

RESOLUTION R-5609

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 2022 STREETS LEVY ACCOUNTABILITY REPORT.

1 WHEREAS, in November 2012, Kirkland voters approved
2 Proposition 1, a levy for street maintenance and pedestrian safety
3 (“Streets Levy”); and
4

5 WHEREAS, Proposition 1 was placed on the ballot after the
6 Kirkland City Council adopted Ordinance No. 4364, which described the
7 restricted uses for the proposed levy funding and established a
8 requirement to produce an annual accountability report documenting
9 actions and status of the programs funded by the Streets Levy; and
10

11 WHEREAS, the Streets Levy’s 20-year targets include \$60
12 million in total spending, with approximately \$2.7 million per year for
13 street preservation and \$300,000 per year for pedestrian safety; and
14

15 WHEREAS, the 2022 Streets Levy Accountability Report reflects
16 the allocation of levy funds to fund street maintenance and safety
17 improvements for arterial, local, and neighborhood streets, including
18 resurfacing, pothole repair, bicycle route enhancements, pedestrian
19 safety improvements, traffic calming projects, school walk routes,
20 sidewalks, and crosswalks.
21

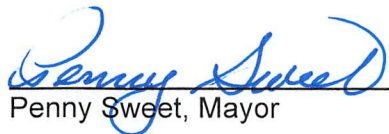
22 NOW, THEREFORE, be it resolved by the City Council of the
23 City of Kirkland as follows:
24

25 Section 1. The City Council adopts the 2022 Streets Levy
26 Accountability Report attached as Exhibit A.
27


28 Section 2. The City Council authorizes the distribution and
29 posting of the 2022 Streets Levy Accountability Report on the City’s
30 website, at community meetings, and through electronic media.
31

32 Passed by majority vote of the Kirkland City Council in open
33 meeting this 21st day of November, 2023.
34

35 Signed in authentication thereof this 21st day of November, 2023.


Penny Sweet, Mayor

Attest:


Kathi Anderson, City Clerk

Kirkland

2022 STREETS LEVY ACCOUNTABILITY REPORT

NEIGHBORHOOD OVERLAY

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



Kirkland has a plan to make its streets and
sidewalks more accessible to all modes of travel.
The levy is expediting that plan **PG. 7**

WHAT THE LEVY ACHIEVES

Kirkland's residents approved the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For 10 years, the Levy has been funding projects that accomplish those objectives.



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 that the City can repave and preserve every year.

In its first 10 years, levy funds have helped the City repave more than 45 lane-miles of arterials and protect 85 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.**



WALKING & CYCLING 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.

A decade in, Kirkland and its partners have installed 63 sets of Rapid Flashing Beacons. The levy has funded—wholly or partly—27 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 5.09 LANE-MILES

Kirkland paved more than five lane-miles of arterial and neighborhood streets in 2022. The levy funded three of those.

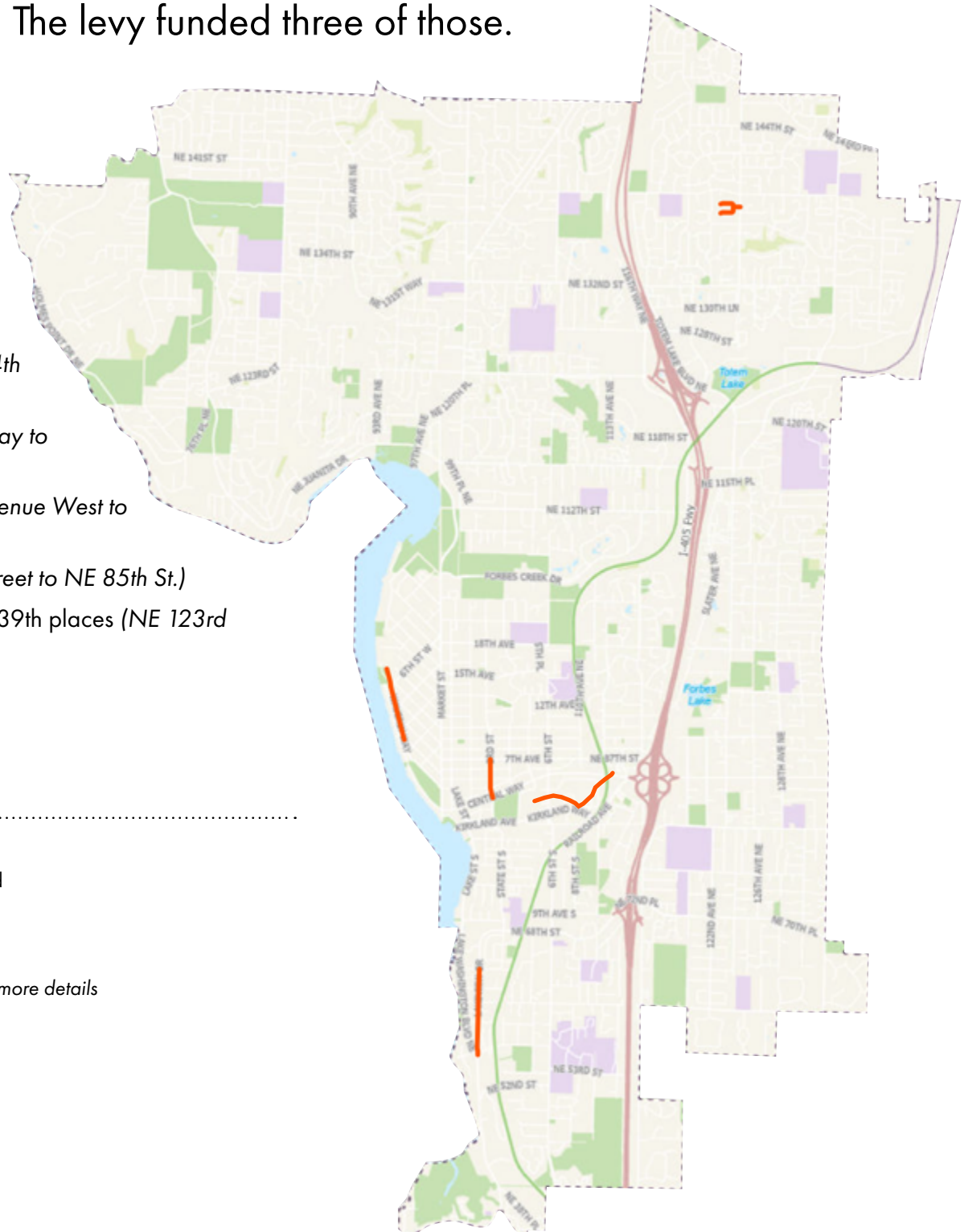
The levy helped Kirkland repave 5.09 lane-miles on sections of three arterials and three neighborhood streets. Those three streets are:

- Lakeview Drive (NE 64th St. to Lk. Wash. Blvd.)
- Third Street (Central Way to Seventh Avenue)
- Waverly Way (Fifth Avenue West to street end)
- Kirkland Way (Sixth Street to NE 85th St.)
- Northeast 138th and 139th places (NE 123rd St. to streets end)

LEGEND

- Streets repaved with 2022 levy and City funds

Refer to legend on Page 5 for more details



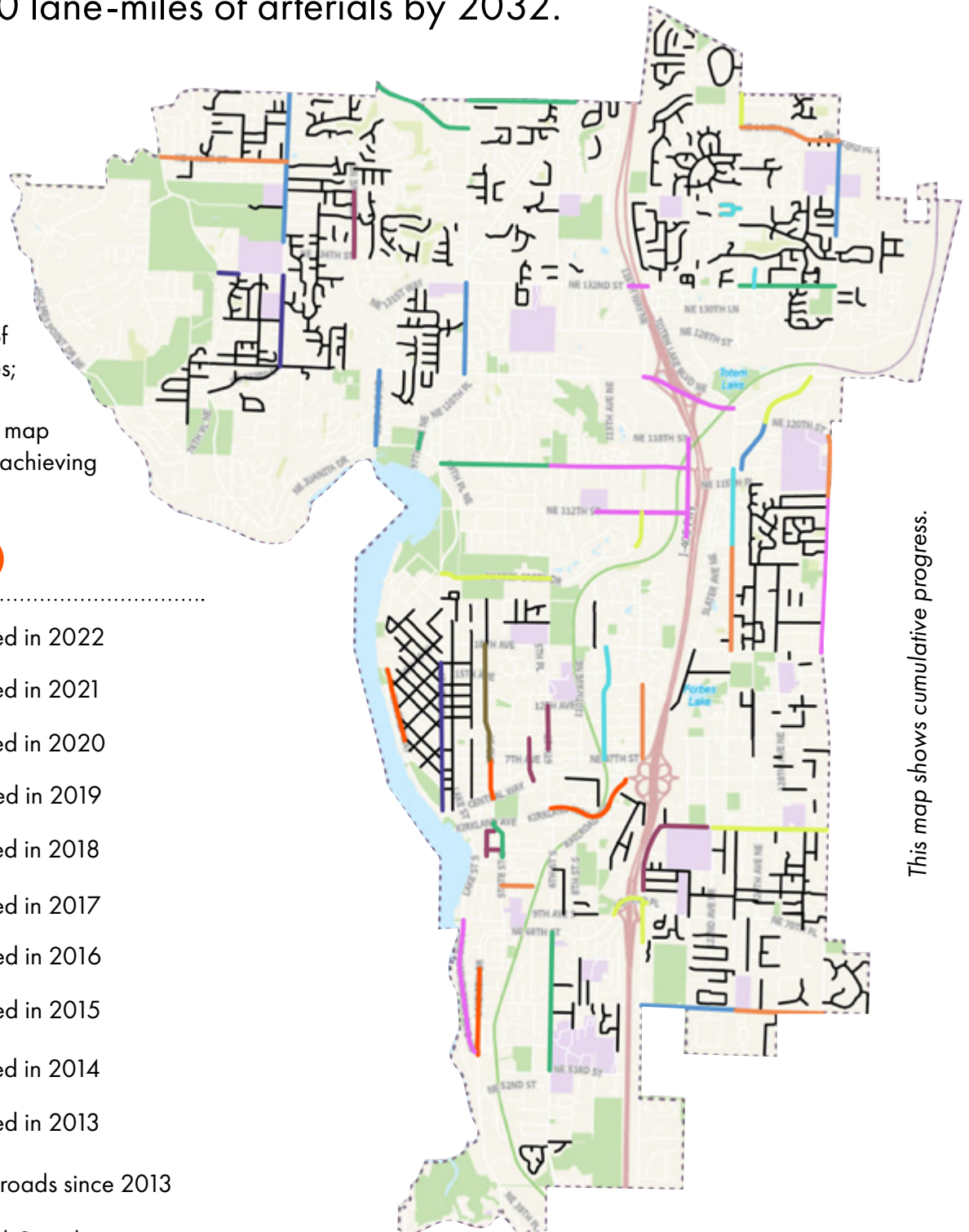
PROGRESS CONTINUES

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 2022
- Streets repaved in 2021
- Streets repaved in 2020
- Streets repaved in 2019
- Streets repaved in 2018
- Streets repaved in 2017
- Streets repaved in 2016
- Streets repaved in 2015
- Streets repaved in 2014
- Streets repaved in 2013
- Slurry sealed roads 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** that happens.

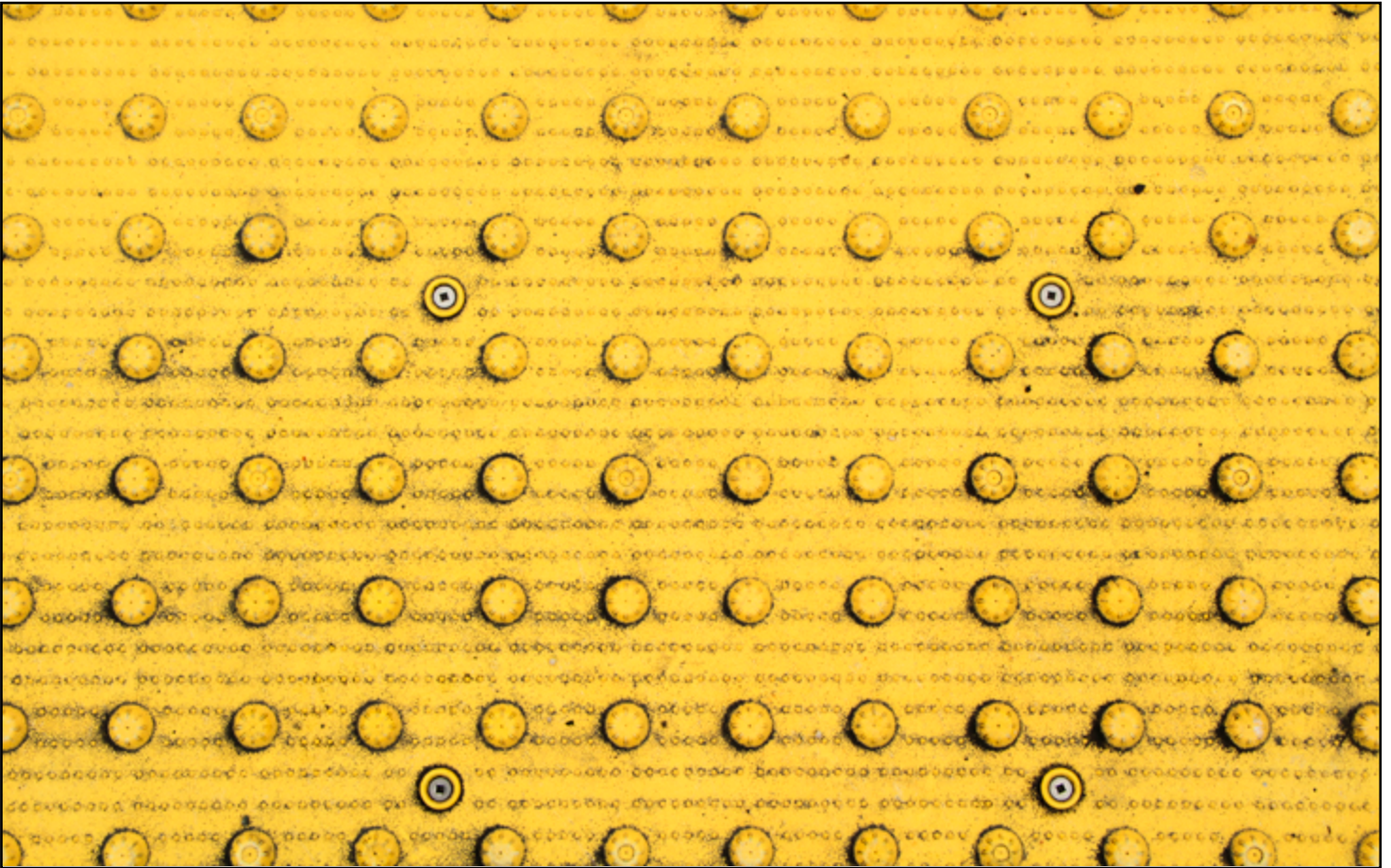


Condition: A few superficial cracks
Treatment: Slurry seal
Cost: *\$5,200 per city block

Condition: Linear & 'alligator cracks'; rutting
Treatment: Crack seal/resurface
Cost: *\$70,000 per city block

Condition: Extensive 'alligator cracks'; potholes
Treatment: Reconstruct
Cost: *\$245,000 per 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 people with visual impairments they are about to enter a roadway. These mats are 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 sight- and mobility-assistance. Kirkland's Street Preservation program has rebuilt 534 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 258 of them.

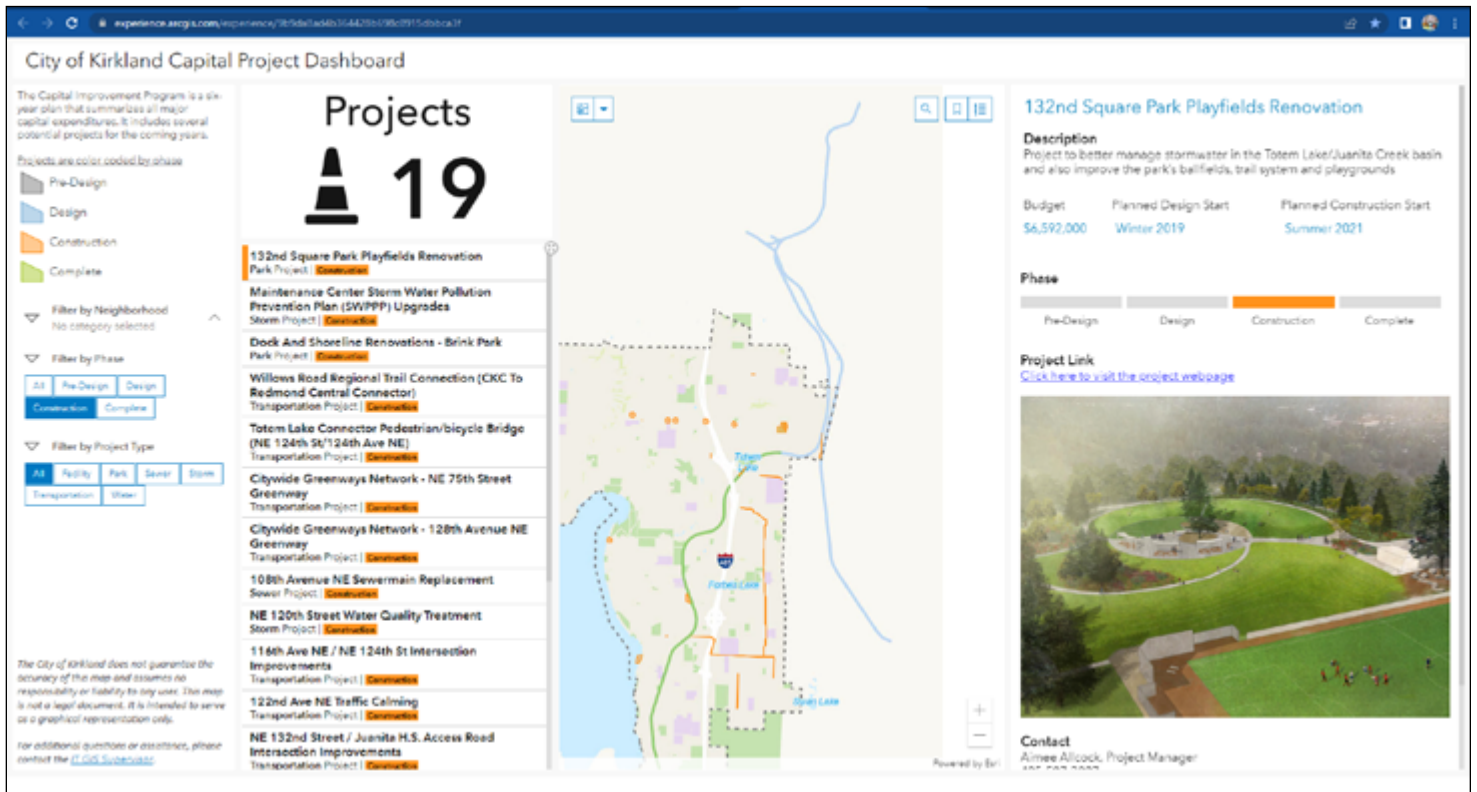
In 2022, the Streets Levy paid for the reconstruction of 15 curb ramps.

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 tells vision-impaired travelers they are entering a traffic zone.

For the visually- and mobility-impaired, this can make the difference between travelling 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 created a new way for community members to engage with and learn about capital projects.

The Capital Project Dashboard, available at communityinvestment.kirklandwa.gov, allows viewers to explore all of the capital projects in their neighborhood.

Viewers can also sort project descriptions by the project's phase and type.

If, for example, community members want to see all of Kirkland's transportation projects, they can reveal those projects by clicking the 'Transportation' button.

The Capital Projects Dashboard replaces the Capital Improvement Program's interactive map, which also allowed community members to nominate up to two projects for \$75,000 grants from the Neighborhood Safety Program.

The annual Neighborhood Safety Program provides \$350,000 each year to neighborhood projects.

Community members can now nominate Neighborhood Safety Program projects through the Our Kirkland portal, which community members can access at our.kirklandwa.gov or via an app. ◀

TAKING SUGGESTIONS











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

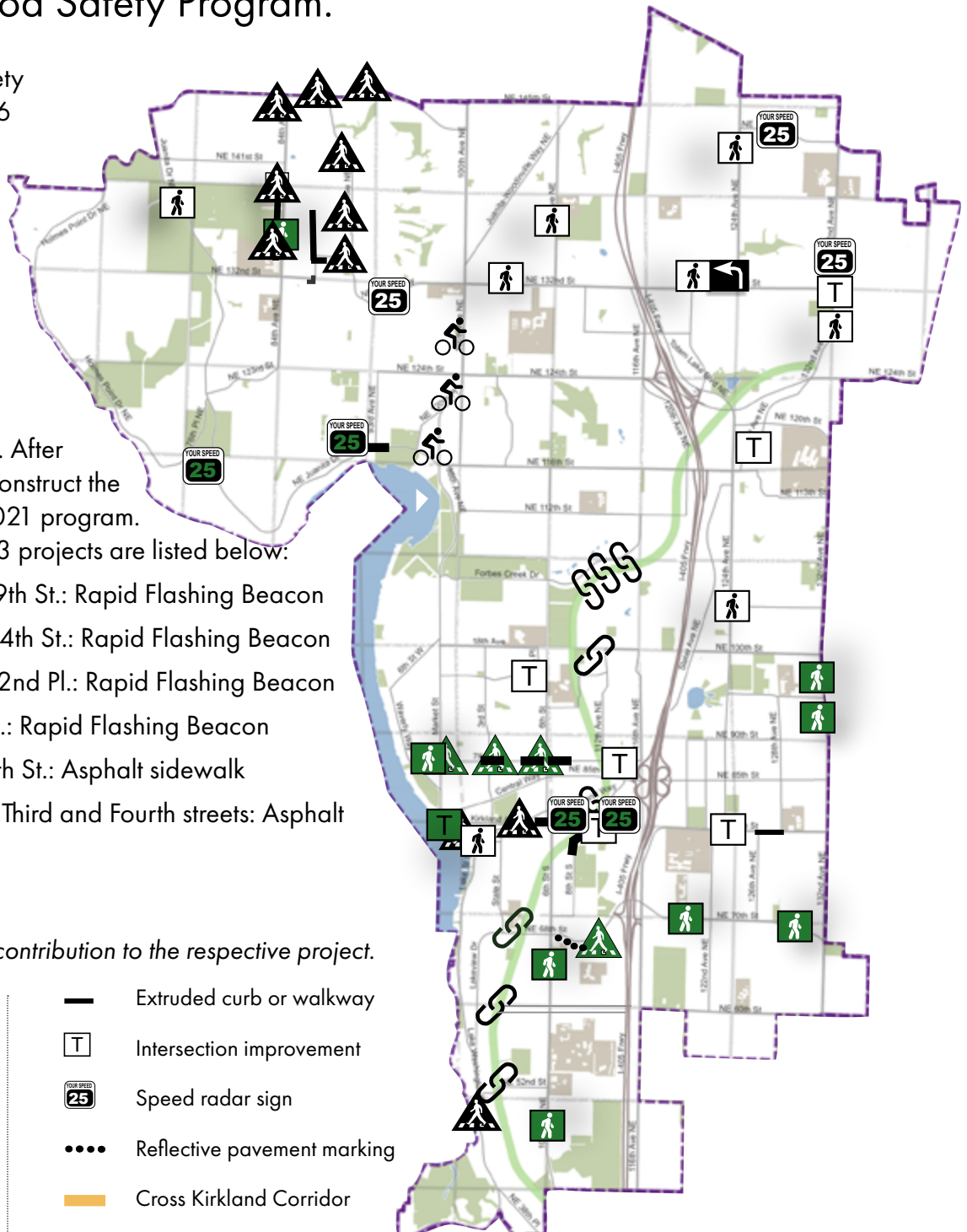
The Neighborhood Safety Program has built all 56 approved projects that residents requested between 2014 and 2020. Kirkland combined the projects requested in the 2022 and 2023 Neighborhood Safety programs and will construct them after 2023. After 2023, Kirkland will also construct the projects included in the 2021 program. The 2021, 2022 and 2023 projects are listed below:

- 132nd Ave. NE/NE 129th St.: Rapid Flashing Beacon
- 124th. Ave. NE/NE 104th St.: Rapid Flashing Beacon
- 124th. Ave. NE/NE 142nd Pl.: Rapid Flashing Beacon
- Lake St. S./10th Ave. S.: Rapid Flashing Beacon
- 126th Ave. NE/NE 80th St.: Asphalt sidewalk
- Seventh Ave., between Third and Fourth streets: Asphalt sidewalk

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

The City is on pace to meet its Rapid Flashing Beacon goal before 2033



Buoyed by a series of strategic investments into crosswalk safety in the few years after the 2012 Street Levy's passage, the City is still on pace to build 50 sets of Rectangular Rapid Flashing Beacons by 2033 with levy funds throughout the city.

Halfway through the life of the 20-year streets levy, the City has already used levy funds to build more than half of the promised 50 sets of rapid flashing

beacons.

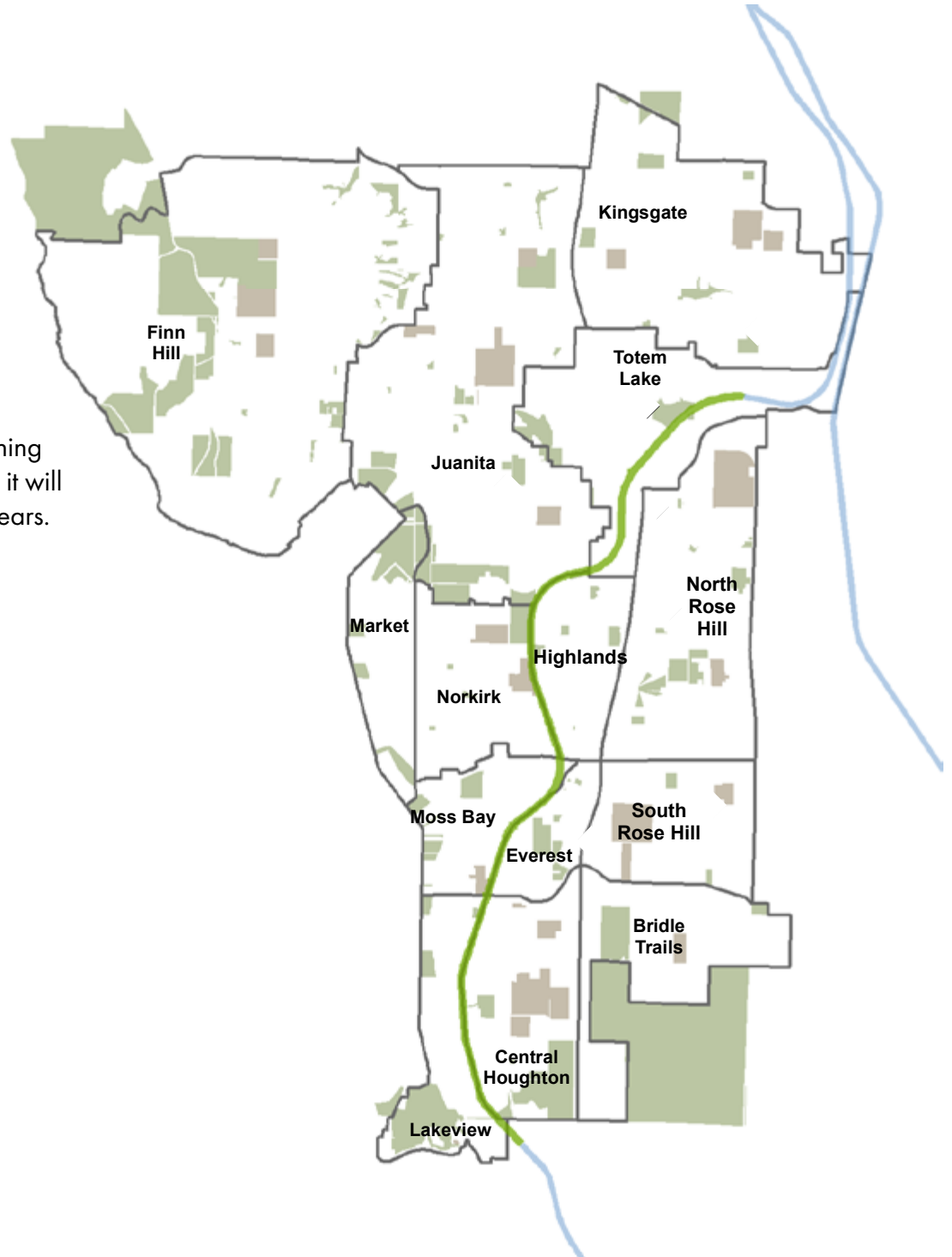
Installing 50 sets of rapid flashing beacons in 20 years was a levy goal.

Rapid flashing beacons can reduce crashes by up to 47 percent, according to the Federal Highway Administration. They can increase by 98 percent the number of drivers who yield to pedestrians at crosswalks. ◀

FLASHING BEACONS

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 and its partners have now installed 63 rapid flashing beacons since 2013. The levy has funded 25 of them. Kirkland did not fund or install any rapid flashing beacons in 2022. However, it will be installing more in future years.



PROGRESS TOWARD THE GOAL







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

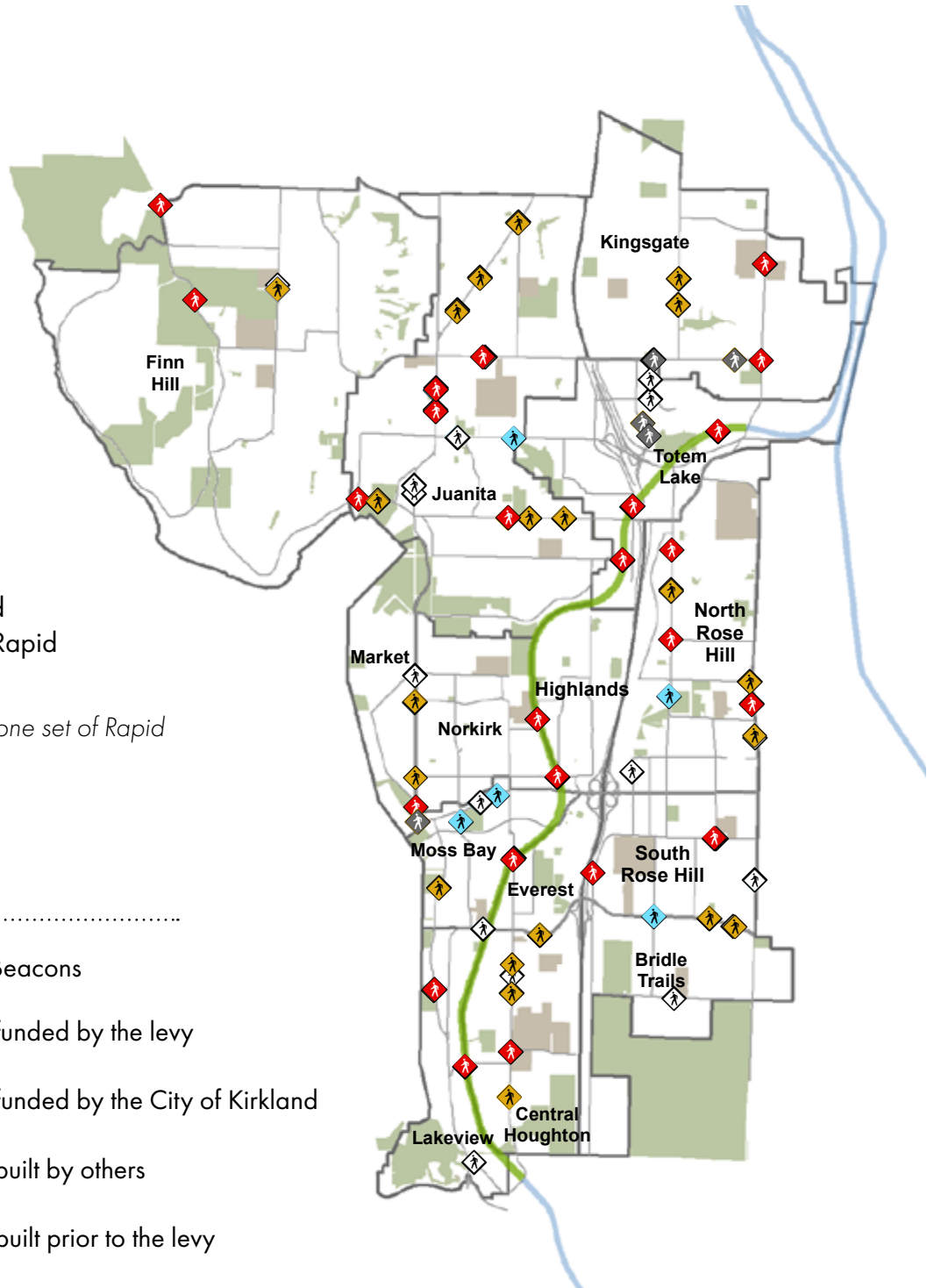
By enacting its Vision Zero Plan, Complete Streets Ordinance, Safer Routes to School, and rapid flashing beacon initiative, Kirkland has asserted its commitment to walkability. The voter-approved Levy empowers the City to improve safety at 50 crosswalks by 2033. This map shows Kirkland's completed Rapid 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

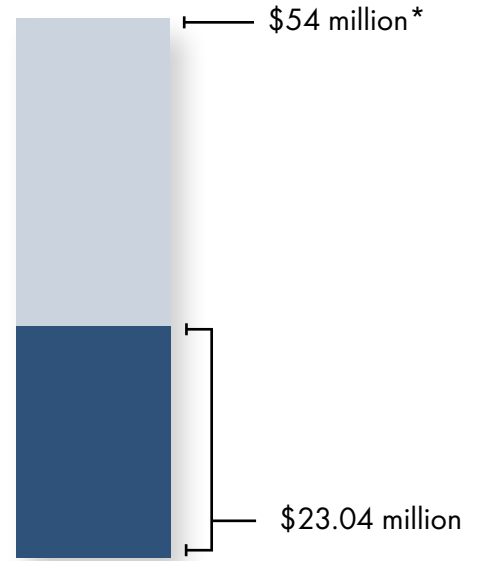
-  Planned Rapid Flashing Beacons
-  Rapid Flashing Beacons funded by the levy
-  Rapid Flashing Beacons funded by the City of Kirkland
-  Rapid Flashing Beacons built by others
-  Rapid Flashing Beacons built prior to the levy
-  Cross Kirkland Corridor



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 2022, the Levy helped Kirkland pave 5.09 lane-miles, re-stripe 11 crosswalks, and improve sidewalk access at 25 curb ramps. ◀

TOTAL INVESTMENT (Progress toward levy goal)



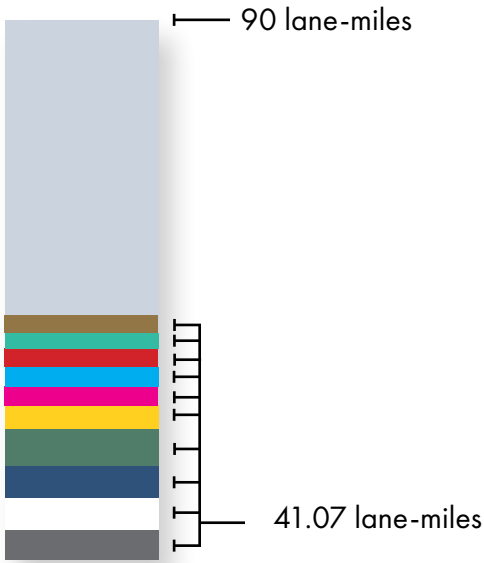
LEGEND



Street Preservation	Annual Average Pre-Levy	Total Levy Investment (2013 - 2021)	Levy
			Investment (in millions of dollars)
Investment (in millions of dollars)	\$1.75	\$20.58	\$2.00
Arterials (in lane miles)	6.2	38.07	38.07
Neighborhood/collector streets (in lane miles)	13.7	81.64	81.64
Arterial/collector score on the pavement condition index	57	76.6	76.6
Crosswalk striping (in crosswalks)	19.5	109	109
Sidewalk access (in curb ramps)	30	243	243

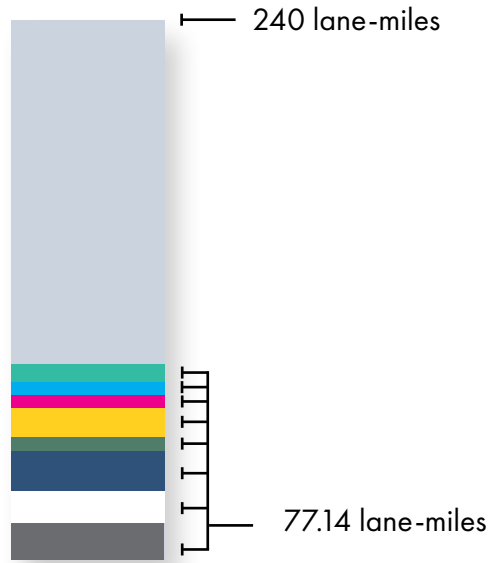
ARTERIAL REPAVING

(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



Levy	Kirkland's 2022 Investments		20-Year Target	Total Levy Investment (2013 - 2022)	Levy's progress toward 20-year goal (2013 - 2022)
	Other Funds	Total			
46	\$1.70	\$4.16	\$54.00	\$23.04	42.7%
3	2.09	5.09	90	41.07	50%
0	0	0	240	81.64	34%
		70	70	76.6	
6	5	11	230	115	50%
15	10	25	500	258	52%

2022 NEIGHBORHOOD SAFETY PROGRAM

Location	Levy - Ped Safety	City funds	Total Project
2022 Neighborhood Safety Program (forward to 2023 NSP)	\$100,000	\$250,000	\$350,000
Total	\$100,000	\$250,000	\$350,000
Previous Years	\$301,093	\$1,200,053	\$1,537,146
Progress to Date	\$301,093	\$1,200,053	\$1,537,146

*The Neighborhood Safety Program awards up to \$100,000 to projects that championed by neighborhood associations and vetted by City of Kirkland criteria.

2022 RAPID FLASHING BEACONS COMPLETED IN 2022

Location	On a school route? (linear footage)			Actual Expenditures		
	No	Yes	School	Levy	Other Funds	Total
2022 Total	0	0	0	0	0	0
Previous Years	35	28		\$1,178,349	\$1,946,556	\$3,124,905
Progress To Date	35	28		\$1,178,349	\$1,946,556	\$3,124,905

PEDESTRIAN PATHS & SIDEWALKS COMPLETED IN 2022

Location	On a school route?						
	No	Yes	Total	Levy	City Funds	Grant Funds	Total
120th Ave. NE, from NE 80th to 85th streets	900 linear feet				\$236,000		\$236,000
Northeast 132nd Street and 108th Avenue Northeast (moved and widened existing sidewalk)	600 linear feet				\$45,000		\$45,000
116th Avenue Northeast and Northeast 124th Street (widened existing sidewalk)	600 linear feet				\$49,843		\$49,843
2022 total	2,100 linear feet						\$330,843
Previous years	24,866 linear feet	5,680 linear feet		\$943,929	\$11,006,779	\$4,567,999	\$16,518,707
Progress to Date	26,966 linear feet	5,680 linear feet	31,446		\$236,000		\$16,849,550

The City continues to improve Kirkland's walking infrastructure. In 2022, it built 2,100 linear-feet of sidewalk.



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

NEIGHBORHOOD OVERLAY

Overlay—also known as street paving—is the most expensive form of street preservation, costing nearly \$70,000 per city block, on average. This 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.

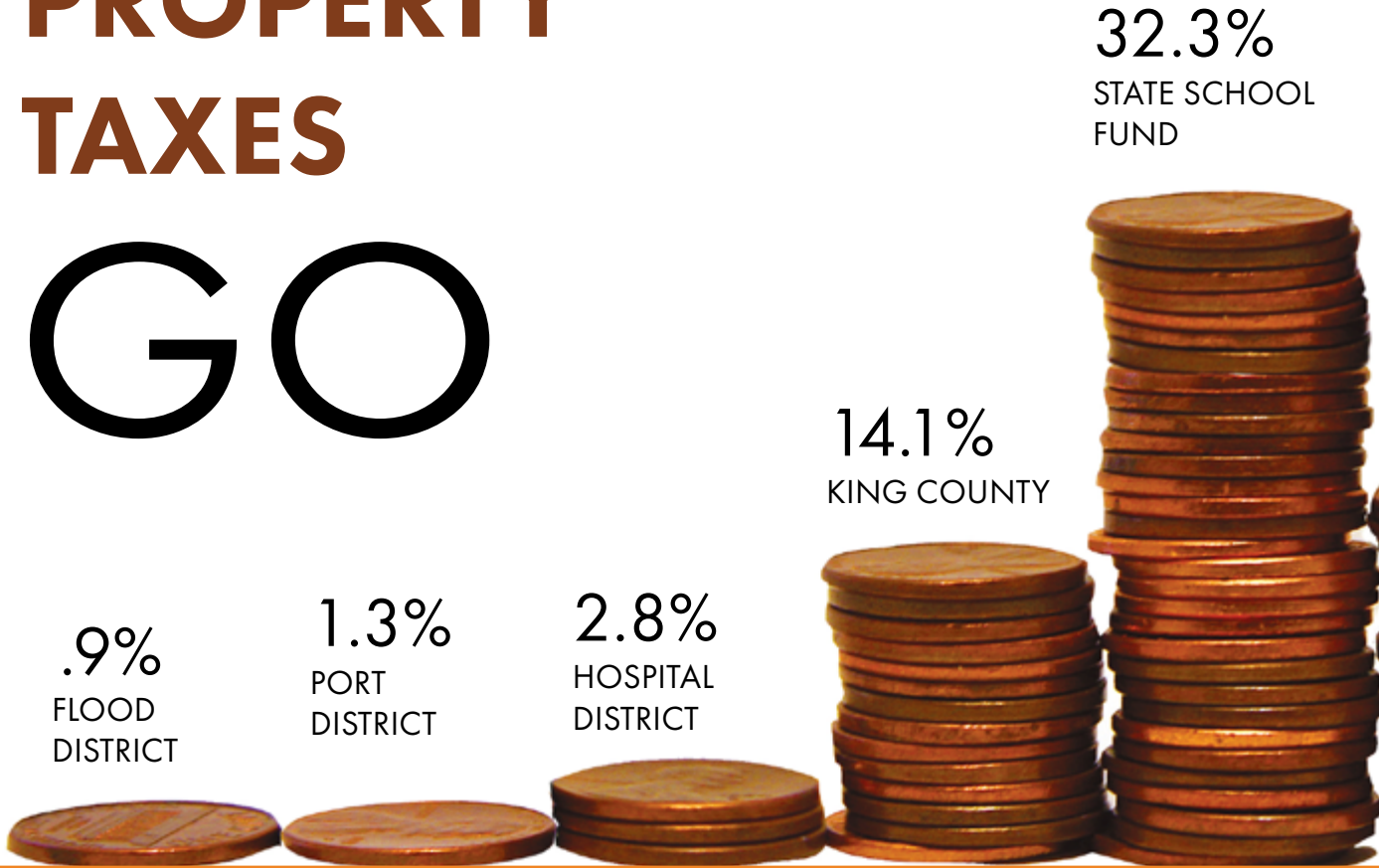


Patching the street, City engineers concluded, would quickly become more expensive than repaving it.

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

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 less than four percent, Kirkland's Price of Government is well below that range.

The graph at the right illustrates Kirkland's Price of Government between 2012 and 2023 with a projection for 2024. ◀

26.9%
LK. WASH.
SCHOOLS



12.9%
CITY OF KIRKLAND

3.8%
LIBRARY
DISTRICT



2.9%
EMERGENCY
SERVICES



2.1%
SOUND
TRANSIT



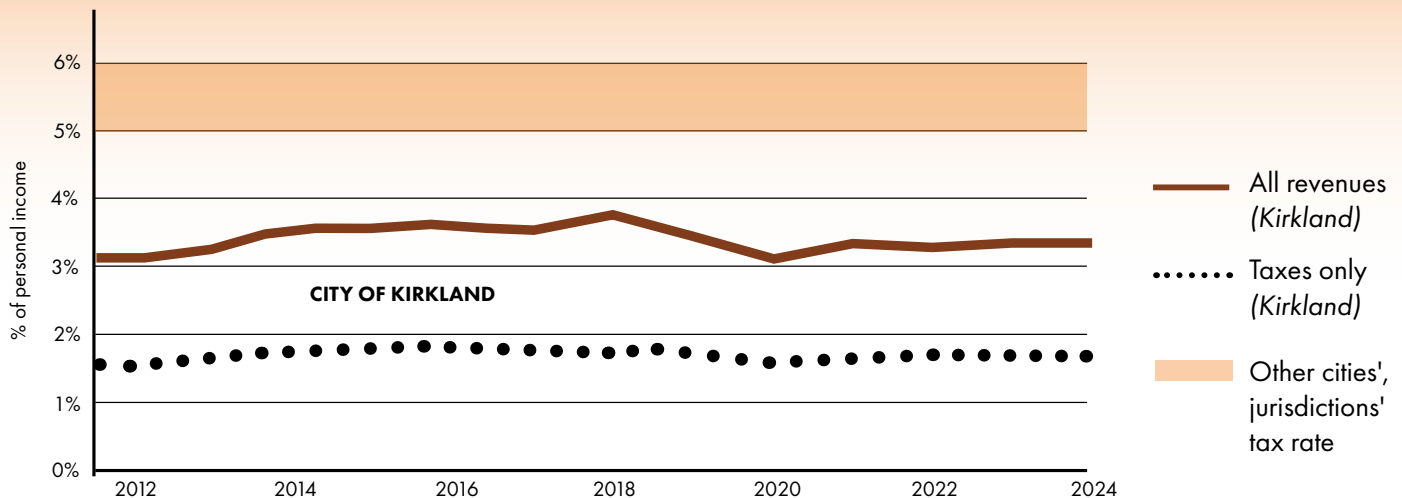
The Streets Levy accounts for 1.2 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

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 accounts for nearly one-fifth of the General Fund and supports the streets and parks levies.

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 in 2012, when they passed the streets and parks levies and again in 2020, when they approved the Fire and EMS levy.

The chart on pages 18 and 19 illustrates how property taxes collected in Kirkland are distributed to numerous districts and agencies. ◀



2022 KIRKLAND CITY COUNCIL

(425) 587-3001



Mayor Penny Sweet



Deputy Mayor Jay Arnold



Amy Falcone



Jon Pascal



Toby Nixon



Kelli Curtis



Neal Black

2022 TRANSPORTATION COMMISSION

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Faith DeBolt, Chair



Brian Magee, Vice Chair

Shree Balamurugan ♦ Patrick Vu ♦ Brian Magee ♦ AJ Antrim ♦ Tracey Trexel ♦ Kaitlin Goodman ♦ Ryan Miller

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