

► 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

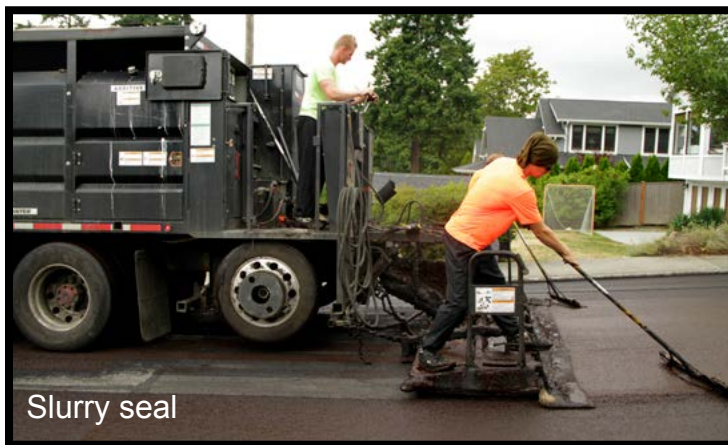
Curb ramp upgrades create sidewalk access for all forms of travel. PG. 7

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.



Slurry seal



Overlay

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.

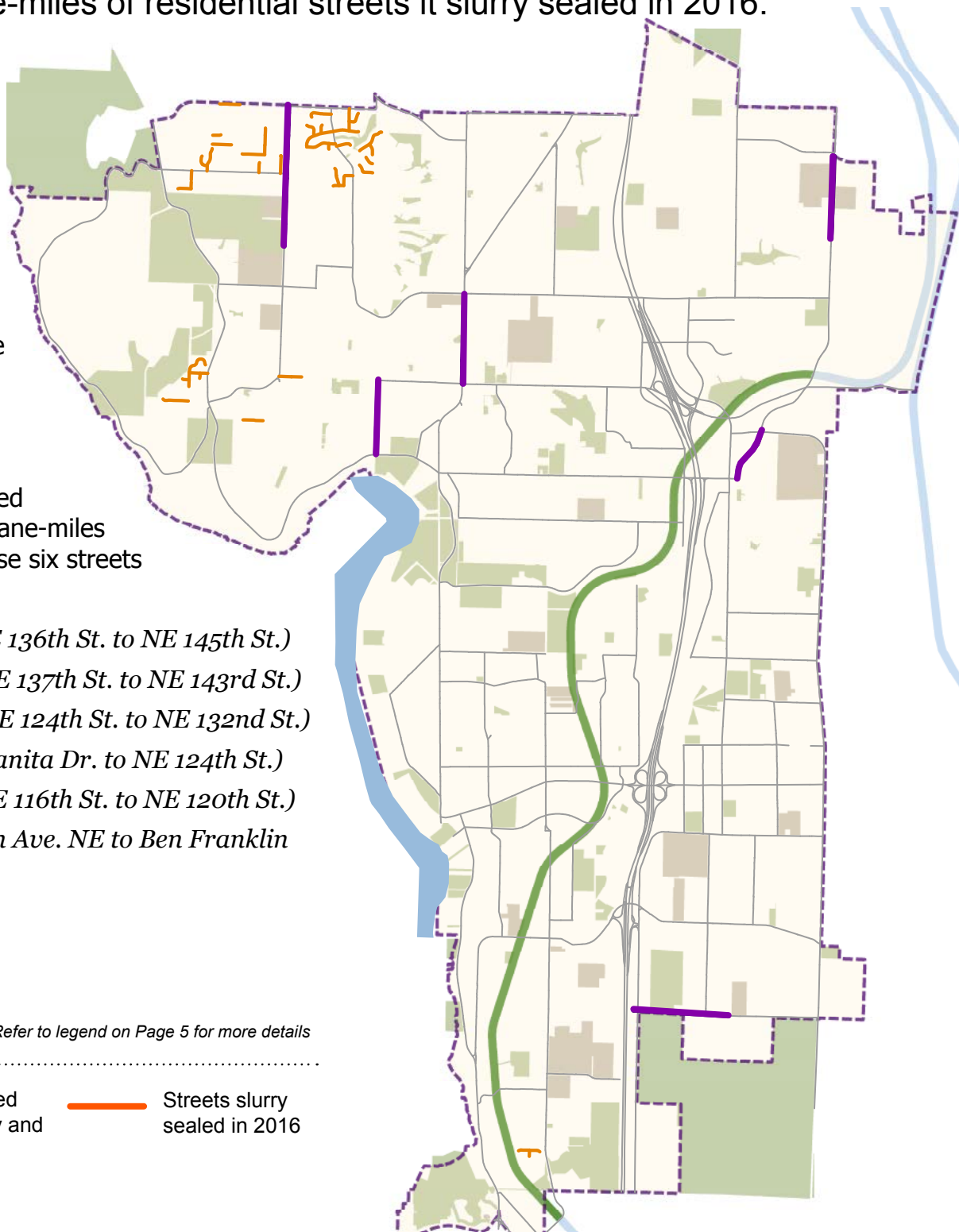
The levy also helped Kirkland repave 10 lane-miles on six arterials. Those six streets are listed below:

- 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



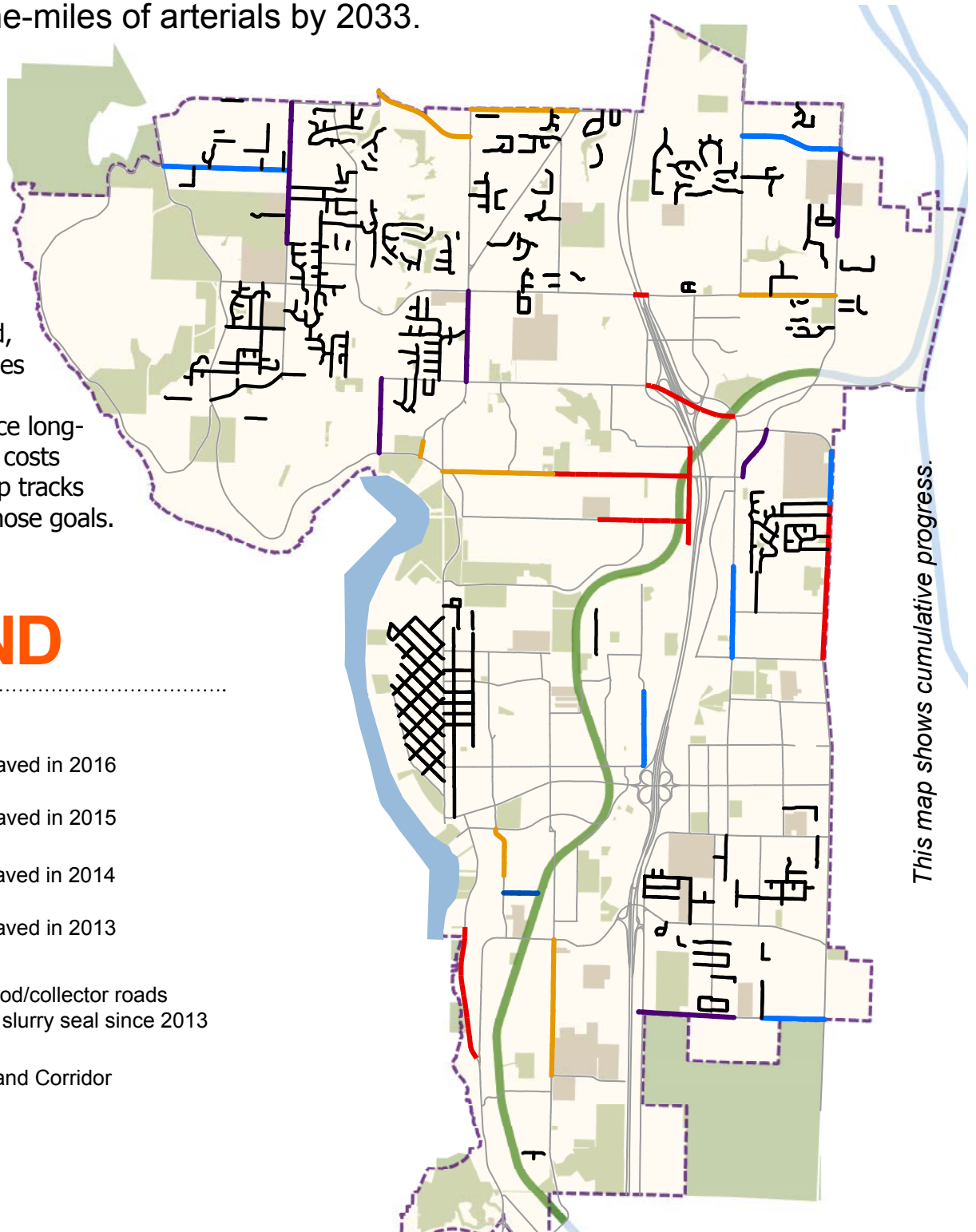
PROGRESS CONTINUES

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



A contracted worker 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 sidewalk curb ramps provides 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 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.

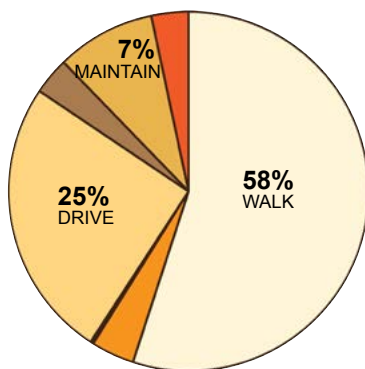
Fundamental to that effort is mounting the tactile warning strip, which is often the only clue to a vision-impaired traveler that he or she is entering a traffic zone.

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. ◀

SUGGEST-A-PROJECT

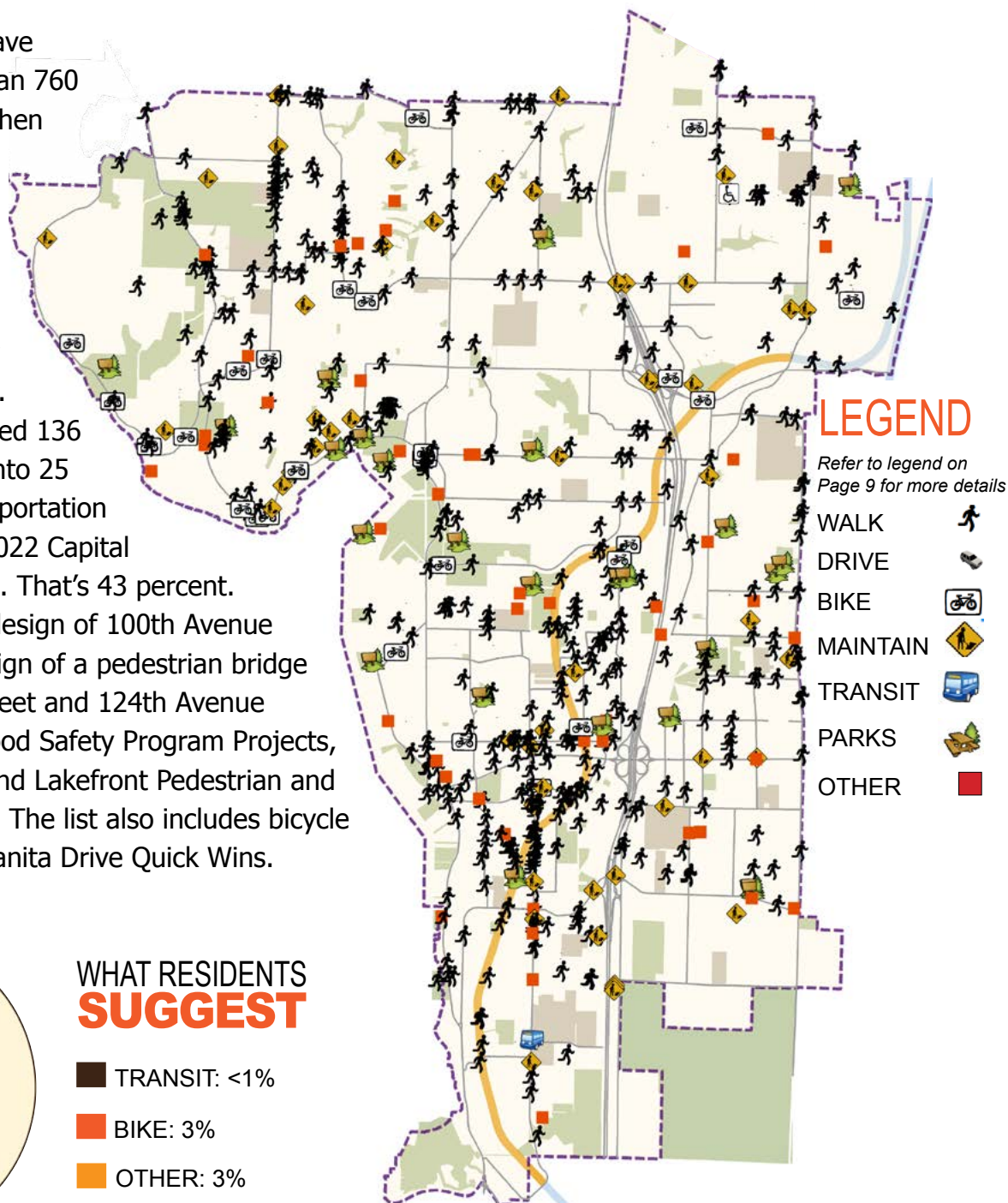
Residents suggested more than 43 percent of the projects included in the Capital Improvement Program's list of funded transportation projects.

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.



WHAT RESIDENTS SUGGEST

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



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

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.

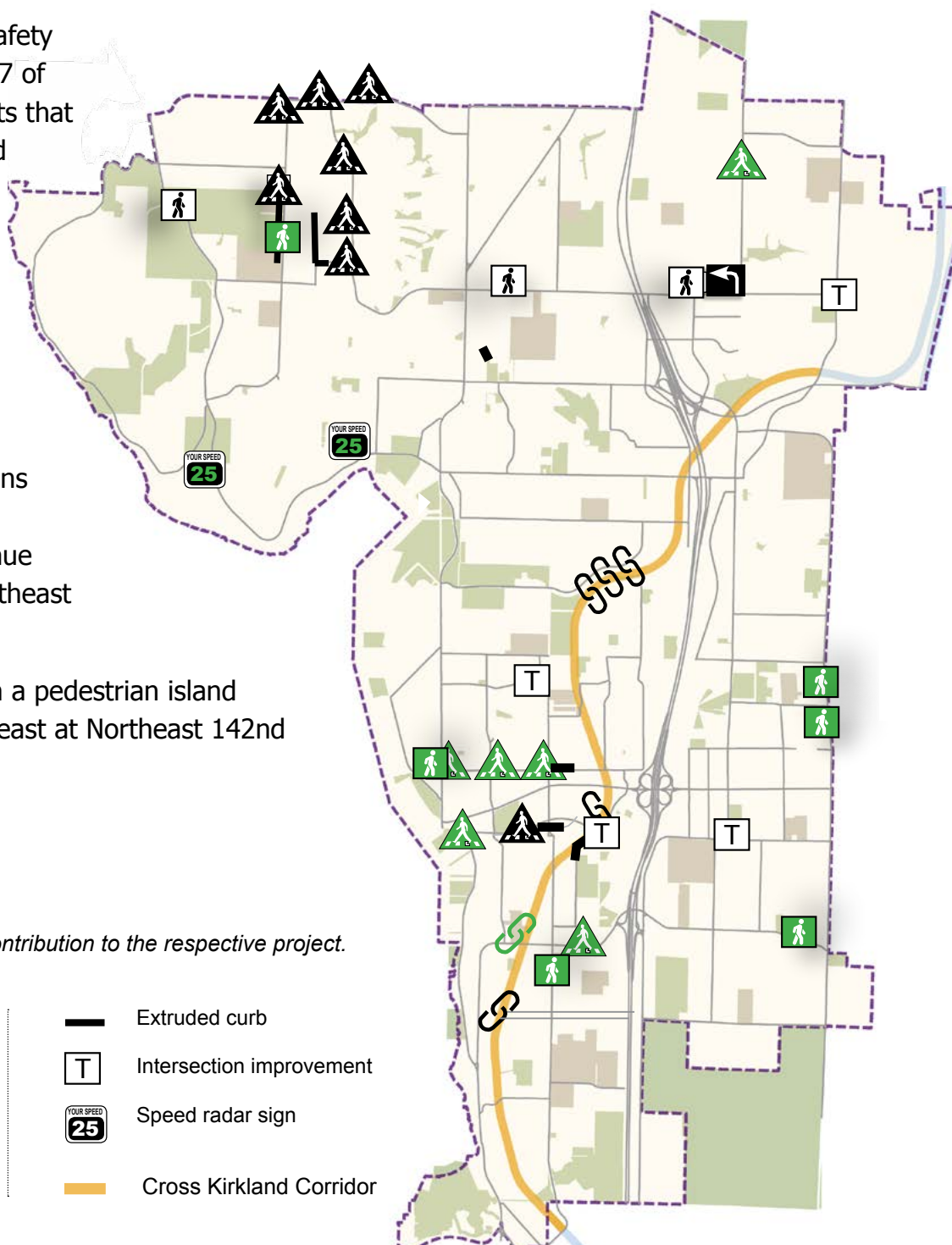
The 2016 levy helped fund three of those projects:

- 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		Extruded curb
	Crosswalk		Intersection improvement
	Connection to CKC trail		Speed radar sign
	Left-turn pocket		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.

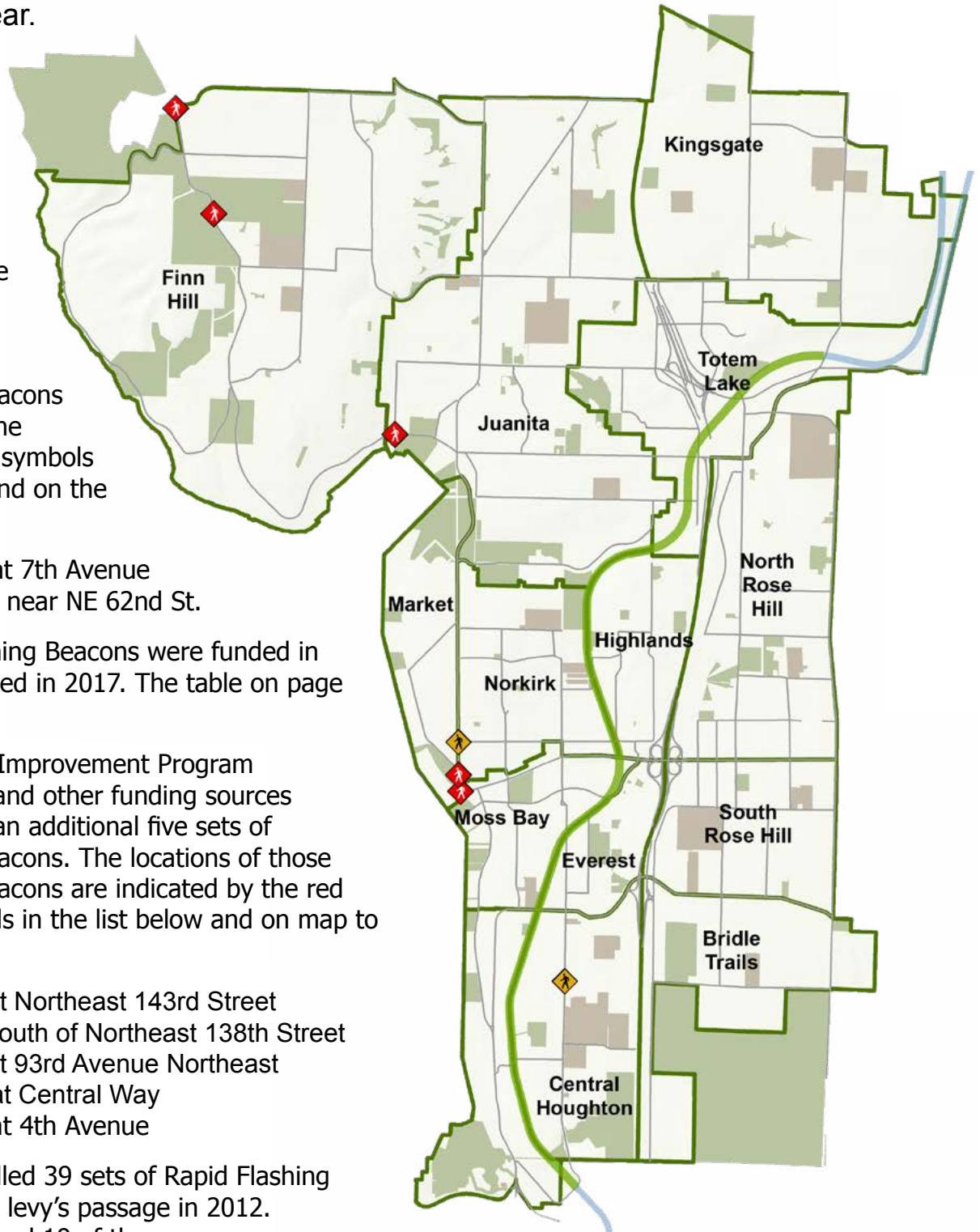
- ◆ Market Street at 7th Avenue
- ◆ 108th Ave. NE, near NE 62nd St.

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

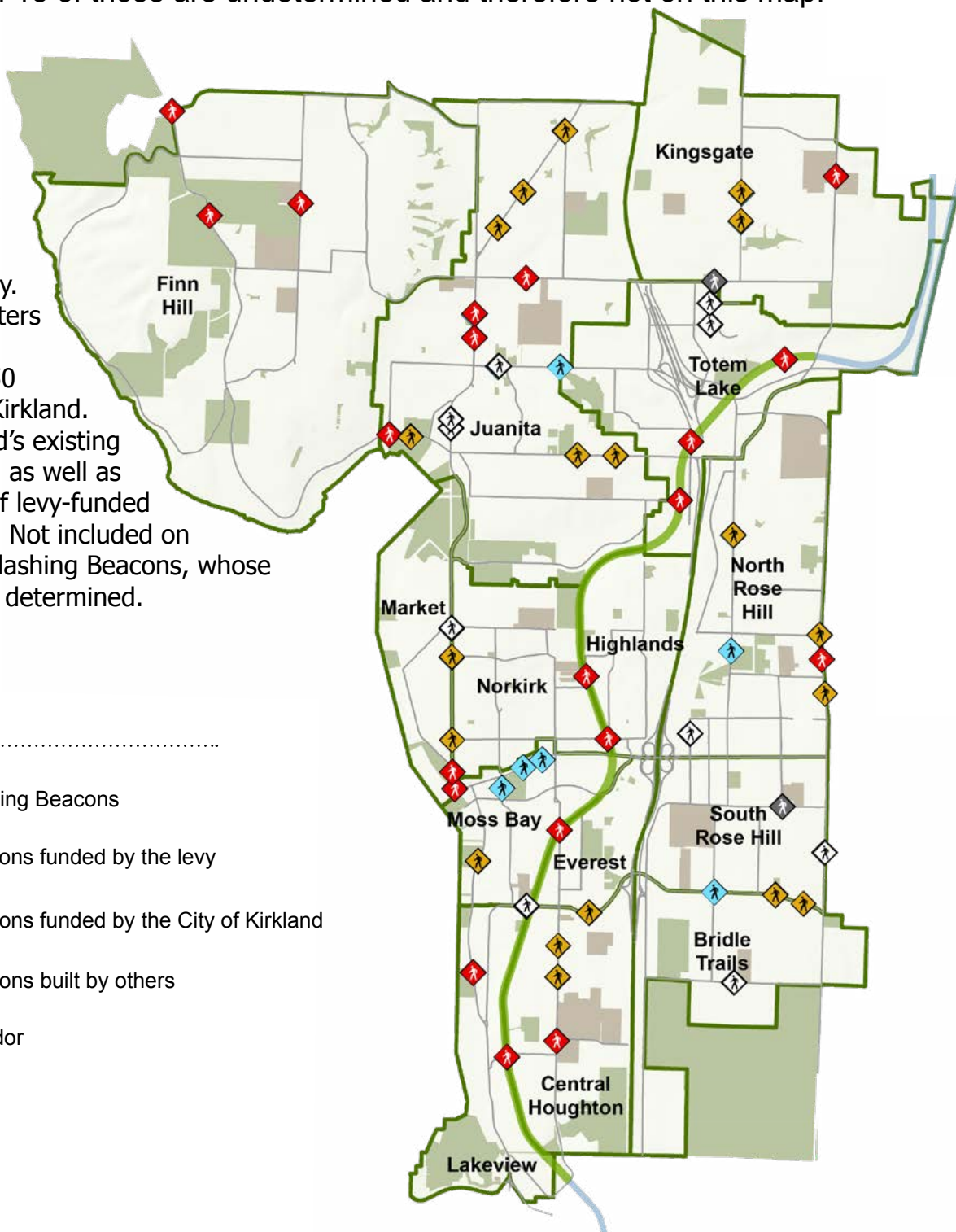
By 2033, the levy will pay for 50 Rapid Flashing Beacons at crosswalks throughout the City. The locations of 18 of those are undetermined and therefore not on this map.

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

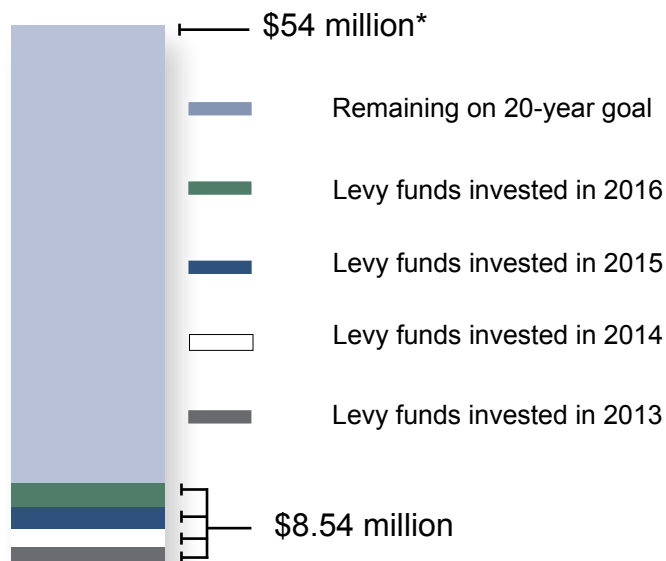
-  Planned Rapid Flashing Beacons
-  Rapid Flashing Beacons funded by the levy
-  Rapid Flashing Beacons funded by the City of Kirkland
-  Rapid Flashing Beacons built by others
-  Cross Kirkland Corridor



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 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. ◀

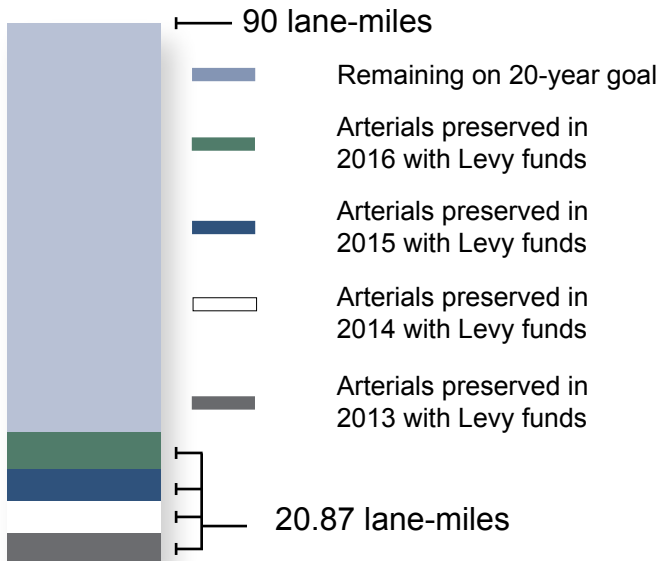
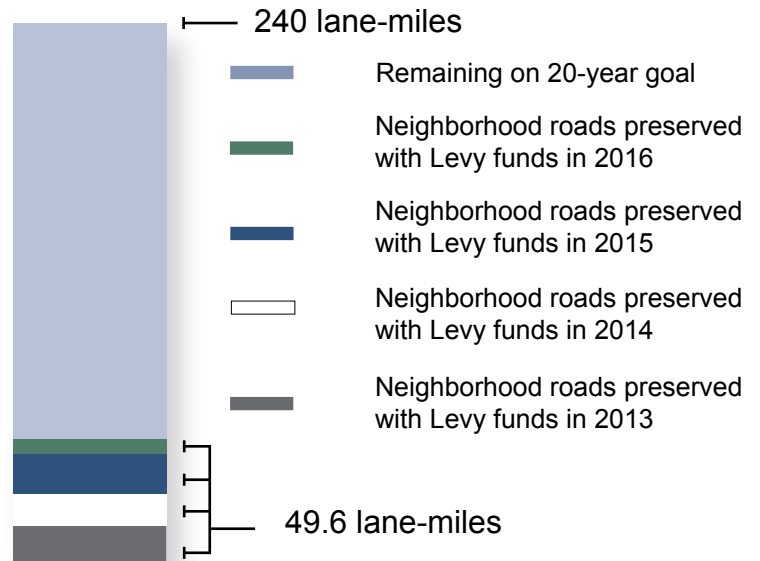
TOTAL INVESTMENT (Progress toward levy goal)



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

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

2016 PROGRAM			LEVY PROGRESS	
LEVY	OTHER FUNDS	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
\$2.3	\$1.75	\$4.05	\$54*	\$8.54 or 15.8% of goal
6.07	4	10.07	90	20.87 or 23.1% of goal
6.4	4.8	11.2	240	49.6 or 20.6% of goal
—	—	**77	70	77 or 110% of goal
17	6	23	230	58 or 25.2% of goal
23	19	42	500	98 or 19.6% of goal

SAFETY IMPROVEMENTS		INVESTMENT		
Location	Levy	City	Grants	Total
Redesign of Kirkland Way & Railroad Ave.		\$7,500		\$7,500
Redesign of 124th Ave. NE at NE 80th St.		\$7,500		\$7,500
Stair connection near 2nd Ave. at the CKC		\$19,515		\$19,515
Extruded curb along 87th Ave NE at NE 134th St		\$78,263		\$78,263
Crosswalk island on 124th Ave NE at 142nd Pl.	\$12,637	\$37,290		\$49,927
Crosswalk w/ramps on Kirkland Ave at Marina Park		\$6,600		\$6,600
Intersection improvement on 15th Ave. and 4th St.		\$44,640		\$44,640
Trail lighting, walkway to 126th St. from North Kirkland Community Center		45,831		45,831
Gravel walkway along 8th St. S. and Railroad Ave. to the Cross Kirkland Corridor		42,160		42,160
Walkway along 7th Ave between 6th and 8th St.		10,800		10,800
Trail connection at end of 111th Ave. NE to the Cross Kirkland Corridor		1,320		1,320
Intersection study at NE 132nd St. and 136th Ave Ne		7,500		7,500
Total	\$12,637	\$308,919		\$321,556
Previous Years	98,388	\$190,105		\$288,493
Progress To Date	\$111,025	\$499,024		\$610,049

RAPID FLASHING BEACONS	SCHOOL WALK ROUTES		INVESTMENT				
Location	No	Yes	School	Levy	City	Grants	Total
Market/7th		1	Kirk	\$53,071	*		\$53,071*
108th/62ndt		1	Lakeview	\$84,292			\$84,292
Juanita Dr/143rd	1				\$67,730		\$67,730
Juanita Dr/138th	1				\$60,630		\$60,630
Juanita Dr/93rd	1				\$59,033		\$59,033
Market/Central	1				\$67,900		\$67,900
Market/4th	1				\$67,900		\$67,900
2016 Total	5	2		\$137,363	\$323,193		\$460,556
Previous Years	14	20		\$672,300	\$694,746		\$1,367,046
Progress To Date	19	22		\$809,663	\$1,017,939		\$1,827,602

*** Private Development**

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



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

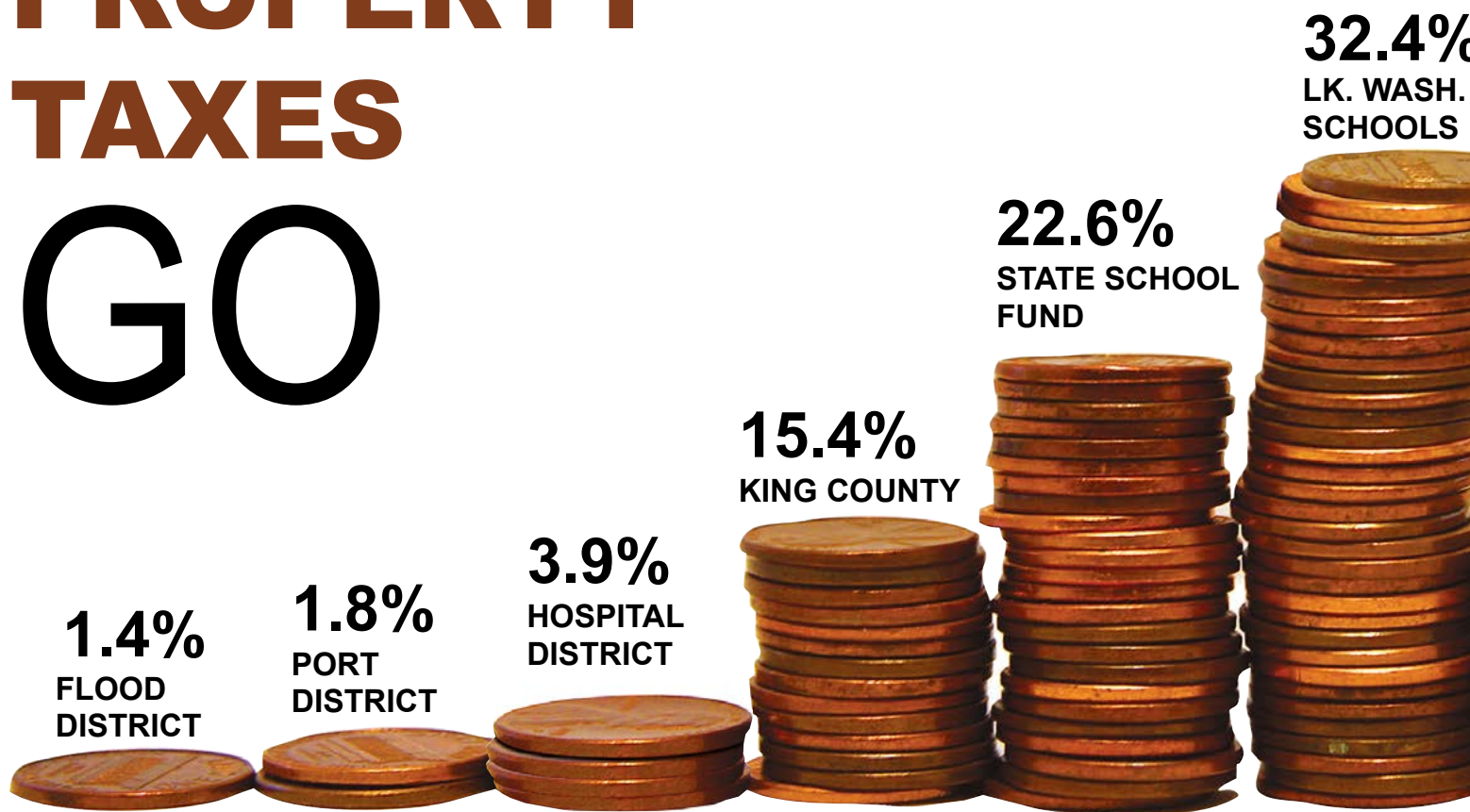
SCHOOL WALK ROUTES

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.

SIDEWALKS	LINEAR FEET OF SIDEWALK		INVESTMENT			
	Not on school walk route	School walk route	Levy	City	Grants	Total
2016 Total	0	0	0	0	0	0
Previous Years	14,126	640	\$13,708	\$2,960,837	\$671,207	\$3,645,752
Progress To Date	14,126	640	\$13,708	\$2,960,837	\$671,207	\$3,645,752
<i>Six of the 38 critical school walk routes identified in 2001 by the community are now in design or construction.</i>						

WHERE PROPERTY TAXES GO



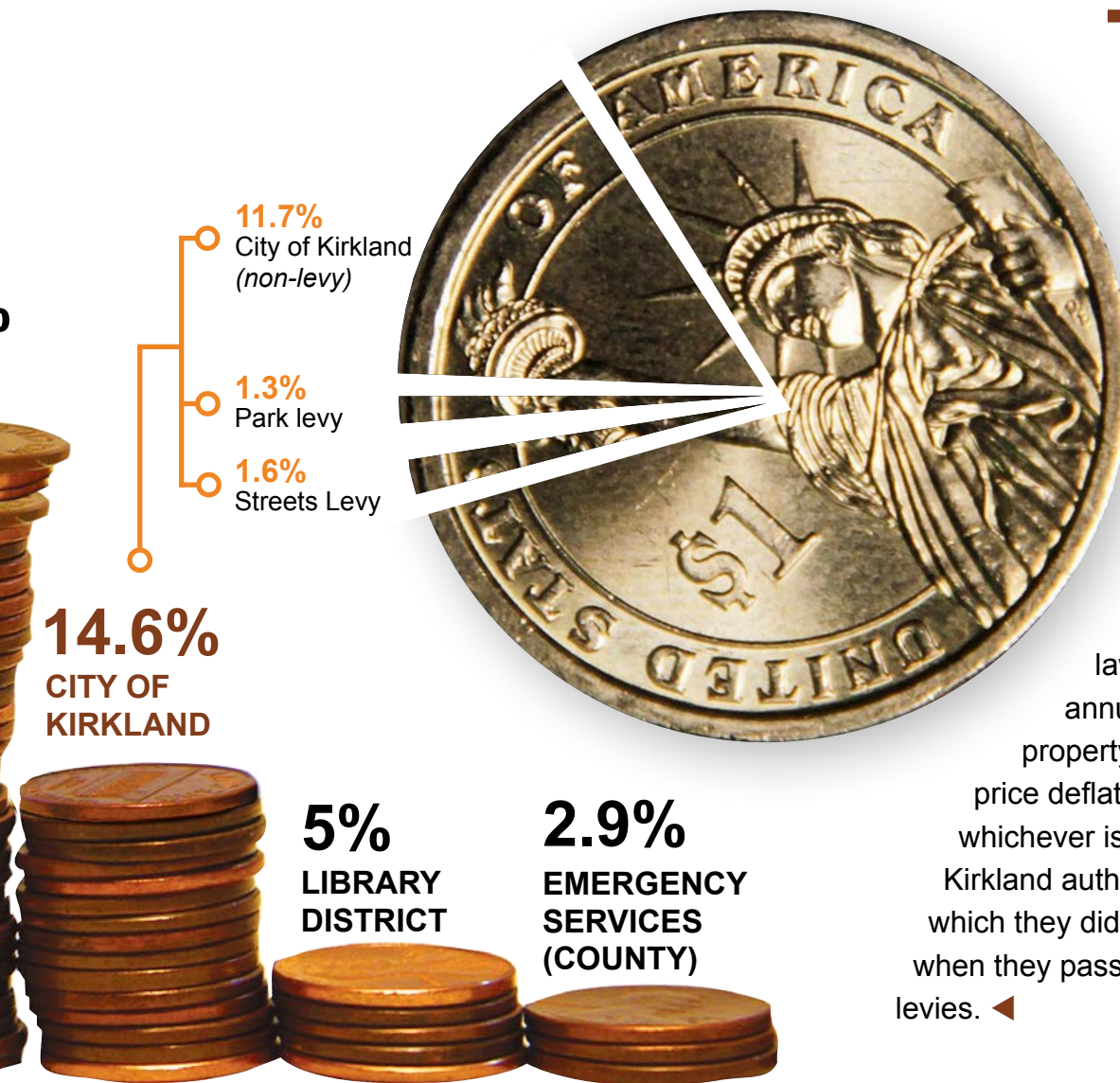
THE PRICE OF KIRKLAND'S GOVERNMENT

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.

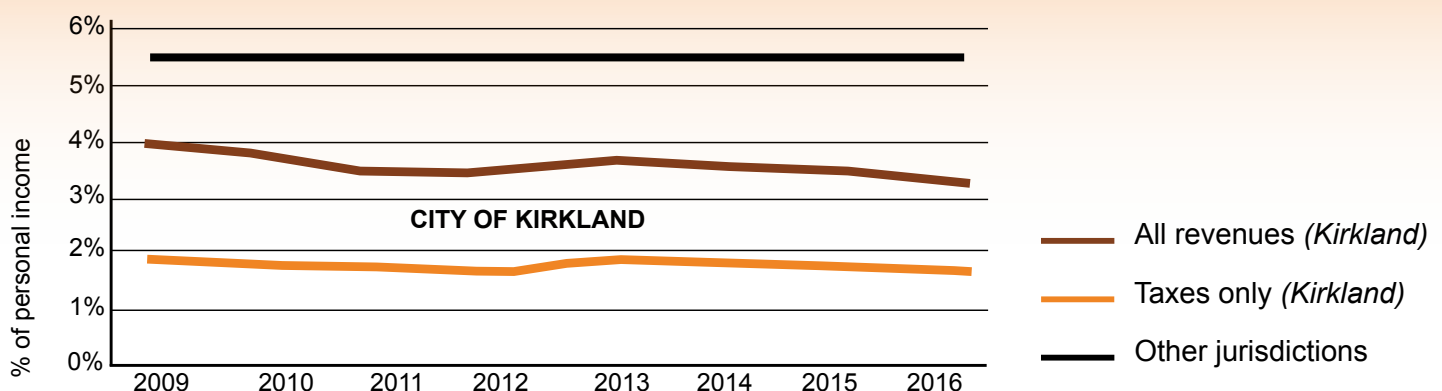
The graph at right illustrates Kirkland's Price of Government over the past six years and its projection for this two-year budget cycle.

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. ◀



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