

RESOLUTION R-5064

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2013 STREETS AND PEDESTRIAN SAFETY LEVY ACCOUNTABILITY REPORT FOR PROPOSITION 1 – STREETS AND PEDESTRIAN SAFETY LEVY.

WHEREAS, in November 2012, Kirkland voters approved Proposition 1 – Streets and Pedestrian Safety Levy (“Streets Levy”); and

WHEREAS, Ordinance No. 4364 adopted by the Kirkland City Council to place Proposition 1 on the ballot described the restricted uses for the funding as well as the requirement to produce an accountability report documenting actions and the status of the programs funded by the Streets Levy; and

WHEREAS, the submitted 2013 Streets Levy Accountability Report reflects the allocation of Street Levy funds to fund street maintenance and safety improvements for arterial, local and neighborhood streets, including resurfacing, pothole repair, bicycle route enhancements, pedestrian safety improvements, traffic calming projects, school walk routes, sidewalks and crosswalks; and

WHEREAS, the 20-year targets in the 2013 Streets Levy Accountability Report include \$60 million in total spending – roughly \$2.7 million per year toward street preservation and \$300,000 per year to pedestrian safety; and

WHEREAS, the City Council desires to adopt the 2013 Streets and Pedestrian Safety Levy Accountability Report;


NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The Kirkland City Council adopts the 2013 Streets and Pedestrian Safety Levy Accountability Report attached as Exhibit A and incorporated by this reference.

Section 2. The Kirkland City Council authorizes the posting of the 2013 Streets and Pedestrian Safety Levy Accountability Report on the City website and the distribution of the Report throughout the community.

Passed by majority vote of the Kirkland City Council in open meeting this 1st day of July, 2014.

Signed in authentication thereof this 1st day of July, 2014.


MAYOR

Attest:


City Clerk

▶ 2013 WAS A GOOD YEAR FOR CITY'S ROADS PG 5

Kirkland

AN ACCOUNTABILITY REPORT ON THE STREET MAINTENANCE and PEDESTRIAN SAFETY LEVY PROGRAM



ARTERIAL OVERLAY

Main roads to get primary focus PG. 4



IMPROVING SAFETY

for walking and bicycling PG. 10

Houghton Beach Park from
Northeast 60th Street



SERIOUS PROPOSITION

Residents invested in their streets with a \$2.9 million annual levy.

Kirkland's roads were approaching a collective tipping point in 2011. To prevent their continuous decline from accelerating beyond a monetary point-of-no-return, Kirkland needed another \$38 million. Without that funding, their conditions would plummet, according to City projections, and the costs to restore them would balloon exponentially to \$128 million. Meanwhile, Kirkland was grow-

ing by 33,000 people and, more specifically, five elementary schools. All of those schools needed safe walking routes. And the local, state and federal funding that helps Kirkland provide the routes to those schools was becoming more scarce just as the costs to build sidewalks and maintain roads were going up.

To solve this dilemma, while pursuing the City Council's goals of balancing Kirkland's

transportation choices and maintaining dependable infrastructure, Kirkland's voters approved on November 6, 2012 the Streets Levy. The levy raised \$2.9 million in 2013. That amount will grow in the coming years. As it does, so will our ability to maintain our streets, build sidewalks, illuminate crosswalks and make our neighborhood roads safer.

In this first year of the levy, for example, we leveraged \$10,000 in levy funding for nearly \$90,000 in state grants, which is how we built

the sidewalk along Northeast 112th Street that connects A.G. Bell Elementary School to the Cross Kirkland Corridor. We will continue to leverage and use your levy dollars—transparently and accountably—to build sidewalks, maintain streets and create safer crosswalks. To ensure we do, we will publish a performance report each year. This is the first of such reports. As the program accumulates data, progress toward its street condition goals will be more evident. ◀

2013: JUST THE BEGINNING

The levy enabled Kirkland to overlay 10.6 miles of arterials and slurry seal 30 miles of neighborhood streets.

Kirkland added five to eight years of life in 2013 to 30 lane-miles of neighborhood roads, thanks largely to the levy. The Finn Hill neighborhood received much of that focus (indicated in orange on this map).

The levy also helped the City resurface 10.6 arterial lane-miles in 2013 (indicated in black on this map).

This year, the levy is helping Kirkland replace the surfaces of 11.8 arterial lane miles. These road sections are indicated below:

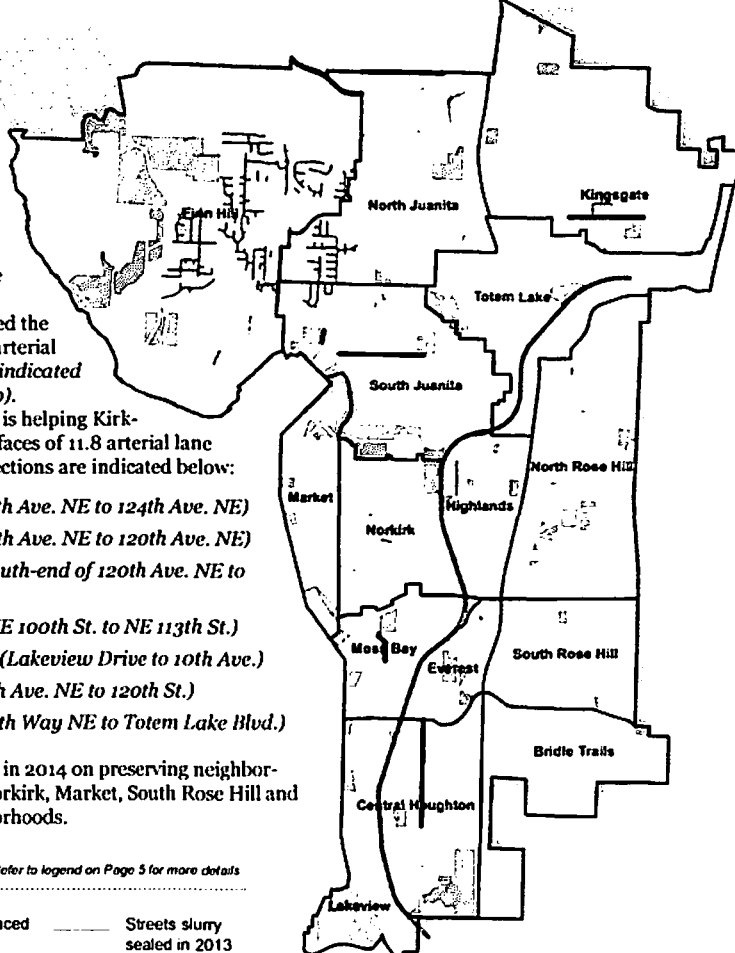
- NE 124th St. (116th Ave. NE to 124th Ave. NE)
- NE 116th St. (108th Ave. NE to 120th Ave. NE)
- 120th Ave. NE (south-end of 120th Ave. NE to NE 118th St.)
- 132nd Ave. NE (NE 100th St. to NE 113th St.)
- Lake Wash. Blvd. (Lakeview Drive to 10th Ave.)
- NE 112th St. (111th Ave. NE to 120th St.)
- NE 132nd St. (116th Way NE to Totem Lake Blvd.)

Kirkland will focus in 2014 on preserving neighborhood roads in the Norkirk, Market, South Rose Hill and Bridle Trails neighborhoods.

LEGEND

Refer to legend on Page 5 for more details

- Streets resurfaced in 2013
- Streets slurry sealed in 2013



IN 20 YEARS ...

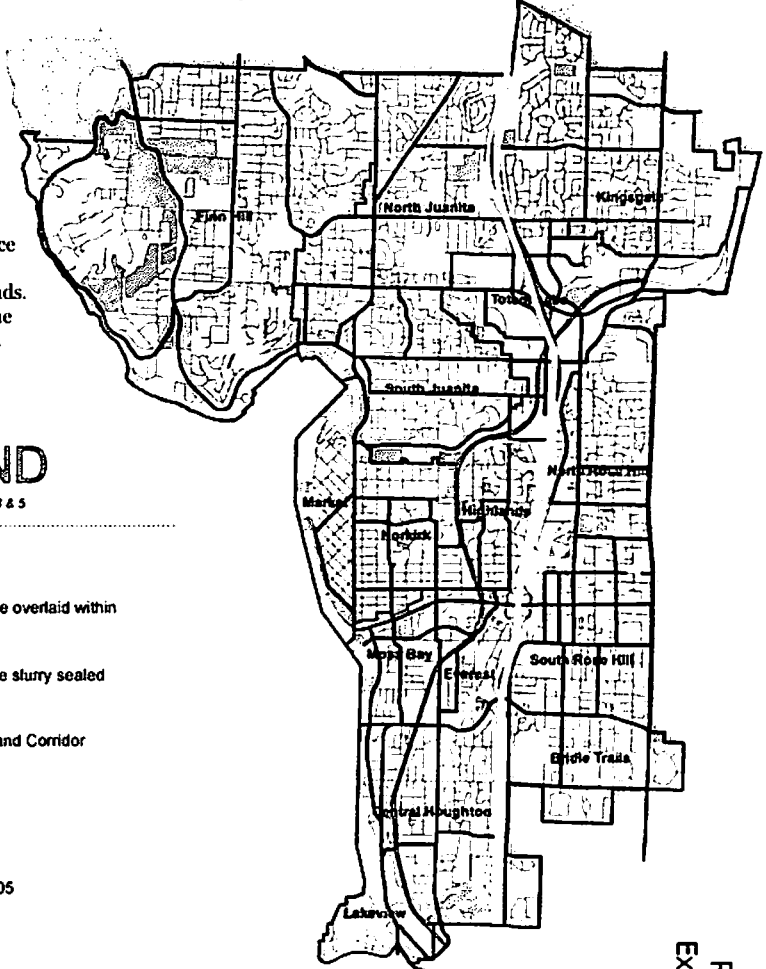
In 20 years, Kirkland will have treated every neighborhood street at least once and resurfaced every arterial.

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

LEGEND

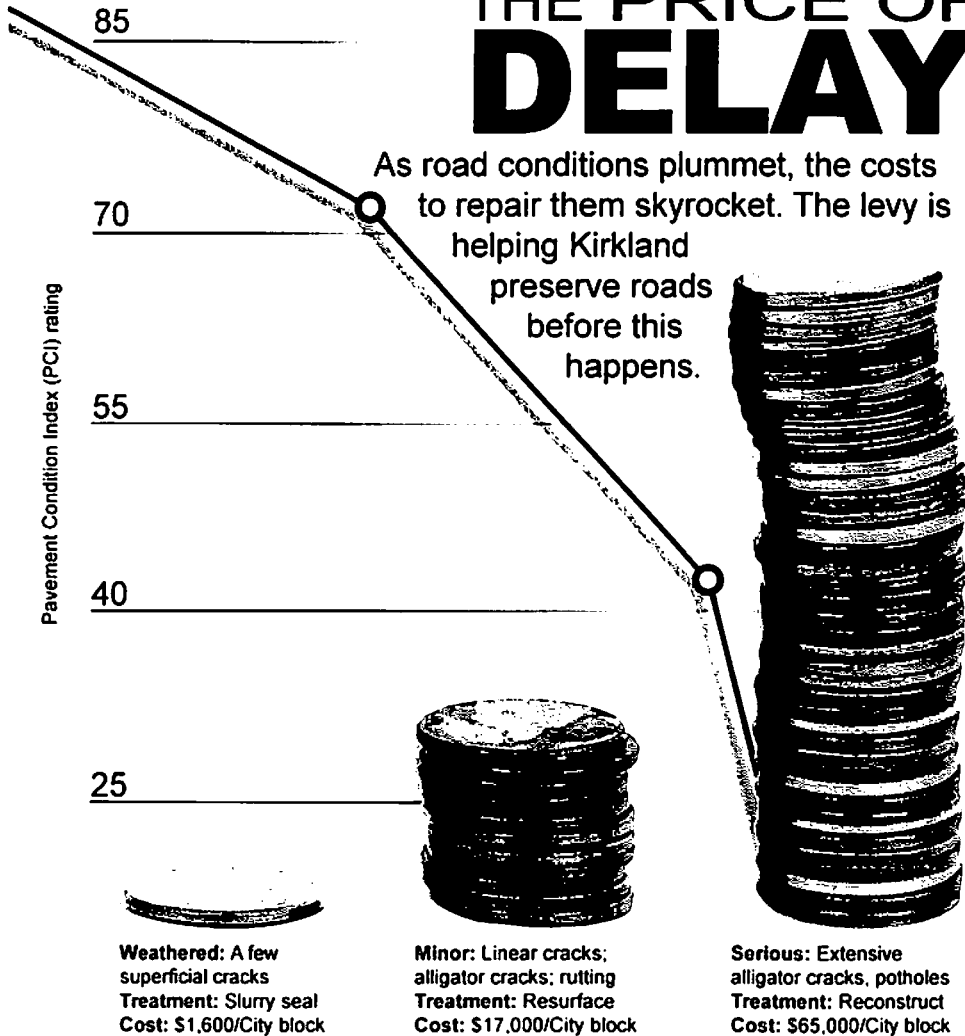
Refers to maps on pages 4 & 5

- Streets to be overlaid within 20 years
- Streets to be slurry sealed
- Cross Kirkland Corridor
- Schools
- Parks
- Interstate 405



THE PRICE OF DELAY

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



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 in need of some treatment. The reason: For the costs of reconstructing a single City block, Kirkland can re-pave four City blocks or seal 41. 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 network of roads that are failing and 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. ◀

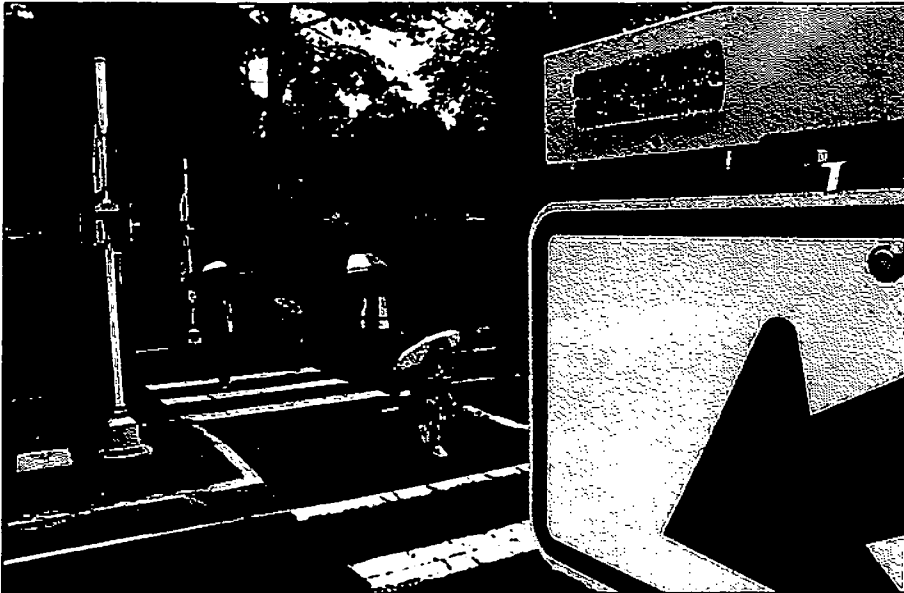


A toddler pushes his balance bike up Northeast 61st Street in the Bridle Trails neighborhood, shortly after the City of Kirkland treated it in 2012 with slurry seal. Residents of the neighborhood said in a pair of focus groups conducted November 2013 that they were pleased with their treated street surface,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



MOVING

More than a decade ago, Kirkland's leaders began thinking about transportation in a different way: Moving people, not just moving cars. Since then, we've been designing a city that can do just that. By 2013, Kirkland had completed 64 percent of its bicycle network and had transformed 60 percent of its main roads into complete streets that offer sidewalks to pedestrians and bike lanes to cyclists.



This student's Oct. 8, 2013 journey across Northeast 116th Street to Alexander Graham Bell Elementary School is aided by the levy-funded Rapid Flashing Beacons installed a few days earlier.

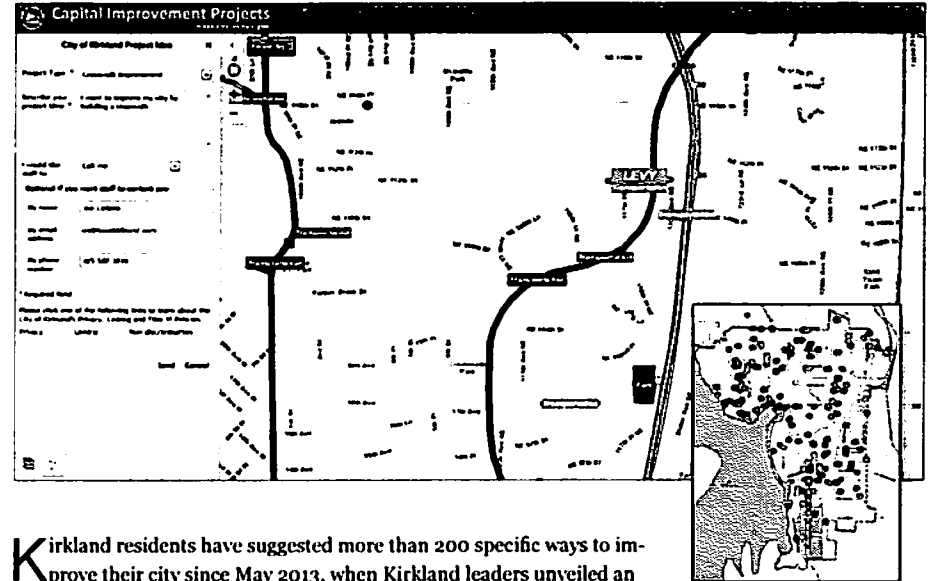
GETTING SAFER

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 15 more rapid flashing beacons in seven different neighborhoods than they did one year earlier, thanks to the levy and an expedited project schedule. The City began or completed construction in 2013 on all of the levy-funded pedestrian improvements planned through 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. ◀

SUGGEST-A-PROJECT

New website feature allows residents to add their ideas to the map.



Kirkland residents have suggested more than 200 specific ways to improve their city since May 2013, when Kirkland leaders unveiled an interactive map that allows the public to directly participate in the Capital Improvement process.

Residents suggested specific ways to improve safety for bicycling, for neighborhoods, parks and driving. Walking was, by far, the most frequently suggested topic, accounting for nearly 60 percent of all the suggestions.

Once suggested, these ideas become candidates for inclusion in the 2015 - 2020 Capital Improvement Program, which the City Council will adopt December 2014.

The Capital Improvement Program is Kirkland's plan for improvements and maintenance of its transportation systems, including streets, sidewalks, and intersections. The City Council reviews, updates and adopts the Capital Improvement Program every two years.

To put your ideas on the map, visit:
http://www.kirklandwa.gov/depart/Public_Works/Capital_Improvements.htm

FLASHING BEACONS

To expedite the construction in 2013 of Rapid Flashing Beacons at 15 crosswalks throughout the City, Kirkland leveraged 2013 funds, as well as anticipated 2014 funds.

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

These six levy-funded Rapid Flashing Beacons were completed by Dec. 31, 2013:

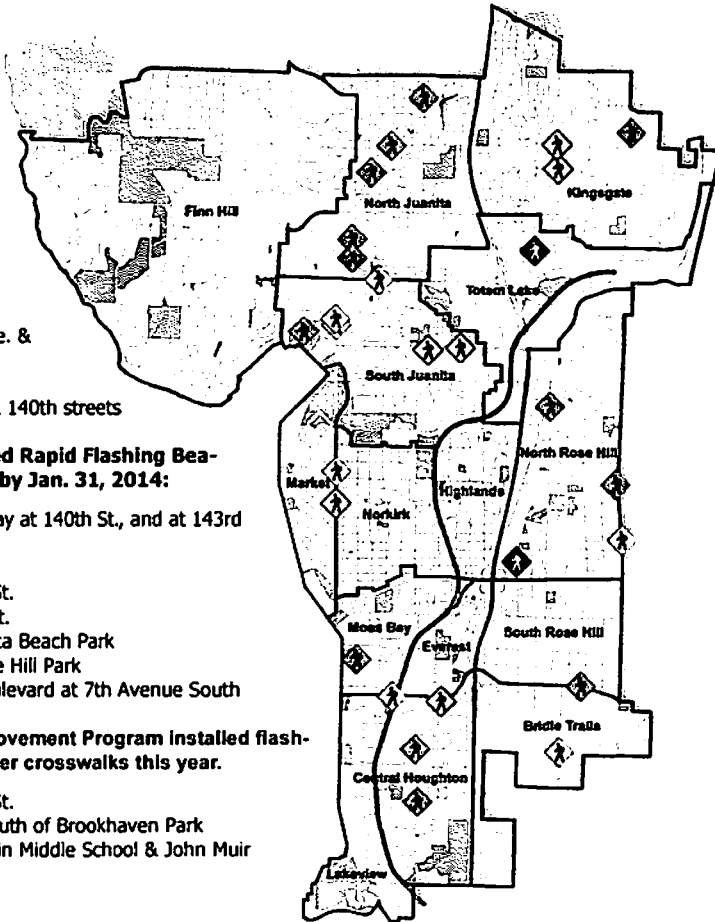
- ◆ Market & 15th Ave.
- ◆ 116th St. at 110th Ave. & at 113th Ave.
- ◆ 68th St. at 111th Ave.
- ◆ 124th Ave. at 137th & 140th streets

These nine levy-funded Rapid Flashing Beacons were completed by Jan. 31, 2014:

- ◆ 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

The City's Capital Improvement Program installed flashing beacons at four other crosswalks this year.

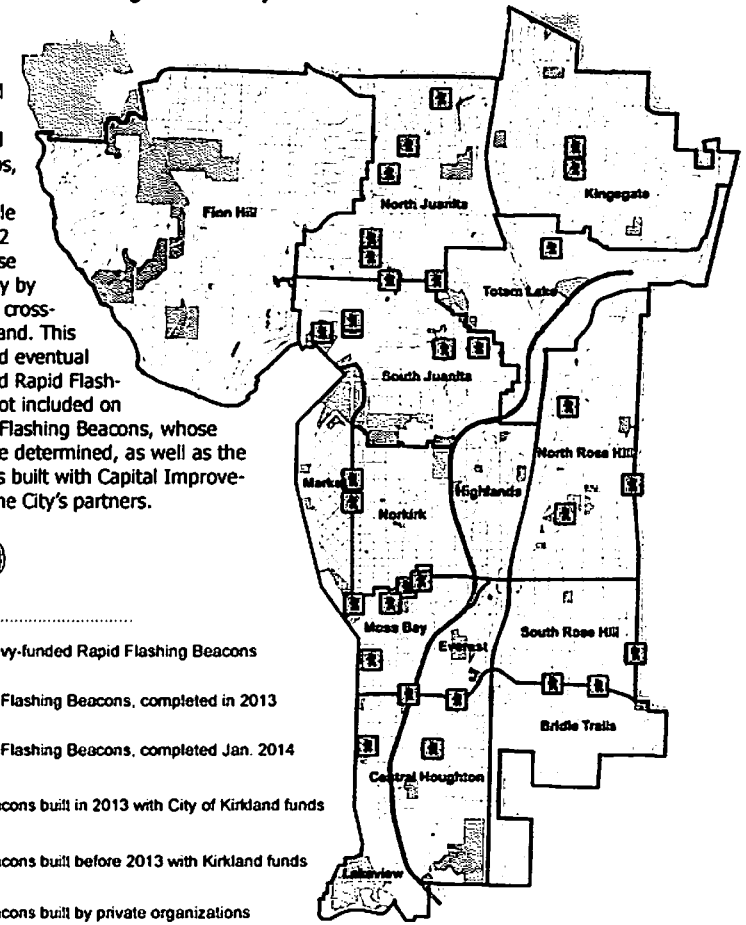
- ◆ 108th Ave. and 53rd St.
- ◆ 100th Ave. north & south of Brookhaven Park
- ◆ 132nd Ave. at Kamiakin Middle School & John Muir Elementary



IN 20 YEARS ...

The levy empowers Kirkland to replace damaged flashing lights with Rapid Flashing Beacons at 32 crosswalks throughout the City and add 18 more.

With its Complete Streets Ordinance, Safe School Walk Routes, crosswalk flag program, and community partnerships, Kirkland has asserted its identity as a walkable community. In the 2012 election, its voters chose to enhance that identity by increasing safety at 50 crosswalks throughout Kirkland. This map shows present and eventual locations of levy-funded Rapid Flashing Beacon systems. Not included on this map are 18 Rapid Flashing Beacons, whose locations have yet to be determined, as well as the Rapid Flashing Beacons built with Capital Improvement funding and by the City's partners.



LEGEND

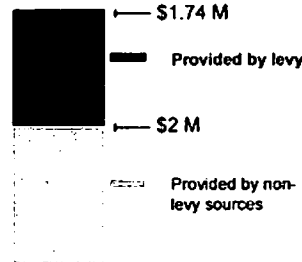
Refers to maps on pages 12 & 13

- ◆ Present & future Levy-funded Rapid Flashing Beacons
- ◆ Levy-funded Rapid Flashing Beacons, completed in 2013
- ◆ Levy-funded Rapid Flashing Beacons, completed Jan. 2014
- ◆ Rapid Flashing Beacons built in 2013 with City of Kirkland funds
- ◆ Rapid Flashing Beacons built before 2013 with Kirkland funds
- ◆ Rapid Flashing Beacons built by private organizations

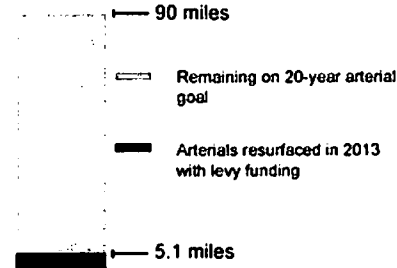
TRACKING PROGRESS

Your support for Proposition 1 makes possible a variety of specific goals, such as resurfacing all of Kirkland's most traveled roads and enhancing crosswalks with warning lights. The following table outlines each of these goals and tracks Kirkland's progress toward them. ◀

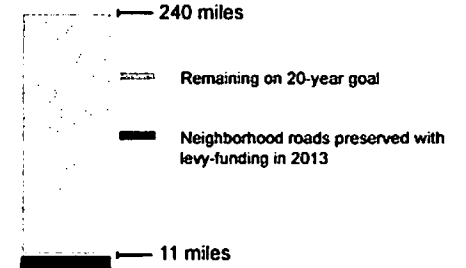
2013 INVESTMENT (Actual expenditures for street preservation)



ARTERIAL PRESERVATION (Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION (Progress toward levy goal)



STREET PRESERVATION	AVERAGE PRE-LEVY	2013 INVESTMENT			LEVY PROGRESS	
		LEVY	NON-LEVY	TOTAL	20-YEAR TARGET	PROGRESS TO DATE
Investment (in dollars)	\$1.75 million	\$1.74 million	\$2 million	\$3.74 million	\$54 million*	\$1.74 million
Arterials (in lane miles)	6.2	5.1	5.5	10.6	90	5.1
Neighborhood/collector (in lane miles)	13.7	11	19	30	240**	11
Arterial/collector score on the pavement condition index	57	—	—	62.4	70	62.4
Crosswalk striping (in crosswalks)	19.5	13	18	31	230	13
Americans with Disabilities Act (in curb ramps)	30	29	41	70	500	29
PEDESTRIAN SAFETY						
Investment (in dollars)	No dedicated funding	\$240,000	\$63,000	\$303,000	\$6 million**	\$240,000
Rapid Flashing Beacons (in systems at crosswalks)	0 - 1	6	2	8***	50	6

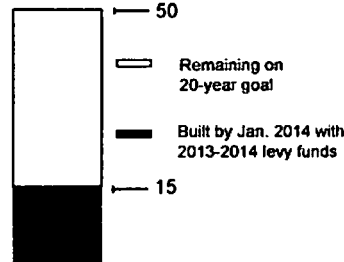
*Based on 20-year projection of levy budget.
 **Does not include 11 other Rapid Flashing Beacons systems that were completed in January 2014.
 ***Includes pedestrian safety measures, other than Rapid Flashing Beacons.

SAFE WALK ROUTES TO SCHOOL	2013 INVESTMENT			PROGRESS 2013 TO PRESENT
	LEVY	NON- LEVY	TOTAL	
Investment (in dollars)	\$214,500	\$363,000	\$577,500	\$577,500
Rapid Flashing Beacons on walk routes to school (in systems)	4	2	6	6
Sidewalks on walk routes to school (in linear feet)	0	640	640	640

IMMEDIATE RESULTS

In the 13 months following the levy's approval, Kirkland installed Rapid Flashing Beacons at 19 crosswalks throughout the community. The numbers reported in these tables show Kirkland's 2013 investment in pedestrian safety. ◀

FUNDED BY THE LEVY (Rapid Flashing Beacons)

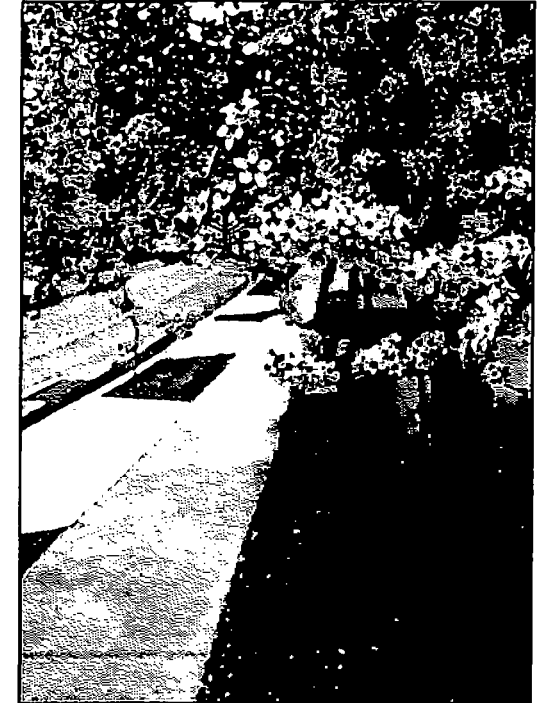
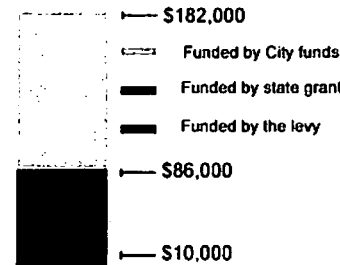


NEIGHBORHOOD TRAFFIC & PEDESTRIAN SAFETY MEASURES	2013 INVESTMENT			PROGRESS 2013 TO PRESENT
	LEVY	NON- LEVY	TOTAL	
Investment (in dollars)	\$255,000	\$1.5 M	\$1.755 M	\$1.755 M
Rapid Flashing Beacons not on walk routes to school (in systems)	2	0	2	2
Sidewalks that are not on walk routes to school (in linear feet)	0	2,826	2,826	2,826

LEVERAGING THE LEVY

Dedicated funding—provided by the levy—enables Kirkland to compete more strategically for state and federal grants that will maximize taxpayers' investment in safe school walk routes and walkability. ◀

112TH STREET SIDEWALK (Funding sources)

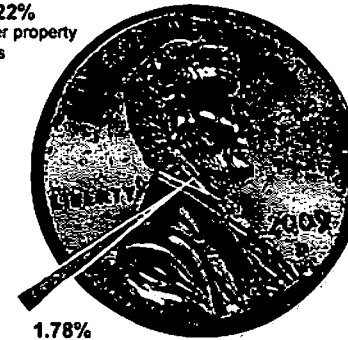
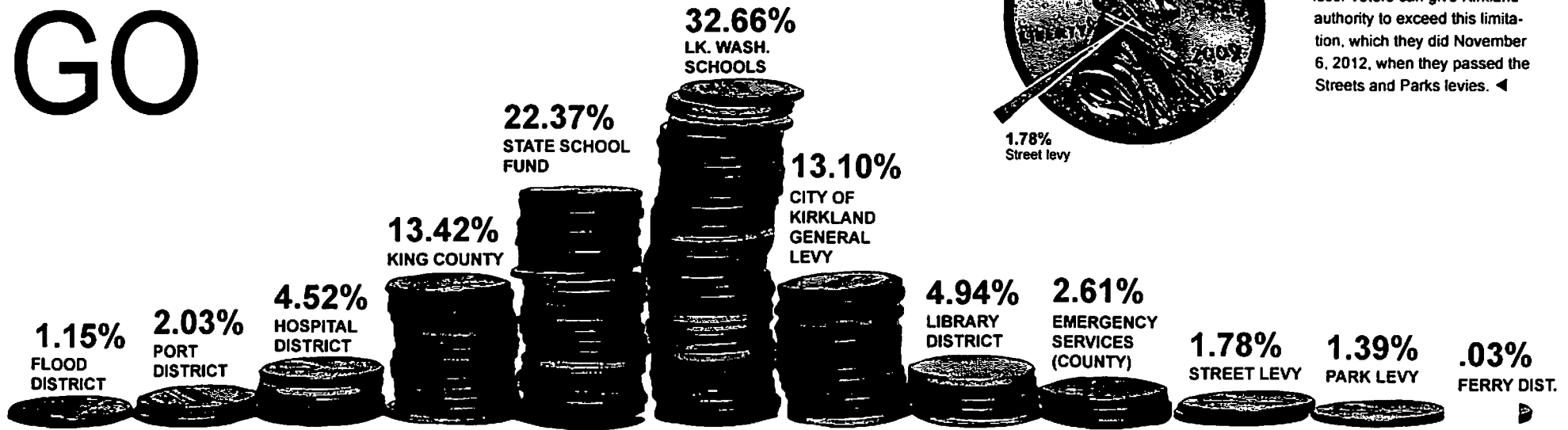


The 112th Street sidewalk project demonstrates the power of leveraging local funds to attract large grants. The City of Kirkland used \$10,000 in levy funding to earn \$86,000 in grant funding from the Transportation Improvement Board.

Ten thousand dollars buys less than 30 linear feet of sidewalk. Not a whole lot. When leveraged with state and federal grants, however, that same \$10,000 can buy stretches of sidewalk that can connect students to their schools, residents to their jobs and businesses to the customers they serve.

Kirkland's leaders demonstrated the capacity of the levy's leveraging power in 2013, when they used \$10,000 of the levy's pedestrian safety funds to compete for an \$86,000-Transportation Improvement Board grant. The purpose: connect Alexander Graham Bell Elementary School to the Cross Kirkland Corridor. Kirkland earned the grant, which paid for more than a third of the \$278,000-project. ◀

WHERE PROPERTY TAXES GO



98.22%
Other property taxes

1.78%
Street levy

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. ◀

KIRKLAND CITY COUNCIL

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Mayor Amy Walen



Deputy Mayor Penny Sweet

Dave Asher ◆ Doreen Marchione ◆ Toby Nixon ◆ Shelley Kloba ◆ Jay Arnold



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