

Citizen Streets Advisory Commission

July 6, 2010

1:00 p.m. to 3:00 p.m.

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Hal Ellis
Dallas Hawkins
Donna Jilbert
Stan Stirling
Gary Proctor
Phil Barto
Max Kuney

Staff present:

Mary Verner, Mayor
Ted Danek, City Administrator
Mike Taylor, Deputy Director of Building, Planning,
and Engineering Services
Mark Serbousek, Street Department Director
Eldon Brown, Developer Services
Gary Nelson, Design
Ann Deasy, Public Information Coordinator

Commission Members not present:

Kathy Miotke

Staff not present:

1. Introductions

The meeting was called to order at 1:02 p.m. Mayor Mary Verner and Ted Danek joined the meeting to discuss a future Street Bond.

2. Review & Approval of Minutes

The June minutes were approved with changes. Hal Ellis made a motion to approve the minutes with corrections. Phil Barto seconded the motion and all approved.

3. Future Street Bond

Dallas Hawkins thanked the Mayor and Ted Danek for attending the meeting. Mayor Mary Verner thanked the commission and staff for their dedication and willingness to advance the program. Mayor talked about the budget challenges the City was facing and how the General Fund is already stretched and we can't maintain all the streets now. She then mentioned that some City Council members are looking at a transportation benefit district (TBD) to pay for street maintenance.

The Street Bond has allowed us to maintain our streets. The Mayor said that we're in good shape for going out for round two, and we need to remain accountable to the citizens to complete the streets outlined in the Street Bond program. Although, Mayor is worried about adding a new tax because of citizen comments, "we've had enough: no new taxes, we're barely keeping our heads above water". If the City did go out for another Street Bond it would be a new tax because it's a 20 year tax for each 10 year Bond program. Mayor asked how much the tax was. Ms. Deasy reported that the cost was \$68/yr or \$5.67/mo for a \$100,000 home. Mr. Ellis felt going before the voters with another Street Bond in 2012 would be a good idea; it is also a Presidential election year which would make this a great time to go forward. This time around we have experience and define what we need to do; clearly identifying what the money would be spent on. Mr. Ellis also included that Mr. Hawkins memo made some assumptions that City staff would be able to verify; ask staff to come up with the budget and streets that need repaired. Ted Danek asked

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how if there were expectations on what the City would do after the initial bond was completed because the Bond is a 10-year program but the bonds are for 20 years. The expectations understood by CSAC that a new bond would be set up and it was a new 10-year program. What is the best way, continue to add bonds to an existing program or create a new program?

Mr. Hawkins said he remembered there was to be a new bond, and also mentioned including the maintenance and repair issues on the next bond. Another funding mechanism was a street utility tax. Mayor mentioned that making sure maintenance was included was important because the maintenance portion was taken from the Street Department budget and will not come back any time soon. Gary Proctor expanded on that and suggested that having various options like complete streets included to get support from the citizens.

Mr. Proctor strongly agreed with Mr. Ellis that public education and support would be critical. He suggested banning the use of studded tires; which are destroying our streets as fast as we can fix them. Mayor mentioned that rural state representatives do not support the ban of use for studded tires, but we'll take another look at the issue. If we're going to continue to use studded tires, we should charge a fee to use them that would be used for street repairs. The studded tire issue is better addressed at state level.

Mayor wants to know if all of the Commission agreed that we can support a bond. Mr. Stirling felt that we could go out for another street bond program. The commission has been committed to making sure "extras" haven't been added to assure the streets outlined in the program were all completed. This will build trust and help gain support for another bond. The first time around it was more like "trust us." We now have experience behind us and we repaired the streets that were outlined in the program. Mayor said the when the bond passed the confidence was placed in the Commission not the Council or Mayor. Mr. Barto felt strongly about going out for a second bond, and felt that the citizens would support it if they felt the economy was better and they could afford the increased taxes. He also said that getting the information out to the public will be important. Donna Jilbert added that we also need to let the public know about the partnerships that have been formed with Avista and STA. Mr. Stirling also stressed that teaming up with utilities also have allowed us to leverage bond money. Max Kuney recommended that we go ahead and take the time to create the program and materials for another bond program; and if the economy hasn't improved, we just hold back a year, the work would still be valid. Mr. Hawkins and Ms. Jilbert suggested planning on having the next bond be in the 2012 ballot because it's a general election year and would be received more positively.

Mr. Hawkins asked Mayor to talk with staff about ideas to raise money for the next campaign. He also reminded everyone that we had a series of public meetings to gain support and allow for questions and concerns to be brought forward by citizens and we should do that again; there were seven meetings all together two in each district and one open meeting. Mike Taylor added that the complete streets coalition is weighing heavily on input with schools and hospitals centering on public safety and the health of children; we should look at ways we could work with them to gain their support. He felt that when thinking about who to include on the committee to help promote the next street bond to keep SRTC in mind. Mr. Ellis asked who would do the planning, identifying the streets, costs for repair, and generating the plan. Mr.

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Taylor said we have a good idea about the costs associated with curb to curb paving. It's when start to adding in sidewalks to connect to existing sidewalks or separated sidewalks, trees or/and bike lanes that the costs are uncertain. Mr. Hawkins said we should first identify the streets and costs, and secondly determine how much money to have in a bucket for complete streets features then, ask citizens if they're willing to pay for them or just street repairs.

Mayor shared that Neighborhood Services was having a charrette on complete streets. The focus would be having citizens choose which facilities they most wanted for their neighborhood, and then prioritizing those facilities instead of using a chop-shop approach. After the charrette we should have a good idea about which streets would be good candidates, what citizens would like most, and how much money would be needed. Max felt the priority should be broad complete streets, and still have a bucket for additional features. Hal mentioned the next set of streets would be selected by using the pavement rating system. Mr. Taylor said that we could protect the investment and add in repair and maintenance too. Mr. Hawkins added that CSAC does that in the residential program to include a fog seal or grind and overlay, but it could be taken a step further in the next bond. When talking about the upcoming charrettes, important things to consider are that taking away a travel lane or purchasing right-of-way aren't good ideas. If those items were included in the second street bond, and someone objected and vetted it through the court system near the end of the program, the project would most likely not be constructed within the 10-year window. Mr. Taylor added that if the City streets weren't at capacity and right-of-way did not need to purchased, then you could accommodate all modes of transportation. Mayor said we need to start planning for the next bond, and the results of Neighborhood Services complete streets charrette would help with the planning.

Mayor then asked Ted to identify the staff resources for the next round: Engineering, Streets, Neighborhoods, and Communications. The group then discussed when the best time to move forward with the next street bond would be. The Transportation Improvement District and Impact Fee ordinance are coming forward. Also think about upcoming elections, childrens' initiative and jail are coming up this November. Mayor thought the discussion for the next street bond should take place after the November elections. Mr. Hawkins then asked the Mayor and City staff to think about who they wanted the stakeholders to be: STA, school district, Downtown Business Partnerships, Good Roads, SRTC, Avista, each neighborhood player—community assembly, and people that can help raise funds, Walt Worthy's.

4. Projects' Budgets

Mr. Nelson updated the 2010 Bond budget vs. actual spreadsheet. Currently, we are at a deficit of \$94,671. Mr. Stirling noted that 10 percent is a bit high and asked Mr. Nelson if we typically spend that reserve. Mr. Nelson confirmed that we do not typically spend the 10% reserve. Mr. Ellis asked if these bids are correct with the contractors' current competitive bids. Mr. Nelson confirmed that was true as well. Mike Taylor clarified that the budget was created in 2004 so the budget with a 2 percent inflation factor vs. today's bid prices that are competitive because of the recession.

5. Construction Update

Lincoln St. will be done the first or second week in August. A St. should be complete within a couple of weeks. Thurston is coming along. Wellesley is going. NW Blvd.

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should start next week. Nevada is coming along on the lower half. The contractor should soon be starting the upper half.

6. Other Business

Are we skipping next month's meeting? Mr. Nelson said that he doesn't have anything that couldn't wait. We are starting the design of next year's projects, but we could talk about them in September. It was decided to not have a meeting in August and we'll meet again in September. Ms. Deasy will send the weekly construction notices to the commission so they can stay updated on construction.

7. Adjournment

The meeting adjourned at 2:24 p.m.