

RESOLUTION R-5661

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 2023 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 2023 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

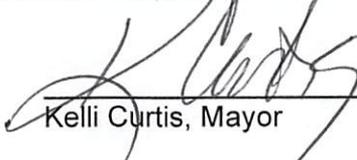
22 NOW, THEREFORE, be it resolved by the City Council of the
23 City of Kirkland as follows:
24

25 Section 1. The City Council adopts the 2023 Streets Levy
26 Accountability Report attached as Exhibit A.
27

28 Section 2. The City Council authorizes the distribution and
29 posting of the 2023 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 10th day of December, 2024.
34

35 Signed in authentication thereof this 10th day of December, 2024.



Kelli Curtis, Mayor

Attest:



Elizabeth Adkisson, Acting City Clerk

Kirkland

2023 STREETS LEVY ACCOUNTABILITY REPORT

NEIGHBORHOOD OVERLAY

Levy helps Kirkland restore and repave residential streets PG. 17



Completion of the Totem Lake Connector in 2023 added 1,400 linear feet of walkable space. The levy is adding another 250 linear feet PG. 16

WHAT THE LEVY ACHIEVES

Kirkland’s residents approved the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For 11 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 2012 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 11 years, levy funds have helped the City repave 43.67 lane-miles of arterials and protect 96 lane-miles of residential streets. The Street Preservation Program has completed 47 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 304 sidewalk curb ramps since 2014. **See Page 7.**



WALKING & CYCLING SAFETY *(levy-funded 25 Rectangular 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 Rectangular Rapid Flashing Beacons (RRFB), and then install 18 more sets.

Eleven years in, Kirkland has installed 65 sets of flashing beacons. The levy has funded—wholly or partly—29 of them.

The Neighborhood Safety Program has helped Kirkland improve safety for walking and bicycling by funding more than 50 projects by implementing neighborhood traffic control devices to slow traffic on residential streets. The map on Page 9 details Neighborhood Safety Program investments.

Kirkland also leverages its overlay program to improve bicycling safety. **See Page 16.**



An elementary school student uses Rectangular 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 5.1 LANE-MILES

Kirkland paved more than five lane-miles of arterial and neighborhood streets in 2023. The levy funded 2.6 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 2023 levy and City funds

Refer to legend on Page 5 for more details



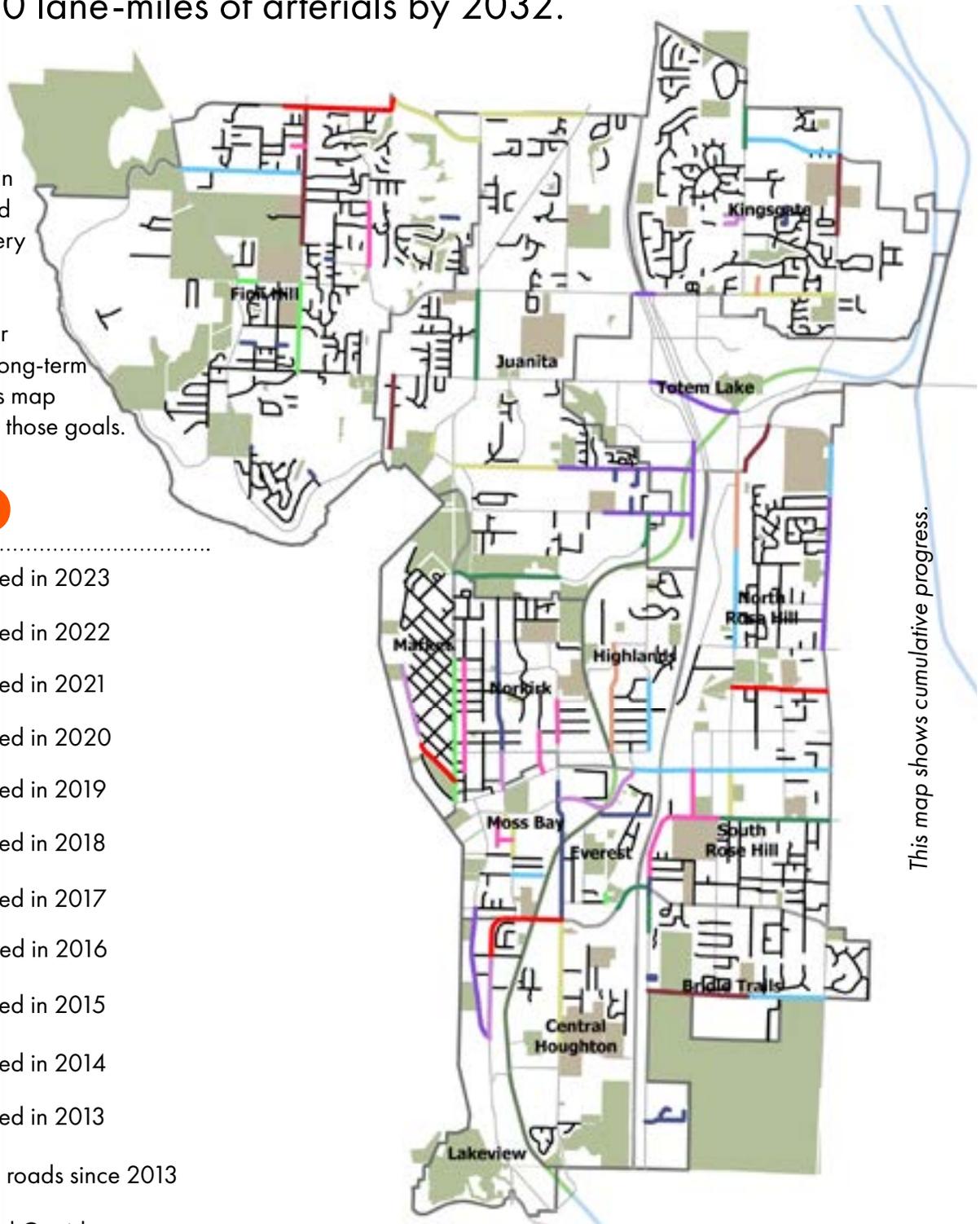
PROGRESS CONTINUES

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 those goals.

LEGEND

- Streets repaved in 2023
- 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.

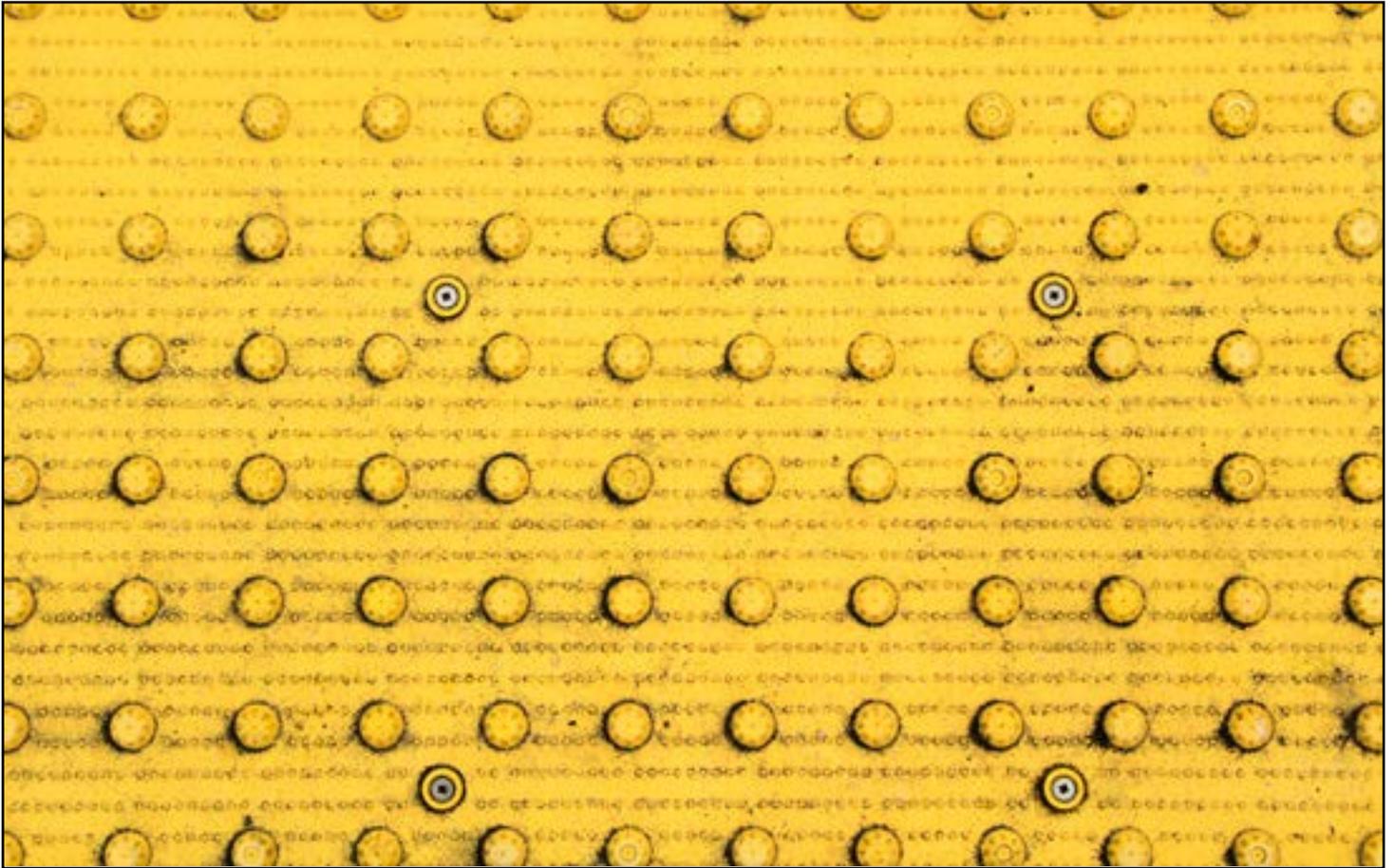


Condition: A few superficial cracks
Treatment: Slurry seal
Cost: *\$5,200 per city block

Condition: Linear & 'alligator cracks'; rutting
Treatment: Resurface ('overlay')
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 567 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 263 of them.

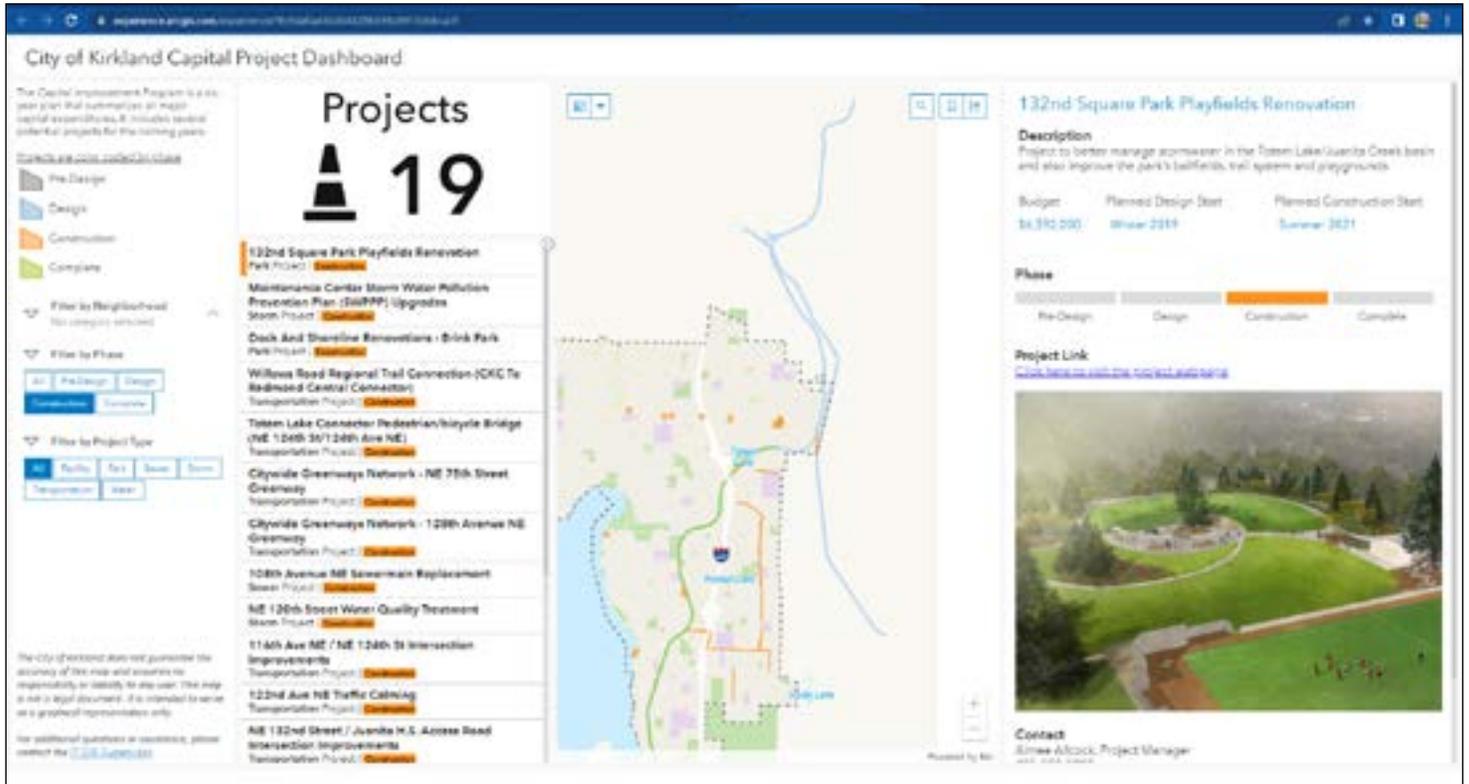
In 2023, the Streets Levy paid for the reconstruction of 19 curb ramps.

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 offers an easy 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.

To nominate a small project aimed at making walking or bicycling safer, community members can visit www.kirklandwa.gov/ourkirkland.

By clicking on "Request for Service," selecting "Suggest a Project" from the pull down menu and following the prompts, community members can nominate candidate projects for the annual Neighborhood Safety Program.

Winning projects have resulted in sidewalk and safer crosswalks. The annual Neighborhood Safety Program provides \$350,000 each year to neighborhood projects. ◀

TAKING SUGGESTIONS

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

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. Due to escalating costs, future Neighborhood Safety programs will not be funding Rectangular Rapid Flashing Beacons.

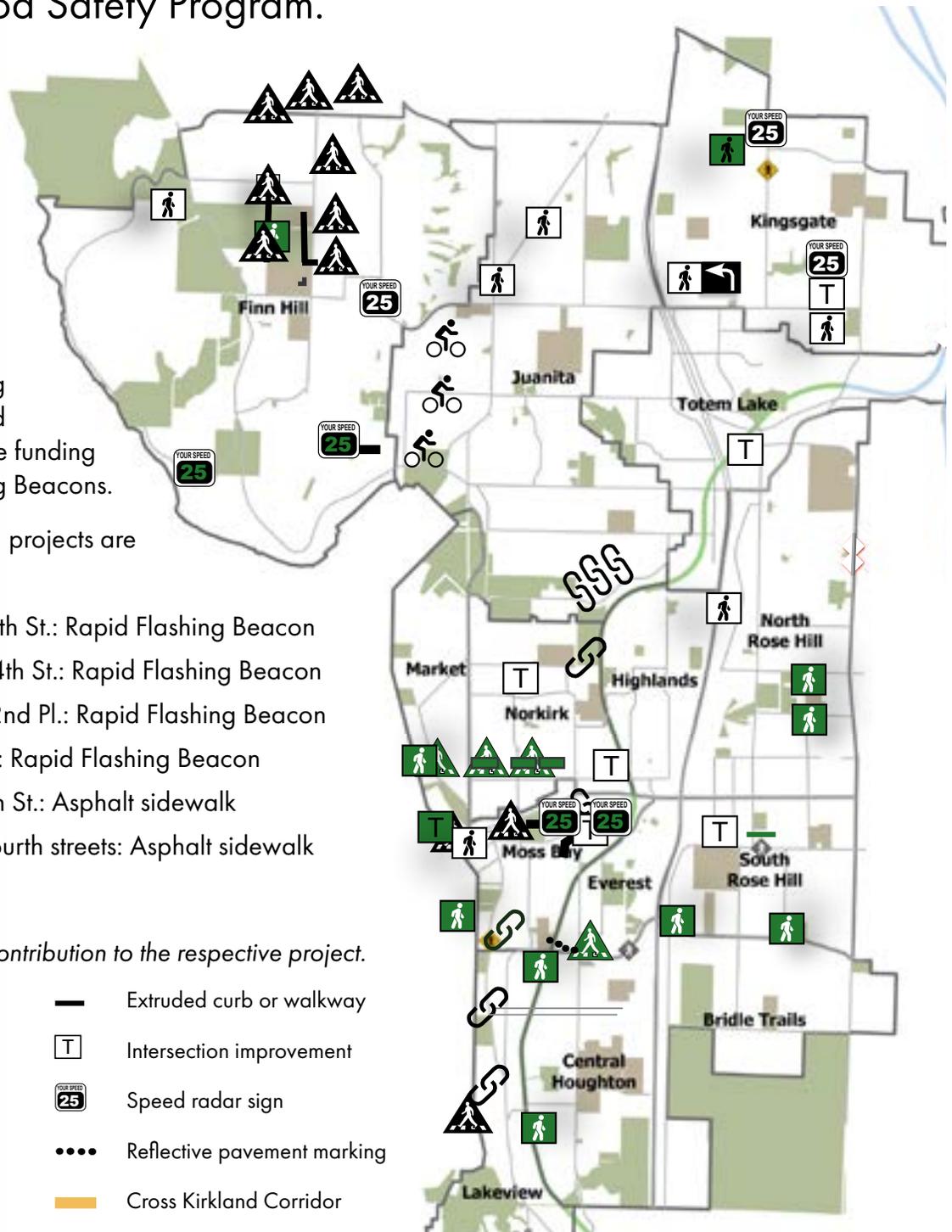
The 2021, 2022 and 2023 projects are listed below:

- 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., Third to 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 track to meet its Rectangular 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.

Eleven years into the life of the 20-year streets levy, the City has already used levy funds to build 27 of the promised 50 sets of beacons.

Installing 50 sets of Rectangular Rapid Flashing Beacons 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. ◀





KAMIAN
KAMIAN



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 installed or funded 65 Rectangular Rapid Flashing Beacons since 2013. The levy has funded 29 of them.

The locations of RRFBs, which the levy, the City and its partners funded in 2023, are listed below:

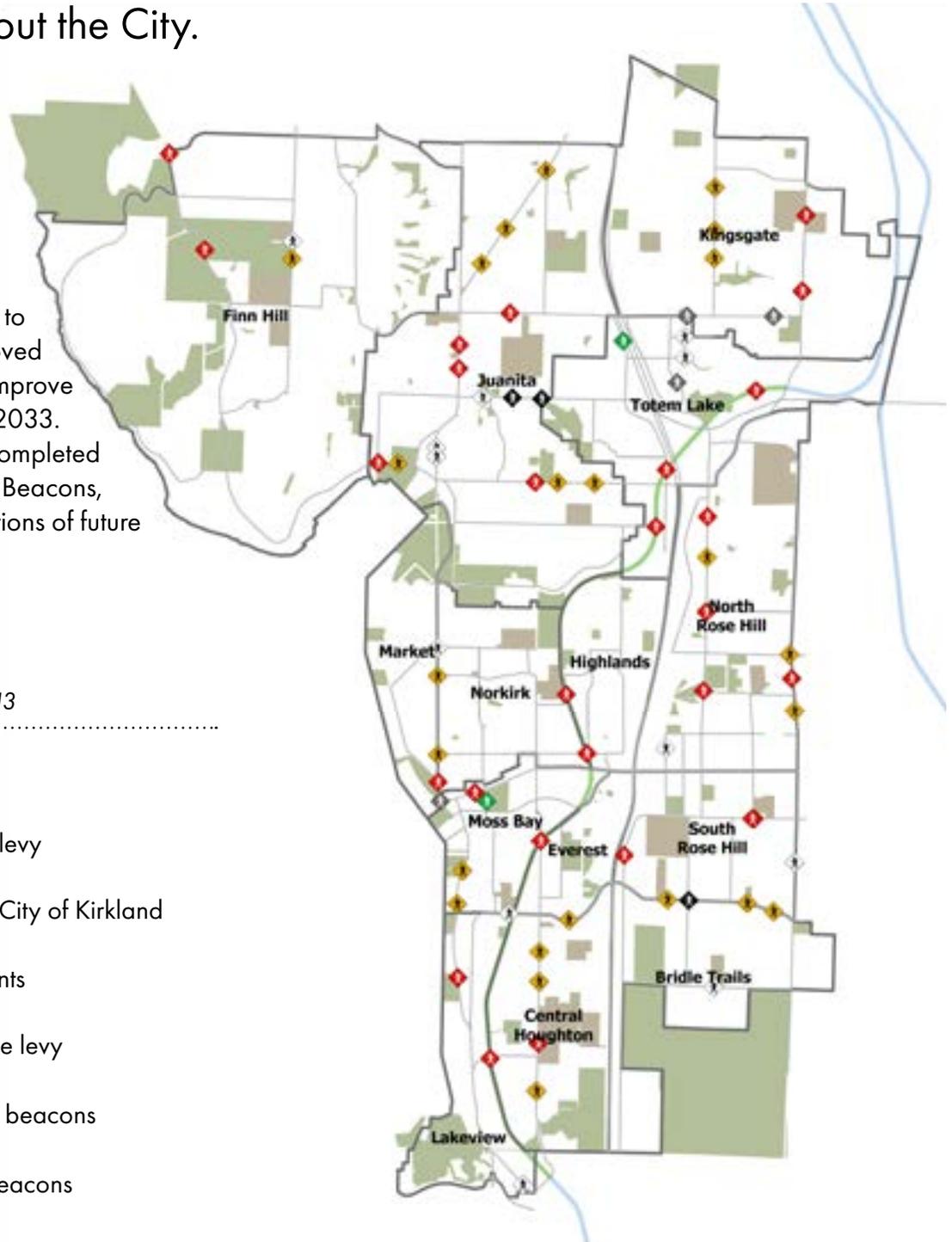
-  Lake Street South and 10th Avenue South
-  124th Avenue Northeast and Northeast 143rd Street



PROGRESS TOWARD THE GOAL

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

By enacting its Vision Zero Plan, Complete Streets Ordinance, Safer Routes to School, and Rectangular 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 Rectangular Rapid Flashing Beacons, as well as the planned locations of future levy-funded RRFBs.



LEGEND

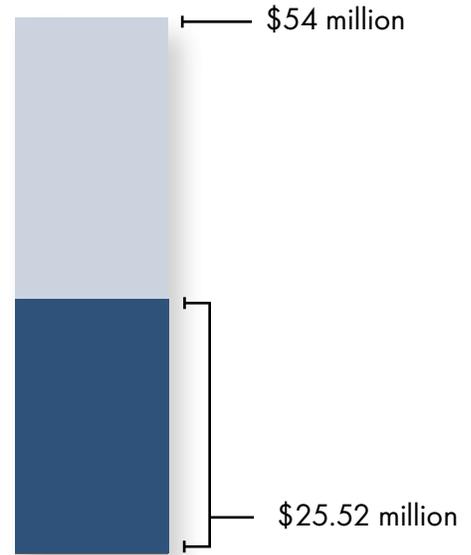
Refers to maps on pages 12 & 13

-  Planned RRFBs
-  RRFBs funded by the levy
-  RRFBs funded by the City of Kirkland
-  RRFBs funded by grants
-  RRFBs built prior to the levy
-  In-pavement flashing beacons
-  Overhead flashing beacons
-  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 2023, the levy helped Kirkland pave 5.1 lane-miles, re-stripe 15 crosswalks, and improve sidewalk access at 33 curb ramps. ◀

TOTAL INVESTMENT (Progress toward levy goal)



LEGEND

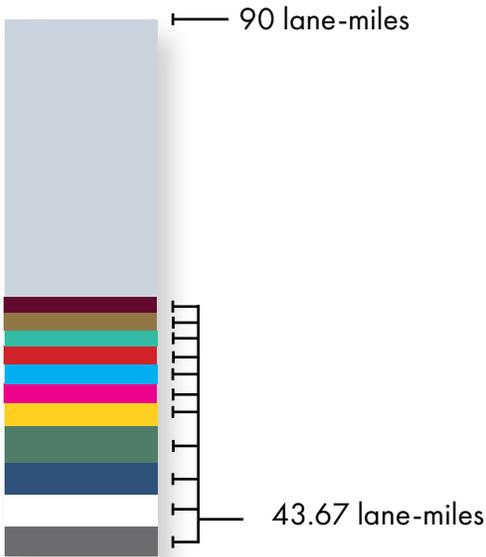
- Remaining on 20-year goal
- 2022
- 2023
- 2021

Street Preservation	Annual Average Pre-Levy	Total Levy Investment (2013 - 2022)	Levy Investment
Investment (in millions of dollars)	\$1.75	\$23.04	\$2.4
Arterials (in lane miles)	6.2	41.07	2
Neighborhood/collector streets (in lane miles)	13.7	81.64	14
Arterial/collector score on the pavement condition index	57	76.6	
Crosswalk striping (in crosswalks)	19.5	115	
Sidewalk access (in curb ramps)	30	258	

The tables on the following page reports annual projects in the year they are funded and one-off projects, such as the Totem Lake Connector, in the year they are completed.

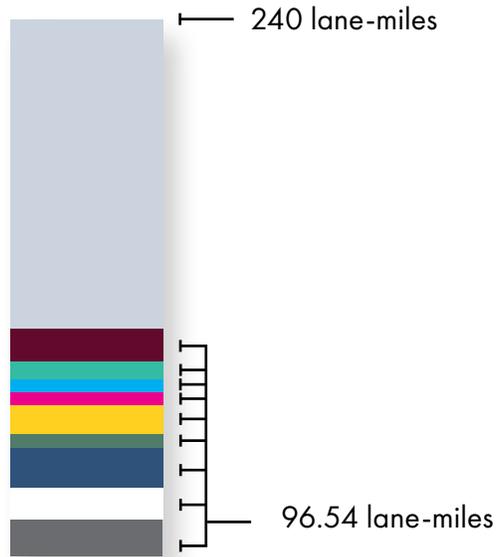
ARTERIAL REPAVING

(Progress toward levy goal)



NEIGHBORHOOD STREET PRESERVATION

(Progress toward levy goal)



Levy	Kirkland's 2023 Investments		20-Year Target	Total Levy Investment (2013 - 2023)	Levy's progress toward 20-year goal (2013 - 2023)
	Other Funds	Total			
4.8	\$1.70	\$4.18	\$54.00	\$25.52	47.3%
2.6	2.5	5.1	90	43.67	49%
4.9	10	24.9	240	96.54	40%
		72	70	76.6	
8	7	15	230	123	54%
19	14	33	500	263	55%

2023 NEIGHBORHOOD SAFETY PROGRAM

Location	Levy - Ped Safety	City funds	External funds	Total Project
2023 Neighborhood Safety Program	\$100,000	\$250,000	\$0	\$350,000
Total	\$100,000	\$250,000	\$0	\$350,000
Previous Years	\$301,093	\$1,200,053	\$0	\$1,537,146
Progress to Date	\$301,093	\$1,200,053	\$0	\$1,537,146

Due to rising costs, the Neighborhood Safety Program will no longer fund RFB projects after 2023.

RAPID FLASHING BEACONS FUNDED OR COMPLETED IN 2023

Location	School route?		Actual Expenditures		
	Yes	No	Levy	Other funds	Total
Lake St S and 10th Ave S (NSP)	0	1	\$110,829	\$150,451	\$261,280
124th Ave NE at Kingsgate Library (NSP)	0	1	\$110,389	\$149,853	\$260,242
RFB Total 2023	0	2	\$221,218	\$300,304	\$521,522
RFBs installed between 2013 and 2022	28	35	\$1,178,349	\$1,946,556	\$3,124,905
Progress to date	28	37	\$1,399,567	\$2,241,219	\$3,646,427

The tables on the following page reports annual projects in the year they are funded and one-off projects, such as the Totem Lake Connector, in the year they are completed.

PEDESTRIAN PATHS & SIDEWALKS FUNDED OR COMPLETED IN 2023

Location	On a school route? (linear feet)			Funding			
	Yes	No	Total	Levy	City Funds	External funds	Total
7th Ave, 3rd St. to 4th St. (NSP)	178		178	\$55,620	\$74,086	\$1,418	\$131,124
NE 80th Street/126th Ave. NE (NSP)	74		74	\$23,134	\$30,852	\$590	\$54,604
Totem Lake Connector		1400	1400		\$19,907,534	\$2,458,000	\$22,365,534
2023 total	1212	3150	4362	\$78,782	\$24,557,455	\$502,008	\$25,138,245
Previous years	5680	26,966	32,646	\$943,929	\$11,006,779	\$4,567,999	\$16,849,550
Progress to Date	6892	33,266	37,008	\$1,022,711	\$35,564,234	\$5,070,007	\$41,987,795

The City reports the Neighborhood Safety Program project—labeled (NSP)—in the year it funds them. All four Neighborhood Safety Program projects reported on the tables on this page will be constructed in 2025.



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.

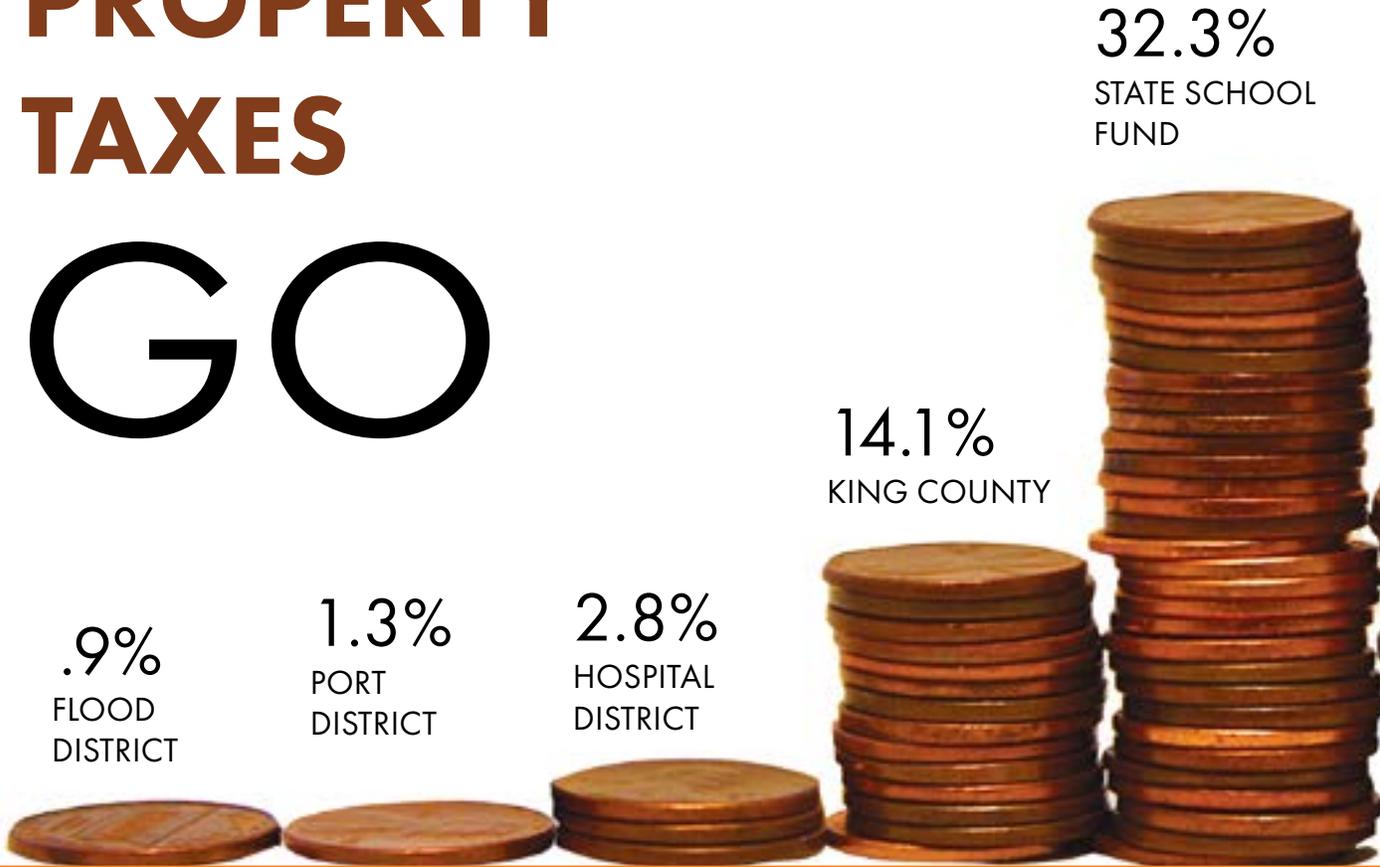


Patching the street, City engineers concluded, would quickly become more expensive than repaving it.

"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



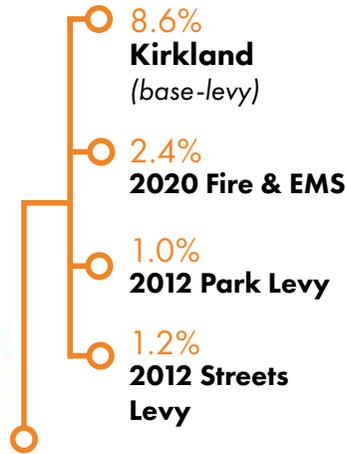
THE PRICE OF KIRKLAND'S GOVERNMENT

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



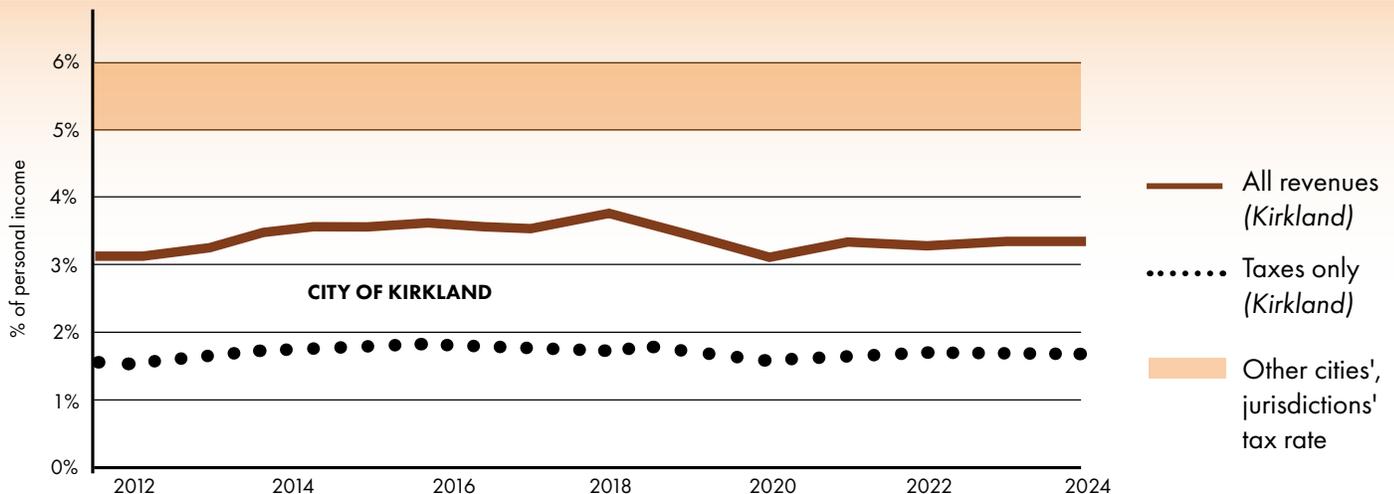
The Streets Levy accounts for 1.2 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

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. ◀



2023 KIRKLAND CITY COUNCIL

(425) 587-3001



Mayor Penny Sweet



Deputy Mayor Jay Arnold



Amy Falcone



Jon Pascal



Toby Nixon



Neal Black



Kelli Curtis

2023 TRANSPORTATION COMMISSION

(425) 587-3865

Faith DeBolt, Chair

Brian Magee, Vice Chair

Shree Balamurugan

Tracey Trexel

Kaitlin Goodman

Ryan Miller

AJ Antrim

Kurt Ahrensfeld

Rafael Fernandez

Patrick Vu

2023 CITY STAFF

CITY MANAGERS OFFICE

Kurt Triplett, City Manager (425) 587-3001

Jim Lopez, Deputy City Manager of External Affairs (425) 587-3212

Julie Underwood, Deputy City Manager of Operations (425) 587-3243

PUBLIC WORKS

Truc Dever, Director (425) 587-3802

Alternate Formats: Persons with disabilities may request materials in alternative formats. Persons with hearing impairments may access the Washington State Telecommunications Relay Service at 711. Title VI: It is the City of Kirkland's policy to ensure full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person

on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from programs and activities. Any person who believes their Title VI rights have been violated, may file a complaint with the City of Kirkland. To request an alternate format of this document or for questions about Kirkland's Title VI Program, contact the program coordinator at 425-587-3831 or titlevicoordinator@kirklandwa.gov.