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RESOLUTION R-5703

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND
ADOPTING THE 2024 STREETS LEVY ACCOUNTABILITY REPORT.

WHEREAS, in November 2012, Kirkland voters approved Proposition 1, a levy for street maintenance and pedestrian safety ("Streets Levy"); and

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

WHEREAS, the Streets Levy's 20-year targets include \$60 million in total spending, with the goal of providing annual funding of approximately \$2.7 million per year for street preservation, \$150,000 per year for the City's safe walk routes to schools program, and \$150,000 per year for pedestrian and safety measures; and

WHEREAS, the 2024 Streets Levy Accountability Report reflects the allocation of 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.

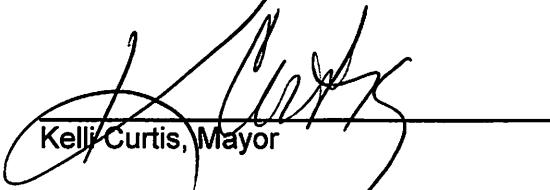
NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Council adopts the 2024 Streets Levy Accountability Report attached as Exhibit A.

Section 2. The City Council authorizes the distribution and posting of the 2024 Streets Levy Accountability Report on the City's website, at community meetings, and through electronic media.

Passed by majority vote of the Kirkland City Council in open meeting this 18th day of November, 2025.

Signed in authentication thereof this 18th day of November, 2025.


Kelli Curtis, Mayor

Attest:

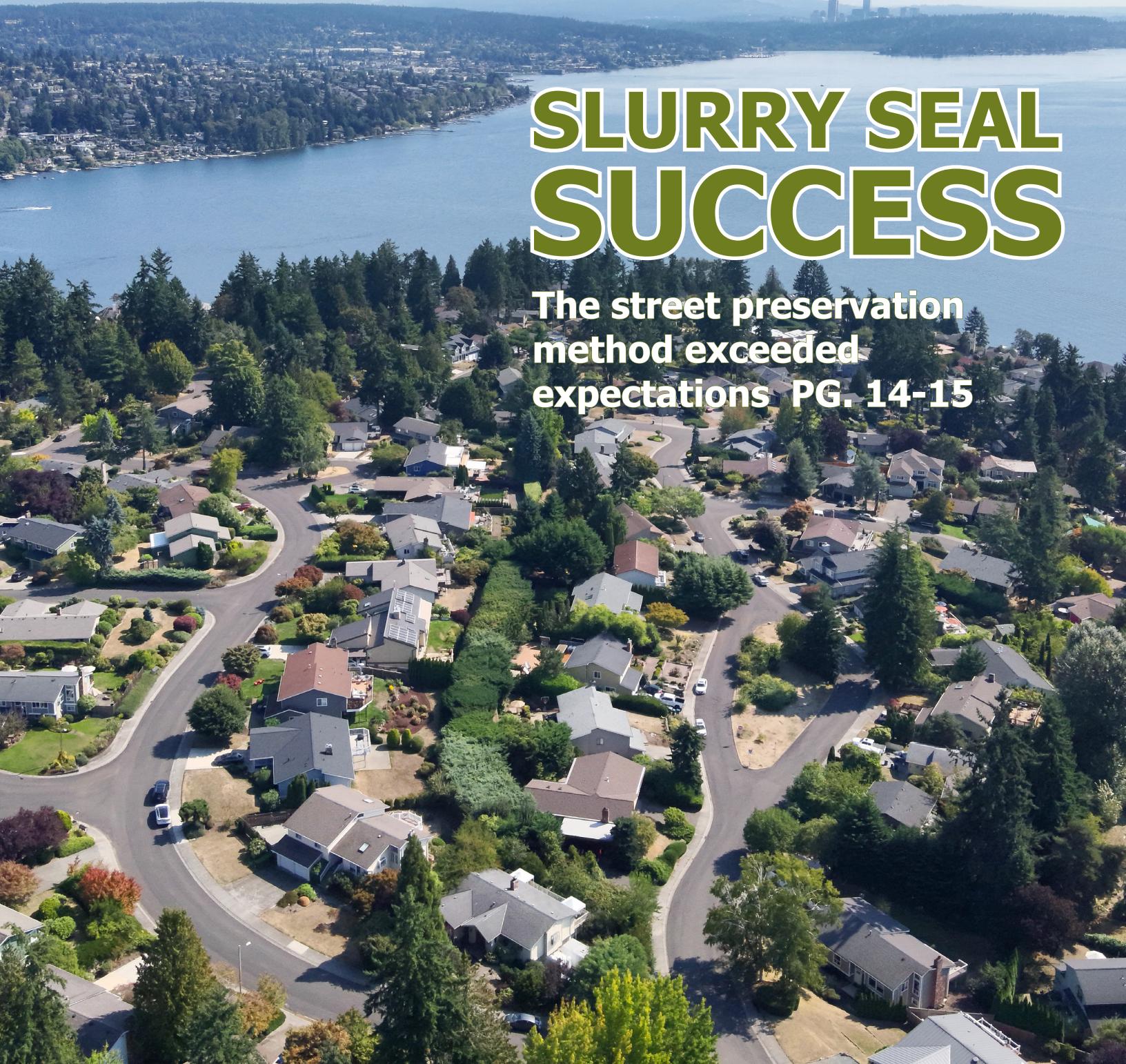

Anastasiya Warhol, City Clerk

Kirkland

2024 STREETS LEVY ACCOUNTABILITY REPORT

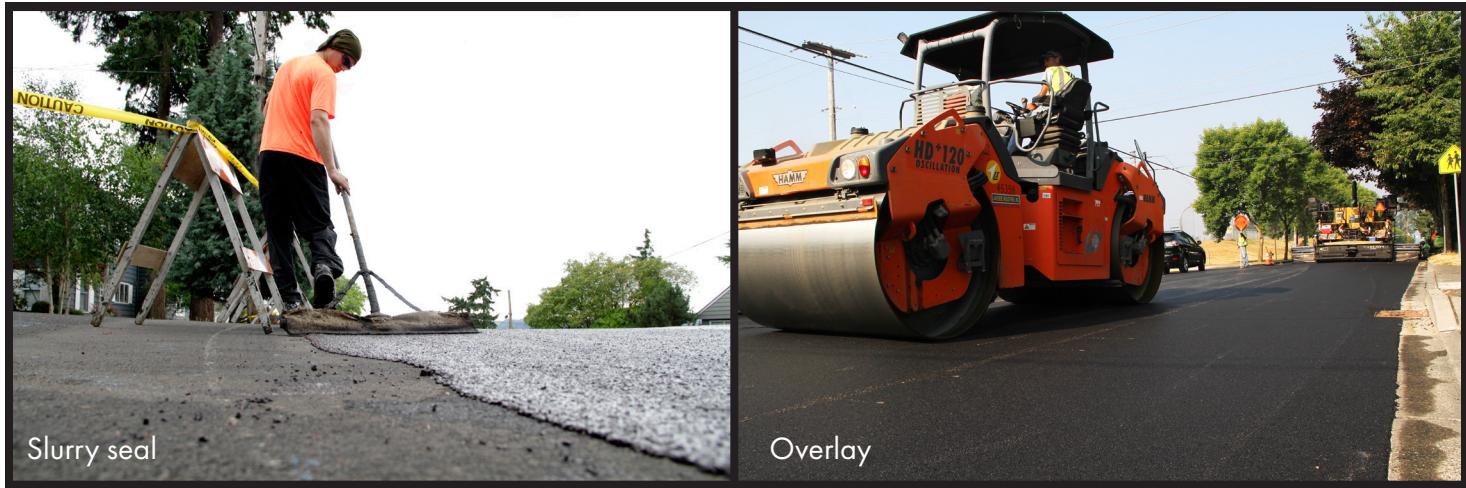
SLURRY SEAL SUCCESS

The street preservation
method exceeded
expectations PG. 14-15



WHAT THE LEVY ACHIEVES

Kirkland's residents approved the Streets Levy in 2012 to better protect their street network and improve pedestrian safety. For 12 years, the levy has been funding projects that accomplish those objectives.



STREET PRESERVATION *(cost-effectively maintains functional street network)*

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 12 years, levy funds have helped the City repave 46.8 lane-miles of arterials and protect 99.8 lane-miles of residential streets. The Street Preservation Program has completed 49 percent of its 20-year investment goal. **See Pages 4 & 5.**

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

The Streets Levy has helped Kirkland rebuild more than 280 sidewalk curb ramps since 2013. **See Page 7.**



WALKING & CYCLING SAFETY (expands and enhances safety for walking)

Kirkland's leaders made a promise to their voters when they approved the Streets Levy in 2012: Install 50 sets of flashing beacons throughout the City.

Twelve years in, Kirkland has installed 65 sets of flashing beacons. The levy has helped fund nearly half of them.

The Neighborhood Safety Program has helped Kirkland improve safety for walking and bicycling by funding more than 60 projects that create connections to the Cross Kirkland Corridor, slow traffic, and provide safer street crossings. The map on **pages 8 and 9** detail Neighborhood Safety Program investments.



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

ANOTHER 4.7 LANE-MILES

Kirkland paved nearly five lane-miles of arterial and neighborhood streets in 2024. The levy funded 2.9 of those.

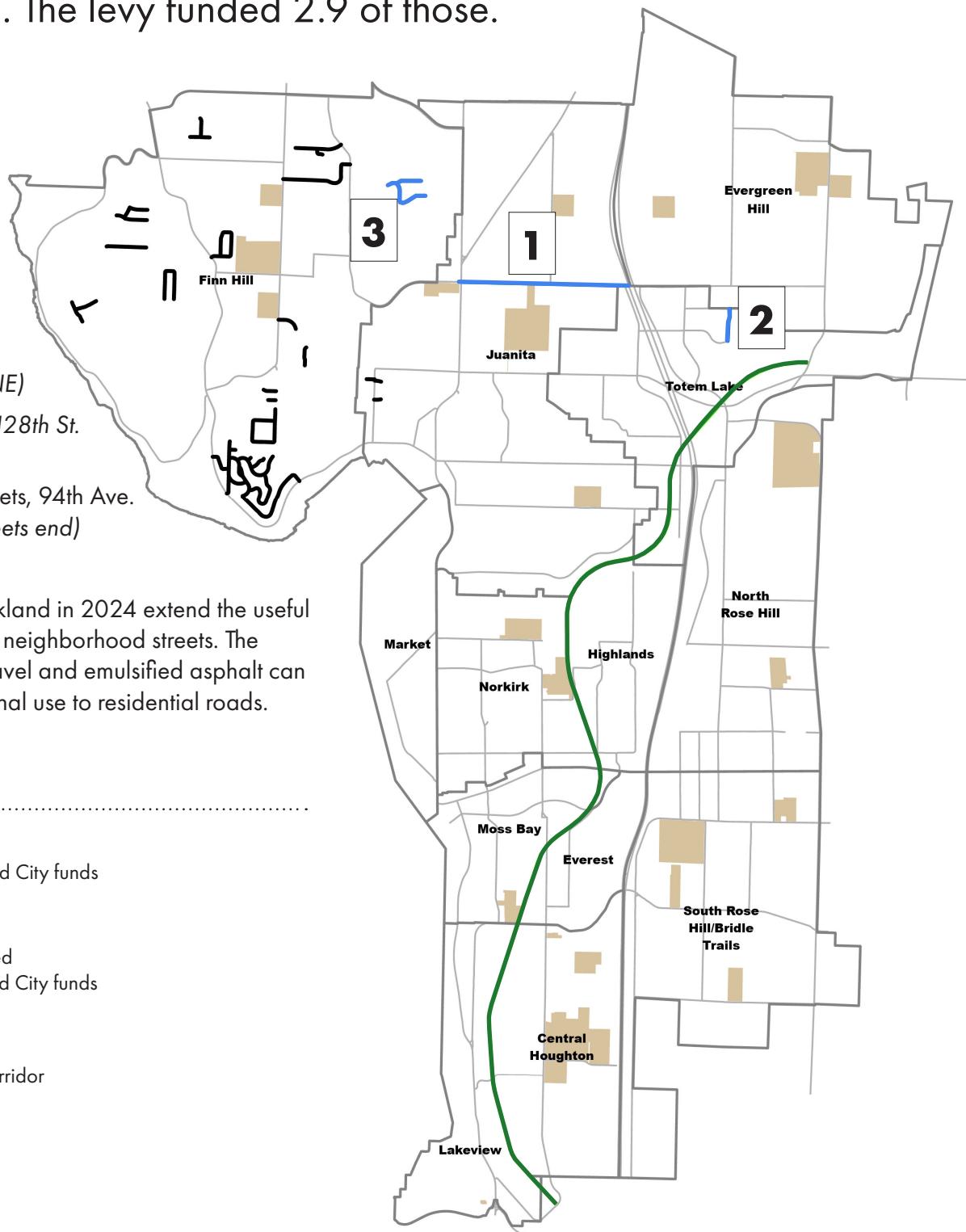
The levy helped Kirkland repave 4.7 lane-miles on sections of three arterials and three neighborhood streets. Those three streets are:

- 1.) NE 132nd St. (100th Ave. NE to 116th Way NE)
- 2.) 124th Ave. NE (NE 128th St. to NE 130th Ln.)
- 3.) NE 139th, 140th streets, 94th Ave. NE (97th Ave. NE to streets end)

The Levy also helped Kirkland in 2024 extend the useful lives of 7.4 lane-miles of neighborhood streets. The mixture of water, fine gravel and emulsified asphalt can add a decade of functional use to residential roads.

LEGEND

- Streets repaved with 2024 levy and City funds
- Streets slurry sealed with 2024 levy and City funds
- Cross Kirkland Corridor



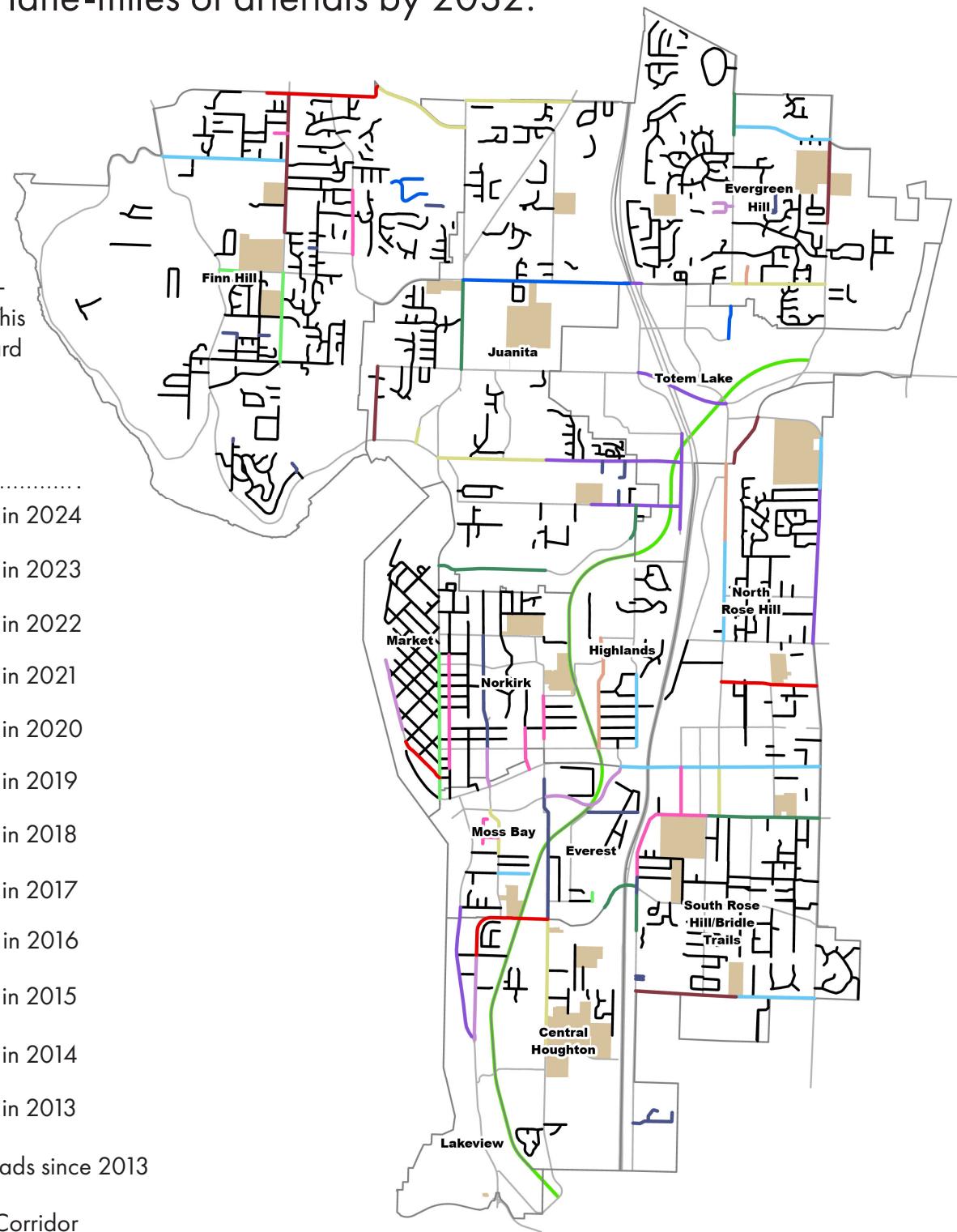
PROGRESS **CONTINUES**

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

Residents approved ambitious goals in 2012 when they passed the levy: slurry seal every eligible neighborhood road and repave 90 lane-miles of arterials and reduce long-term maintenance costs. This map tracks progress toward those goals.

LEGEND

- Streets repaved in 2024
- 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



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')

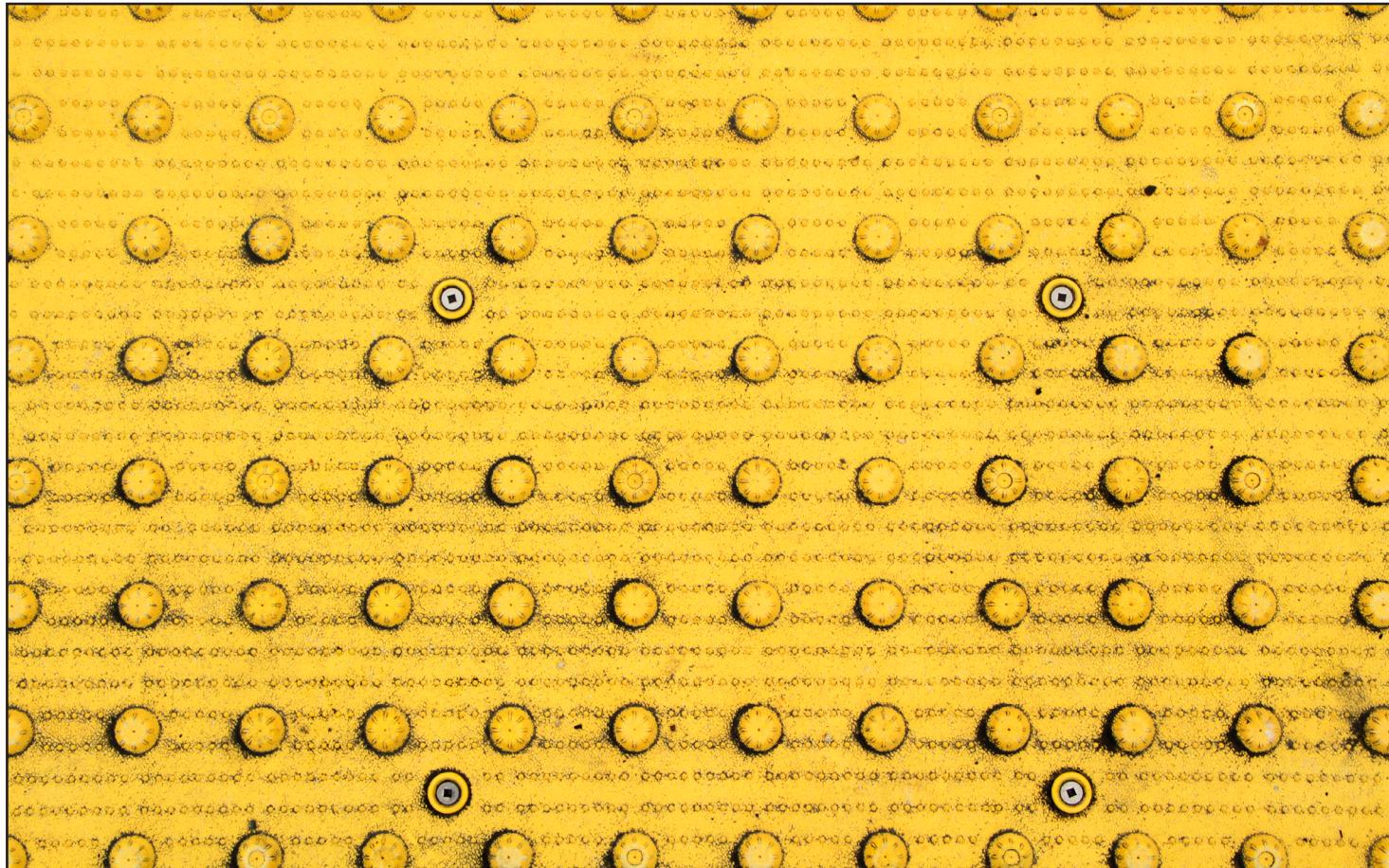
Cost: * \$70,000 per city block

Condition: Extensive 'alligator cracks'; potholes

Treatment: Reconstruct

Cost: * \$210,000 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 that 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 600 curb ramps since 2013, when Streets Levy funds first became available. The levy has paid for 283 of them.

In 2024, the Streets Levy paid for the reconstruction of **20 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. ►

NEIGHBORHOOD SAFETY

The Streets Levy helped fund six Neighborhood Safety Program projects in 2024. Those projects will be in construction in 2026.

The 2024 Neighborhood Safety Program program is improving safety for walking in six neighborhoods. The 2024 program includes the following projects:

Finn Hill: crosswalk on 84th Ave. NE near Thoreau Elementary School

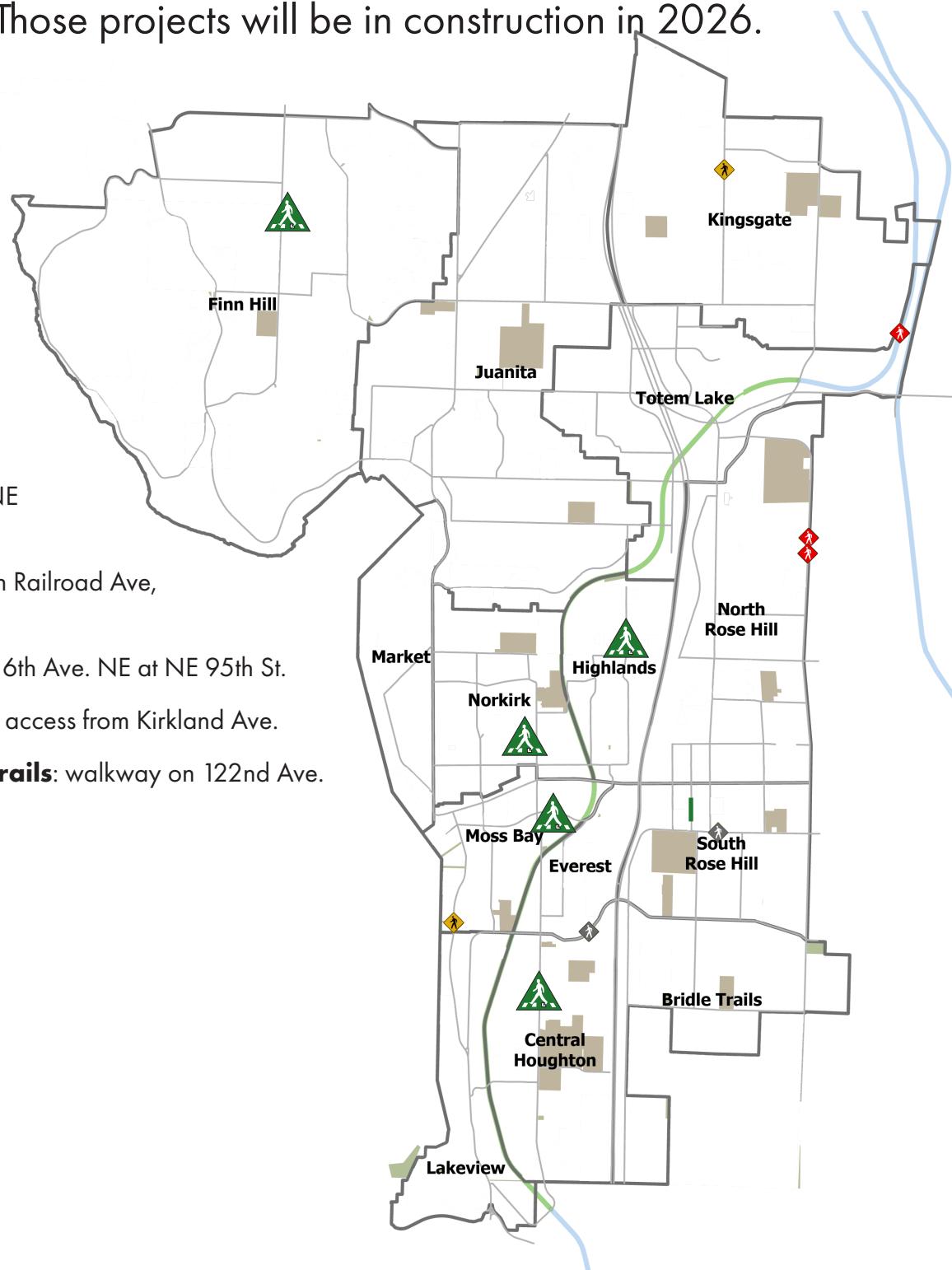
Houghton: crosswalk: on NE 62nd St. at 111th Ave. NE

Everest: raised crosswalk on Railroad Ave, near Ninth St.

Highlands: crosswalk on 116th Ave. NE at NE 95th St.

Moss Bay: crosswalk/CKC access from Kirkland Ave.

South Rose Hill/Bridle Trails: walkway on 122nd Ave. NE at NE 82nd St.



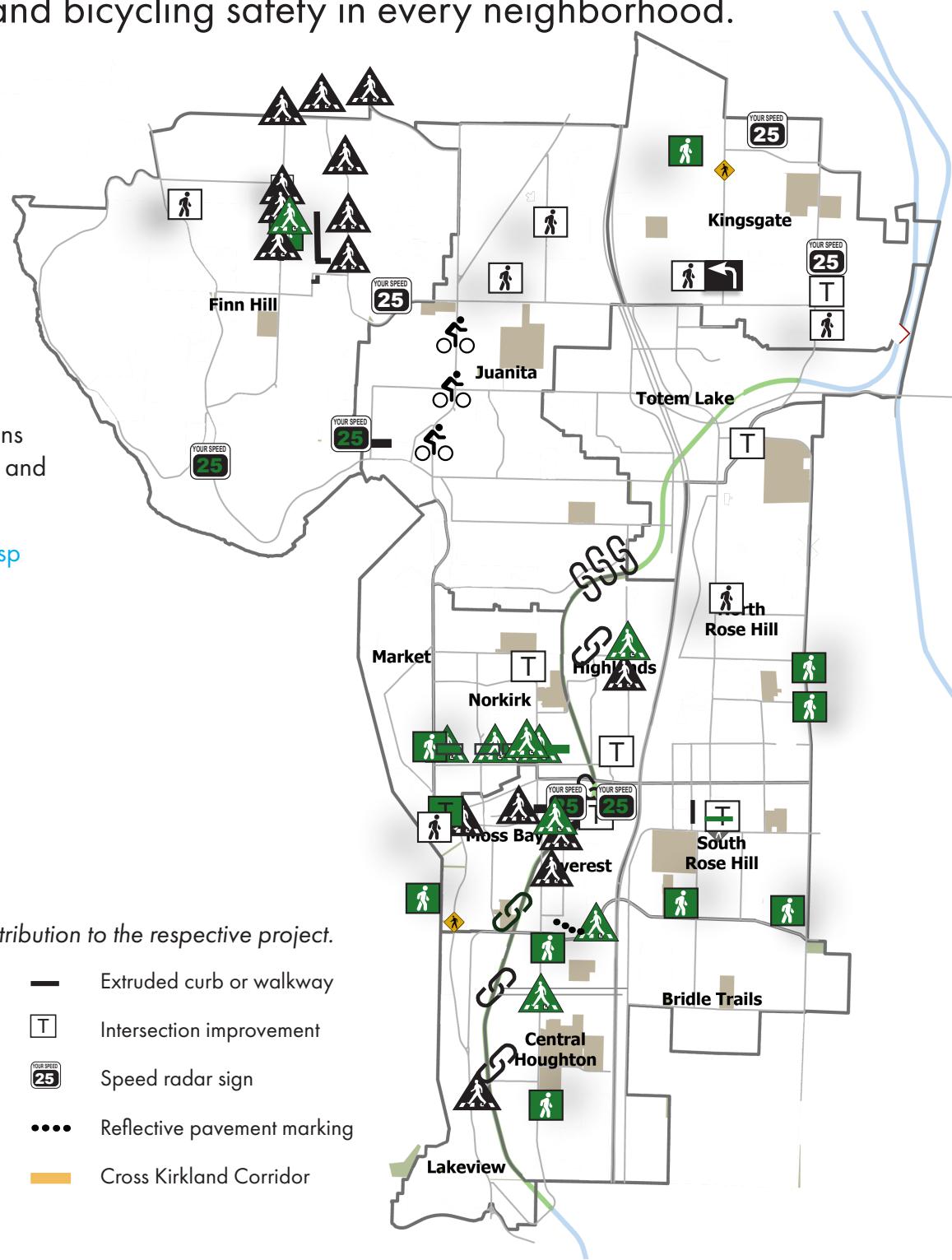
TAKING SUGGESTIONS

The Streets Levy has helped the Neighborhood Safety Program improve walking and bicycling safety in every neighborhood.

The Neighborhood Safety Program provides a process for community members to identify needs in their communities and fix them.

With program funding, residents have built staircase connections to the Cross Kirkland Corridor, walkways that connect orphaned sections of sidewalk, safer crosswalks and traffic-calmed streets.

Visit www.kirklandwa.gov/nsp





Committed to crosswalk safety

The specific devices are evolving, but the commitment remains the same

The 2013 decision Kirkland's leaders made to expedite the Levy's progress on crosswalk safety has proved with time and inflation to be right.

In those first three years, the costs to install a set of Rectangular Rapid Flashing Beacons hovered around \$50,000. The Levy helped fund 19 of the 34 sets



installed.

Today, the average costs exceed \$100,000—or, \$25,000 more than the maximum grant available from the Neighborhood Safety Program which, until 2023, had been the City's primary vehicle for funding the installation of Rectangular Rapid Flashing Beacons.

Those costs forced the City to remove Rectangular Rapid Flashing Beacons from the safety program's

menu of improvement options.

The City is continuing to invest in crosswalk safety. It is building Rectangular Rapid Flashing Beacons and HAWK signals at crosswalks throughout the City.

Due to rising costs, however, the Levy will not play a dominant role in funding crosswalk safety that Kirkland's leaders had planned in 2012. ◀

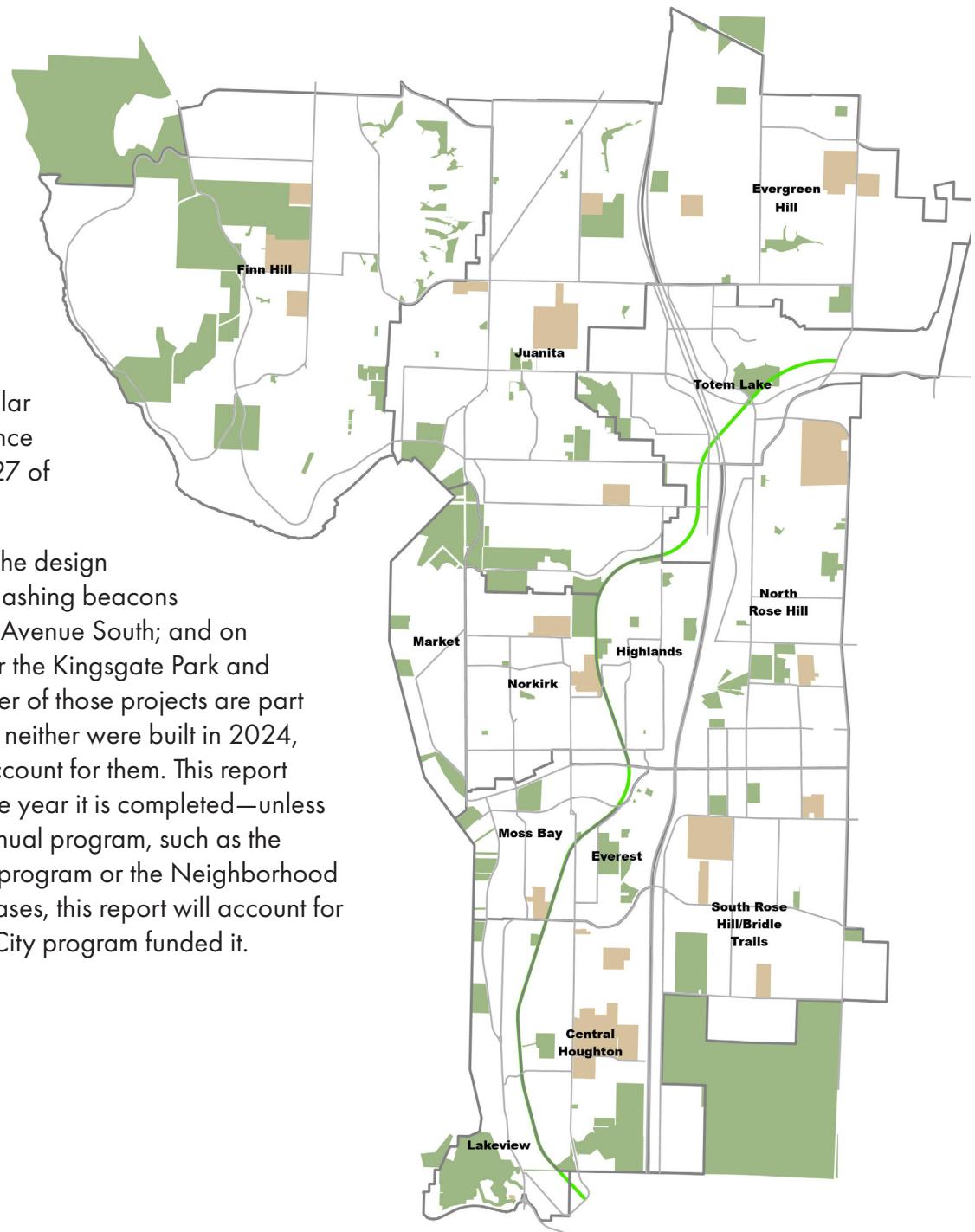
FLASHING BEACONS

Kirkland progressed design in 2024 on two rapid flashing beacons

Crosswalks throughout the City have become safer since voters made Streets Levy funds available to Kirkland in 2013.

The City and its partners have helped fund the installation of 65 Rectangular Rapid Flashing Beacons since then. The levy has funded 27 of them.

The City did fund in 2024 the design and construction of rapid flashing beacons on State Street, at Seventh Avenue South; and on 116th Way Northeast, near the Kingsgate Park and Ride. However, since neither of those projects are part of an annual program and neither were built in 2024, this 2024 report did not account for them. This report accounts for a project in the year it is completed—unless the project is part of an annual program, such as the annual street preservation program or the Neighborhood Safety Program. In those cases, this report will account for the project in the year the City program funded it.



PROGRESS TOWARD THE GOAL

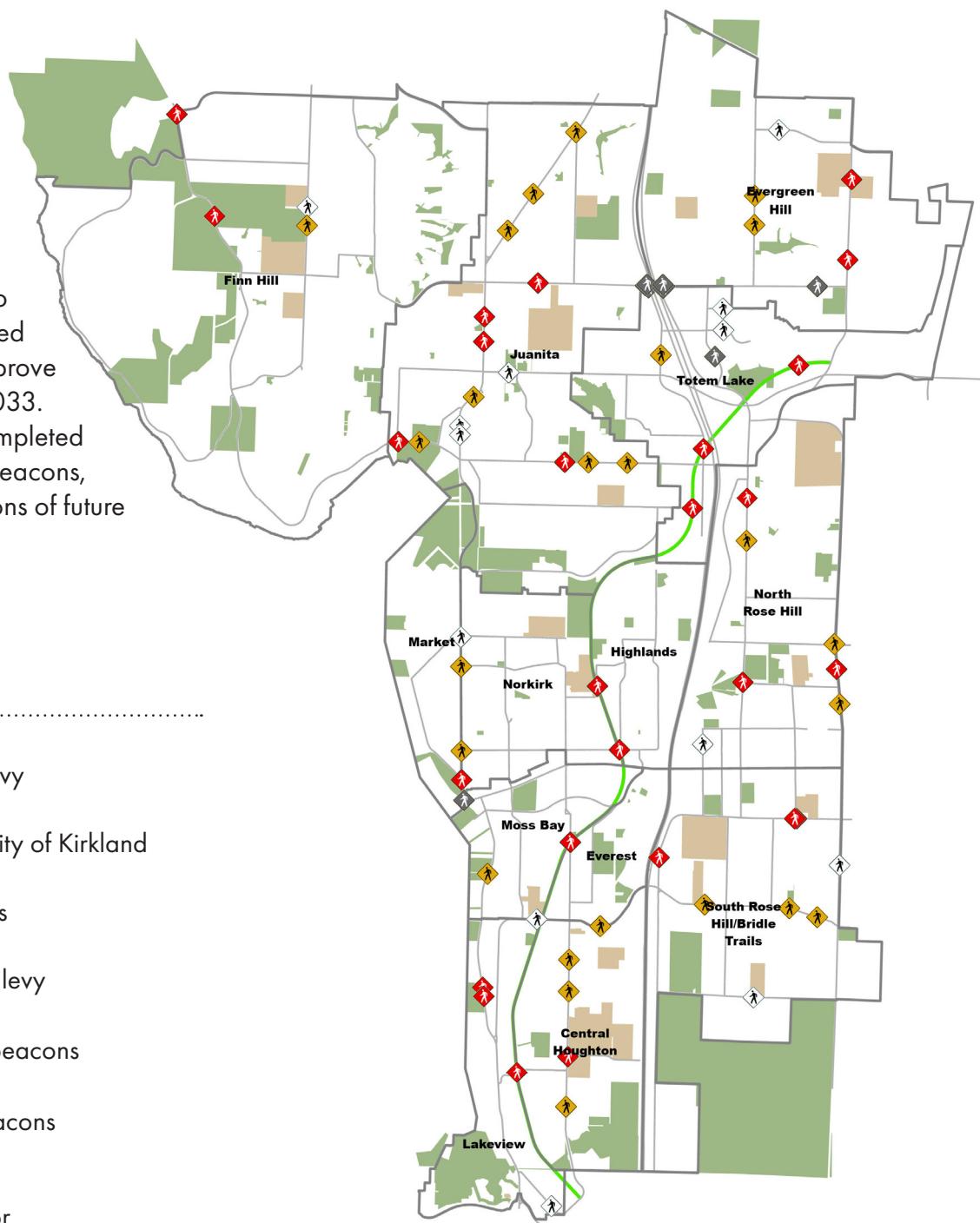
Kirkland invests in crosswalk safety, even as the Levy's role in it erodes

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

- ◆ 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

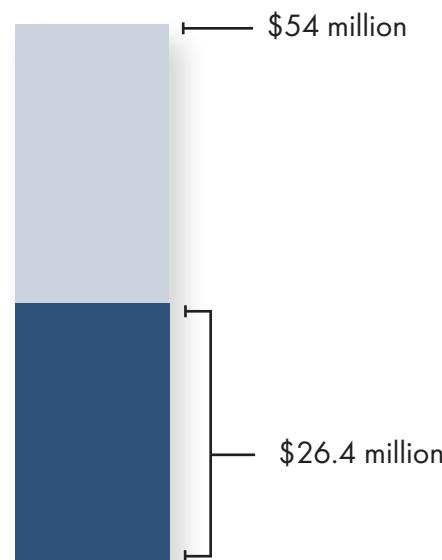


MAKING IT ALL POSSIBLE

The levy allows Kirkland to complete pedestrian safety and street preservation projects that it otherwise would not be able to pursue. In 2024, the levy helped Kirkland pave 4.7 lane-miles, re-stripe 13 crosswalks, and improve sidewalk access at 20 curb ramps. ◀

TOTAL INVESTMENT

(Progress toward levy goal)



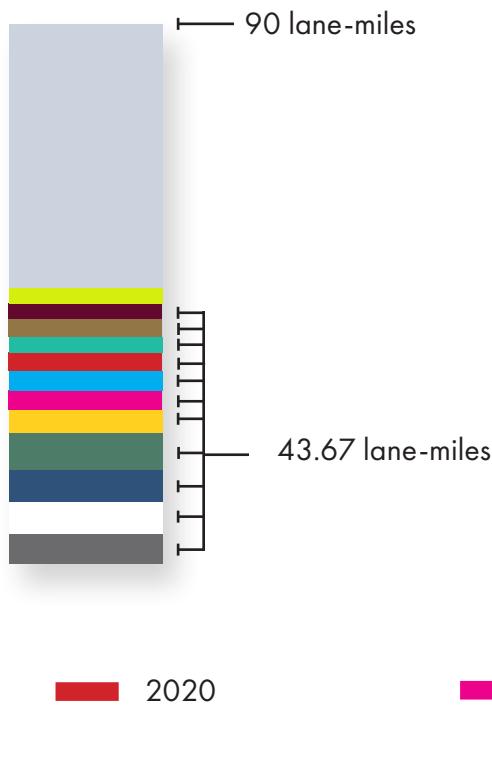
LEGEND



| Street Preservation | Annual Average Pre-Levy | Total Levy Investment (2013-2023) |
|--|-------------------------|-----------------------------------|
| Investment (in millions of dollars) | \$1.8 M | \$23.8 M |
| Arterials (in lane miles) | 6.2 | 43.9 |
| Neighborhood/collector streets (in lane miles) | 13.7 | 92.4 |
| Arterial/collector score on the pavement condition index | 57 | — |
| Crosswalk striping (in crosswalks) | 19.5 | 117 |
| Sidewalk access (in curb ramps) | 30 | 263 |

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.

*Sidewalk access ramps were misreported in the 2023 report. The number above is correct.

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

| Kirkland's 2024 Investments | | | 20-Year Target | Total Investment (2013-2024) | Levy's Progress toward 20-year goal (2013-2024) |
|-----------------------------|-------------|---------|----------------|------------------------------|---|
| Levy | Other Funds | Total | | | |
| \$2.6 M | \$1.7 M | \$4.3 M | \$54 M | \$26.4 M | 49% |
| 2.9 | 1.8 | 4.7 | 90 | 46.8 | 52% |
| 7.4 | 5 | 12.4 | 240 | 99.8 | 42% |
| — | — | 72 | 70 | — | — |
| 13 | 9 | 22 | 230 | 130 | 57% |
| 20 | 12 | 32 | 500 | 283 | 57% |

| 2024 NEIGHBORHOOD SAFETY PROGRAM | | | | |
|----------------------------------|-------------------|------------|----------------|---------------|
| Location | Levy - Ped Safety | City funds | External Funds | Total Project |
| 2024 Neighborhood Safety Program | 150,000 | 200,000 | - | 350,000 |
| Previous Years* | 601,093 | 1,650,053 | 43,650 | 2,294,796 |
| Progress to Date | 751,093 | 1,850,053 | 43,650 | 2,644,796 |

*Includes corrections to 2022/2023 funding allocations

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.

| Location | On a school walk route? | | Actual Expenditures | | |
|---|-------------------------|----|---------------------|------------|-----------|
| | Yes | No | Levy | City funds | Total |
| None completed in 2024 | | | | | - |
| RRFB Total 2024 | 0 | 0 | - | - | - |
| RRFBs installed between 2013 and 2023 | 28 | 37 | 1,399,567 | 2,246,860 | 3,646,427 |
| Total RRFBs installed since Streets Levy went into effect | 28 | 37 | 1,399,567 | 2,246,860 | 3,646,427 |

Due to rising costs, the Neighborhood Safety Program is no longer funding the installation of Rectangular Rapid Flashing Beacons.

| Location | On a school route? (linear feet) | | | Funding | | | |
|------------------------|----------------------------------|--------|--------|-----------|------------|----------------|------------|
| | Yes | No | Total | Levy | City Funds | External Funds | Total |
| None completed in 2024 | | | - | | | | - |
| 2024 Total | - | - | - | - | - | - | - |
| Previous years | 5,932 | 28,366 | 34,298 | 1,022,683 | 31,350,094 | 7,028,007 | 39,400,784 |
| Progress to Date | 5,932 | 28,366 | 34,298 | 1,022,683 | 31,350,094 | 7,028,007 | 39,400,784 |



The Levy helps Kirkland's maintenance division take care of 660 lane-miles of streets, 270 miles of sidewalk, 50,000 street trees and 21 acres of public space, such as medians and gateways.

PROTECTING THE INVESTMENT

The Levy helps Kirkland protect the infrastructure it helps to create

The Streets Levy provided \$1.1 million in 2024 to the City's maintenance division.

Kirkland's Streets and Grounds Division leveraged that funding to protect the City's vast and varied transportation infrastructure.

That includes the upkeep of all City-owned pavement; some 660 lane-miles of streets—shoulders, bicycle lanes; as well as nearly 270 miles of sidewalks and walkways.

The Streets and Grounds Division is also responsible for maintaining the Kirkland's landscaped medians. Kirkland has 21 acres of medians, gateways and public grounds.

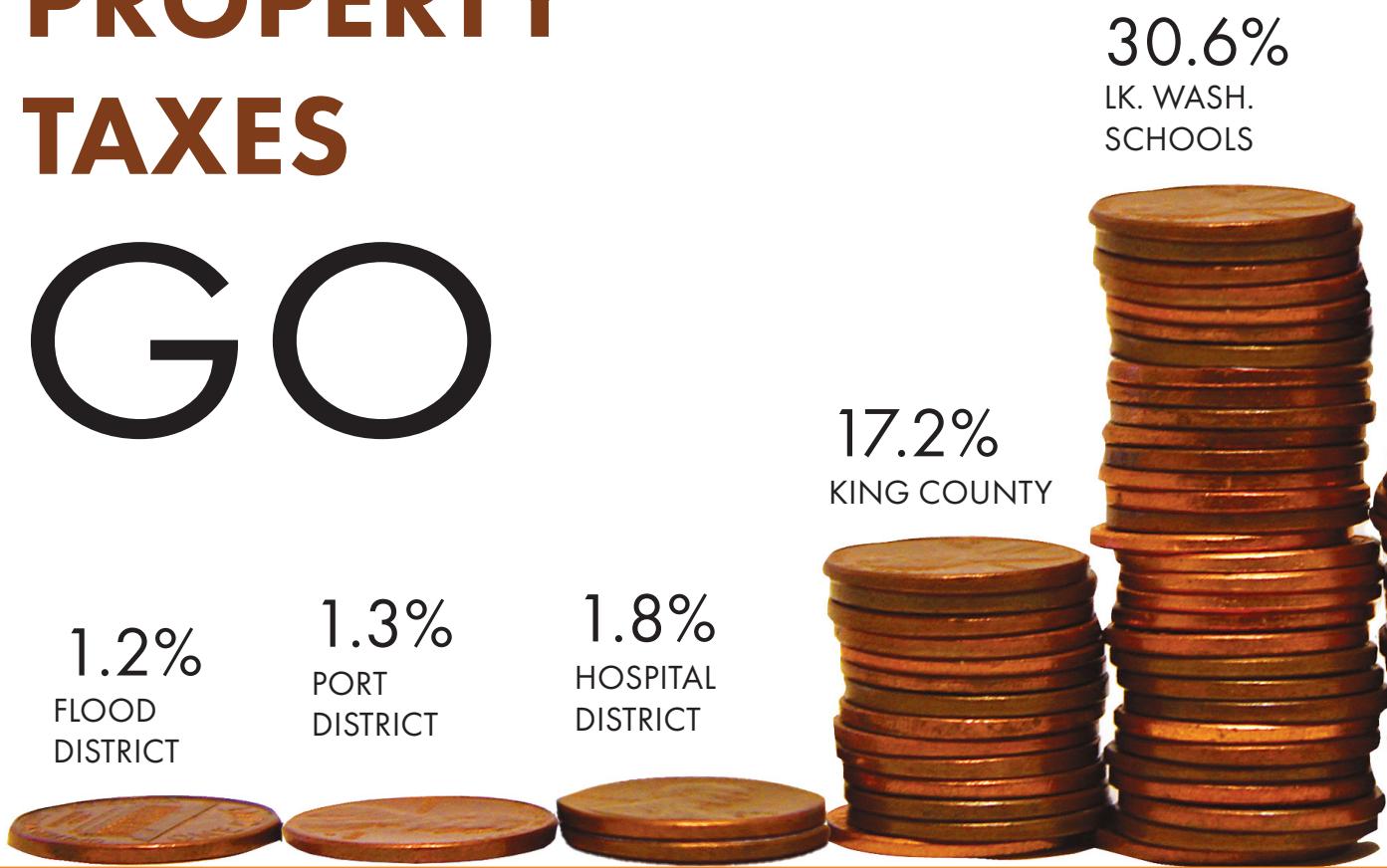
During Kirkland's most challenging weather, maintenance workers clear snow and sometimes water from roads.

One of the reasons slurry seal is so inexpensive and so resilient is the Streets and Grounds Division.

To prepare each street for slurry seal, staff trims vegetation, seals cracks in the street and patches potholes.

In 2024, for example, the City's maintenance workers devoted a combined 34,150 hours to ensuring the annual slurry seal program would be a success.

WHERE PROPERTY TAXES GO

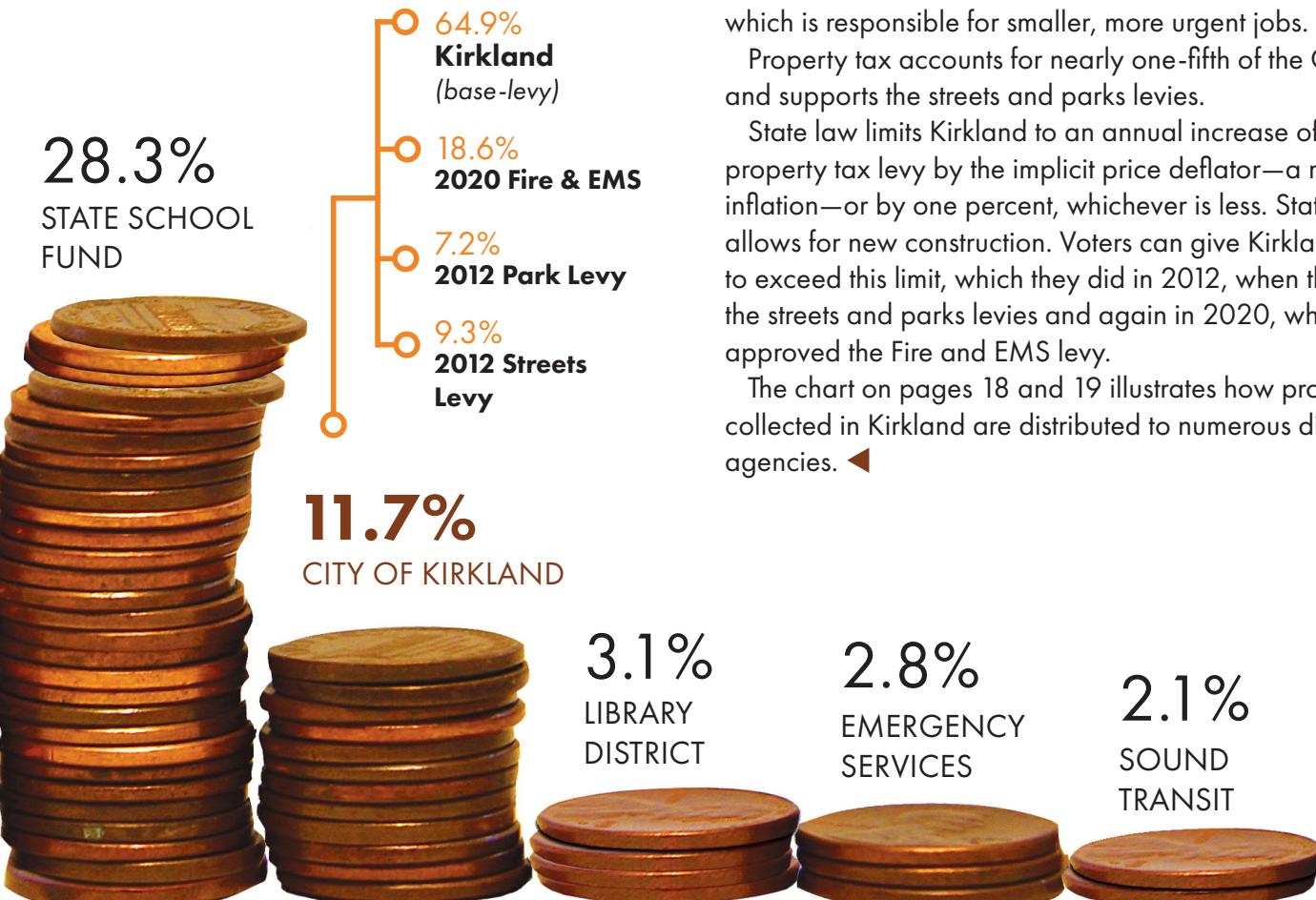


THE PRICE OF KIRKLAND'S GOVERNMENT

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. ◀



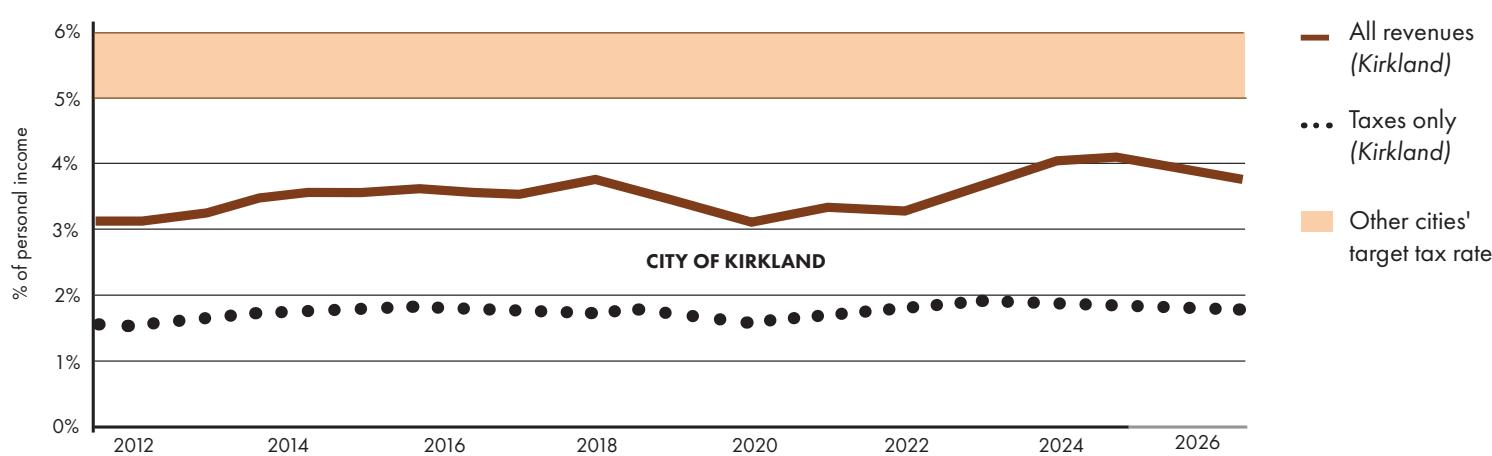
The Streets Levy accounts for 1.2 percent of Kirkland residents' property taxes, and yet it pays for more than half of the City's Street Preservation Program.

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 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. ◀



2024 KIRKLAND CITY COUNCIL

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Deputy Mayor Jay Arnold



Amy Falcone



Jon Pascal



John Tymczyszyn



Neal Black



Penny Sweet

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