

► THE STREETS LEVY IS MEETING ALL GOALS AFTER FIVE YEARS

Kirkland

AN ACCOUNTABILITY REPORT OF THE STREETS LEVY

A woman wearing a brown jacket, a green scarf, and a pink hat is walking across a crosswalk. She is pushing a pink and black stroller and holding leashes for two dogs. One dog is a black and white long-haired breed, and the other is a brown and white long-haired breed. The background shows a city street with trees and buildings.

ACCESS
for
ALL

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

WHAT THE LEVY ACHIEVES

Kirkland's residents passed the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For five years, the Levy has been accomplishing this and a whole lot more.



STREET PRESERVATION *(paved and/or preserved 82 lane-miles of streets)*

The most fundamental goal of the Streets Levy 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 five years, the levy has paid for the repaving of approximately 25 lane-miles of arterials and the protection of 57 lane-miles of residential streets. The Street Preservation Program has completed 25 percent of the 20-year goal in five years. **See Pages 4 & 5.**

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

The final six of the 38 priority school walk routes identified in 2001 by the community are in design or construction. Two will be complete in 2018 and the remainder in 2019. **See Page 17.**



PEDESTRIAN & BICYCLE SAFETY *(installed 20 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 Rapid Flashing Beacons.

Five years in, the levy has paid for the installation of 20 sets of Rapid Flashing Beacons—46 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 two dozen Rapid Flashing Beacons throughout the city.

The Neighborhood Safety Program has helped Kirkland improve pedestrian and bicycle safety by funding 37 projects aimed at making walking and bicycling more feasible for more people. The Neighborhood Safety Program implements Neighborhood Traffic Control



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

devices to slow traffic on neighborhood streets. Kirkland also leverages the overlay program to improve bicycling safety. **See Pages 7-15.**

ANOTHER 20.1 LANE MILES

The levy funded 3.9 of the 6.9 lane-miles Kirkland repaved in 2017 and 7.8 of the 13.2 lane-miles of residential streets it slurry sealed in 2017.

The Levy helped Kirkland add five to eight years of life in 2017 to 13.2 lane-miles of neighborhood roads in three neighborhoods—Finn Hill, Norkirk, and Central Houghton.

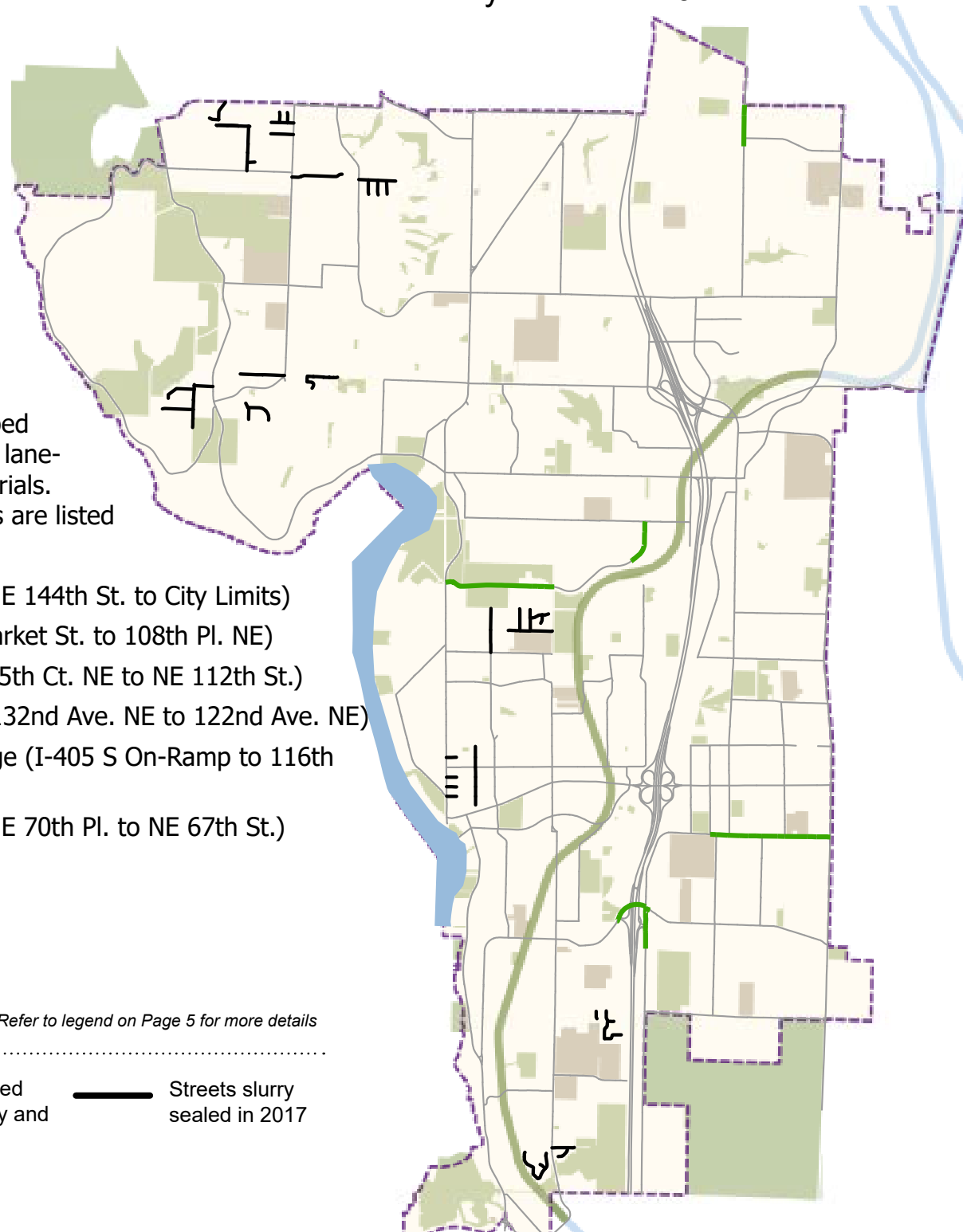
The levy also helped Kirkland repave 6.9 lane-miles on seven arterials. Those seven streets are listed below:

- 124th Ave. NE (NE 144th St. to City Limits)
- Forbes Creek (Market St. to 108th Pl. NE)
- Forbes Creek (115th Ct. NE to NE 112th St.)
- NE 80th Street (132nd Ave. NE to 122nd Ave. NE)
- NE 72nd Pl. Bridge (I-405 S On-Ramp to 116th Ave. NE)
- 116th Ave. NE (NE 70th Pl. to NE 67th St.)

LEGEND

Refer to legend on Page 5 for more details

- Streets repaved with 2017 levy and City funds
- Streets slurry sealed in 2017



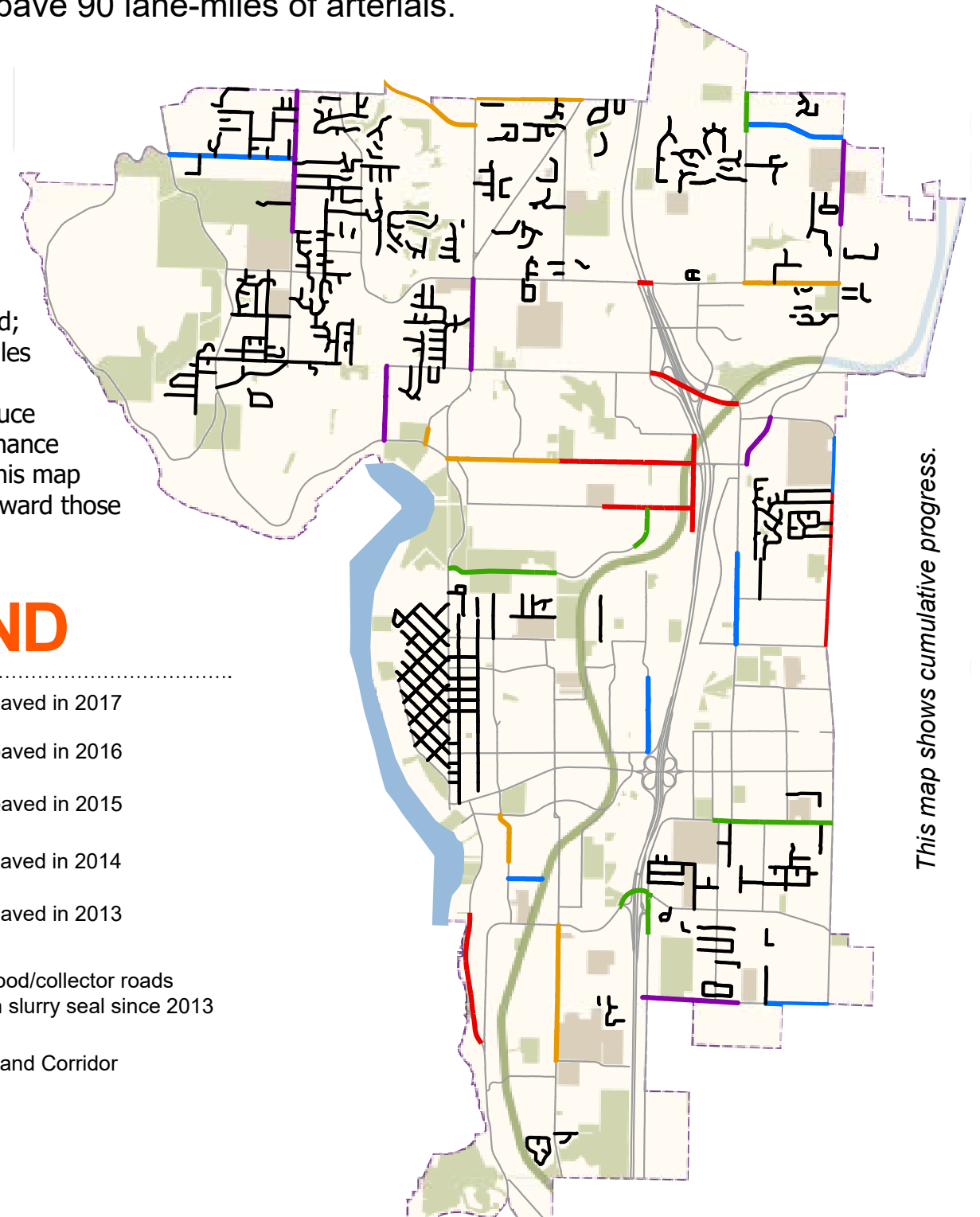
PROGRESS CONTINUES

By 2032, the levy is on track to preserve 240 lane-miles of neighborhood roads and repave 90 lane-miles of arterials.

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 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 2013
- Cross Kirkland Corridor



This map shows cumulative progress.

THE BENEFIT OF **early** ACTION

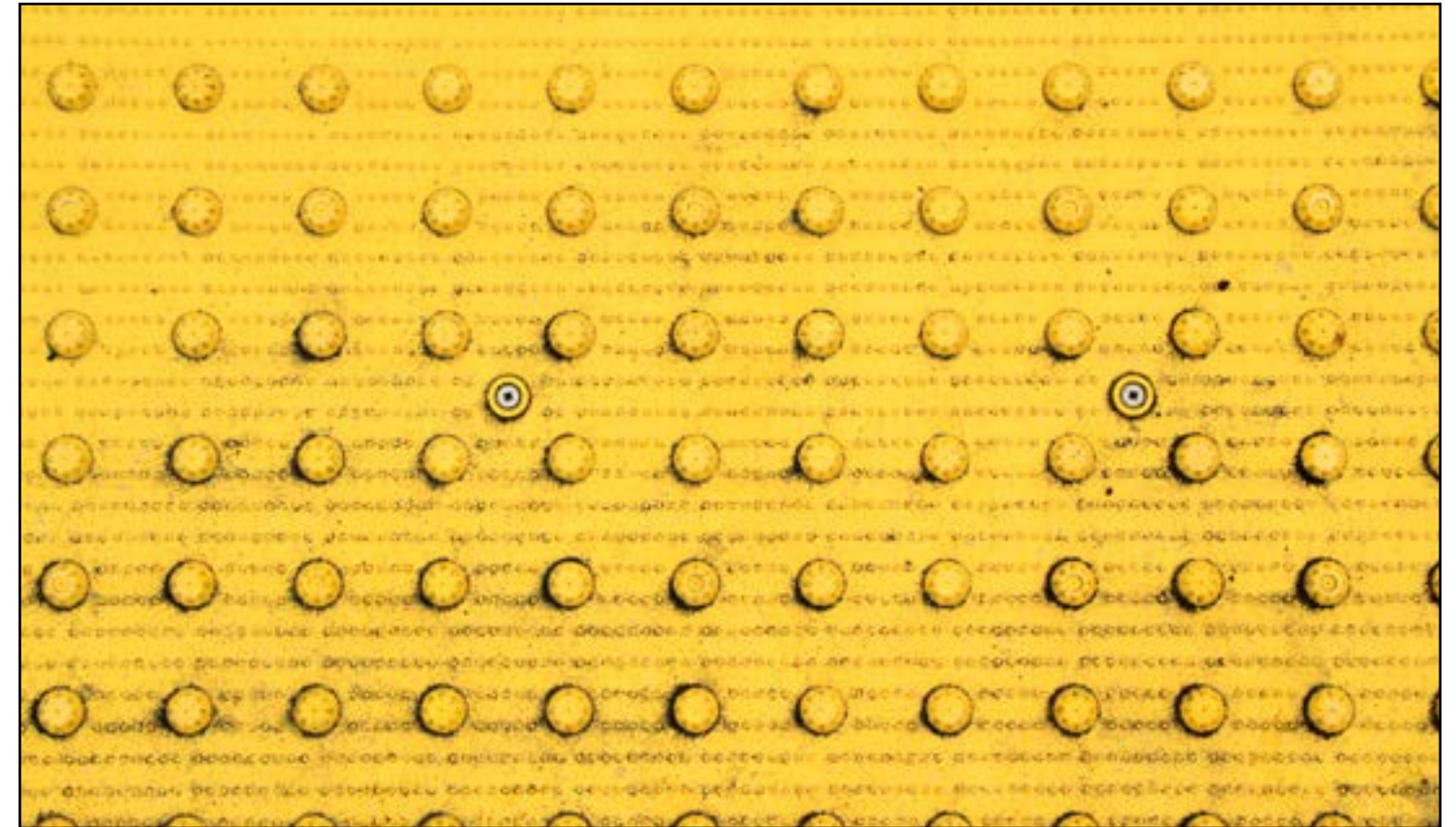
As road conditions decline, the costs to repair roads skyrocket. The levy is helping Kirkland preserve roads **before** this happens.



Weathered: A few superficial cracks
Treatment: Slurry seal
Repair cost: \$1,600/linear block

Minor: Linear & “alligator cracks”; rutting
Treatment: Crack seal/resurface
Repair cost: \$17,000/linear block

Serious: Extensive “alligator cracks”; potholes
Treatment: Reconstruct
Repair cost: \$65,000/linear block



A tactile warning mat uses texture to alert the visually impaired that they are about to enter the roadway. These mats have become 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 or with the aid of a white cane. The City does this every time it rebuilds 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 345 curb ramps since 2013, when the first year Streets Levy funds became available. The levy paid for 134 of those.

In 2017, Kirkland rebuilt 36 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.

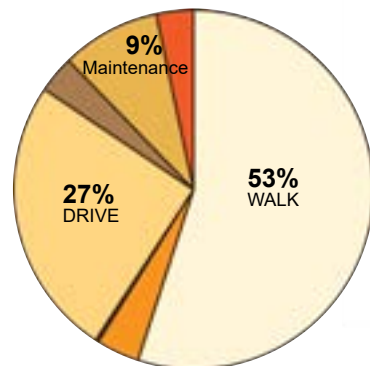
For those who travel by wheelchair, having a landing at the top of the curb ramp—a flat space to turn—can make the difference between traveling on a sidewalk or in the street. ◀

SUGGEST-A-PROJECT

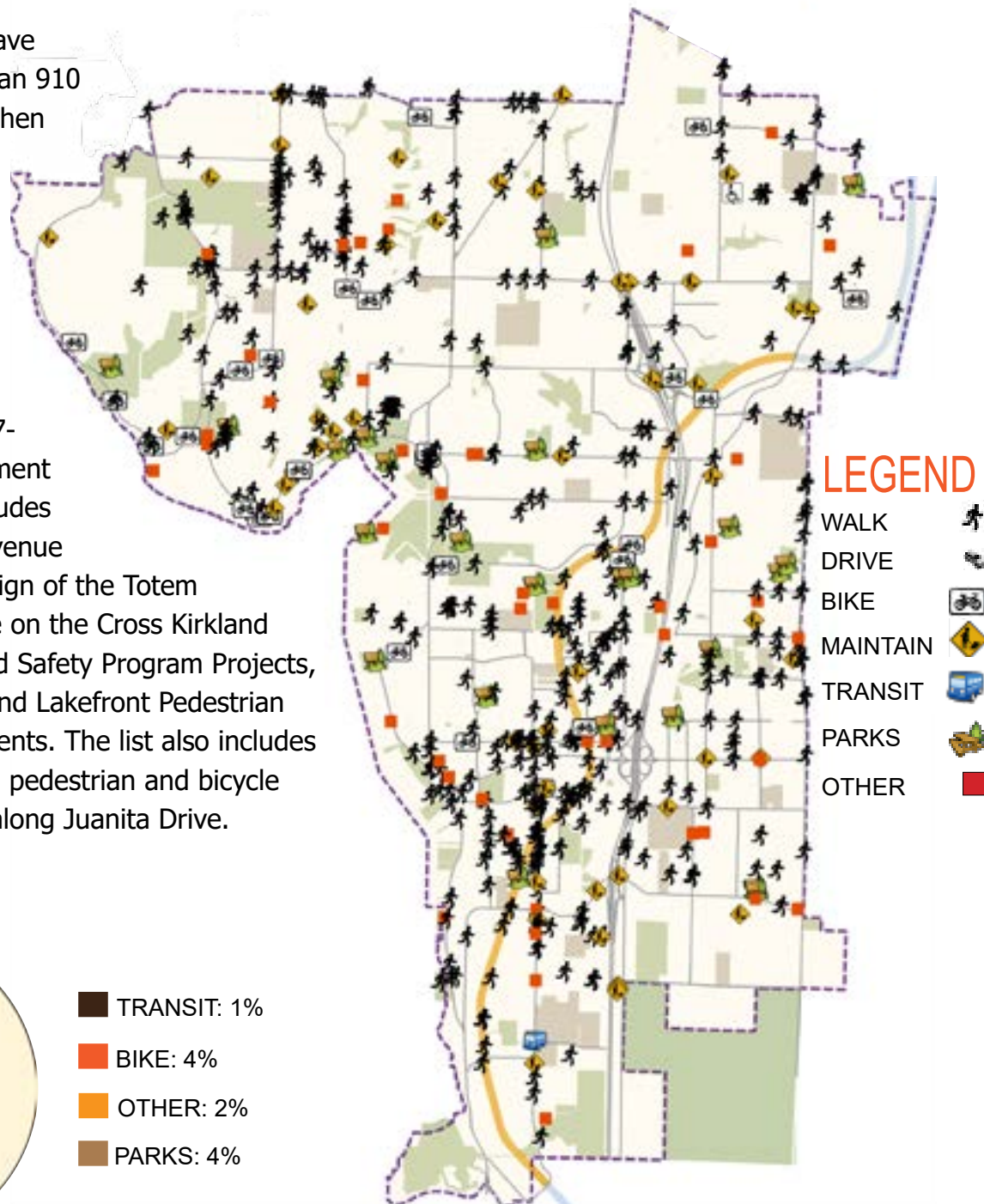
Residents suggested more than 43 percent of the projects included in the Capital Improvement Program's list of funded transportation projects.

Kirkland residents have suggested more than 910 projects since 2011, when Kirkland leaders unveiled an interactive map that invites the public to contribute ideas. 43 percent of the suggested ideas are funded in the 2017-2022 Capital Improvement Program. That list includes the design of 100th Avenue Northeast and the design of the Totem Lake Connector Bridge on the Cross Kirkland Corridor, Neighborhood Safety Program Projects, School Walk Routes, and Lakefront Pedestrian and Bicycle Improvements. The list also includes bicycle greenways and pedestrian and bicycle safety improvements along Juanita Drive.

WHAT RESIDENTS SUGGEST



- TRANSIT: 1%
- BIKE: 4%
- OTHER: 2%
- PARKS: 4%



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.

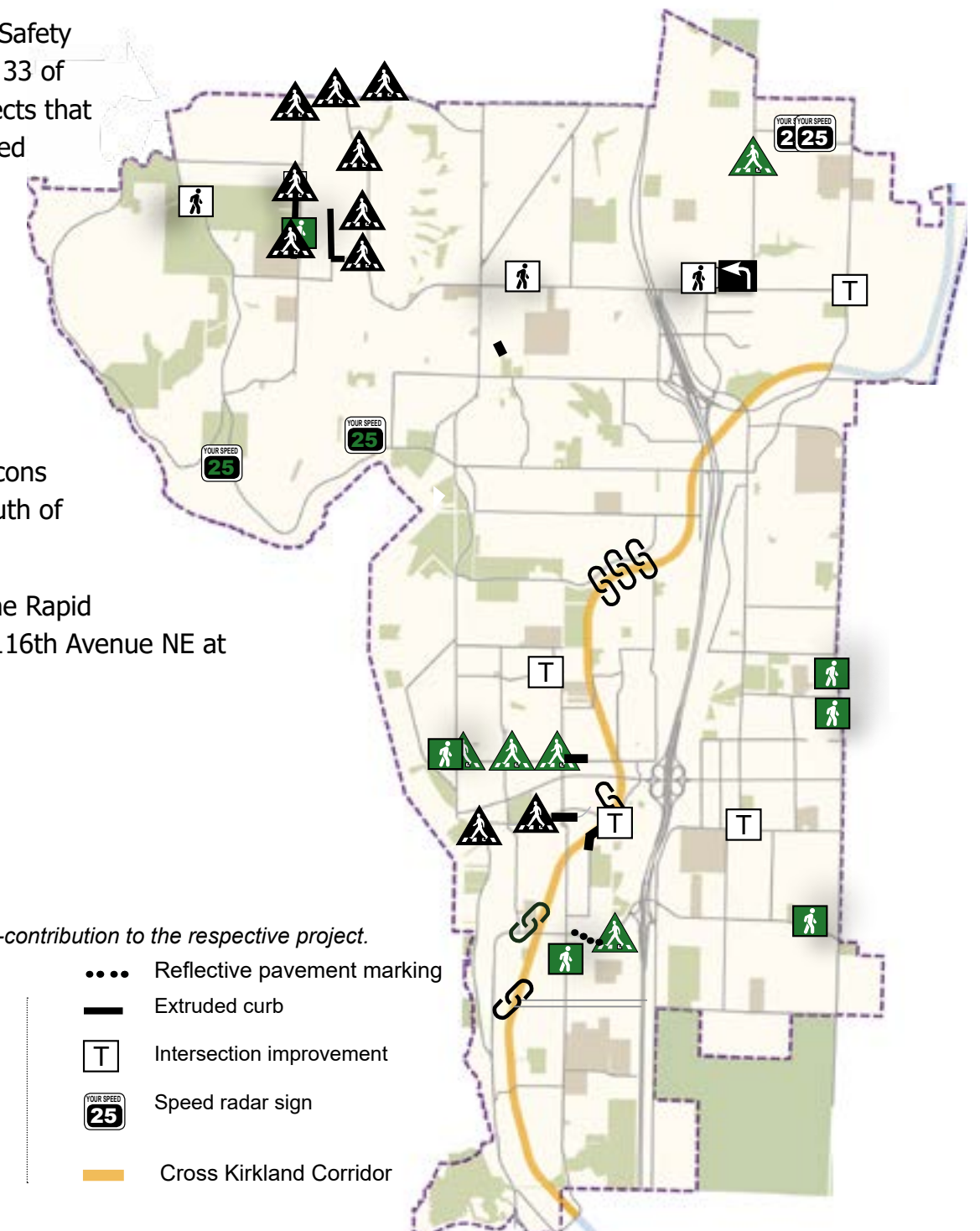
The Neighborhood Safety Program has built 33 of the 37 approved projects that residents first requested since 2014 through the Suggest-A-Project interactive mapping system.

The 2017 levy helped fund two of those projects:

- Rapid Flashing Beacons on NE 120th Place south of NE 122nd Street; and
- Partial funding of the Rapid Flashing Beacons on 116th Avenue NE at 12500 block.

LEGEND

- Green icons indicate levy-contribution to the respective project.*
- RFB
 - Crosswalk
 - Connection to CKC trail
 - Left-turn pocket
 - Reflective pavement marking
 - Extruded curb
 - Intersection improvement
 - Speed radar sign
 - Cross Kirkland Corridor





From left: The City of Kirkland has installed Rapid Flashing Beacons on 84th Avenue Northeast in Finn Hill, Northeast 116th Street in Juanita and 98th Avenue Northeast in Juanita. **Opposite page:** A set of Rectangular Rapid Flashing Beacons illuminates Market Street's crosswalk at Seventh Avenue.

CROSSWALK SAFETY TOOLS

Rapid Flashing Beacons are one of several tools Kirkland uses to improve visibility at crosswalks. The City also uses pedestrian flags, street lighting and median islands, where appropriate. For the thousands of residents who use Rapid Flashing Beacons—they provide greater visibility of pedestrians to drivers.

Street crossings are critical to the success of a pedestrian network. Kirkland has a history of innovative tools at uncontrolled (or unsignalized) crossing locations - the most progressive is the Pedestrian Flag Program. The Program started in 1995 after a Kirkland resident saw a similar system in Japan and suggested it be used here. Shortly after, Kirkland became the first in the region, and possibly the nation, to start a Pedestrian Flag Program. Flags are not the main tool used for crosswalks in Kirkland. "Adequate lighting and accessibility ramps are the basic requirements at any crossing location," said Joel Pfundt, Transportation Manager.

Median islands are effective in locations with multiple lanes with high traffic speeds and volumes. The islands provide a place for extra lighting and warning devices which gain the

driver's attention.

Rectangular Rapid Flashing Beacons are pedestrian-activated safety devices that contain highly visible flashing lights placed near or on the street at crosswalks. "Rapid Flashing Beacons are proven to be very effective at making crosswalks more safe and comfortable for pedestrians," added Pfundt. They are used in locations where median islands and adequate lighting exist and are most effective at sites where drivers rarely yield to pedestrians on arterials with large numbers of vehicles.




Forty-four sets of Rapid Flashing Beacons were installed by Kirkland and its development partners since residents approved the 2012 Streets Levy. The Levy helped pay for 20 of those Rapid Flashing Beacons. 10 sets were installed prior to the Levy.



FLASHING BEACONS IN 2017

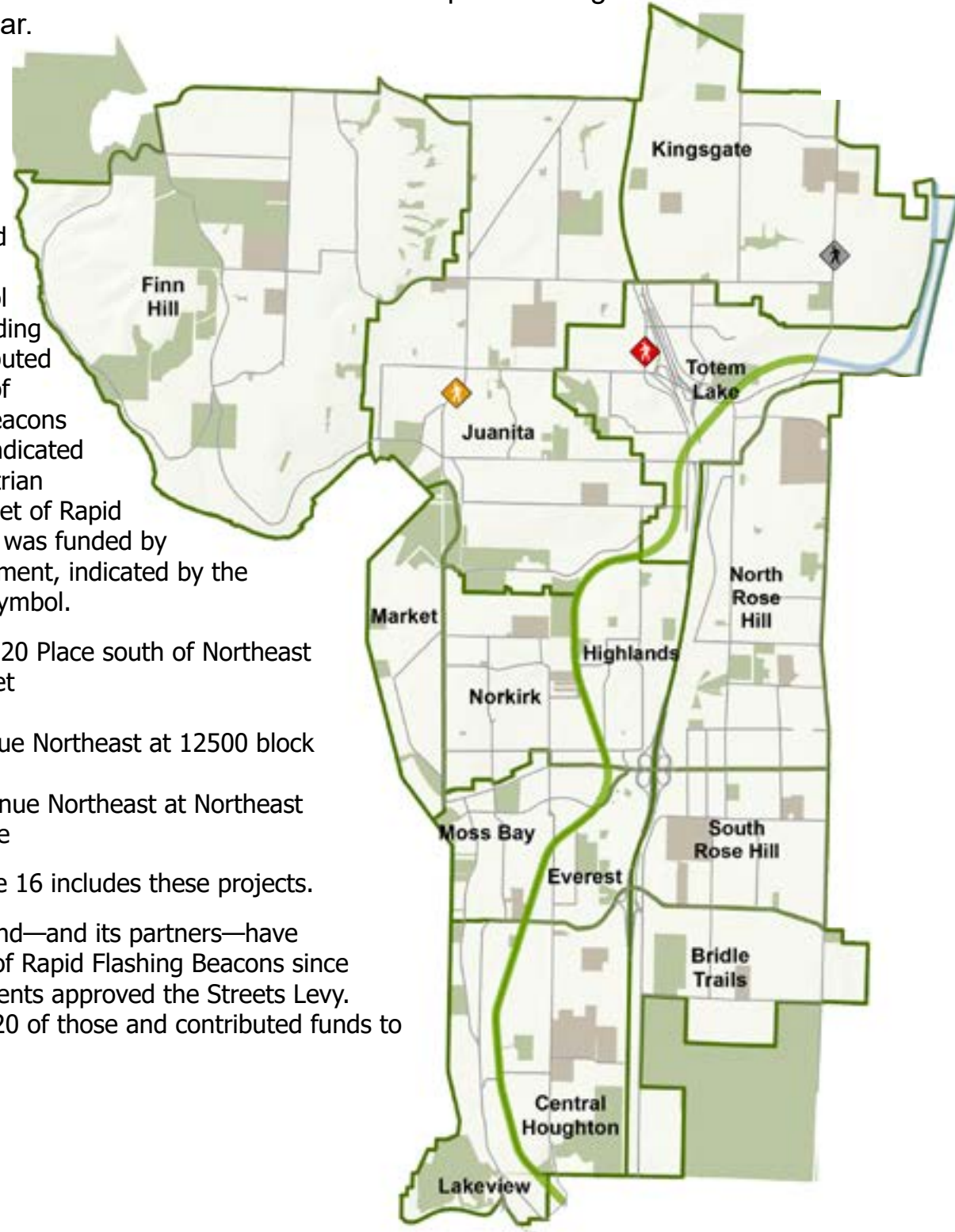
The levy contributed funds for two of the three Rapid Flashing Beacons installed in Kirkland this year.

The Streets Levy in 2017 paid for a set of Rapid Flashing Beacons in Juanita—indicated by the orange pedestrian symbol on the corresponding map—and contributed funding to a set of Rapid Flashing Beacons in Totem Lake—indicated by the red pedestrian symbol. A third set of Rapid Flashing Beacons was funded by a private development, indicated by the gray pedestrian symbol.

-  Northeast 120 Place south of Northeast 122nd Street
-  116th Avenue Northeast at 12500 block
-  132nd Avenue Northeast at Northeast 134th Place

The table on page 16 includes these projects.

The City of Kirkland—and its partners—have installed 44 sets of Rapid Flashing Beacons since 2012, when residents approved the Streets Levy. The levy funded 20 of those and contributed funds to three others.









PROGRESS TOWARD THE GOAL

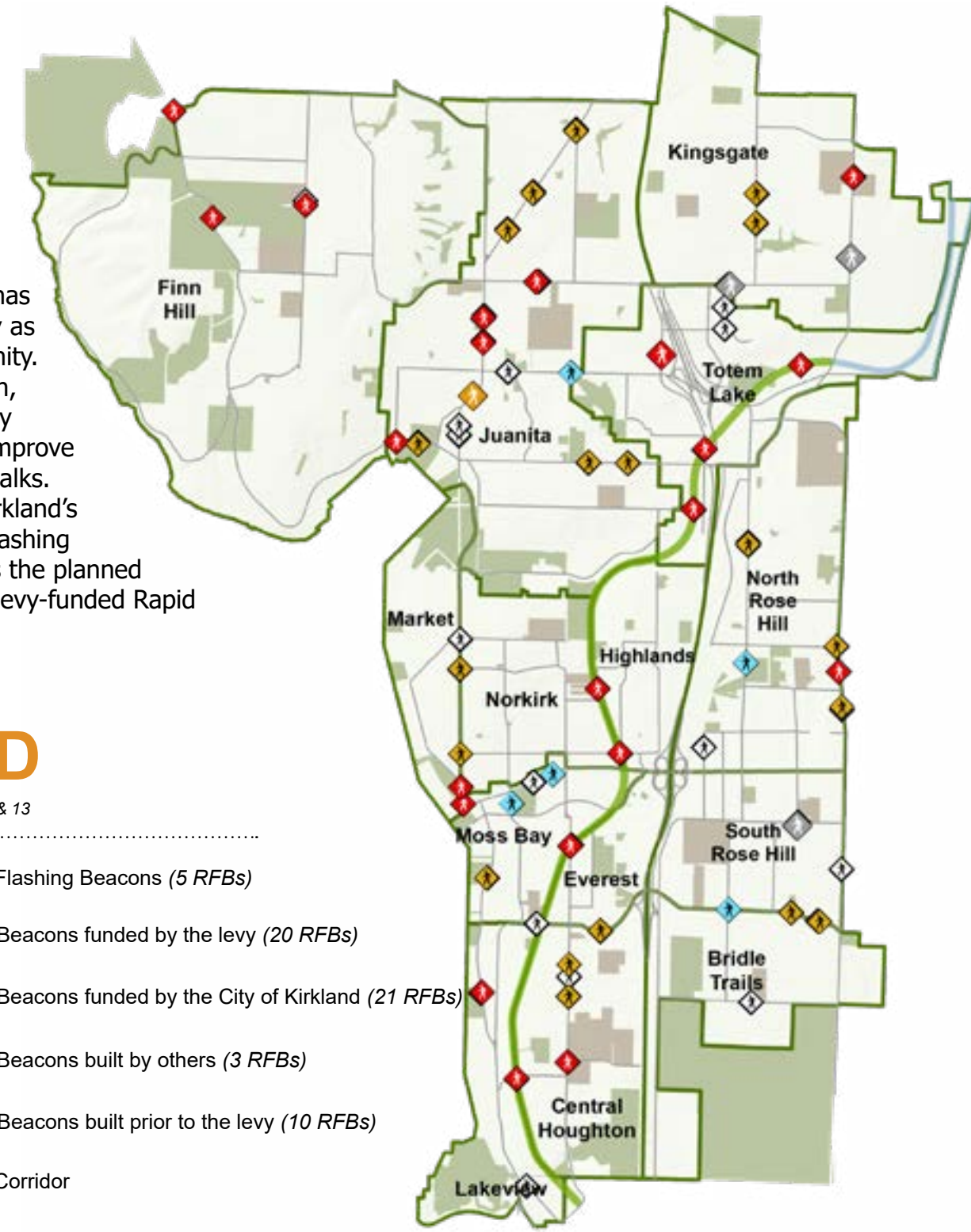
By 2033, the levy will pay for 50 Rapid Flashing Beacons at crosswalks throughout the City.

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, voter approved Levy allows the City to improve safety at 50 crosswalks. 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

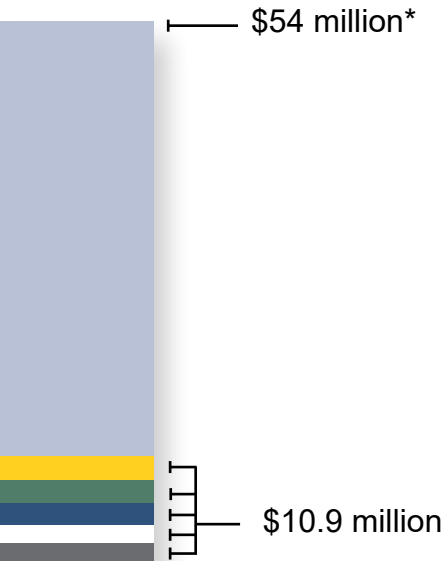
-  Planned Rapid Flashing Beacons (5 RFBs)
-  Rapid Flashing Beacons funded by the levy (20 RFBs)
-  Rapid Flashing Beacons funded by the City of Kirkland (21 RFBs)
-  Rapid Flashing Beacons built by others (3 RFBs)
-  Rapid Flashing Beacons built prior to the levy (10 RFBs)
-  Cross Kirkland Corridor



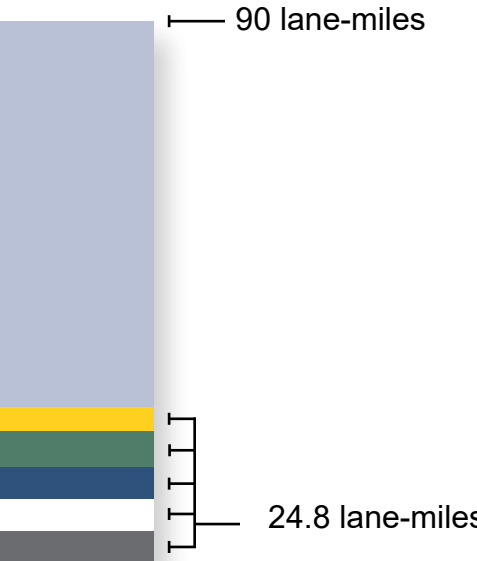
MAKING IT ALL POSSIBLE

The levy allows Kirkland to complete pedestrian safety and street preservation projects that it would not otherwise be able to pursue. In 2017, the levy empowered Kirkland to pave 6.9 lane-miles of arterials, preserve 13.2 lane-miles of neighborhood roads, stripe 26 crosswalks and improve sidewalk access at 66 curb ramps with the Street Preservation Program. ◀

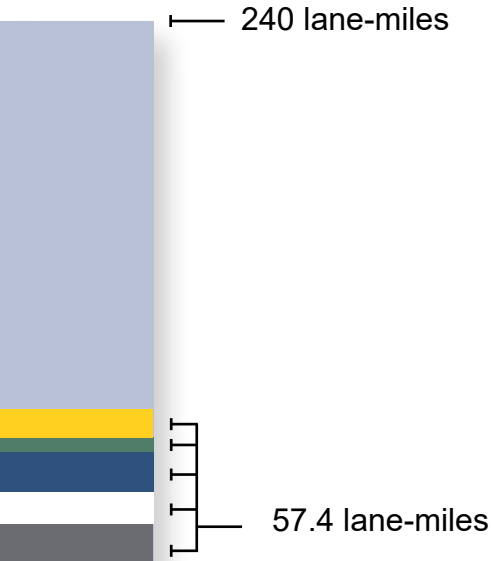
TOTAL INVESTMENT
(Progress toward levy goal)



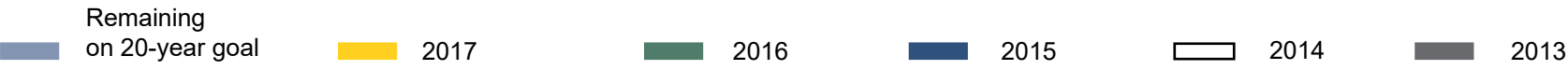
ARTERIAL PRESERVATION
(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION
(Progress toward levy goal)



LEGEND



STREET PRESERVATION	ANNUAL AVERAGE PRE-LEVY	LEVY PRIOR YEARS	2017 PROGRAM			LEVY PROGRESS	
			LEVY	OTHER FUNDS	TO-TAL	20-YEAR TARGET	PROGRESS TO DATE
Investment (in millions of dollars)	\$1.75	\$8.54	\$2.33	\$1.65		\$54*	\$10.9 or 20% of goal
Arterials (in lane miles)	6.2	20.87	3.96	3.01	6.97	90	24.8 or 27% of goal
Neighborhood/collector streets (in lane-miles)	13.7	49.6	7.8	5.4	13.2	240	57.4 or 24% of goal
Arterial/collector score on the pavement condition index (PCI)	57	**77	—	—	**77	70	The current rating reflects a change in rating methodology.
Crosswalk striping (in crosswalks)	19.5	58	9	17	26	230	67 or 29.1% of goal
Sidewalk access (in curb ramps)	30	98	36	30	66	500	134 or 26.8% of goal

*Based on 20-year projection of levy budget.
**The City of Kirkland changed the way it measures the Pavement Condition Index in 2016

2017 NEIGHBORHOOD SAFETY PROGRAM IMPROVEMENTS		INVESTMENT		
Location	Levy	City	Grants	Total
Radar Speed Signs on NE 143rd St. at 132nd and 128th Ave. NE		\$70,463		\$70,463
Crosswalk improvement on NE 138th St. at 84th Ave. NE		\$2,601		\$2,601
Reflective pavement marking on NE 68th St. at 11200 and 6700 block		\$713		\$713
Intersection improvement on Kirkland Way at Railroad Ave.		\$54,625		\$54,625
Intersection improvement on 124th Ave. NE at NE 80th St.		\$21,341		\$21,341
Total		\$149,746		\$149,746
Previous Years	\$111,025	\$499,024		\$610,049

2017 RAPID FLASHING BEACONS	SCHOOL WALK ROUTES		INVESTMENT				
Location	No	Yes	School	Levy	City	Grants	Total
NE 120th Pl./NE 122nd St.	1			\$124,938			\$124,938
116th Ave. NE/12500 Blk.	1			\$25,062	\$71,138		\$96,200
132nd Ave./NE 134th Pl.		1	Muir		*		*
2017 Total	2	1		\$150,000	\$71,138		\$221,138
Previous Years	19	22		\$809,663	\$1,017,939		\$1,827,602
Progress To Date	21	23		\$959,663	\$1,089,077		\$2,048,740

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

2017 SIDEWALKS	LINEAR FEET OF SIDEWALK		INVESTMENT			
Location	Not on school walk route	School walk route	Levy	City	Grants	Total
NE 52nd St.	1,400 LF			\$100,000	\$1,036,900	1,136,900
126th Ave. NE		800 LF	\$27,750	\$342,250		\$370,000
108th Ave. NE		370 LF		\$105,232		\$105,232
2017 Total		1,170 LF	\$27,750	\$547,482	\$1,036,900	\$1,612,132
Previous Years	14,126 LF	640 LF	\$13,708	\$2,960,837	\$671,207	\$3,645,752
Progress To Date	15,526 LF	1,810 LF	\$41,458	\$3,508,319	\$1,708,107	\$5,257,884

The final six of the 38 priority school walk routes identified in 2001 by the community are in design.



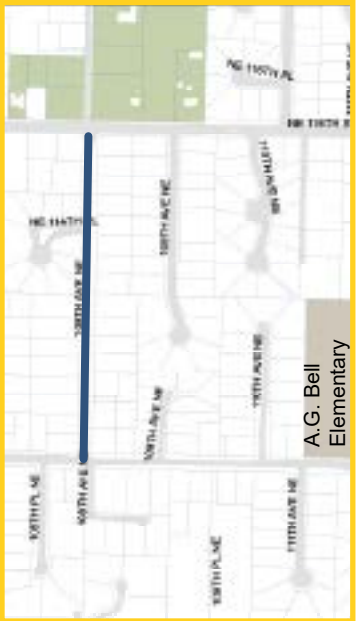
School children walk along the 125th Avenue Northeast school walk route, which leads to Ben Franklin Elementary School.

SCHOOL WALK ROUTES

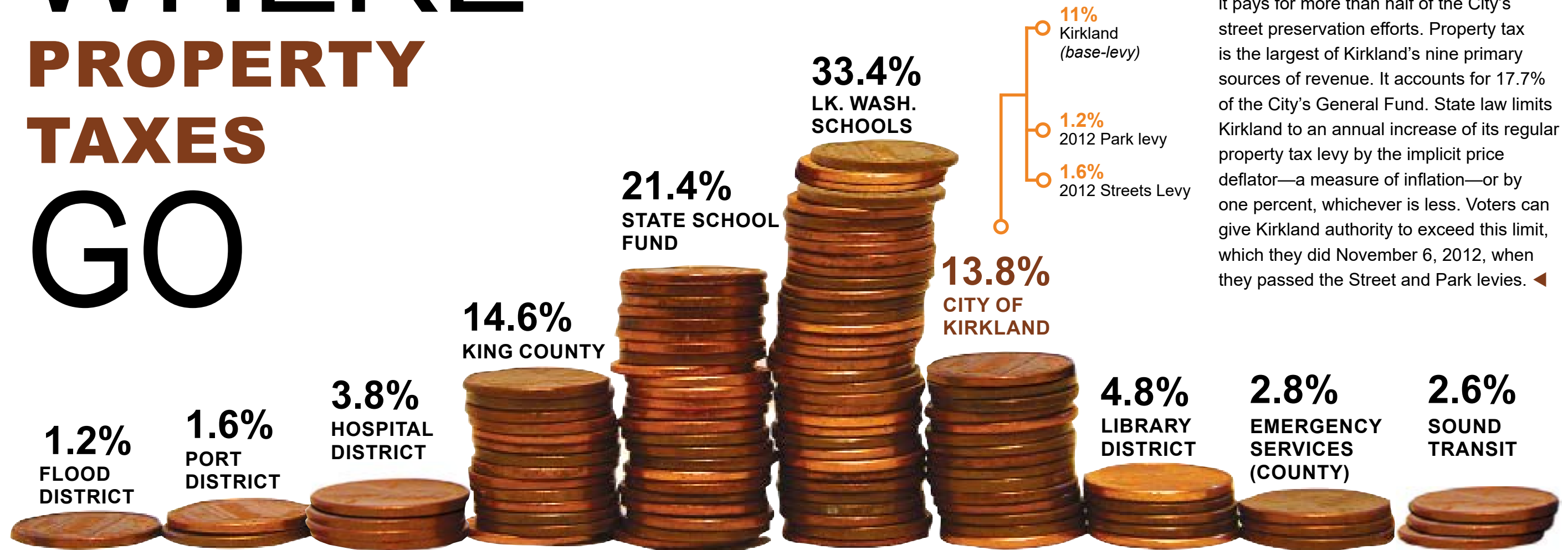
Kirkland’s leaders are focused this year on completing the final six of 38 priority school walk routes identified in 2001 by a joint panel of leaders from the neighborhoods, City of Kirkland, and the Lake Washington School District.

The City will complete two of those priority walk routes in 2018—the sidewalk along 108th Avenue Northeast, from Northeast 112th Street to Northeast 116th Street, as well as the sidewalk along 94th Avenue Northeast, from Northeast 124th Street to Northeast 128th Street.

City engineers are designing four other school walk route segments and will complete them in 2019. Kirkland completed 126th Avenue Northeast, from Northeast 85th Street to Northeast 90th Street, in 2017.



WHERE PROPERTY TAXES GO



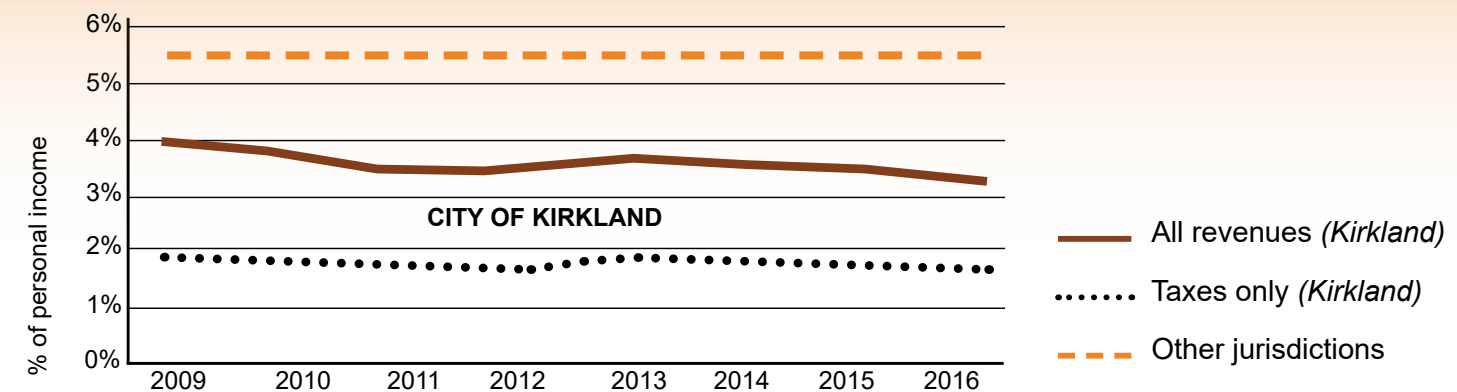
The Streets Levy accounts for less than two percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's street preservation efforts. Property tax is the largest of Kirkland's nine primary sources of revenue. It accounts for 17.7% of the City's General Fund. State law 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. Voters can give Kirkland authority to exceed this limit, which they did November 6, 2012, when they passed the Street and Park levies. ◀

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. 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 over the past six years and its projection for this two-year budget cycle. ◀



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