

► LEVY HELPS CREATE CONNECTIONS TO CROSS KIRKLAND CORRIDOR

Kirkland

AN ACCOUNTABILITY REPORT ON THE 2015 STREET MAINTENANCE AND PEDESTRIAN SAFETY LEVY PROGRAM

MORE VISIBLE

City marks N.E. 144th St.
bike lanes with color PG. 10

TAKING REQUESTS

Levy helps fund Neighborhood
Safety Program projects PG. 9

A student descends the 116th Avenue stairs to the Cross Kirkland Corridor from the Highlands neighborhood.



MAKING IT **CONNECT**

The streets levy is connecting residents to the Cross Kirkland Corridor, which connects them to education, recreation and employment.

Until 2015, Highlands residents' most direct route to the Cross Kirkland Corridor was to descend a steep hillside along stairs that had been slickened by years of erosion.

So resident Karen Story and many of her Highlands residents decided to rebuild them.

They applied for help from the City's Neighborhood Safety Program, a program that awards up to \$50,000 for small capital projects that improve safety for walking and bicycling. The levy, in turn, helps fund the Neighborhood Safety Program.

With this City-Neighborhood partnership and the \$12,000 grant that resulted from it, Highlands residents contributed 200 hours in volunteer labor to rebuild the stairs. The result: a safe and direct connection to the 5.75-mile-long Cross Kirkland Corridor.

The 116th Avenue stair project is one of four Cross Kirkland Corridor connections funded in

2015 by the City of Kirkland's Neighborhood Safety Program.

Those connections include improved walkways on Northeast 60th Street, 116th Avenue Northeast, and Kirkland Avenue. They also include bicycle-friendly staircases at Northeast 68th Street.

These connections cost less than \$200,000.

"Not a whole lot, considering what we're getting out of it," says Kari Page, Kirkland's coordinator for the Cross Kirkland Corridor and the Neighborhood Safety Program. "The Cross Kirkland Corridor has really become a community project. Residents have contributed their labor, materials and their ideas to create these connections. Our Cross Kirkland Corridor community extends beyond Kirkland's city limits."

See page 9 for a map of Neighborhood Safety Program projects, which the street levy made possible.

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ANOTHER 39 MILES

The levy funded 4.4 of the nine lane-miles Kirkland overlaid in 2015. The levy funded 17.6 of the 30.8 lane-miles of streets it slurry sealed in 2015.



Kirkland added five to eight years of life in 2015 to 30.8 lane-miles of neighborhood roads in three different neighborhoods, thanks largely to the levy. The City sealed residential streets in Juanita, Kingsgate and North Rose Hill.

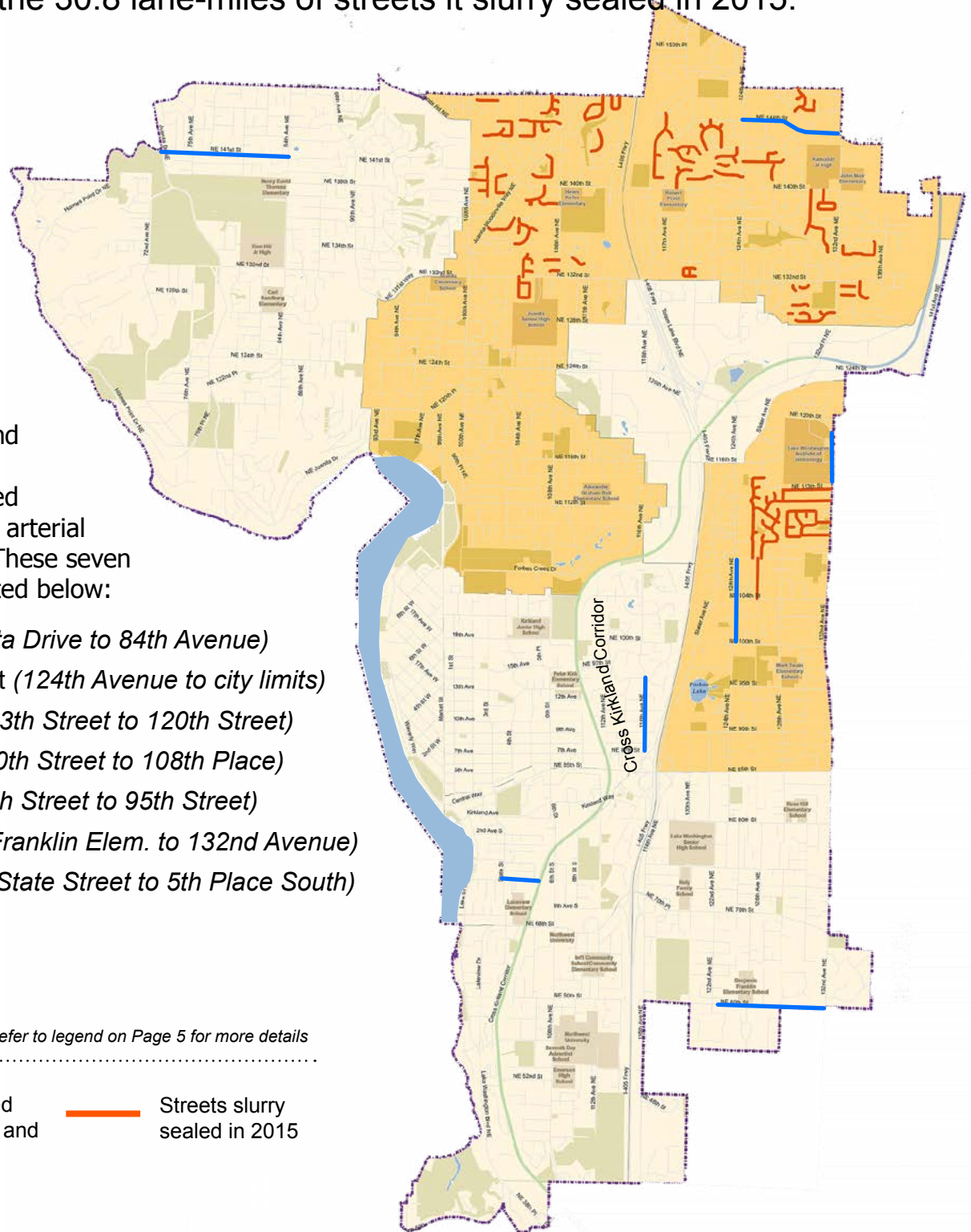
The levy also helped Kirkland repave nine arterial lane-miles in 2015. These seven road sections are listed below:

- 41st Street (Juanita Drive to 84th Avenue)
- 144th/143rd Street (124th Avenue to city limits)
- 132nd Avenue (113th Street to 120th Street)
- 124th Avenue (100th Street to 108th Place)
- 116th Avenue (87th Street to 95th Street)
- 60th Street (Ben Franklin Elem. to 132nd Avenue)
- Seventh Avenue (State Street to 5th Place South)

LEGEND

Refer to legend on Page 5 for more details

- | | | | |
|--|---|---|-------------------------------|
|  | Streets repaved with 2015 levy and City funds |  | Streets slurry sealed in 2015 |
|--|---|---|-------------------------------|



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 goal 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 that goal.

LEGEND

- 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

WE DON'T DO WORST FIRST

Kirkland aims to get most roads' pavement to good condition rather than keep a few in perfect condition.

The strategy focuses resources on most of Kirkland's neighborhood roads—those that are still in good, but nearing irreparable conditions. The reason: For the costs of reconstructing a single City block, Kirkland can preserve 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 extend the lives of Kirkland's 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. Repaving it wouldn't repair it. The section—less than a City block—required total reconstruction. ◀

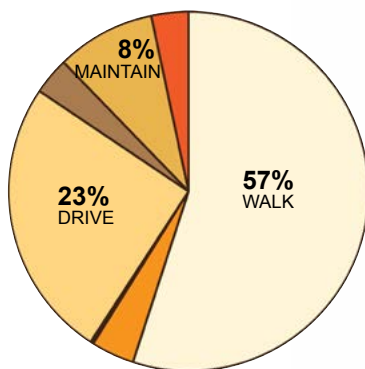


A toddler pushes his balance bike up Bridle Trails neighborhood's Northeast 61st Street in 2012. Residents of the neighborhood said in a pair of focus groups conducted that they were satisfied with their sealed street, though it initially had more friction.

SUGGEST-A-PROJECT

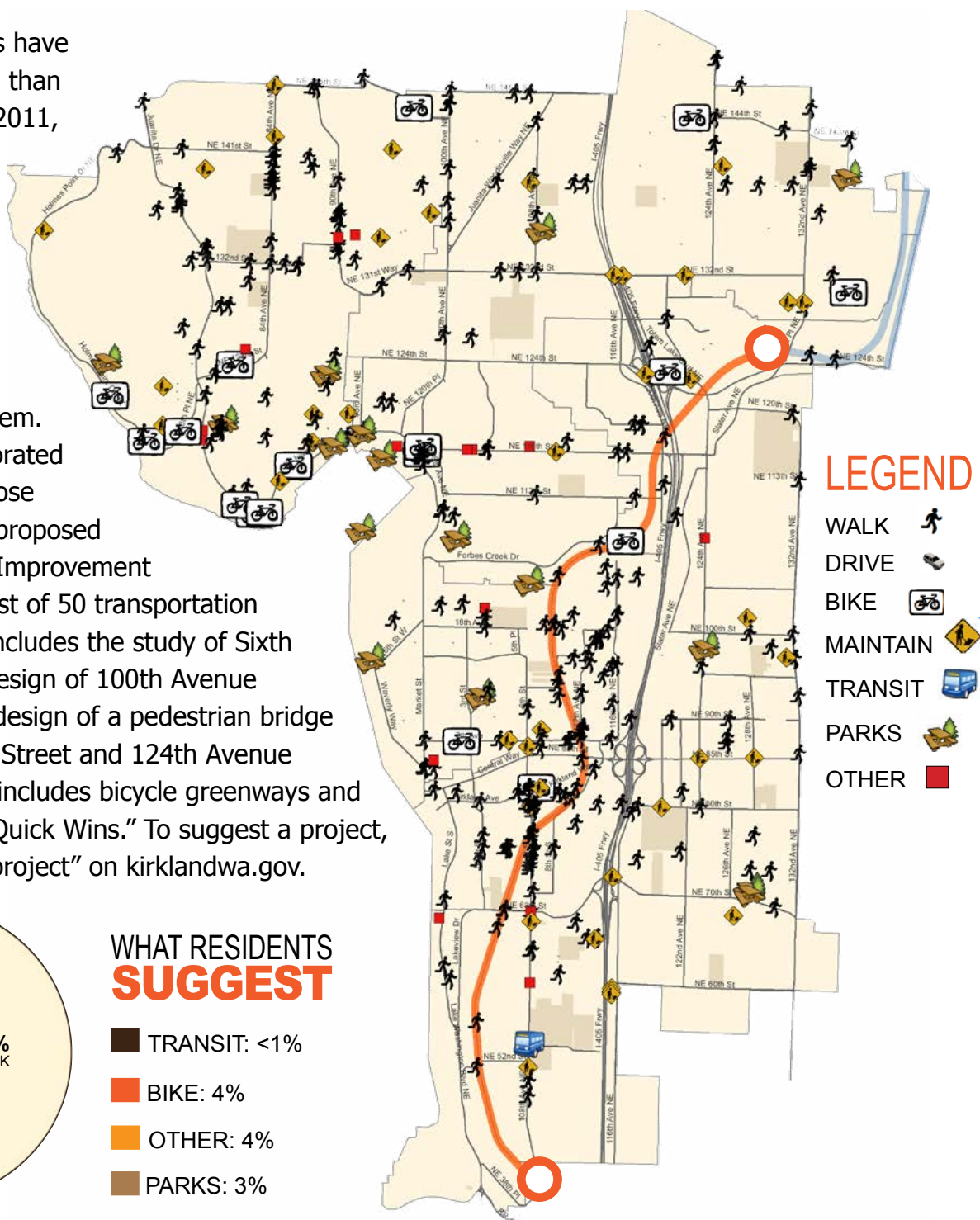
Residents suggested more than 60 percent of the projects included in the Capital Improvement Program's list of funded transportation projects.

Kirkland residents have suggested more than 600 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 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 design of a pedestrian bridge at Northeast 124th Street and 124th Avenue Northeast. The list includes 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: 4%
- PARKS: 3%



TAKING SUGGESTIONS





The streets levy is helping residents identify and fund projects that improve residents' everyday safety through the Neighborhood Safety Program.

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




The 2015 levy-funding helped fund nine of those projects: four sets of rapid flashing beacons on Northeast 70th Place and 130th Avenue Northeast, on 84th Avenue Northeast and Northeast 138th Street, and on 132nd Avenue Northeast at Northeast 97th Street and Northeast 93rd Street. It also helped create four marked crosswalks in Norkirk, Moss Bay, and Central Houghton and placed two radar speed signs on Juanita Drive and built stairs to the Cross Kirkland Corridor at Northeast 68th Street.

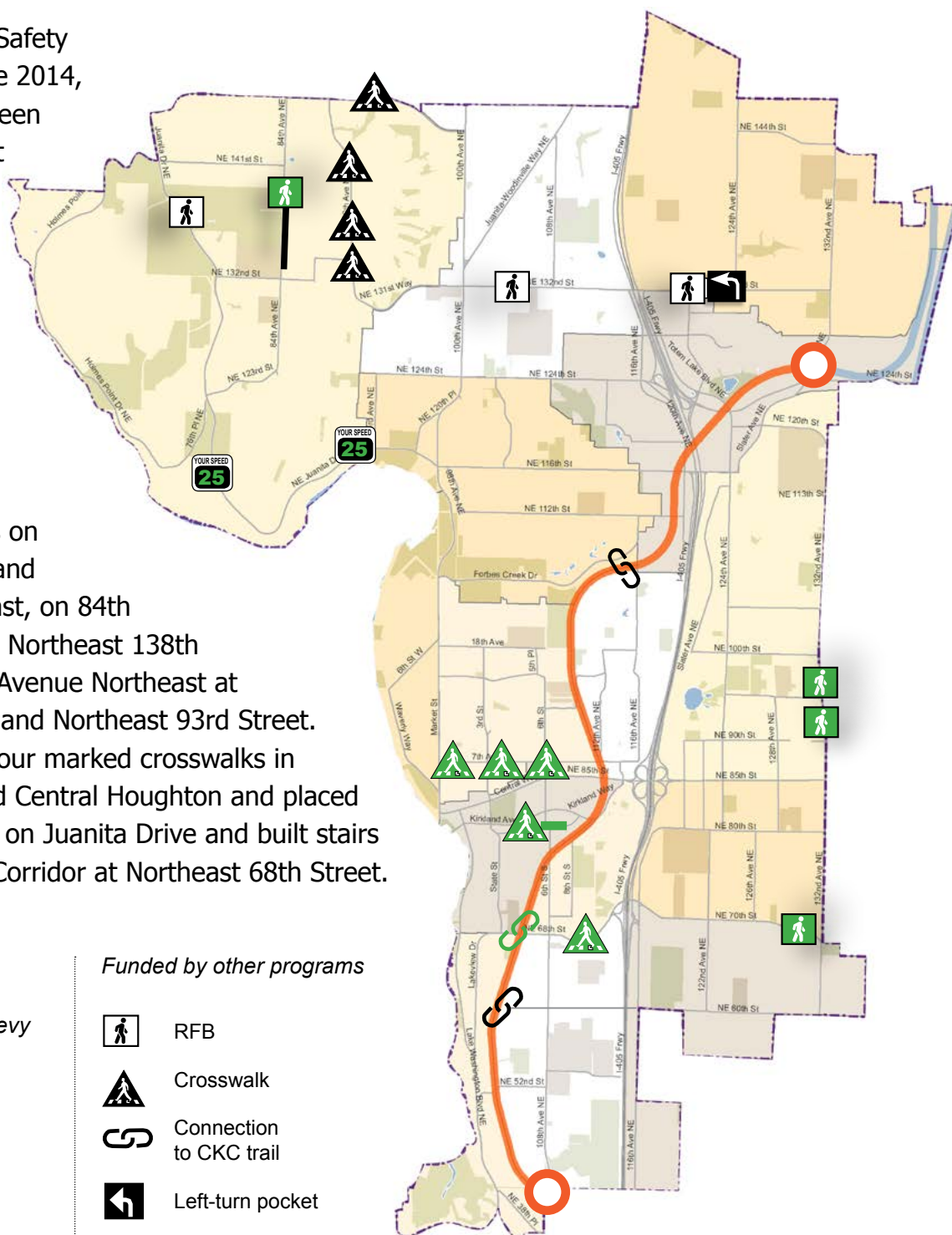
LEGEND

Funded in part by Street Levy

-  RFB
-  Speed radar sign
-  Crosswalk
-  Sidewalk

Funded by other programs

-  RFB
-  Crosswalk
-  Connection to CKC trail
-  Left-turn pocket
-  Extruded curb





SEEING **GREEN**

Kirkland is using the repaving process to create a transportation network that helps people drive, walk and ride bicycles more safely and efficiently. In this photo, workers apply green thermoplastic to the Northeast 144th Street bike lane, near its intersection with 124th Avenue Northeast. This first colored bike lane in the City of Kirkland increases the visibility of bicycle riding in the area. ◀



FLASHING BEACONS IN 2015

The levy contributed funds to four of the six Rapid Flashing Beacons Kirkland installed this year.

The Street Levy helped fund in 2015 four sets of Rapid Flashing Beacons throughout the City.

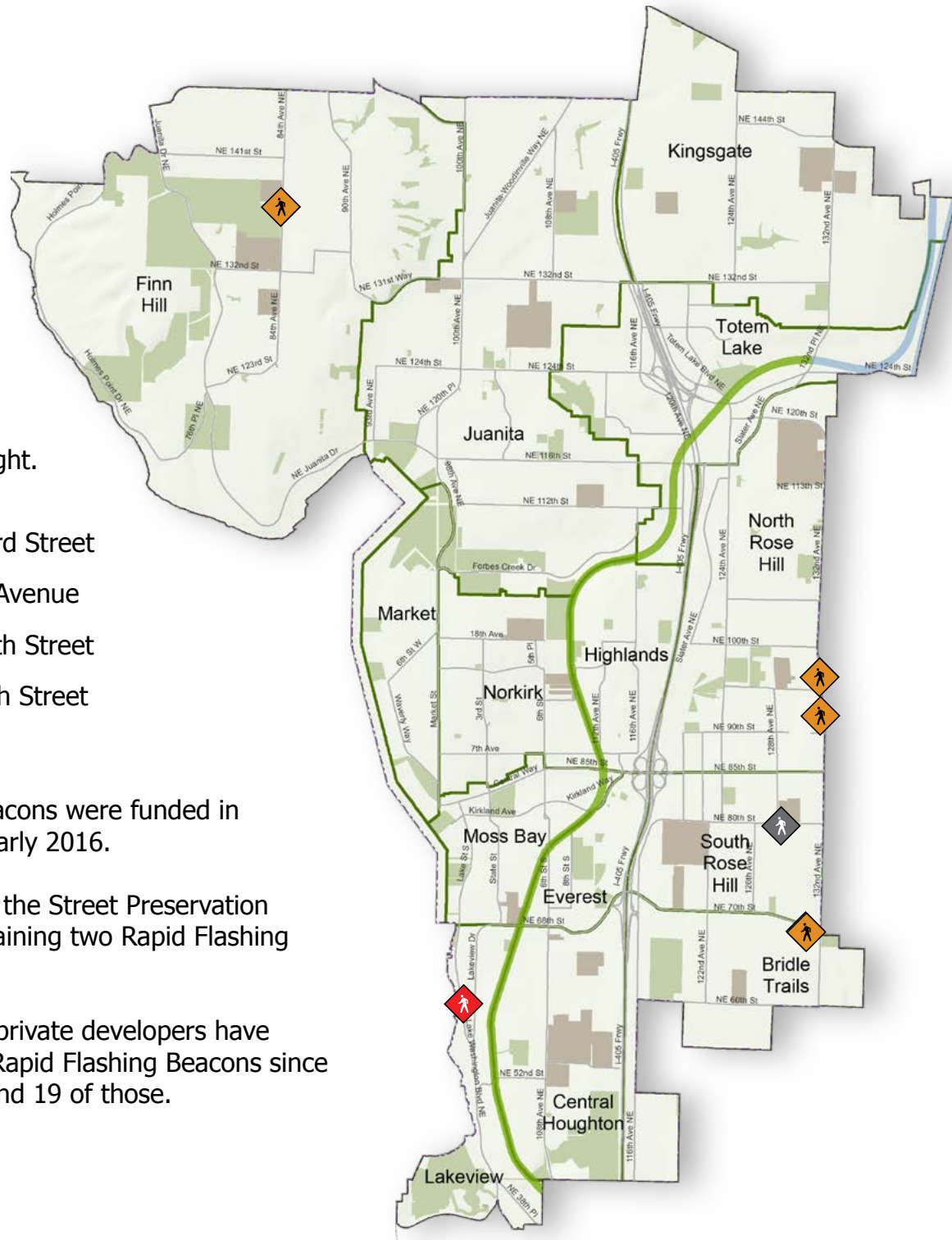
The locations of those Rapid Flashing Beacons are indicated by the orange pedestrian symbols in the list below and on the map to the right.

- ◆ 132nd Avenue at 93rd Street
- ◆ 70th Place at 130th Avenue
- ◆ 132nd Avenue at 97th Street
- ◆ 84th Avenue at 138th Street

These Rapid Flashing Beacons were funded in 2015 and completed in early 2016.

Private development and the Street Preservation Program funded the remaining two Rapid Flashing Beacons.

The City of Kirkland and private developers have installed 34 new sets of Rapid Flashing Beacons since 2013. The levy helped fund 19 of those.







PROGRESS TOWARD THE **GOAL**

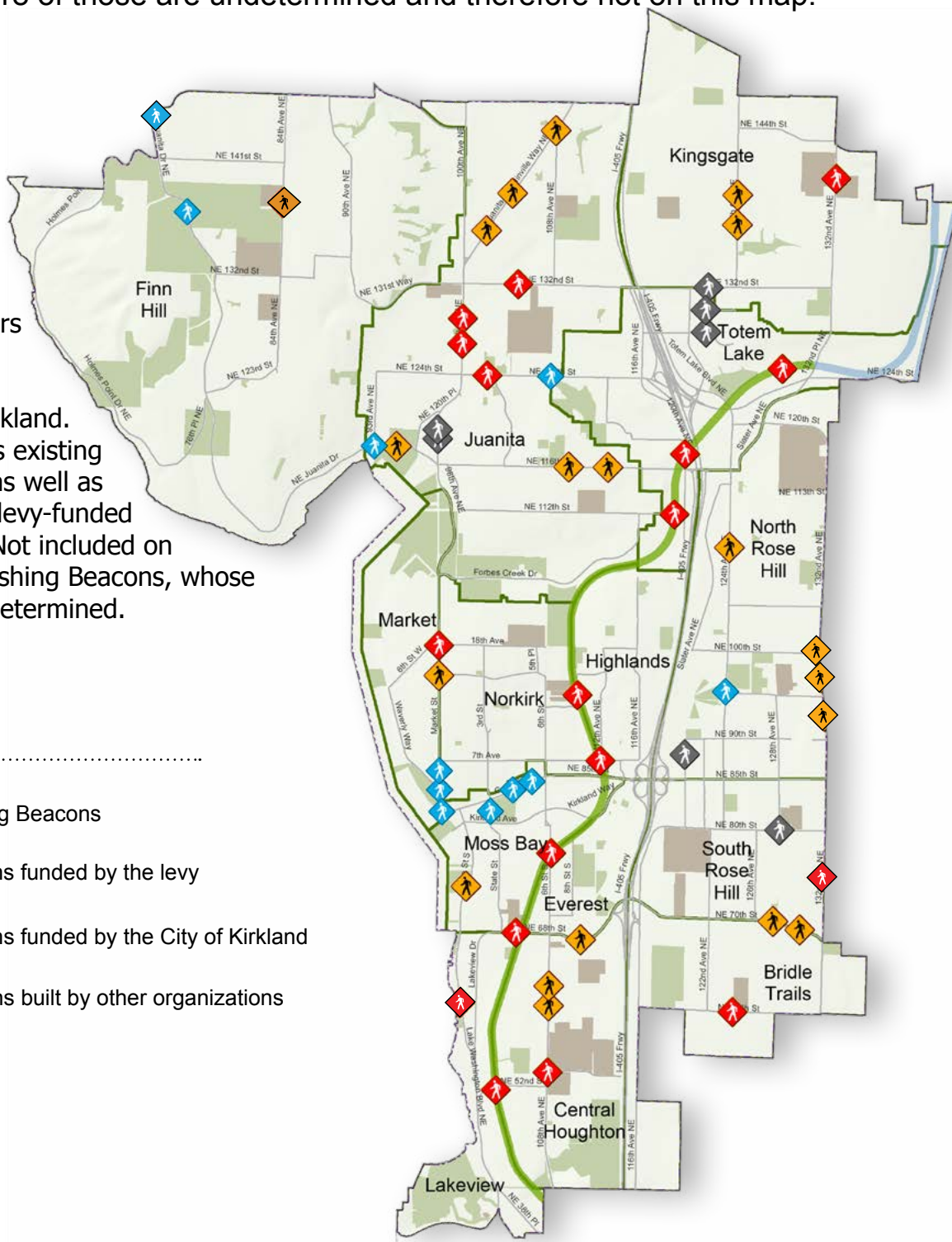
Kirkland will have 50 levy-funded Rapid Flashing Beacons at crosswalks throughout the City. The locations of 18 of those are undetermined and therefore not on this map.

With its Complete Streets Ordinance, school walk routes, 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

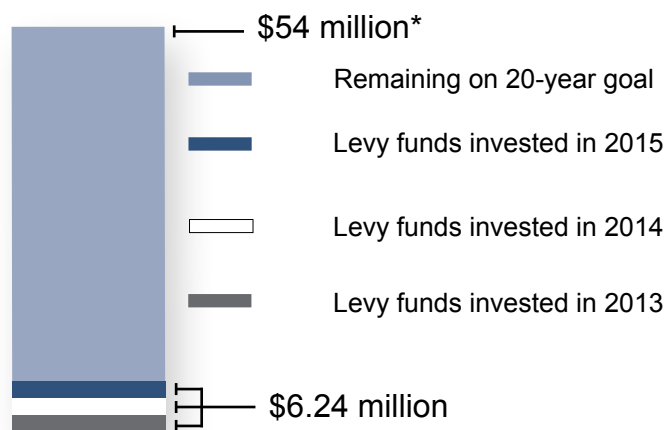
- | | |
|--|---|
|  | Planned Rapid Flashing Beacons |
|  | Rapid Flashing Beacons funded by the levy |
|  | Rapid Flashing Beacons funded by the City of Kirkland |
|  | Rapid Flashing Beacons built by other organizations |



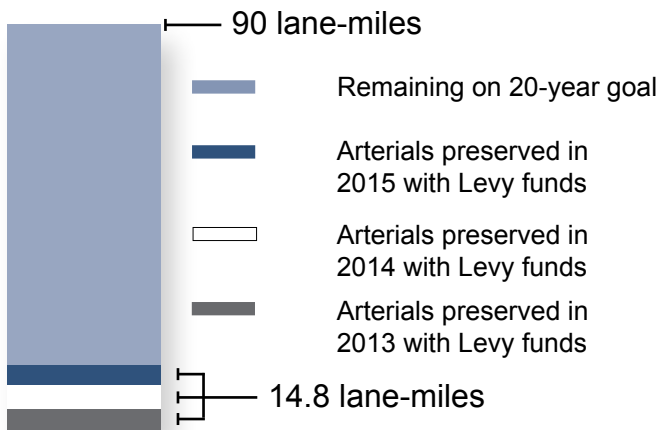
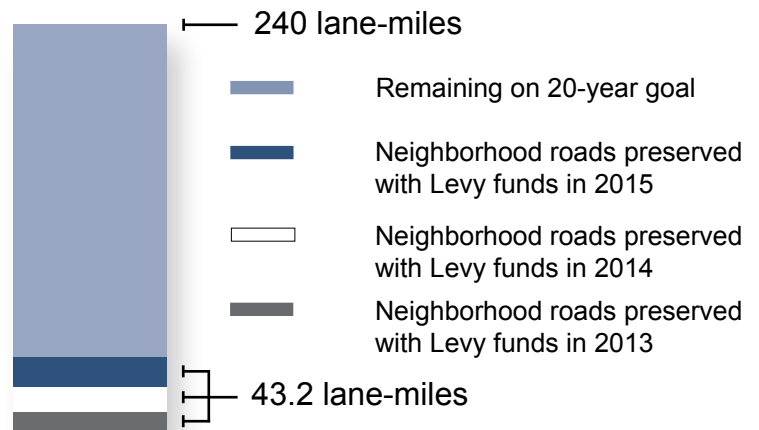
MAKING IT ALL POSSIBLE

The levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2015, the levy empowered Kirkland to pave more than four lane-miles of arterials, preserve 17.6 lane-miles of neighborhood roads, stripe nine crosswalks and improve sidewalk access at 23 curb ramps. ◀

TOTAL INVESTMENT (Progress toward levy goal)



STREET PRESERVATION	ANNUAL AVERAGE PRE-LEVY	LEVY PRIOR YEARS
Investment (in millions of dollars)	\$1.75	\$3.94
Arterials (in lane miles)	6.2	10.4
Neighborhood/collector streets (in lane-miles)	13.7	25.6
Arterial/collector score on the pavement condition index (PCI)	57	62.3
Crosswalk striping (in crosswalks)	19.5	32
Sidewalk access (in curb ramps)	30	52
*Based on 20-year projection of levy budget.		

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

2015 PROGRAM			LEVY PROGRESS	
LEVY	OTHER FUNDS	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
\$2.3	\$1.8	\$4.1	\$54*	\$6.24
4.4	4.6	9	90	14.8
17.6	13.2	30.8	240	43.2
—	—	65.4	70	65.4
9	13	22	230	41
23	89	112	500	75

SIDEWALKS	LINEAR FEET OF SIDEWALK		INVESTMENT				
Location	Not on school walk route	School walk route	Levy	City	Grants	Total	
85th Street	9,240	-	-	\$633,908		\$633,908	
Sixth Street	1,490	-	-	\$333,100	\$220,914	\$554,014	
Kirkland Avenue/ Sixth Street	130	-	\$3,708	\$78,947	-	\$82,655	
2015 Total	10,860	-	\$3,708	\$1,045,955	\$220,914	\$1,270,577	
Previous Years	3,266	640	\$10,000	\$1,914,882	\$450,293	\$2,375,175	
Progress To Date	14,126	640	\$13,708	\$2,960,837	\$671,207	\$3,645,752	
SAFETY IMPROVEMENTS			INVESTMENT				
Location			Levy	City	Grants	Total	
68th Street stairs to CKC			\$9,990	\$84,470	-	\$94,460	
Stairs & bridge from 116th Avenue to CKC			-	\$9,523	-	\$9,523	
Crosswalk at 112th Avenue & 68th Street			\$9,347	-	-	\$9,347	
60th Street to CKC			-	\$5,320	-	\$5,320	
Radar speed sign on Juanita Drive			\$46,392	\$1,967	-	\$48,359	
Crosswalks at 1st, 4th & 5th streets & 7th Avenue			\$32,659	-	-	\$32,659	
Total			\$98,388	\$101,280	-	\$199,668	
Previous Years			-	\$88,826	-	\$88,826	
Progress To Date			\$98,388	\$190,106	-	\$288,494	
RAPID FLASHING BEACONS	SCHOOL WALK ROUTES		INVESTMENT				
Location	No	Yes	School	Levy	City	Grant	Total
80th/128th	-	1	Rose Hill	-	*	-	*
LWB/60th St	1	-	-	-	\$54,747	-	\$54,747
84th/138th	-	1	Thoreau	\$1,507	\$37,273	-	\$38,780
132nd/97th	-	1	Twain	\$8,000	\$57,029	-	\$65,029
132nd/93rd	-	1	Twain	\$57,466	\$12,971	-	\$70,437
130th/70th	1	-	-	\$44,350	-	-	\$44,350
2015 Total	2	4	-	\$111,323	\$162,020	-	\$273,343
Previous Years	12	16	-	\$560,977	\$532,726	-	\$1,093,703
Progress To Date	14	20	-	\$672,300	\$694,746	-	\$1,367,046

*** Private Development**

Note: Projects are reported in the year they are funded. In some cases, actual project completion may be the following year.



Westwater Construction worker Seth Phonpadith sculpts the concrete around the edges of a tactile warning strip along 100th Avenue Northeast, north of Northeast 125th Street. These tactile warning strips tell the vision-impaired they are about to enter a traffic zone.

IMPROVING ACCESS **FOR ALL**

Rebuilding curb ramps means providing a means of travel for all travelers

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's workers have rebuilt 236 curb ramps since 2013, the first year Street Levy funds became available to Kirkland's project engineers. The levy paid for nearly half of those.

In 2015 alone the City rebuilt 111 curb ramps—

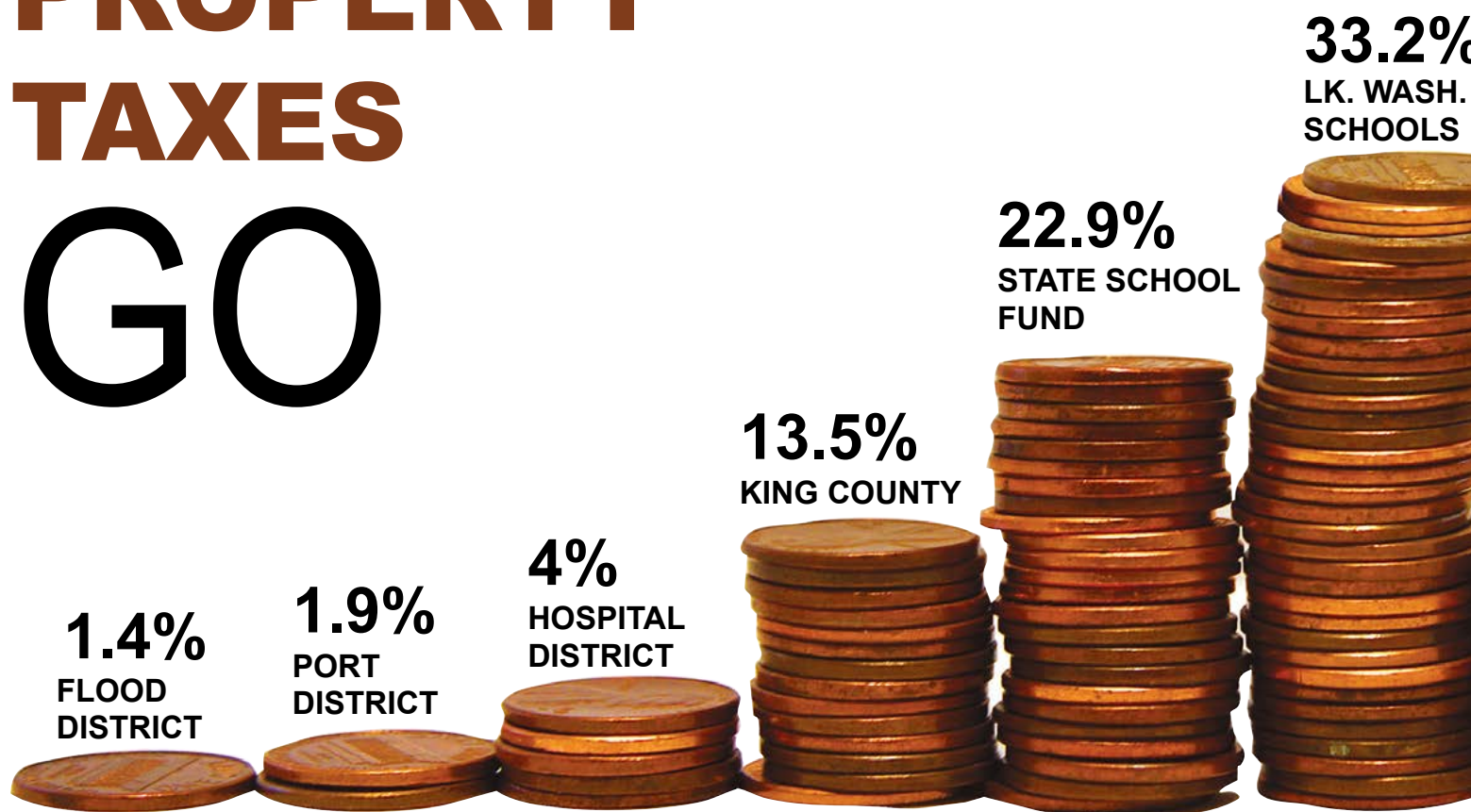
about twice as many as it rebuilt in 2013 or 2014.

This is part of a long-term effort to ensure all travelers can safely ascend and descend each of Kirkland's 3,800 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. ◀

WHERE PROPERTY TAXES GO



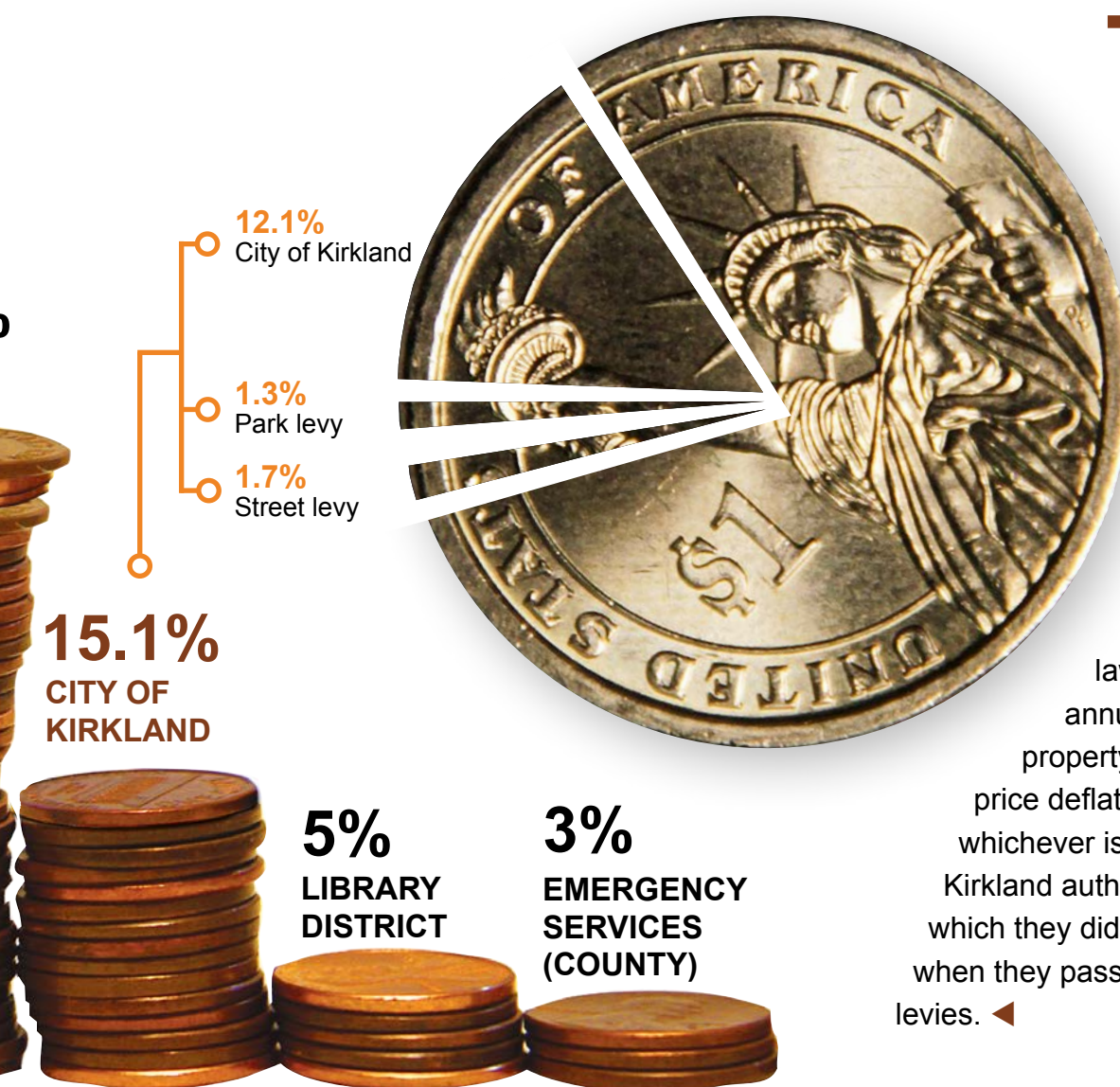
THE PRICE OF KIRKLAND'S GOVERNMENT

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.

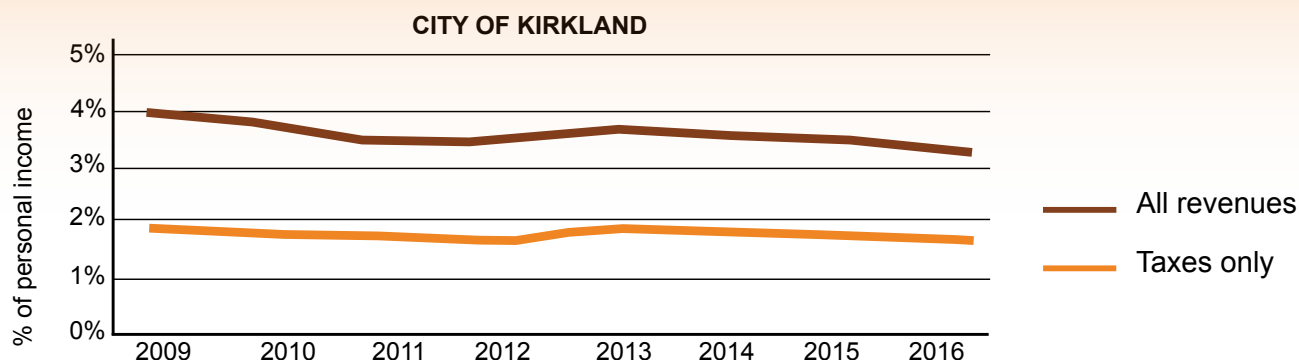
The graph at right illustrates Kirkland's Price of Government over the past six years and its projection for this two-year budget cycle.

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 Street 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 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. ◀



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*Enter your project idea in the "Suggest a Project" interactive map at any time during the year.
Go to: www.kirklandwa.com and search "Suggest a Project."*