.
- ◆ Juanita Drive at Juanita Beach Park
- ◆ 70th St. at South Rose Hill Park
- ◆ Lake Street South Boulevard at 7th Avenue South

Capital Improvement Program-funded beacons at:

- ◆ 108th Ave. and 53rd St.
- ◆ 100th Ave. north & south of Brookhaven Park
- ◆ 132nd Ave. at Kamiakin Middle School & John Muir Elementary

Cross Kirkland Corridor-funded beacons at:

- ◆ 128th, 120th & 108th avenues northeast; Northeast 112th, 110th, 87th and 52nd streets; Kirkland Avenue and Sixth Street South



IN 19 YEARS ...

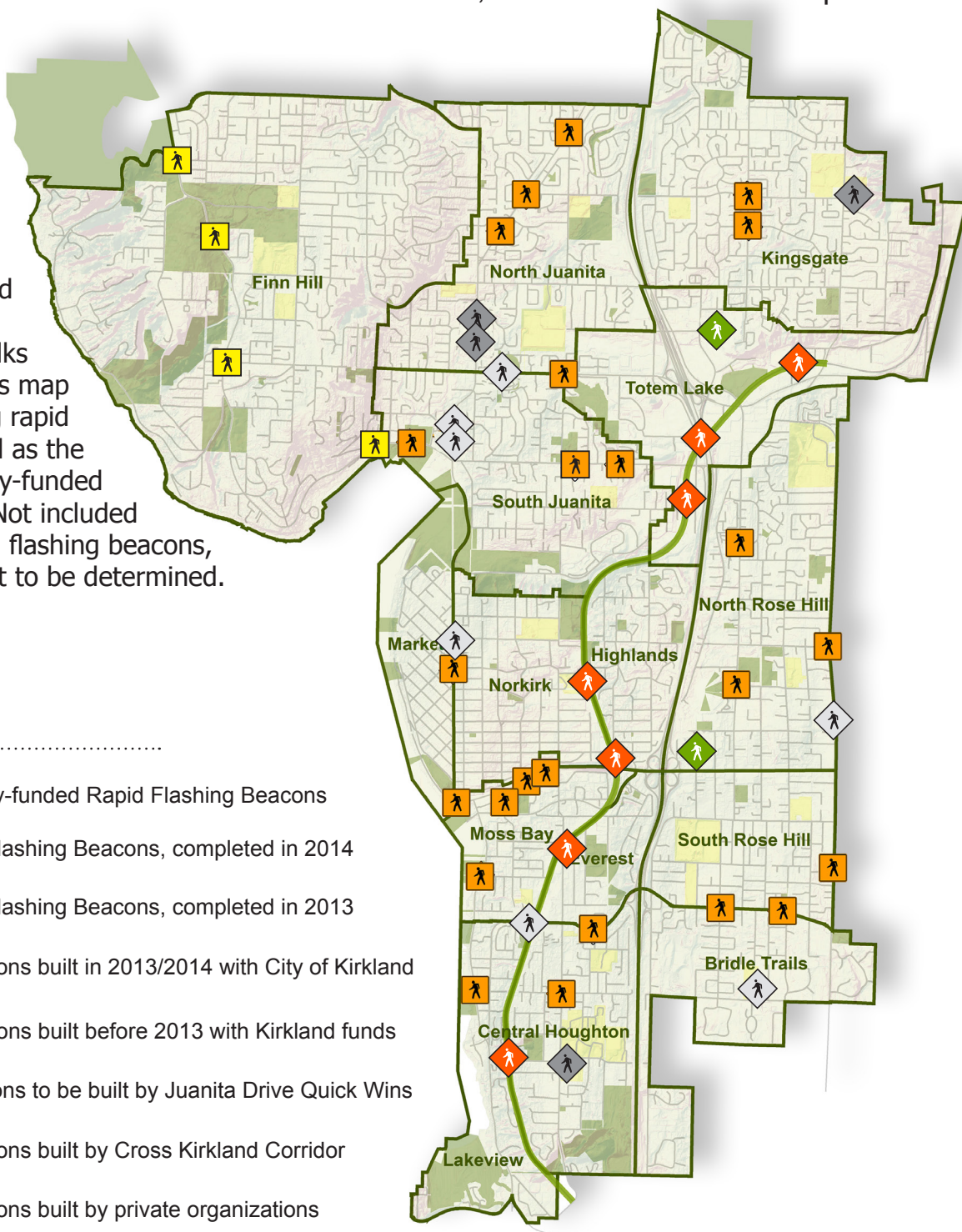
Kirkland will have 50 levy-funded Rapid Flashing Beacons at crosswalks throughout the City. The locations of 18 of those are undetermined and, therefore not on this map.

With its Complete Streets Ordinance, school walk routes 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

-  Present & future Levy-funded Rapid Flashing Beacons
-  Levy-funded Rapid Flashing Beacons, completed in 2014
-  Levy-funded Rapid Flashing Beacons, completed in 2013
-  Rapid Flashing Beacons built in 2013/2014 with City of Kirkland
-  Rapid Flashing Beacons built before 2013 with Kirkland funds
-  Rapid Flashing Beacons to be built by Juanita Drive Quick Wins
-  Rapid Flashing Beacons built by Cross Kirkland Corridor
-  Rapid Flashing Beacons built by private organizations

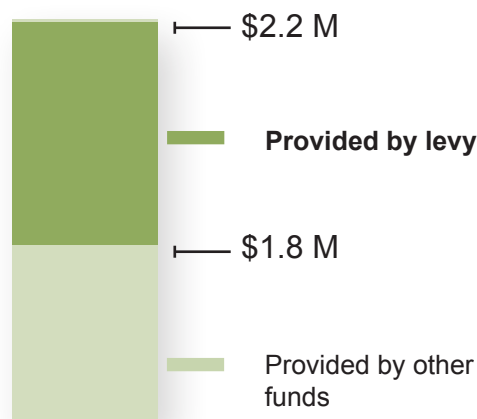


MORE IS NOW POSSIBLE

The levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2014 alone, the levy empowered Kirkland to pave more than five lane miles of arterials, preserve 14.6 lane miles of neighborhood roads and protect nine crosswalks with rapid flashing beacons. ◀

2014 INVESTMENT

(Actual expenditures for street preservation)



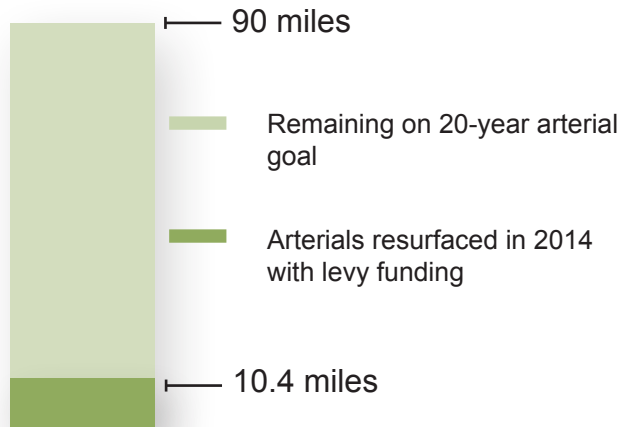
STREET PRESERVATION	ANNUAL AVERAGE PRE-LEVY
Investment (in dollars)	\$1.75 million
Arterials (in lane miles)	6.2
Neighborhood/collector streets (in lane miles)	13.7
Arterial/collector score on the pavement condition index	57
Crosswalk striping (in crosswalks)	19.5
Wheelchair access (in curb ramps)	30
PEDESTRIAN SAFETY (2014)	
Investment (in dollars)	No dedicated funding
Rapid Flashing Beacons	0 - 1

*Based on 20-year projection of levy budget.

#Includes pedestrian safety measures, other than Rapid Flashing Beacons.

ARTERIAL PRESERVATION

(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



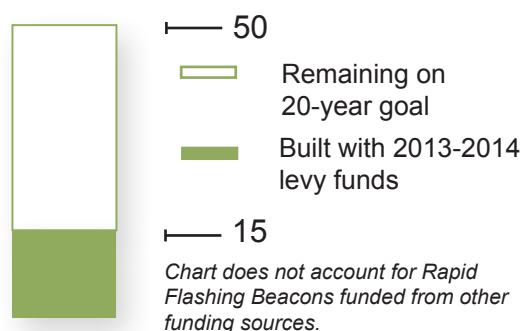
2014 INVESTMENT			LEVY PROGRESS	
LEVY	OTHER FUNDS	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
\$2.2 million	\$1.8 million	\$4 million	\$54 million*	\$3.94 million
5.3	6.3	11.6	90	10.4
14.6	12	26.6	240	25.6
—	—	62.3	70	62.3
19	12	31	230	32
23	32	55	500	52
\$320,000	\$245,700	\$510,700	\$6 million**	\$565,500
9	9	18	50	15

SAFE ROUTES TO SCHOOL	2014 INVESTMENT			LEVY PROGRESS
	LEVY	OTHER FUNDING	TOTAL	PROGRESS TO DATE
Investment	\$31,000	0	\$31,000	\$245,500
Rapid Flashing Beacons (<i>systems</i>)	1	0	1	5
Sidewalks (<i>in linear feet</i>)	0	0	0	0

IMMEDIATE RESULTS

By January 2014, Kirkland installed Rapid Flashing Beacons at 19 crosswalks throughout the community. The levy funded 15 of those. These tables show Kirkland's 2013-2014 efforts to improve pedestrian safety.

FUNDED BY THE LEVY (Rapid Flashing Beacons)



NEIGHBORHOOD TRAFFIC & PEDESTRIAN SAFETY	2014 INVESTMENT			LEVY PROGRESS
	LEVY	OTHER FUNDING	TOTAL	PROGRESS TO DATE
Investment	\$289,000	\$245,700	\$534,700	\$544,000
Rapid Flashing Beacons (<i>systems</i>)	8	9	17	10
Sidewalks (<i>in linear feet</i>)	0	0	0	0

ALL CITY OF KIRKLAND PROGRAMS (<i>since 2013</i>)	TOTAL INVESTMENT TO DATE		
	LEVY	OTHER FUNDING	TOTAL
Investment	\$789,500	\$2.1 M	\$2.9 M
Rapid Flashing Beacons (<i>in systems</i>)	15	11	26
Sidewalks (<i>in linear feet</i>)	0	3,466	3,466

COMMON GOOD

The levy is helping fund 14 projects that emerged from the Neighborhood Safety Program.

The most direct route from the Cross Kirkland Corridor to the Houghton shopping area is to slide down a 30-foot-long game trail and jump the remaining four feet to the sidewalk on Northeast 68th Street.

It's a connection that requires a lot of caution and traction. That will change later in 2015, however, when construction crews build a concrete staircase that will connect the Cross Kirkland Corridor to the shopping district and Lakeview Elementary School.

"We knew people were scrambling down that hillside," says Bea Nahon, the Moss Bay neighborhood's representative on the Kirkland Alliance of Neighborhoods. "We figured somebody's probably going to hurt themselves eventually."

The staircase is one of 14 Neighborhood Safety Program projects the Street Levy will help fund in 2015.

The process to choose those 14 projects began in De-



Descending from the Cross Kirkland Corridor to Northeast 68th Street requires caution.

cember 2014, when the City of Kirkland asked each of Kirkland's 13 neighborhood associations to propose projects that would improve safety in their respective neighborhoods.

The most deserving proposals would earn a combined \$150,000 from the Street Levy and \$200,000 from the Walkable Kirkland Initiative. No individual project could earn more than \$50,000.

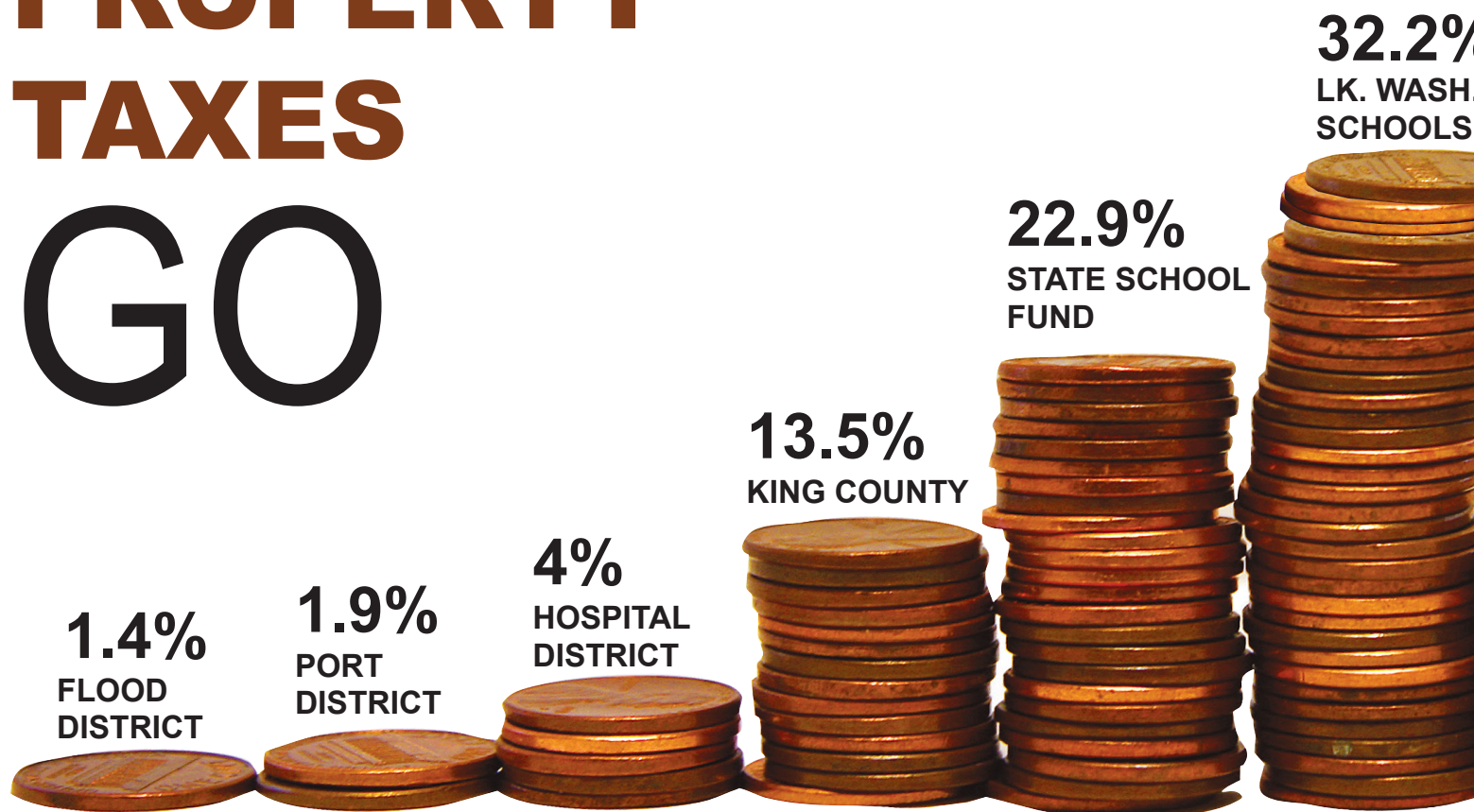
The question, of course, is which projects are the most deserving. To answer that question, two panels—one comprised of City staff; the other of City residents—created criteria favoring projects that benefit the entire city.

"Everybody is an advocate for their own neighborhood," Nahon said. "But when you hear about somebody else's project, and you realize it's better, you think: 'That project should get the funding.'"

This was the case with the stairs that will connect Lakeview Elementary and the Houghton shopping center to the Cross Kirkland Corridor. The site, of course, is in the Houghton neighborhood. But the project's sponsor is the Lakeview Neighborhood Association. And the idea for it originated in the Highlands neighborhood.

"There is a sense of community in the Kirkland Alliance of Neighborhoods, like we're all in this together," says Chuck Pilcher, co-chair of the Lakeview Neighborhood Association. ◀

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 below 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 for a target of five to six percent. Kirkland's is well below that standard. ◀

The Street levy accounts for less than 2 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 General Fund. State law limits Kirkland to an annual increase of its regular property tax levy by the implicit price deflator or by 1%, whichever is less. Voters can give Kirkland authority to exceed this limitation, which they did November 6, 2012, when they passed the Streets and Parks levies. ◀

98.34%
Other property taxes



1.66%
Street levy

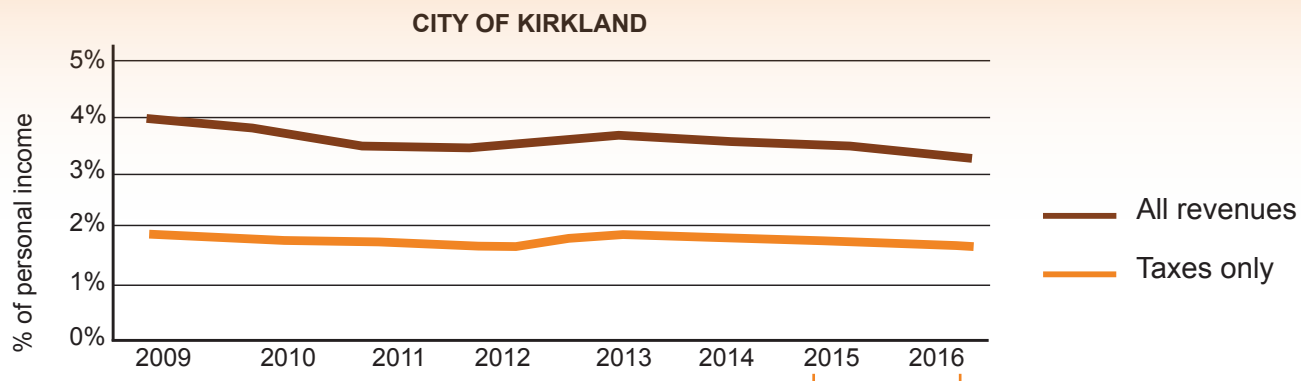
15.1%
CITY OF KIRKLAND

5%
LIBRARY DISTRICT

3%
EMERGENCY SERVICES (COUNTY)

1.66%
STREET LEVY

1.29%
PARK LEVY



KIRKLAND CITY COUNCIL

(425) 587-3001

Mayor Amy Walen



Deputy Mayor Penny Sweet

Jay Arnold



Dave Asher



Shelley Kloba



Doreen Marchione



Toby Nixon



CITY STAFF

CITY MANAGER'S OFFICE

Kurt Triplett, City Manager 587-3001

Marilynne Beard, Deputy City Manager 587-3008

Tracey Dunlap, Deputy City Manager 587-3101

PUBLIC WORKS

Kathy Brown, Director 587-3802

CITY ATTORNEY'S OFFICE

Robin Jenkinson, City Attorney 587-3031

FINANCE AND ADMINISTRATION

Michael Olson, Director 587-3146

POLICE

Eric Olsen, Chief 587-3403

FIRE/BUILDING

Kevin Nalder, Chief 587-3601

HUMAN RESOURCES & PERFORMANCE MANAGEMENT

James Lopez, Director 587-3212

INFORMATION TECHNOLOGY

Brenda Cooper, Chief Information Officer 587-3051

PARKS & COMMUNITY SERVICES

Jennifer Schroder, Director 587-3301

PLANNING & COMMUNITY DEVELOPMENT

Eric Shields, Director 587-3226