

RESOLUTION R-5553

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND ADOPTING THE 2021 ACCOUNTABILITY REPORT FOR THE PROPOSITION 1 LEVY FOR STREET MAINTENANCE AND PEDESTRIAN SAFETY.

1           WHEREAS, in November 2012, Kirkland voters approved  
2 Proposition 1—Levy for Street Maintenance and Pedestrian Safety  
3 ("Streets Levy"); and  
4

5           WHEREAS, Ordinance No. 4364, which was adopted by the  
6 Kirkland City Council to place Proposition 1 on the ballot, also  
7 described the restricted uses for the funding and established a  
8 requirement to produce an accountability report annually that  
9 documents the status of actions and programs funded by the  
10 Streets Levy; and  
11

12           WHEREAS, the 2021 Accountability Report for the Streets  
13 Levy reflects the allocation of Streets Levy funds to fund street  
14 maintenance and safety improvements for arterial, local, and  
15 neighborhood streets, including resurfacing, pothole repair,  
16 bicycle route enhancements, pedestrian safety improvements,  
17 traffic calming projects, school walk routes, sidewalks, and  
18 crosswalks; and  
19

20           WHEREAS, the 20-year targets established for the levy  
21 include \$60 million in total spending, of which \$54 million  
22 (approximately \$2.7 million per year) is to be for street  
23 preservation and \$6 million (approximately \$300,000 per year) is  
24 to be for pedestrian safety; and  
25

26           WHEREAS, the City Council desires to adopt the 2021  
27 Accountability Report for the Streets Levy.  
28

29           NOW, THEREFORE, be it resolved by the City Council of the  
30 City of Kirkland as follows:  
31

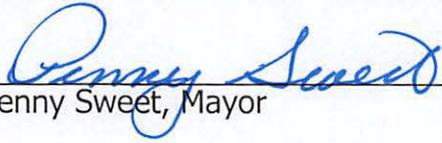
32           Section 1. The City Council adopts the 2021 Accountability  
33 Report for the Streets Levy, which is attached as Exhibit A and  
34 incorporated by this reference.  
35

36           Section 2. The City Council authorizes the posting of the  
37 2021 Accountability Report on the City website and the  
38 distribution of the Accountability Report through community  
39 meetings and electronic media.

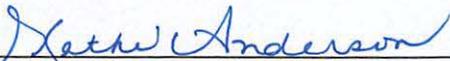
40  
41  
42  
43

Passed by majority vote of the Kirkland City Council in open meeting this 3 day of August, 2022.

Signed in authentication thereof this 3 day of August, 2022.

  
\_\_\_\_\_  
Penny Sweet, Mayor

Attest:

  
\_\_\_\_\_  
Kathi Anderson, City Clerk

▷ CITY UNVEILS NEW MAP SYSTEM OF CAPITAL PROJECTS **PG. 8**

Exhibit A

# Kirkland

A 2021 ACCOUNTABILITY REPORT OF THE STREETS LEVY

## NEIGHBORHOOD OVERLAY

Levy helps Kirkland restore residential streets **PG. 17**



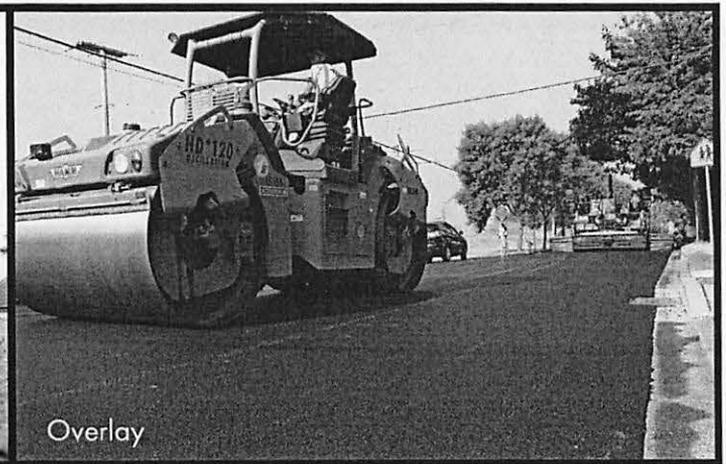
Kirkland maintains & restores nearly 22 lanes-miles of roads in 2021 **PG. 14**

# WHAT THE LEVY ACHIEVES

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



Slurry seal



Overlay

## **STREET PRESERVATION** *(paved and/or preserved 118 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 nine years, levy-funds have helped the City repave more than 38 lane-miles of arterials and protect nearly 80 lane-miles of residential streets. The Street Preservation Program has completed 35 percent of its 20-year investment goal. **See Pages 4 & 5.**

## **SIDEWALK ACCESS FOR ALL** *(ensures people of all abilities can navigate city sidewalks)*

The Streets Levy has helped Kirkland rebuild more than 500 sidewalk curb ramps since 2014. **See Page 7.**



## PEDESTRIAN & BICYCLE SAFETY *(levy funded 25 Rapid Flashing Beacons)*

Kirkland's leaders made a promise to their voters when they approved the Streets Levy in 2012: Replace 32 damaged in-pavement crosswalk flashers with Rapid Flashing Beacons, and then install 18 more sets of Rapid Flashing Beacons.

Nine years in, Kirkland and its partners have installed 63 sets of Rapid Flashing Beacons. The levy has funded—wholly or partly—25 of them.

The Neighborhood Safety Program has helped Kirkland improve safety for walking and bicycling by funding more than 50 projects aimed at making walking and bicycling more feasible for more people and by implementing neighborhood traffic control devices to slow traffic on residential streets. Kirkland also leverages its overlay program to improve bicycling safety. **See Page 16.**



*An elementary school student uses Rapid Flashing Beacons on Northeast 116th Street. Kirkland is leveraging levy funding to replace 32 sets of damaged in-pavement flashing beacons with Rapid Flashing Beacons, similar to the set pictured here.*

# ANOTHER 22 LANE MILES

Kirkland slurry sealed or paved 22 lanes-miles of streets in 2021. The levy funded nearly 11.7 of those.

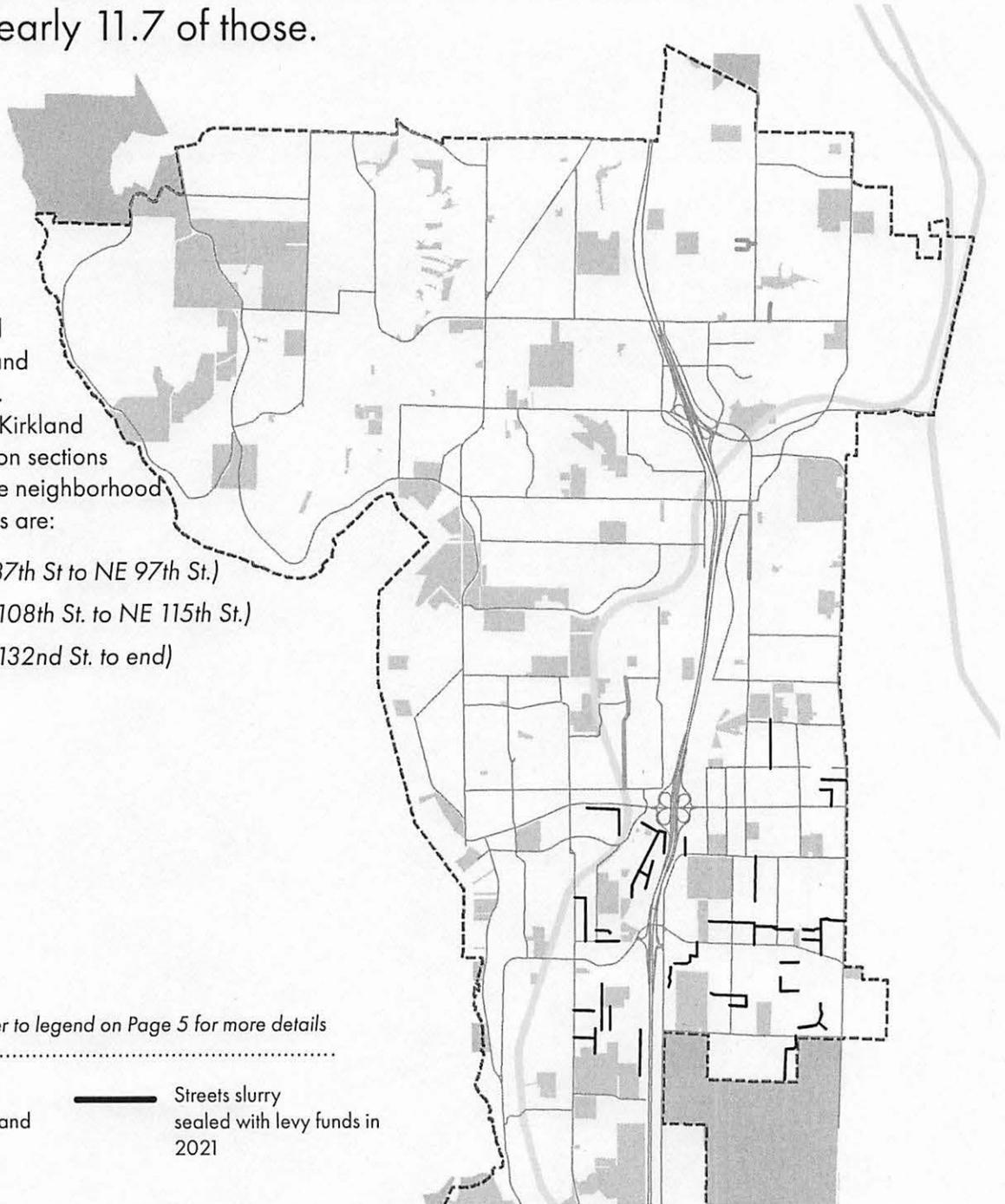
The Levy helped Kirkland add five to eight years of life in 2021 to 12.3 lane-miles of neighborhood roads in the Bridle Trails, Rose Hill, Central Houghton, Highlands and Everest neighborhoods.

The levy also helped Kirkland repave 3.9 lane-miles on sections of two arterials and one neighborhood road. Those three streets are:

- 112th Ave. NE (NE 87th St to NE 97th St.)
- 124th Ave. NE (NE 108th St. to NE 115th St.)
- 125th Ave. NE (NE 132nd St. to end)

## LEGEND *Refer to legend on Page 5 for more details*

- |   |   |   |   |
|---|---|---|---|
|  | Streets repaved with 2021 levy and City funds |  | Streets slurry sealed with levy funds in 2021 |
|---|---|---|---|



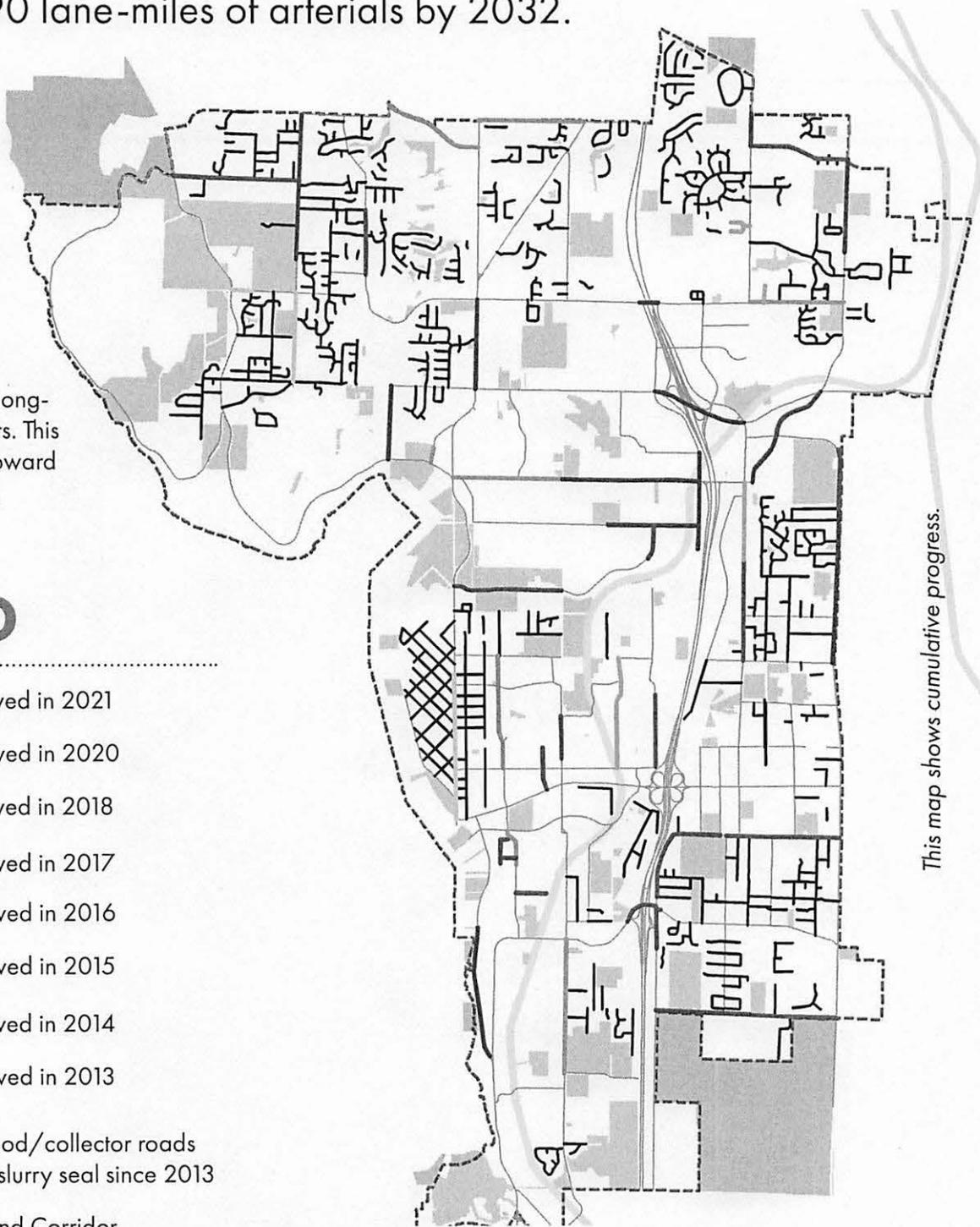
# PROGRESS CONTINUES

The levy is on track to preserve 240 lane-miles of neighborhood roads and repave 90 lane-miles of arterials by 2032.

Kirkland's residents approved an ambitious set of goals in 2012 when they passed the levy: slurry seal every eligible neighborhood road; repave 90 lane-miles of arterials; repair potholes; and reduce long-term maintenance costs. This map tracks progress toward achieving those goals.

## LEGEND

-  Streets repaved in 2021
-  Streets repaved in 2020
-  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



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.

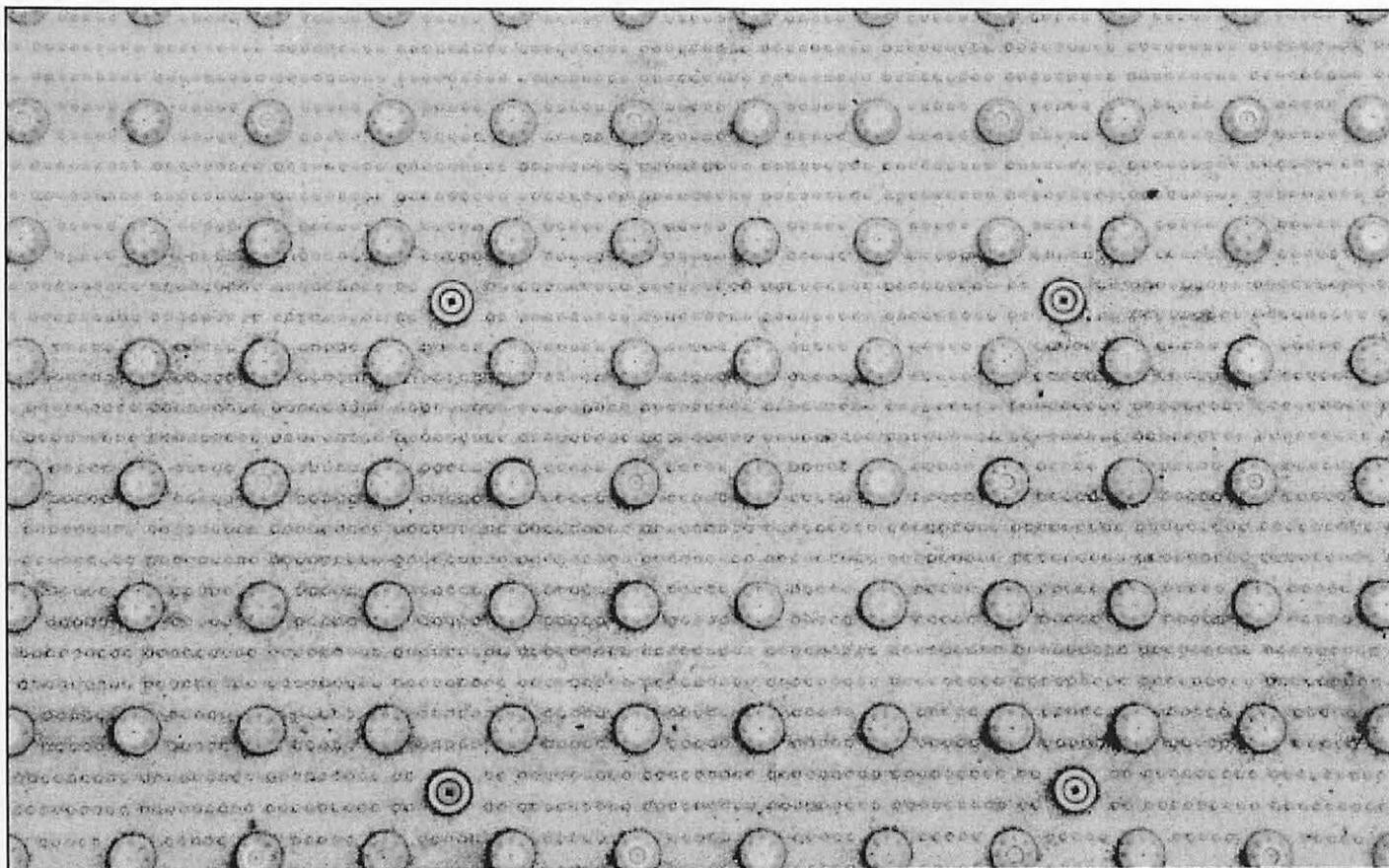


**Condition:** A few superficial cracks  
**Treatment:** Slurry seal  
**Cost:** \*\$4,700/  
city block

**Condition:** Linear & "alligator cracks"; rutting  
**Treatment:** Crack seal/resurface  
**Cost:** \*\$68,000/  
city block

**Condition:** Extensive "alligator cracks;" potholes  
**Treatment:** Reconstruct  
**Cost:** \*\$229,000/  
city block

*\*The costs reported on this page are based on an average block size of one-sixteenth of a mile.*



A tactile warning mat uses texture to alert the visually impaired that they are about to enter the roadway. These mats have been 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 509 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 229 of them.

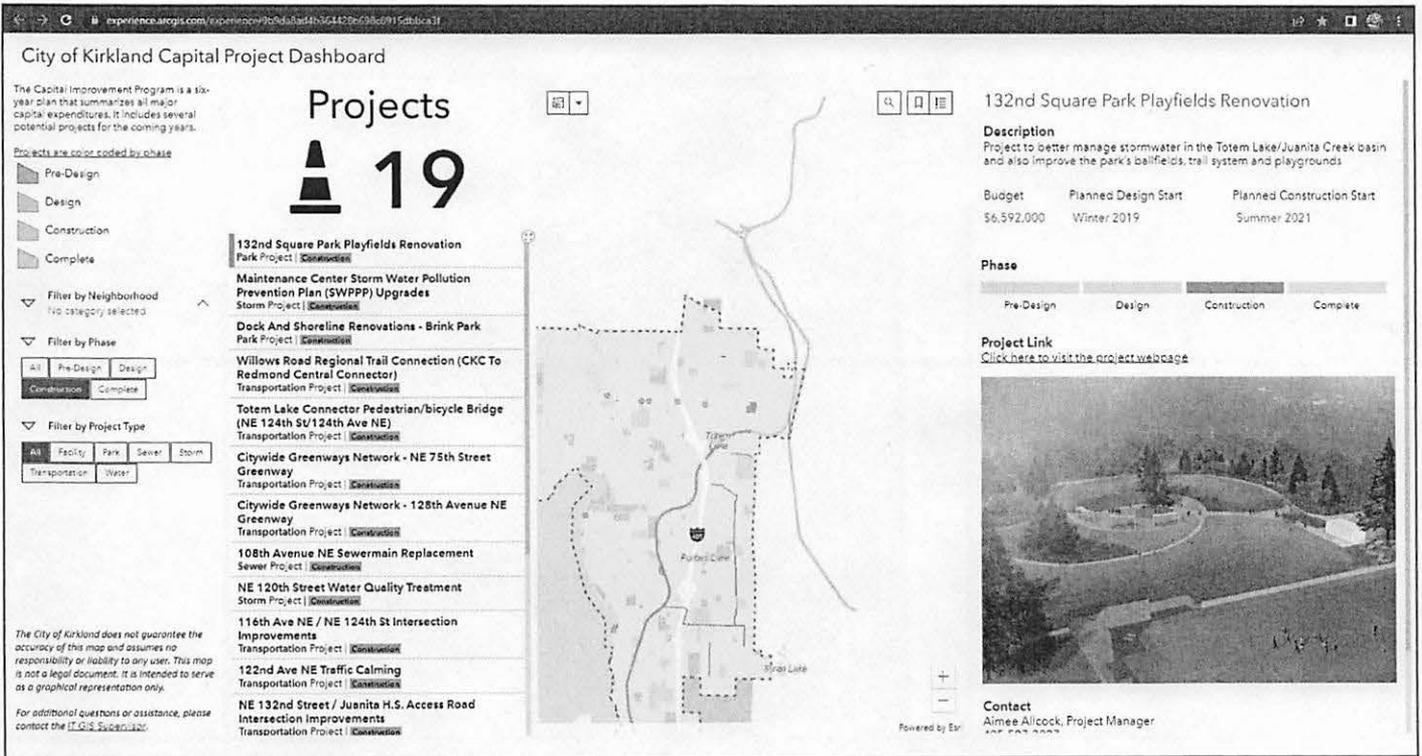
In 2021, the Streets Levy paid for the reconstruction of 14 curb ramps.

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. ◀



The screenshot above depicts the City of Kirkland's dashboard entry for 132nd Square Park Playfields Renovation project. Community members can learn about each project's scope, schedule and budget by using the dashboard.

# PROJECTS DASHBOARD

Community members now have a fast and easy way to see how the City is improving their neighborhoods, one project at a time.

The City of Kirkland created a new way in 2022 for community members to engage with and learn about capital projects.

The Capital Project Dashboard, available at [communityinvestment.kirklandwa.gov](http://communityinvestment.kirklandwa.gov), allows viewers to explore all of the capital projects in their neighborhood.

Viewers can also sort project descriptions by what phase of the construction lifecycle they are in or what type of project it is. "So let's say a community member wants to see all of Kirkland's transportation projects," says Christian Knight, community engagement

coordinator for the City of Kirkland. "All they have to do is click the 'Transportation' button and they'll all appear."

The Capital Projects Dashboard replaces the Capital Improvement Program's interactive map, which also allowed community members to nominate projects for \$50,000 grants from the Neighborhood Safety Program.

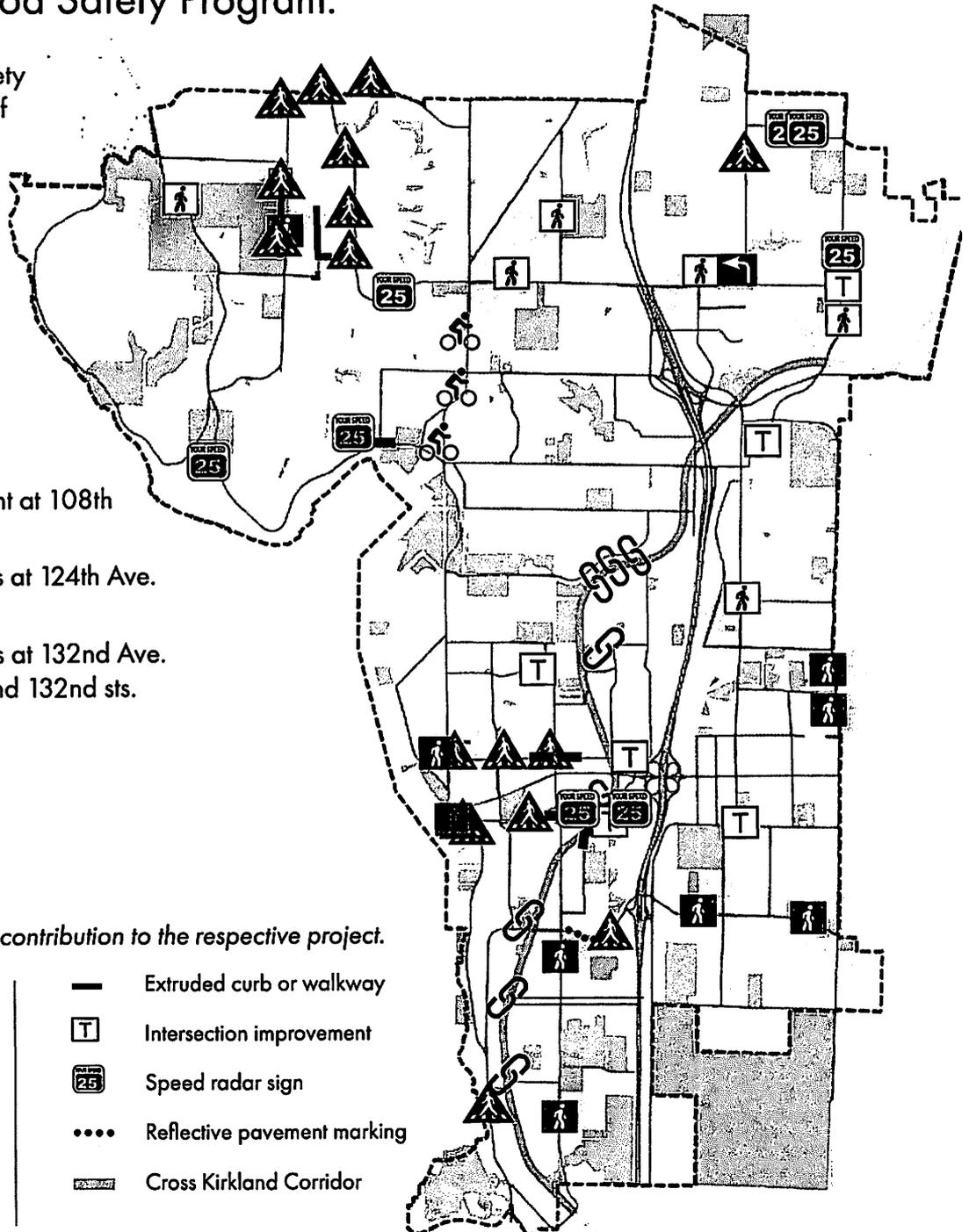
Community members can now nominate Neighborhood Safety Program projects through the Our Kirkland portal, which community members can access at [kirklandwa.qscend.com/ourkirkland](http://kirklandwa.qscend.com/ourkirkland).

# TAKING SUGGESTIONS

The Streets Levy is funding resident's Suggest-A-Project ideas through the Neighborhood Safety Program.

The Neighborhood Safety Program has built 53 of the 56 approved projects that residents requested since 2014. Kirkland is building the 2021 Neighborhood Safety Program's three projects in late 2022. Those projects are listed below:

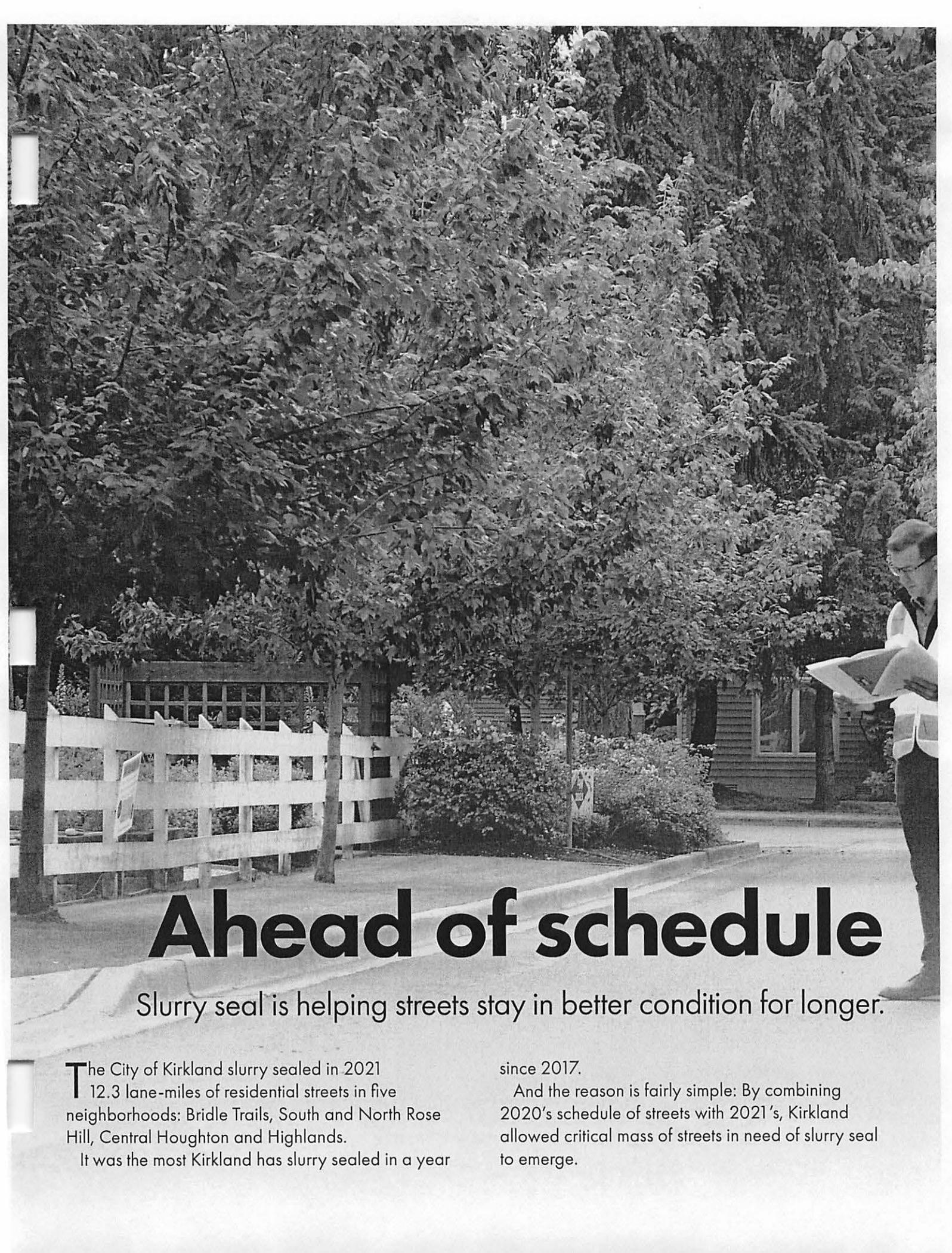
- Intersection improvement at 108th Ave. NE, at NE 137th Pl.
- Rapid Flashing Beacons at 124th Ave. NE at NE 104th St.
- Rapid Flashing Beacons at 132nd Ave. NE between NE 129th and 132nd sts.



## LEGEND

Green icons indicate levy-contribution to the respective project.

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



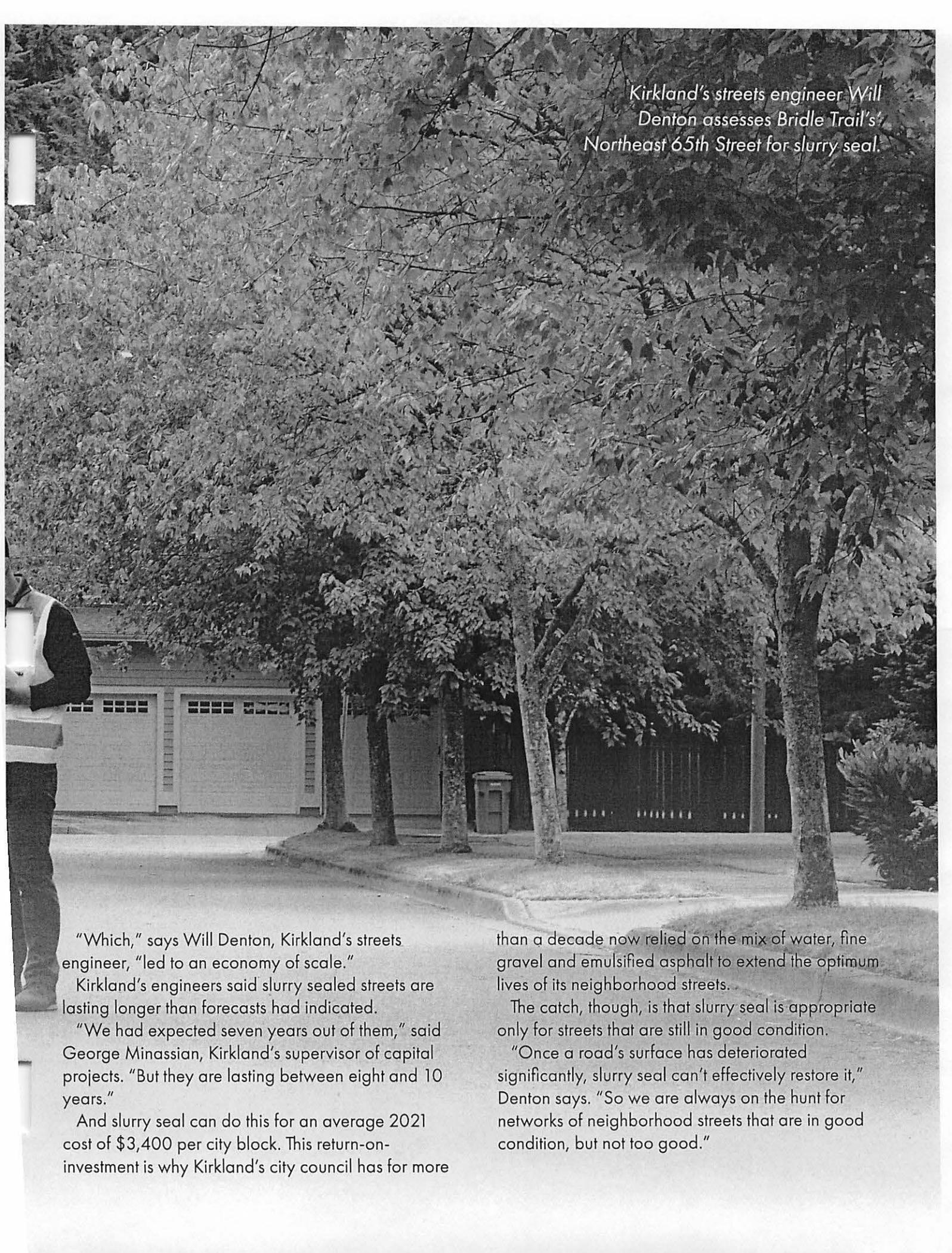
# Ahead of schedule

Slurry seal is helping streets stay in better condition for longer.

**T**he City of Kirkland slurry sealed in 2021 12.3 lane-miles of residential streets in five neighborhoods: Bridle Trails, South and North Rose Hill, Central Houghton and Highlands. It was the most Kirkland has slurry sealed in a year

since 2017.

And the reason is fairly simple: By combining 2020's schedule of streets with 2021's, Kirkland allowed critical mass of streets in need of slurry seal to emerge.



*Kirkland's streets engineer Will Denton assesses Bridle Trail's Northeast 65th Street for slurry seal.*

"Which," says Will Denton, Kirkland's streets engineer, "led to an economy of scale."

Kirkland's engineers said slurry sealed streets are lasting longer than forecasts had indicated.

"We had expected seven years out of them," said George Minassian, Kirkland's supervisor of capital projects. "But they are lasting between eight and 10 years."

And slurry seal can do this for an average 2021 cost of \$3,400 per city block. This return-on-investment is why Kirkland's city council has for more

than a decade now relied on the mix of water, fine gravel and emulsified asphalt to extend the optimum lives of its neighborhood streets.

The catch, though, is that slurry seal is appropriate only for streets that are still in good condition.

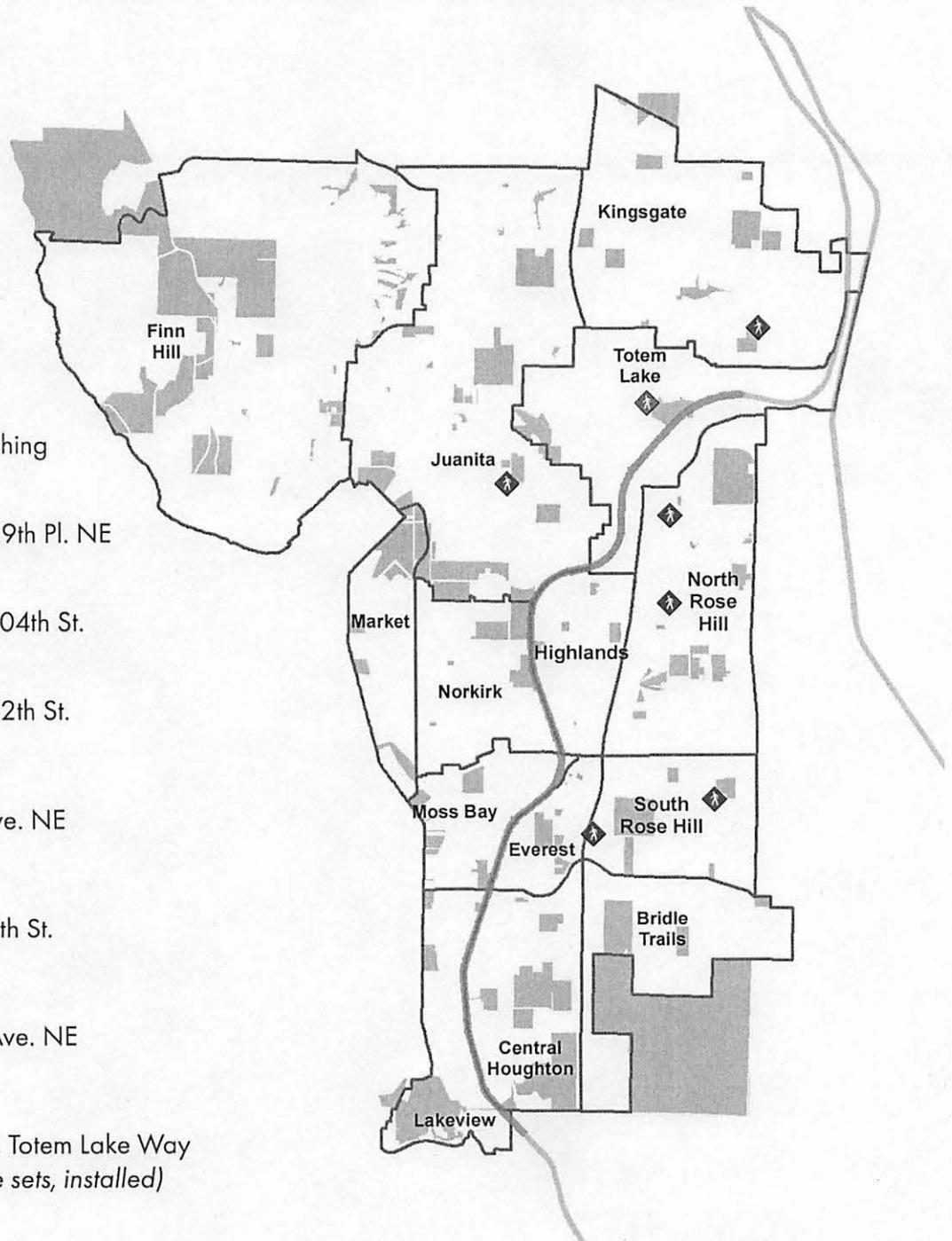
"Once a road's surface has deteriorated significantly, slurry seal can't effectively restore it," Denton says. "So we are always on the hunt for networks of neighborhood streets that are in good condition, but not too good."

# FLASHING BEACONS IN 2022

Kirkland continues to improve safety at crosswalks throughout the City.

Crosswalks throughout the City have become safer since voters made levy funds available to Kirkland. The City has now installed 60 rapid flashing beacons since 2013. And the levy has funded 22 of them. In 2021, Kirkland funded or installed six sets of rapid flashing beacons.

- ◆ 132nd Ave. NE near 129th Pl. NE  
*(funded, not installed)*
- ◆ 124th Ave. NE, at NE 104th St.  
*(funded, not installed)*
- ◆ 124th Ave. NE at NE 112th St.  
*(two sets; installed)*
- ◆ NE 80th St. at 128th Ave. NE  
*(installed)*
- ◆ 116th Ave NE at NE 75th St.  
*(installed)*
- ◆ NE 116th St. at 108th Ave. NE  
*(installed)*
- ◆ 120th Ave NE between Totem Lake Way  
and NE 128th St. *(three sets, installed)*



# PROGRESS TOWARD THE GOAL

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

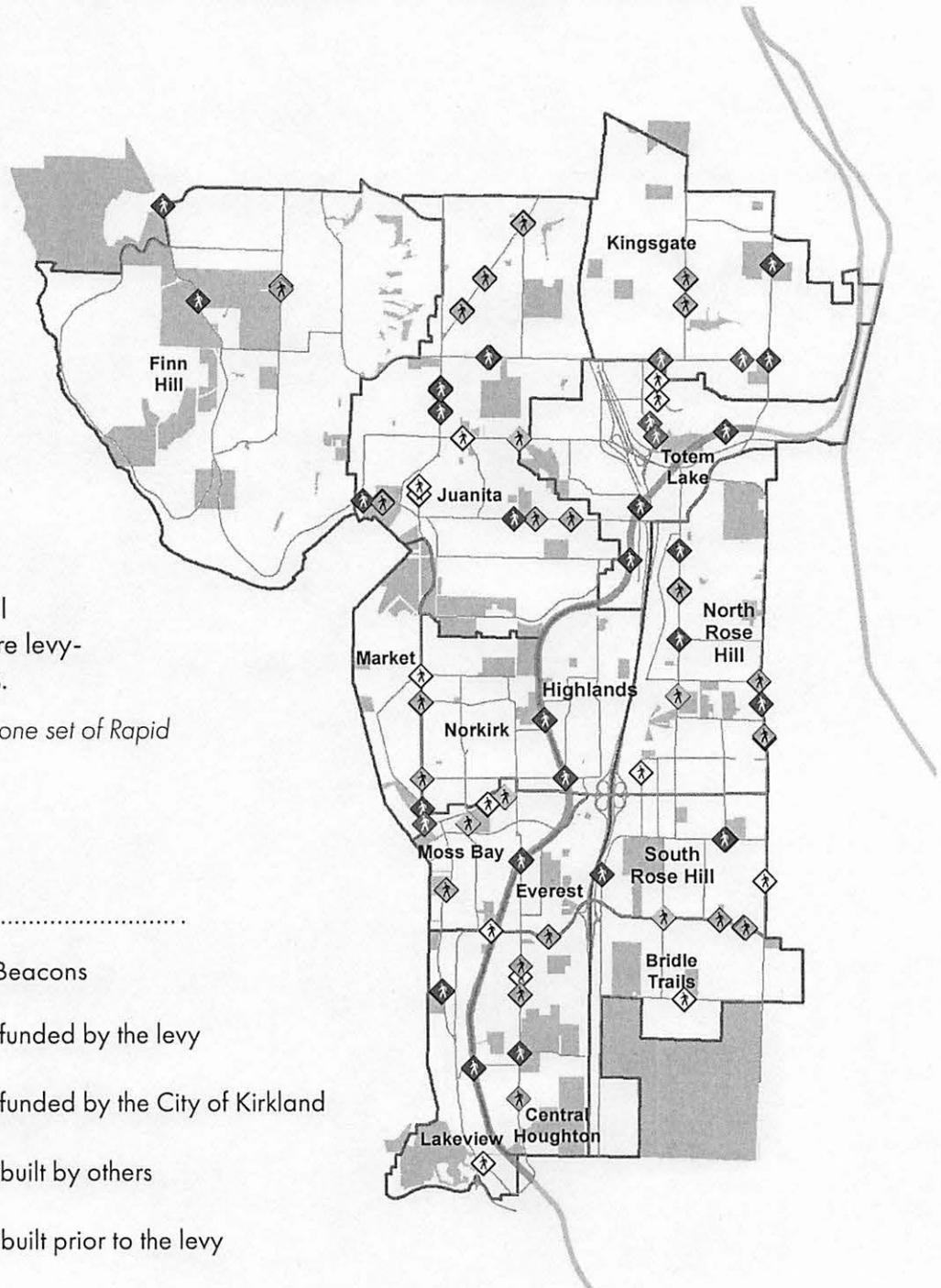
With its Complete Streets Ordinance, school walk routes, Rapid Flashing Beacon Initiative, and crosswalk flag program, Kirkland has asserted its commitment to walkability. The voter-approved Levy empowers the City to improve safety at 50 crosswalks by 2033. This map shows Kirkland's completed Rapid Flashing Beacons, as well as the planned locations of future levy-funded Rapid Flashing Beacons.

*(Some icons represent more than one set of Rapid Flashing Beacons.)*

## LEGEND

Refers to maps on pages 12 & 13

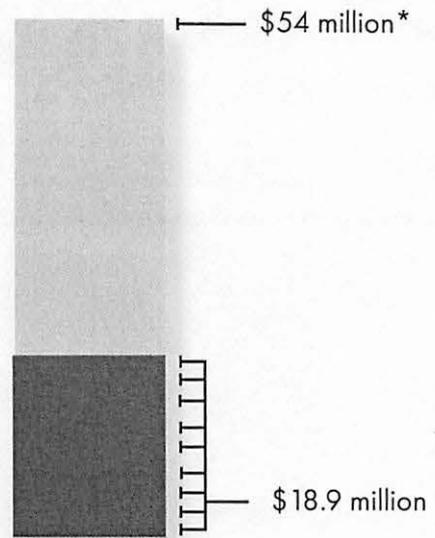
-  Planned Rapid Flashing Beacons
-  Rapid Flashing Beacons funded by the levy
-  Rapid Flashing Beacons funded by the City of Kirkland
-  Rapid Flashing Beacons built by others
-  Rapid Flashing Beacons built prior to the levy
-  Cross Kirkland Corridor



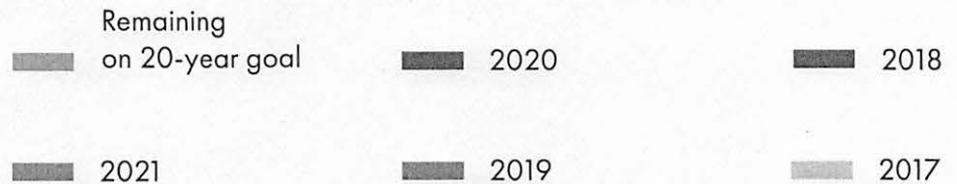
# MAKING IT ALL POSSIBLE

The Levy allows Kirkland to complete pedestrian safety and street preservation projects that it otherwise would not be able to pursue. In 2021, the Levy helped Kirkland to pave 9.15 lane-miles of arterials, stripe 10 crosswalks and improve sidewalk access at 22 curb ramps with the Street Preservation Program. ◀

## TOTAL INVESTMENT (Progress toward levy goal)



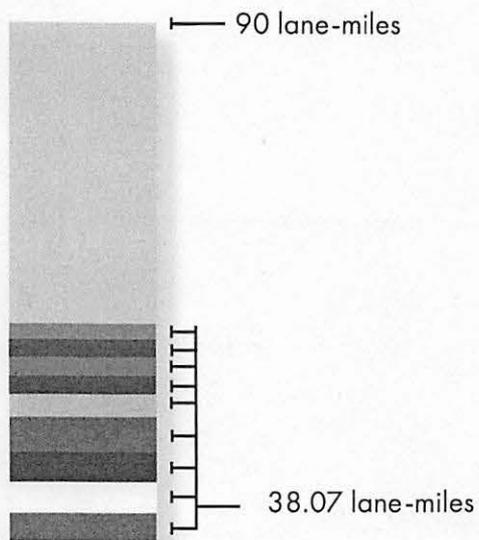
## LEGEND



Street Preservation	Annual Average Pre-Levy	Total Levy Investment (2013-2020)	Remaining on 20-year goal
Investment (in millions of dollars)	\$1.75	\$17.22	\$1.75
Arterials paved (in lane miles)	6.2	34.17	6.2
Neighborhood streets paved (lane miles)	0	0	0
Neighborhood/streets slurry sealed (in lane miles)	13.7	69.34	13.7
Arterial/collector score on the pavement condition index	57	76.6	57
Crosswalk striping (in crosswalks)	19.5	97	19.5
Sidewalk access (in curb ramps)	30	215	30

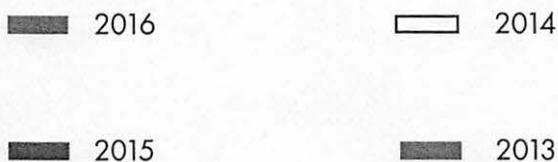
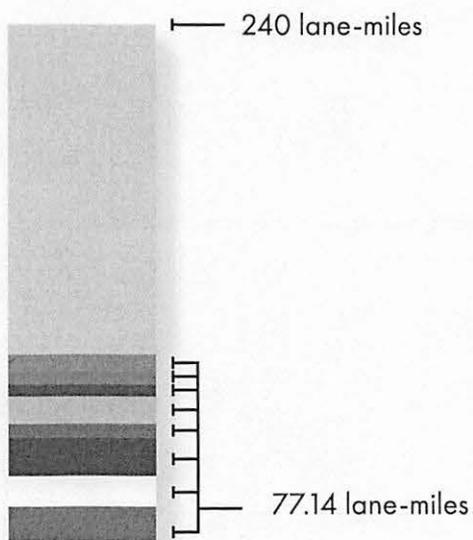
### ARTERIAL REPAVING

(Progress toward levy goal)



### NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



Kirkland's 2021 Investments			20-Year Target	Total Levy Investment (2013-2021)	Levy's progress toward 20-year goal (2013-2020)
Levy	Other Funds	Total			
0.68	\$2.45	\$4.13	\$54.00	\$18.90	35.0%
3.9	5.25	9.15	90	38.07	42%
		.32		0.32	Not applicable
7.8	4.5	12.3	240	77.14	32%
		75	70	76.6	
5	4	10	230	103	45%
14	8	22	500	229	46%

**2021 NEIGHBORHOOD SAFETY PROGRAM**

Location	Levy	City funds	Total Project
108th Ave. NE/NE 137th Pl (intersection improvement)		\$50,000	\$50,000†
2021 Total			\$50,000
Previous Years	\$301,093	\$1,200,053	\$1,427,146
Progress to Date	\$301,093	\$1,250,053	\$1,587,146

† Budgeted

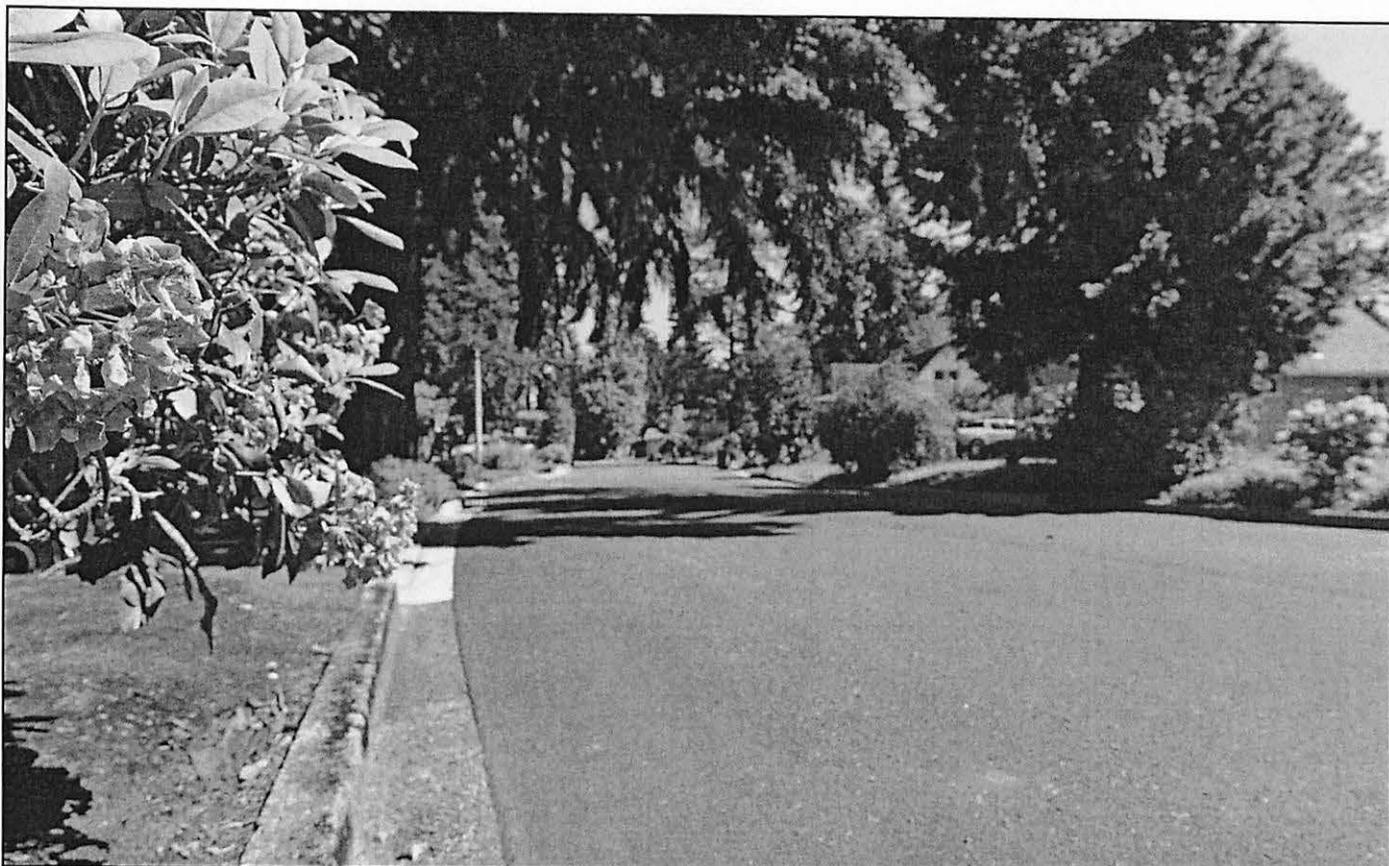
2021 RAPID FLASHING BEACONS	ON A SCHOOL WALK ROUTE? (linear feet)			INVESTMENT			
	Neighborhood	No	Yes	School	Levy	Other funds	Total
132nd Ave. NE (between NE 129th and 132nd streets)	1				NSP	\$50,000†	\$50,000
124th Ave. NE at NE 104th St.	1				NSP	\$50,000†	\$50,000
124th Ave. NE at NE 112th St.	2					\$60,000*	\$60,000
NE 80th St. at 128th Ave. NE		1	Rose Hill			\$38,000*	\$38,000
116th Ave. NE at NE 75th St.	1					\$48,000*	\$48,000
NE 116th St. at 108th Ave. NE	1	1				\$48,695‡	\$48,695
120th Way NE (NE 128th St. to Totem Lk. Way)	3					Private development	
2021 Total	9	1			2	\$294,695	\$294,695
Previous Years	26	27			\$1,178,349	\$1,651,861	\$2,830,210
Progress To Date	35	28			\$1,178,349	\$1,946,556	\$3,124,905

† Budgeted

‡ Includes total project costs

\* Includes rapid flashing beacon system only

2021 SIDEWALKS	SCHOOL WALK ROUTE (linear feet)			INVESTMENT				
	Neighborhood	No	Yes	School	Levy	City Funds	Grant Funds	Total
Willows Road Connector	1,825					\$288,392	\$1,293,572	\$1,581,964
Totem Lake Gateway	1,100					\$748,680	\$1,291,320	\$2,040,000
Totem Lake Park	310					\$116,070	0	\$116,070
120th Ave. NE/Totem Lk. Blvd.	425				\$902,471	\$78,475	0	\$980,947
120th Ave. NE/NE 75th St.	100					\$3,750	0	\$3,750
2021 Total	3,760				\$902,471	\$1,235,368	\$2,584,892	\$4,722,731
Previous Years	21,106				\$41,458	\$9,771,411	\$1,983,107	\$11,795,976
Progress to Date	24,866				\$943,929	\$11,006,779	\$4,567,999	\$16,518,707



Kirkland's capital improvement program used levy funding in 2021 to repave 125th Avenue Northeast.

## NEIGHBORHOOD OVERLAY

**O**verlay—also known as repaving—is the crem de la crem of street preservation, costing in 2021 \$49,000 per city block, on average. Which is why until 2021, Kirkland's capital improvement program reserved it for the city's most traveled streets—its arterials.

In 2021, however, the capital improvement program began integrating neighborhood streets into its overlay schedule. First up was 125th Avenue Northeast, near Northeast 132nd Street.

By then, the cul de sac street's surface had already degraded too much for slurry seal to be effective. Patching the street, City engineers concluded, would



quickly become more expensive than repaving it.

"We recognized for this street and others similar to it, repaving it was actually the most cost-effective strategy for keeping it in working order," says Will Denton, Kirkland's streets engineer.

"And now we are planning to include neighborhood streets with similar characteristics: Too degraded for slurry seal and too expensive to keep patching."

Kirkland's maintenance division regularly paves shorts sections of neighborhood streets.

# 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 2022. ◀

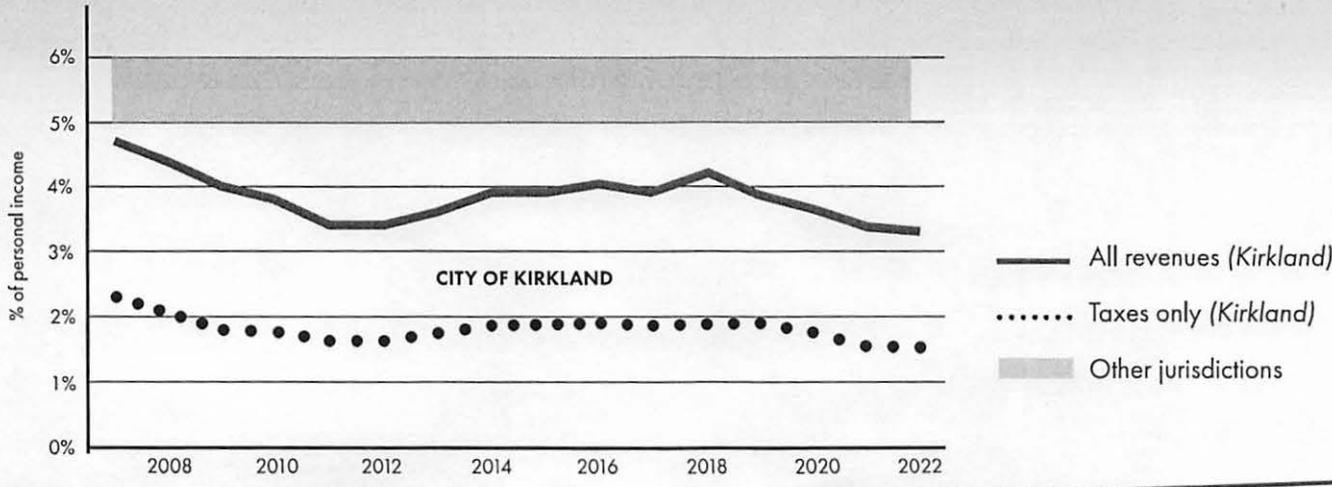
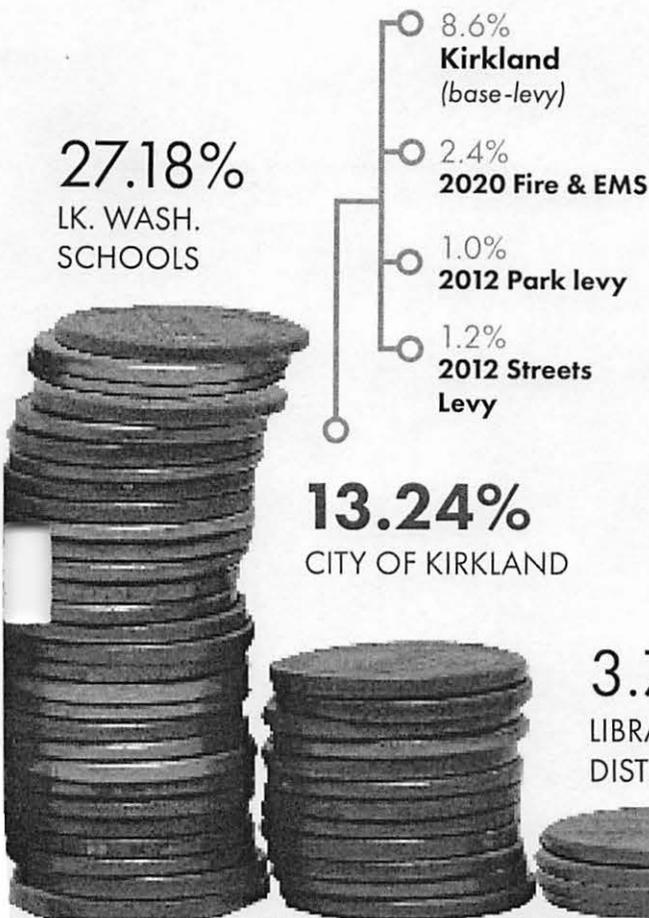
The Streets Levy accounts for less than 1.2 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

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.

This chart shows how Washington state law allocated residents' 2021 property taxes. ◀



## 2022 KIRKLAND CITY COUNCIL

(425) 587-3001



Mayor Penny Sweet



Deputy Mayor Jay Arnold



Amy Falcone



Jon Pascal



Toby Nixon



Kelli Curtis



Neal Black

## 2021 TRANSPORTATION COMMISSION

(425) 587-3865

Kurt Ahrensfeld, Chair

Faith DeBolt, Vice Chair

Shree Balamurugan ♦ Patrick Vu ♦ Brian Magee ♦ AJ Antrim ♦ Rafael Fernandez ♦ Michelle Quinton

## 2021 CITY STAFF

### CITY MANAGER'S OFFICE

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425-587-3001

Beth Goldberg, Deputy City Manager

(425) 587-3101

Jim Lopez, Deputy City Manager

(425) 587-3212

### PUBLIC WORKS

Julie Underwood, Director

(425) 587-3802

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