

► CITY IMPROVES SIDEWALK ACCESS FOR ALL TRAVELERS PG. 7

Kirkland

AN ACCOUNTABILITY REPORT OF THE STREETS LEVY



On the **RISE**

Pavement conditions are improving. The Streets Levy is a major reason why. PG. 14

Rock, oil & labor

Kirkland explores solutions for the rising costs of contracted street maintenance. **PG. 10**

WHAT THE LEVY ACHIEVES

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



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 six years, levy-funds have helped

the City repave approximately 28 lane-miles of arterials and protect 63 lane-miles of residential streets. The Street Preservation Program has completed 29 percent of the 20-year goal in five years. **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. **See Page 17.**



PEDESTRIAN & BICYCLE SAFETY *(installed 21 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.

Six years in, the levy has paid for the installation of 21 sets of Rapid Flashing Beacons—42 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 26 Rapid Flashing Beacons throughout the city.

The Neighborhood Safety Program has helped Kirkland improve safety for walking and bicycling by funding 45 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



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

traffic on residential streets. Kirkland also leverages its overlay program to improve bicycling safety. **See Pages 7-15.**

ANOTHER **15.45 LANE MILES**

The levy funded 3.26 of the 5.5 lane-miles Kirkland repaved in 2018 and 5.7 of the 9.9 lane-miles of residential streets it slurry sealed in 2018.

The Levy helped Kirkland add five to eight years of life in 2018 to 9.9 lane-miles of neighborhood roads in the Kingsgate Neighborhood.

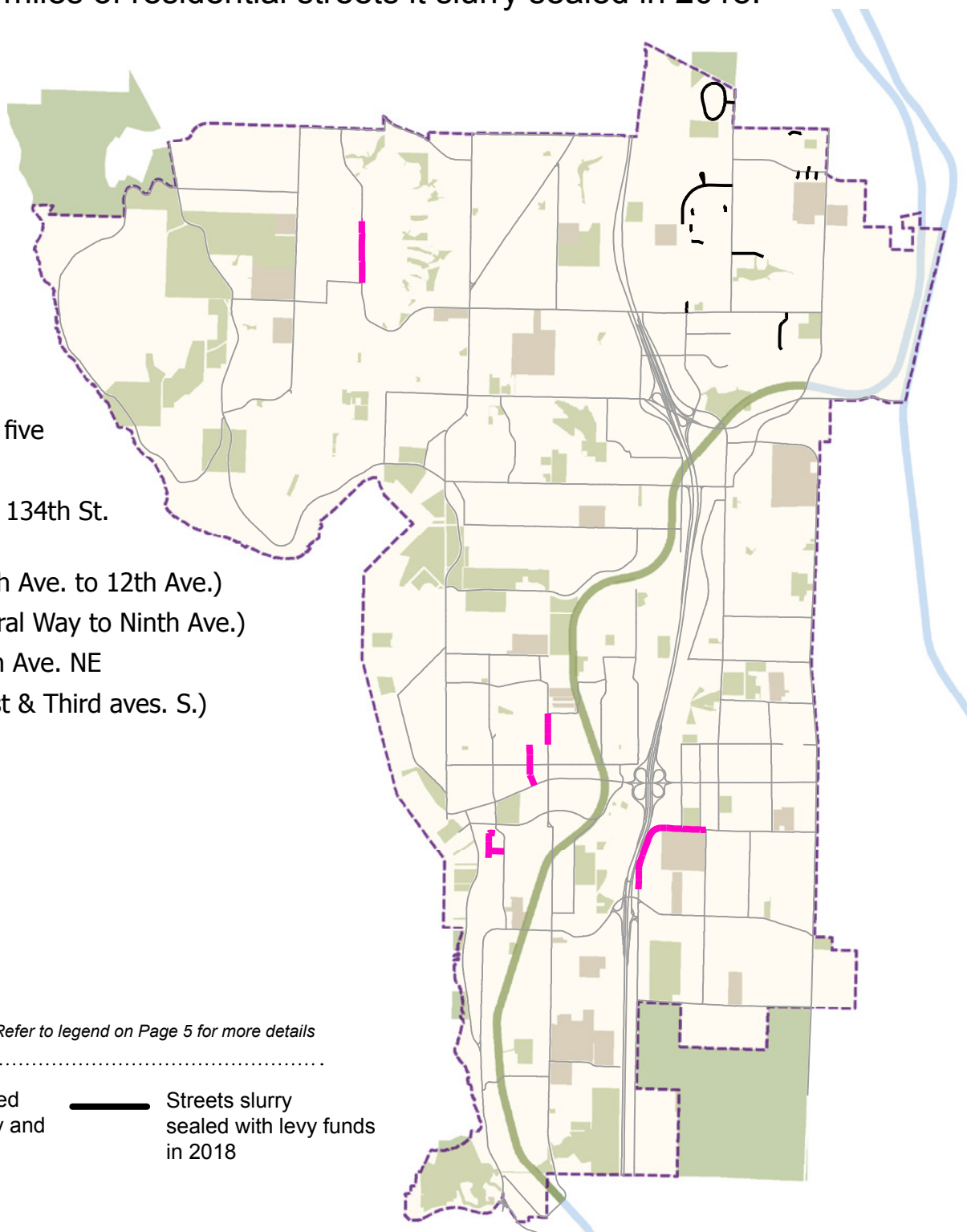
The levy also helped Kirkland repave 5.5 lane-miles on sections of five arterials. Those five streets are:

- 90th Ave. NE (NE 134th St. to NE 139th St.)
- Sixth Street (Ninth Ave. to 12th Ave.)
- Fifth Street (Central Way to Ninth Ave.)
- NE 80th St./116th Ave. NE
- Second St. S./First & Third aves. S.)

LEGEND

Refer to legend on Page 5 for more details

- Streets repaved with 2018 levy and City funds
- Streets slurry sealed with levy funds in 2018



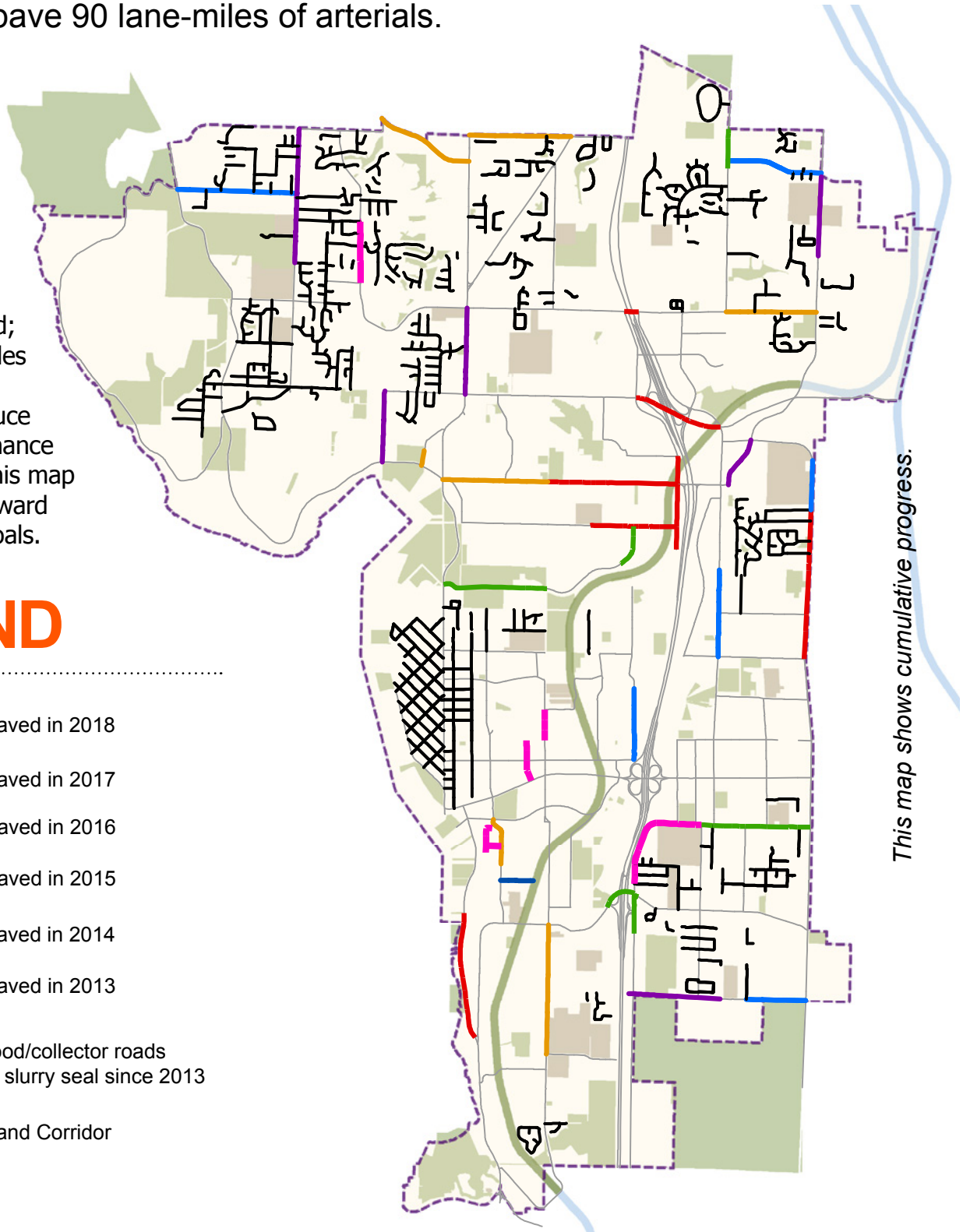
PROGRESS CONTINUES

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 achieving those goals.

LEGEND

- 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 2013
- Cross Kirkland Corridor



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.



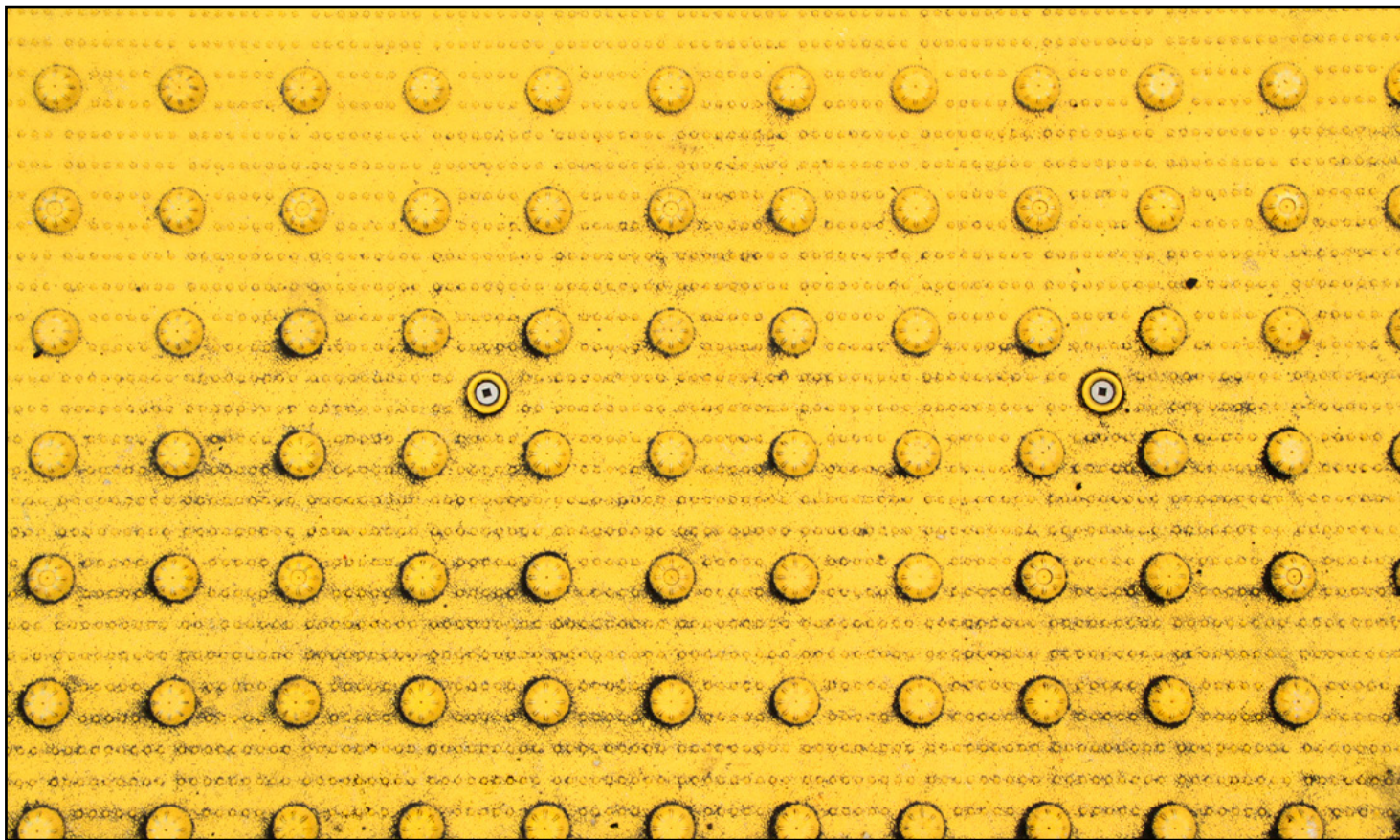
Condition: A few superficial cracks
Treatment: Slurry seal
Cost: \$3,400/
city block



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 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, with the aid of a white cane or other forms of mobility- or sight-assistance. Kirkland's Street Preservation program has rebuilt 408 curb ramps since 2013, when the first year Streets Levy funds became available. The levy has paid for 169 of them.

In 2018, the Streets Levy paid for the reconstruction of 35 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.

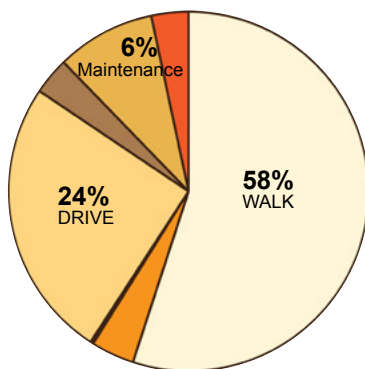
For those who travel by wheelchair, having a landing at the top of the curb ramp—a flat space to turn—can make the difference between traveling safely on a sidewalk or unsafely in the street. ◀

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 more than 1,000 projects since 2011, when Kirkland leaders unveiled an interactive map that invites the public to contribute ideas. More than a third of those suggestions are 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 the Lakefront Pedestrian and Bicycle Improvements. The list also includes bicycle greenways and pedestrian and bicycle safety improvements along Juanita Drive.

WHAT RESIDENTS SUGGEST

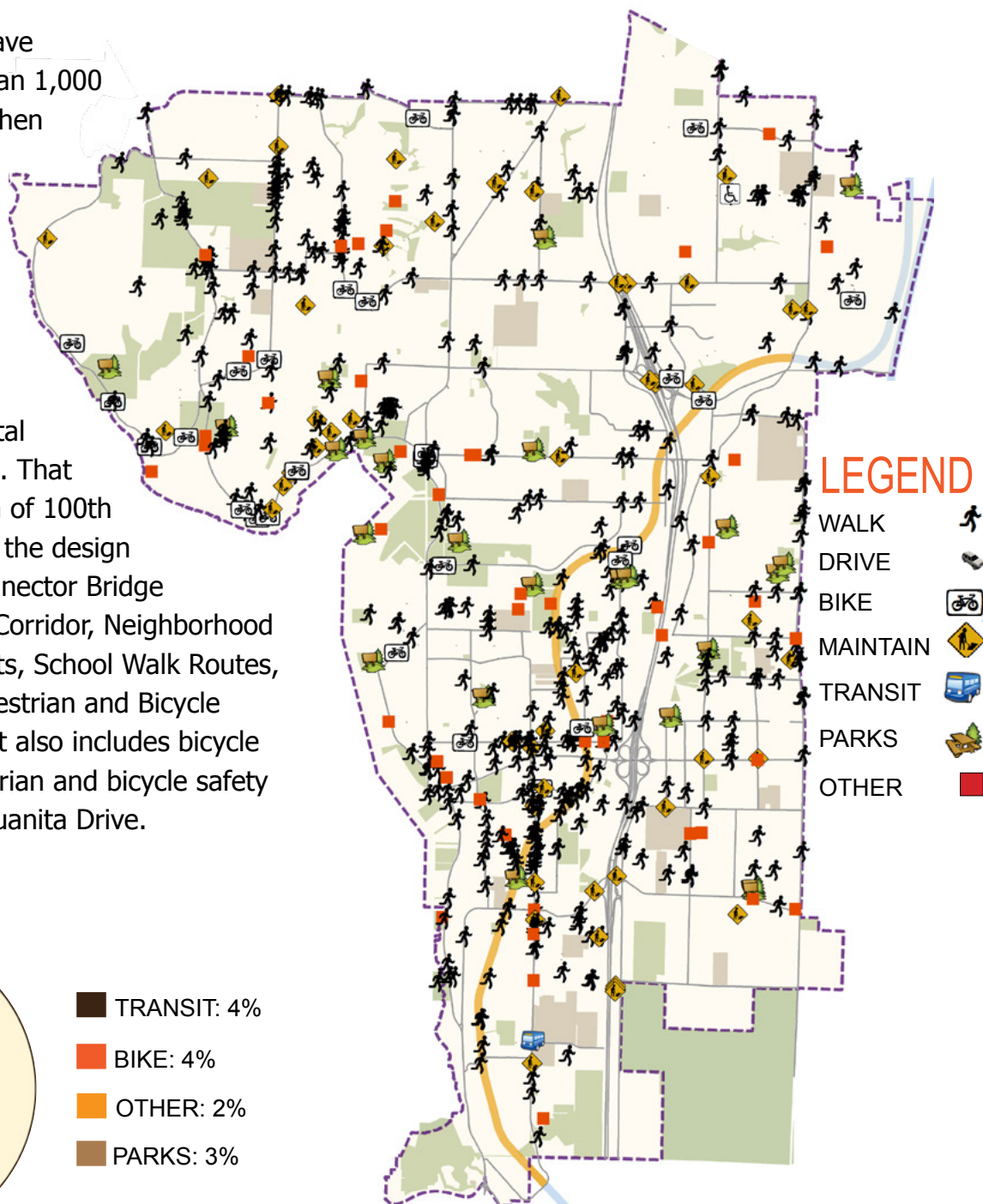


TRANSIT: 4%

BIKE: 4%

OTHER: 2%

PARKS: 3%



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 all of the 45 approved projects that residents first requested since 2014 through the Suggest-A-Project interactive mapping system.

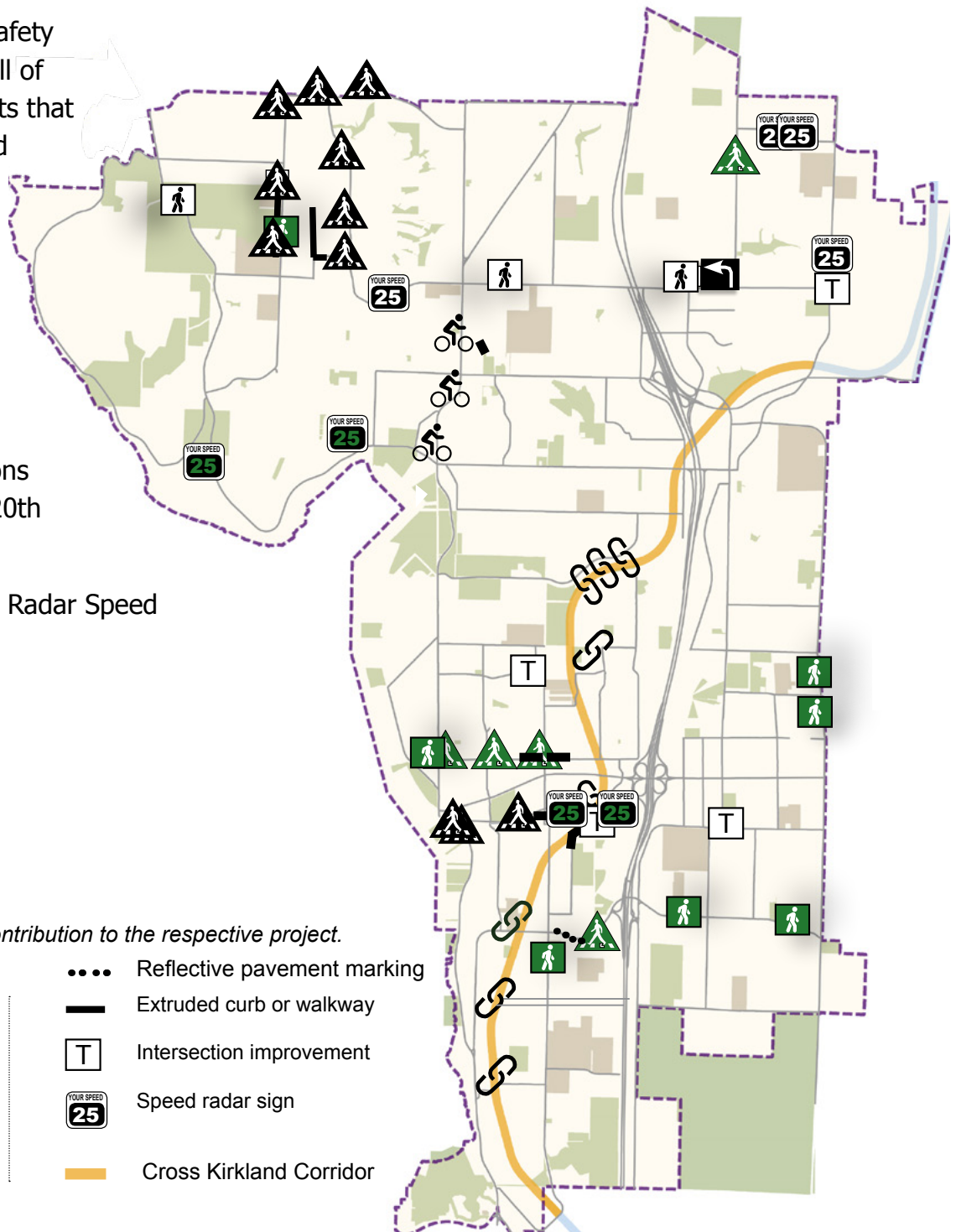
The 2018 levy helped fund two 2018 projects:

- Rapid Flashing Beacons on NE 70th Street at 120th Ave; and
- Partial funding of the Radar Speed Signs on Kirkland Way.

LEGEND

Green icons indicate levy-contribution to the respective project.

- | | |
|--|---|
|  RFB |  Reflective pavement marking |
|  Crosswalk |  Extruded curb or walkway |
|  Connection to CKC trail |  Intersection improvement |
|  Left-turn pocket |  Speed radar sign |
|  Bike improvement |  Cross Kirkland Corridor |





Rock, oil & labor

How Kirkland plans to protect its street network amid rising costs

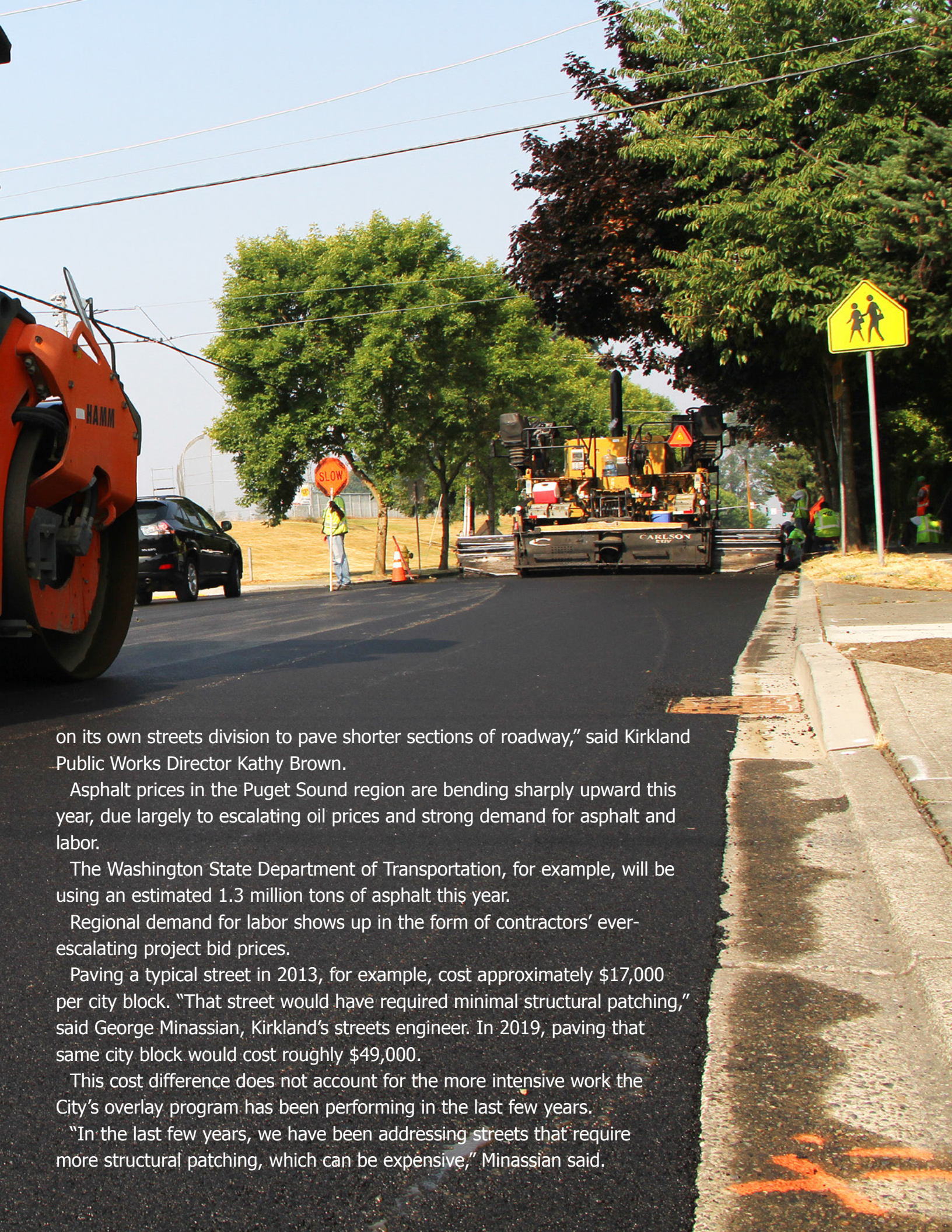
Construction begins this summer on the Totem Lake Gateway—a street and sidewalk restoration project that will revitalize some of the sections of Totem Lake Boulevard and 120th Avenue Northeast that surround The Village at Totem Lake.

Most of this project's design and construction is funded by a \$4.83 million grant the City of Kirkland won in November 2017 from the

Transportation Improvement Board.

Acquiring these kinds of grants is one of the opportunities Kirkland's leaders are pursuing to prevent the rising cost of asphalt from inhibiting the City's continuous effort to maintain its street network.

"The City is also leveraging partnerships with private developers and relying more than ever



on its own streets division to pave shorter sections of roadway,” said Kirkland Public Works Director Kathy Brown.

Asphalt prices in the Puget Sound region are bending sharply upward this year, due largely to escalating oil prices and strong demand for asphalt and labor.

The Washington State Department of Transportation, for example, will be using an estimated 1.3 million tons of asphalt this year.

Regional demand for labor shows up in the form of contractors’ ever-escalating project bid prices.

Paving a typical street in 2013, for example, cost approximately \$17,000 per city block. “That street would have required minimal structural patching,” said George Minassian, Kirkland’s streets engineer. In 2019, paving that same city block would cost roughly \$49,000.




This cost difference does not account for the more intensive work the City’s overlay program has been performing in the last few years.

“In the last few years, we have been addressing streets that require more structural patching, which can be expensive,” Minassian said.

FLASHING BEACONS IN 2018

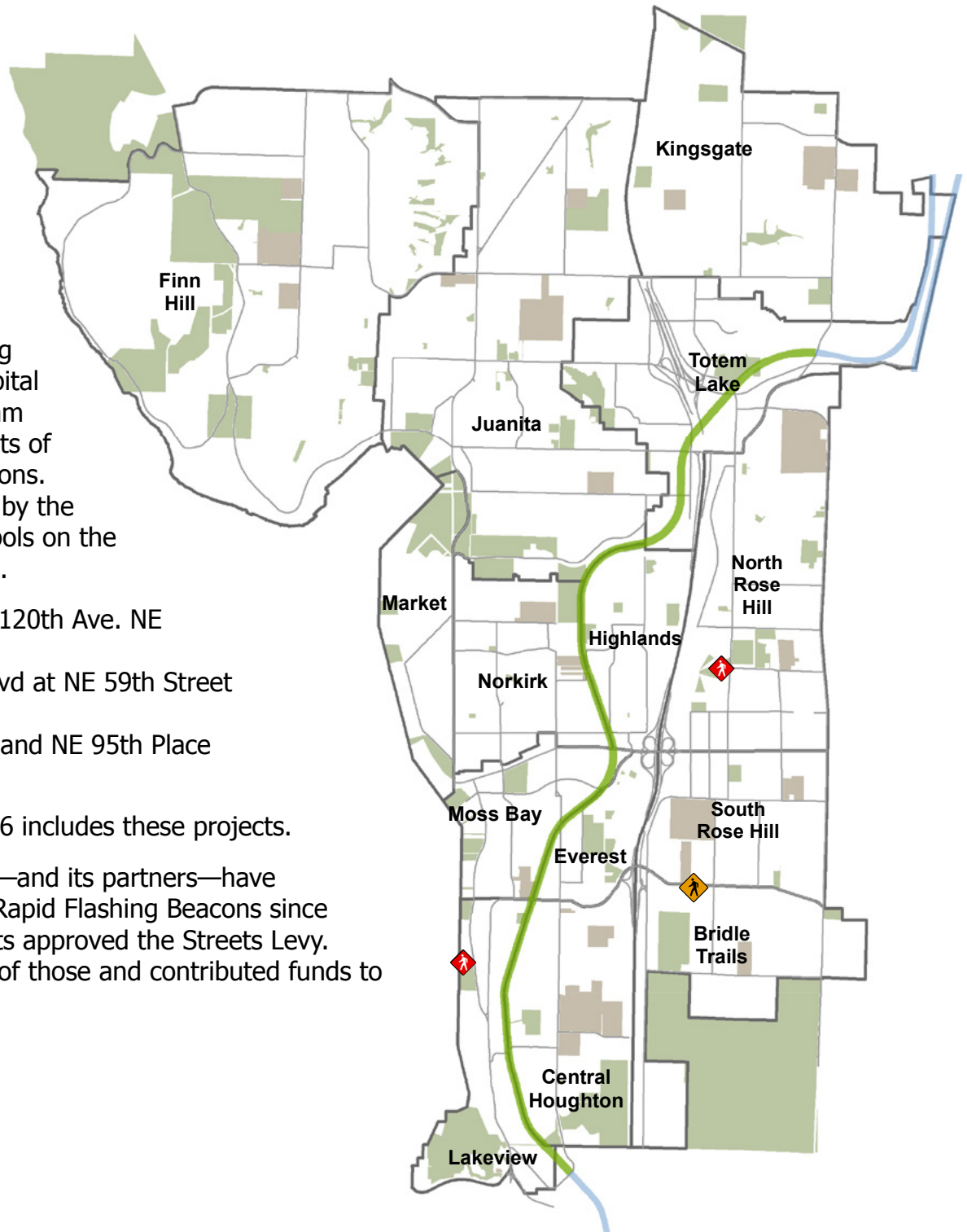
The levy paid in 2018 for one of the three Rapid Flashing Beacons installed in Kirkland.

The Streets Levy in 2018 paid for a set of Rapid Flashing Beacons in South Rose Hill—indicated by the orange pedestrian symbol on the corresponding map. Kirkland’s capital improvement program funded two other sets of Rapid Flashing Beacons. Those are indicated by the red pedestrian symbols on the corresponding maps.

-  NE 70th St at 120th Ave. NE
-  Lake Wash. Blvd at NE 59th Street
-  124th Ave NE and NE 95th Place

The table on page 16 includes these projects.

The City of Kirkland—and its partners—have installed 47 sets of Rapid Flashing Beacons since 2012, when residents approved the Streets Levy. The levy funded 21 of those and contributed funds to three others.









PROGRESS TOWARD THE GOAL

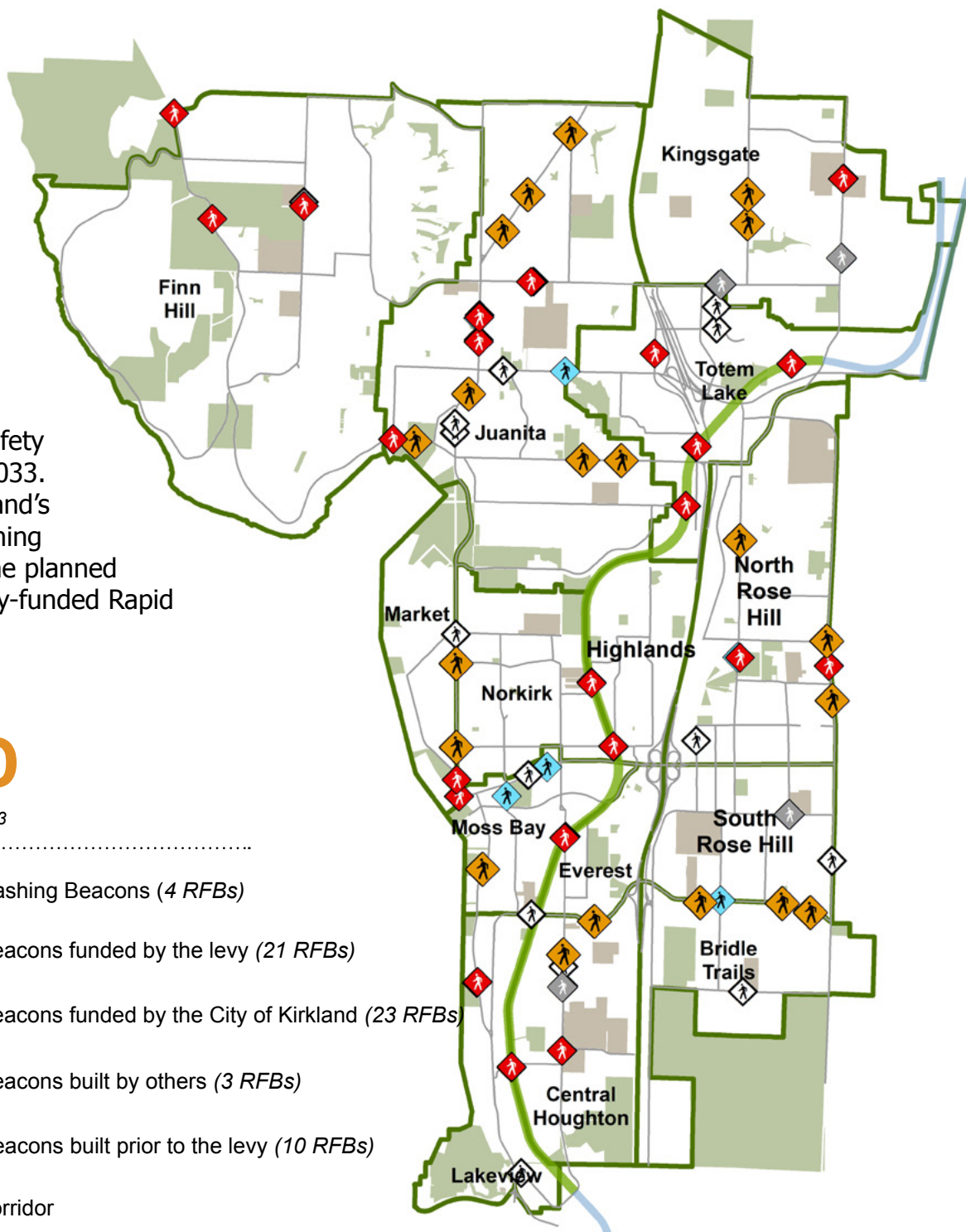
By 2033, the levy will have paid for 50 Rapid Flashing Beacons throughout the City.

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

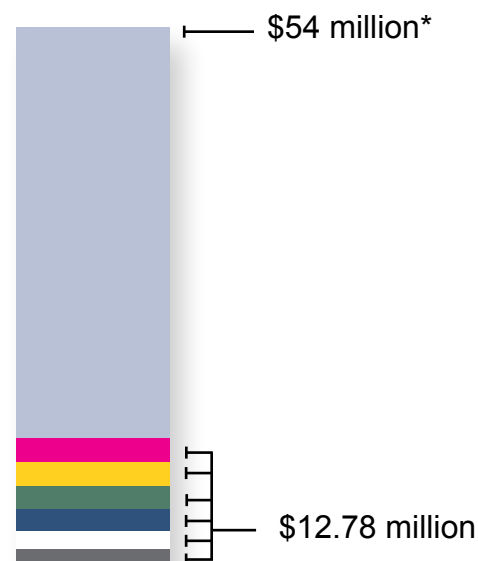
-  Planned Rapid Flashing Beacons (4 RFBs)
-  Rapid Flashing Beacons funded by the levy (21 RFBs)
-  Rapid Flashing Beacons funded by the City of Kirkland (23 RFBs)
-  Rapid Flashing Beacons built by others (3 RFBs)
-  Rapid Flashing Beacons built prior to the levy (10 RFBs)
-  Cross Kirkland Corridor



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 2018, the levy empowered Kirkland to pave 5.5 lane-miles of arterials, preserve 9.9 lane-miles of neighborhood roads, stripe 18 crosswalks and improve sidewalk access at 63 curb ramps with the Street Preservation Program. ◀

TOTAL INVESTMENT (Progress toward levy goal)



LEGEND

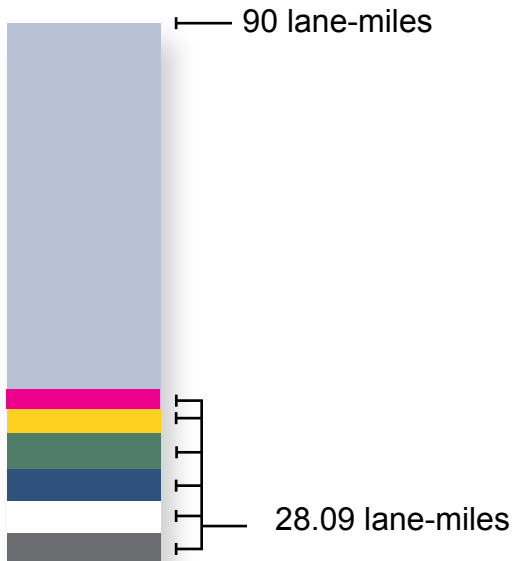
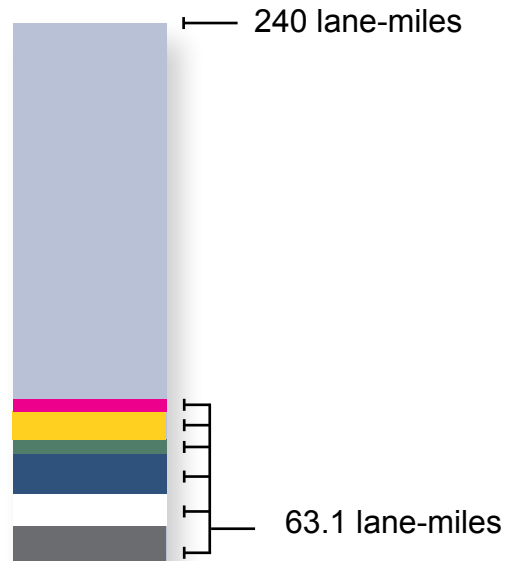
Remaining on 20-year goal 2018

STREET PRESERVATION	ANNUAL AVERAGE PRE-LEVY	LEVY PRIOR YEARS
Investment (in millions of dollars)	\$1.75	\$10.87
Arterials (in lane miles)	6.2	24.83
Neighborhood/collector streets (in lane-miles)	13.7	57.4
Arterial/collector score on the pavement condition index (PCI)	57	**77
Crosswalk striping (in crosswalks)	19.5	67
Sidewalk access (in curb ramps)	30	134

*Based on 20-year projection of levy budget.

**The City of Kirkland changed the way it measures the Pavement Condition Index in 2016

***Does not include \$1.4 million annual investment into City's street maintenance division

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

2017

2016

2015

2014

2013

2018 PROGRAM			LEVY PROGRESS	
LEVY	OTHER FUNDS	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
\$1.91	\$1.87	\$3.78	\$54*	\$12.78 or 24% of goal
3.26	2.29	5.55	90	28.09 or 31% of goal***
5.7	4.2	9.9	240	63.1 or 26% of goal
—	—	**77	70	75.7
7	11	18	230	74 or 32% of goal
35	28	63	500	169 or 34% of goal

2018 SAFETY IMPROVEMENTS		INVESTMENT		
Location	Levy	City Funds	Grants	Total
Bicycle Improvements 98th Ave and 100th Ave NE			\$36,000	\$36,000*
Speed Sign on 132nd Ave NE (NE 128th to NE 144th streets)		\$62,783		\$62,783
Radar Speed Sign on Kirkland Way at CKC	\$64,485	\$31,955		\$96,440
Trail Connection on the CKC at NE 53rd Street		\$4,935		\$4,935
Walkway on 7th Ave from 4th to 6th streets		\$103,068		\$103,068
Stairs to/from CKC at NE 100 St at Cotton Hill Park		\$11,676		\$11,676
Crosswalk at Lakeshore Plaza at Marina Park		\$10,850		\$10,850
Speed Sign on 131st Way east of 94th Ave NE		\$37,574		\$37,574
Total	\$64,485	\$262,841	\$36,000*	\$363,326
Previous Years	\$111,025	\$648,767	\$-	\$759,792
Progress To Date	\$175,510	\$911,608	\$36,000	\$1,123,118

*Source: The Lake Washington School District mitigation fund.

2018 RAPID FLASHING BEACONS		SCHOOL WALK ROUTE		INVESTMENT		
Location	No	Yes	School	Levy	Other Funds	Total
NE 70th Street at 120th Ave		1	Franklin	\$94,431		\$94,431
Lake Washington Boulevard and NE 59th Street	1				\$30,953	\$30,953
124th Avenue NE and NE 95th Street		1	Twain		\$53,000	\$53,000
RFB Total 2018	1	2	0	\$94,431	\$83,953	\$178,384
Previous Years	21	23	0	\$959,663	\$1,089,077	\$2,048,740
Progress To Date	22	25	0	\$1,054,094	\$1,173,030	\$2,227,124

2018 SIDEWALKS		LINEAR FEET OF SIDEWALK		INVESTMENT		
Location	Not on a school walk route	On a school walk route	Levy funds	City Funds	Other funds	Total
*108th Ave NE	1,200			\$763,000		\$763,000
*94th Ave NE		620		\$405,000		\$405,000
2018 Total	1,200	620	0	\$1,168,000		\$1,168,000
Previous Years	15,526	1,810	\$41,458	\$3,508,319	\$1,708,107	\$5,257,884
Progress To Date	16,726	2,430	\$41,458	\$4,676,319	\$1,708,107	\$6,425,884

*The City of Kirkland will build four other priority sidewalks in 2019. See story on next page.



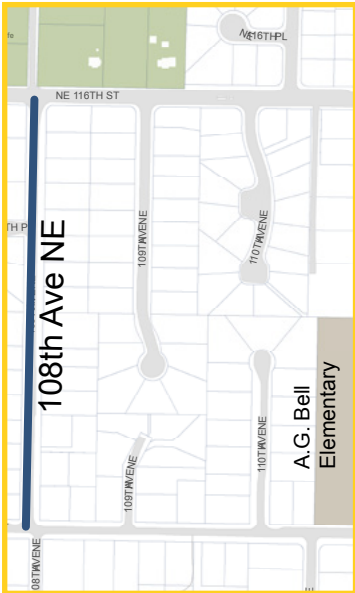
Above: School children walk along the 125th Avenue Northeast school walk route, which leads to Ben Franklin Elementary School. **Below:** The City built sidewalks in 2018 along 94th and 108th avenues northeast.

SCHOOL WALK ROUTES

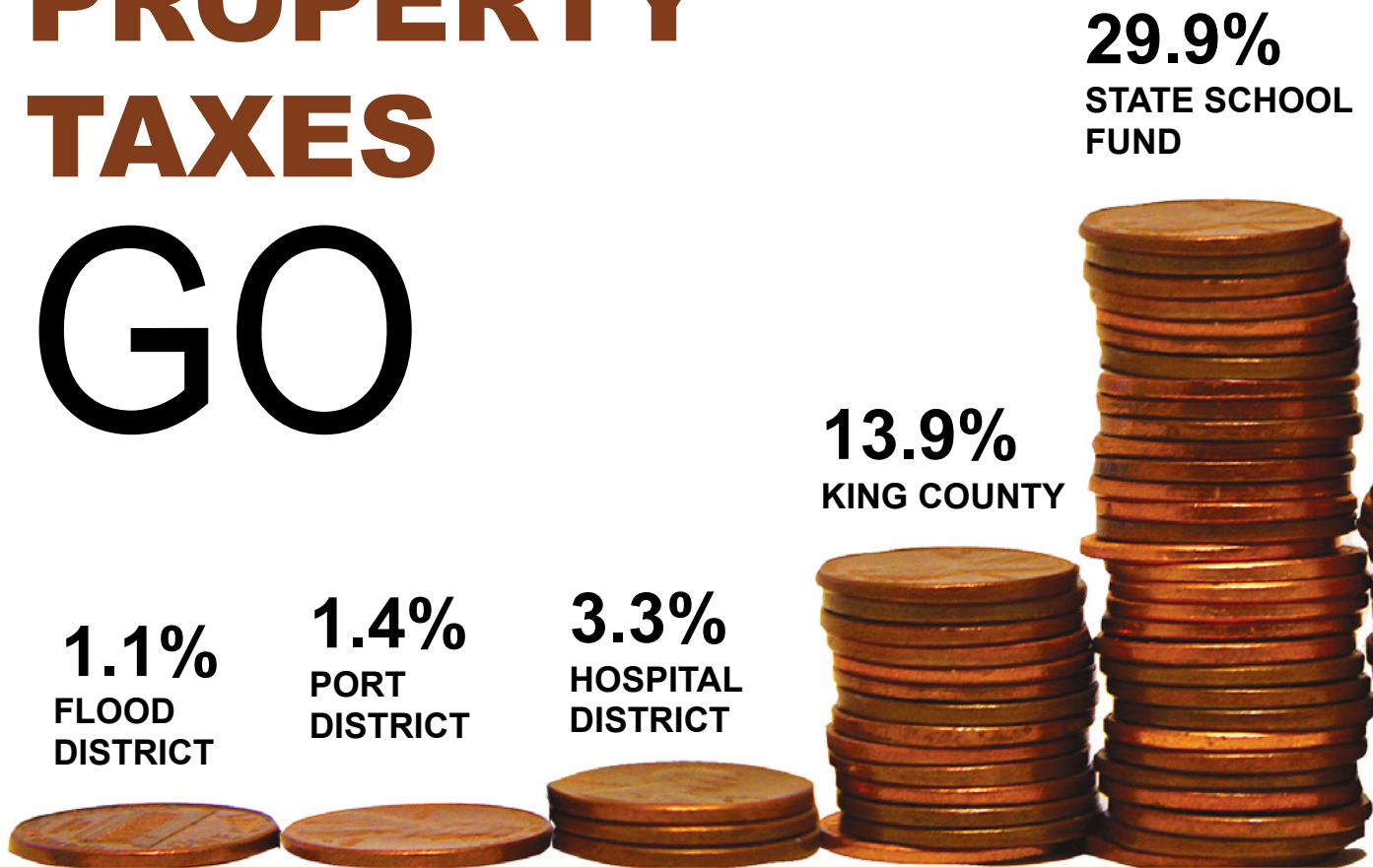
Kirkland's leaders are focused this year on completing the final six of 38 priority school walk routes identified in 2001 by a joint panel of leaders from the neighborhoods, the City, and the Lake Washington School District.

The City constructed 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.

Meanwhile, City engineers are nearing completion on the design of the remaining four other school walk route segments and will complete them in 2019.



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.

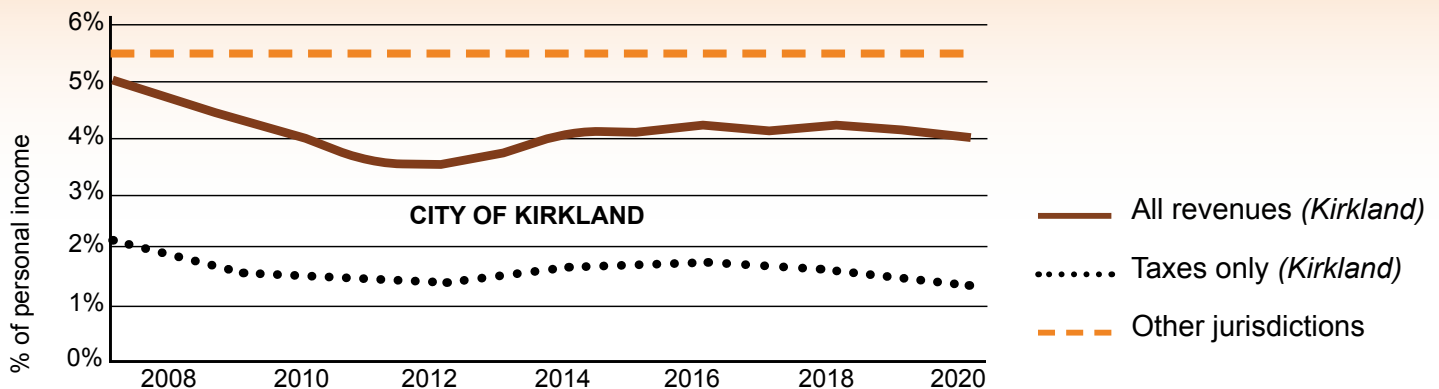
The graph at the right illustrates Kirkland's Price of Government between 2007 and 2018 and its projection for the 2019-2020 budget-cycle. ◀



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.

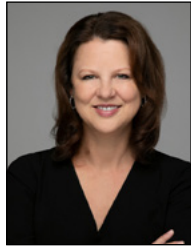
The Capital Improvement Program pays for the other half—and that half includes Kirkland's Streets Maintenance Division, which is responsible for smaller, more urgent jobs.

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. ◀



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