

Citizens Streets Advisory Commission

January 20, 2009

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

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Dallas Hawkins
Stan Stirling
Max Kuney

Staff present:

Mike Taylor, Director of Engineering Services
Mark Serbousek, Street Department Director
Gary Nelson, Design
Ken Brown, Construction
Ann Deasy, Public Information Coordinator

Commission Members not present:

Phil Barto
Kathy Miotke
Hal Ellis
Gary Proctor
Donna Jilbert

Staff not present:

Dave Mandyke, Director of Public Works
Gerry Gemmill, Deputy Director of Public Works

I. Introductions

Dallas Hawkins called the meeting to order at 1:08 p.m. Mike Taylor, the new Director of Engineering Services introduced himself.

II. Review & Approval of December Minutes

There were not enough voting members present so, Mr. Hawkins put the December minutes aside to review and approve at the February meeting. Additionally, the other items that required a vote could not be voted on because there were not enough voting members present so, the items were briefly discussed with no action taken.

III. Francis Ave. & Nevada/Addison St. Intersections

Gary Nelson gave a brief update on the Francis Ave. and Nevada St. and Addison St. bid prices. The bids for the intersections came back and construction costs had risen from past years, so the bids were considerably higher than the engineer's estimate. Mr. Nelson let CSAC know that STA had given permission to remove the Addison intersection and move those funds to the Francis intersection and that is what Engineering is recommending as well. The Francis Ave. and Addison St. intersection is "shovel-ready" and Mr. Nelson and Mr. Taylor hope that the stimulus package would be approved by Congress because the project may be able to then be constructed.

IV. LID Selection Criteria Discussion

Mr. Nelson gave a brief presentation that went over the current LID selection criteria; and suggested that it be expanded to include more detail including:

- the street must have established use;
- there should be developed lots; and certain criteria can be overridden on a case by case basis by CSAC if there is an identified or significant benefit to pave the street.

V. Jackson Ave. Paving

Mr. Nelson then went over three different funding options to pave a three block long gravel road that is on the Jackson-Grace Water Transmission Main. It was the consensus of the CSAC members present that it made sense to pave the street during construction rather than forming a traditional LID and having the street paved a year or more later. The

January 20, 2009

commission members present agreed to that Engineering should move ahead with design and a formal vote would be taken at the next meeting.

VI. Public Meetings

Mr. Hawkins requested that Ann Deasy attend and be involved in the set up and coordination of public meetings which are related to Street bond projects on behalf of CSAC. He noted that the Mayor and CSAC are concerned that where public comment is sought concerning street bond projects, CSAC is in attendance to record and pass on these comments to the administration and other involved parties. It was also noted it is not CSACs intent that Ms. Deasy represent the technical aspects of the project during such meetings. Ms. Deasy will primarily be involved in the set up and coordination of public meetings, the updating of the web site and be there to record the attendance, take notes and public comments and then report back to CSAC. Mr. Nelson reiterated that there are Public Meetings and Project Meetings for Bond projects. For Project Meetings, we send invitation letters to the property owners adjacent to the project. Project meetings are to let the property owners know the project construction details and how construction will specifically affect access to their homes or businesses. We also ask if these adjacent property owners or businesses have specific access needs or restrictions we should be aware of, such as medical needs or delivery schedules. We alert them that they should arrange for any new utility service they need, such as water, sewer, natural gas, electricity, or telephone. We do not invite the broader public to these meetings because the general public does not have the answers to these specific property owner questions. Mr. Taylor said that he would review the overall Public/Project meeting process and propose some enhancements.

VII. Other Business

Due to the low attendance this month and in order to proceed with an important street project, the three members who were able to attend the meeting, Stan Stirling, Max Kuney and myself, have asked Gary Nelson and Ken Brown to begin the design work on the street replacement portion of the Jackson-Grace Water Transmission Main street and water project which full approval requires an affirmative vote. Additionally, Mr. Hawkins is going to ask the legal department if members can attend by telephone conference/web access when members must be out of town or otherwise are unable to attend a meeting.

VIII. Adjournment

The meeting concluded at 2:04 p.m.

Local Improvement District Criteria

Choosing Projects

Existing LID Program Criteria

Funding Levels:

- 1/3 for frontage streets.
- 1/2 funding for side streets. (Done to complete neighborhoods to get side streets paved along with frontage streets.)
- Composite bond funding over 10 year program not to exceed 50% including bond affidavit funds.

Affidavit Funding:

- For low-income owner occupied residential.
- Not available for commercial owners.
- Application reviewed and approved by Community Development.

Choosing Projects:

- Engineering Services will generate a running LID project list, from active petitions and paving waivers, based upon Geographic Distribution by Council District.
- The project list will be presented to CSAC on a regular basis for review.
- Petition LIDs are placed ahead of those on the approved list.

Community Development LID Funding:

- 1/3 CD money can be used in conjunction with 1/3 Bond funding to help income-qualified neighborhoods get 66% funding.

Existing LID Program Criteria

Choosing Projects:

- Engineering Services will generate a running LID project list, from active petitions and paving waivers, based upon Geographic Distribution by Council District.
- The project list will be presented to CSAC on a regular basis for review.
- Petition LIDs are placed ahead of those on the approved list.

CSAC Report to James West

October 1, 2004

- Dedicate portion of future street bond to expedite paving 40 miles of unpaved streets.
- City has 90 miles of unpaved streets, City maintains 40 miles that see traffic.
- CSAC's opinion is paving these 40 miles will improve air quality, increase property values, and facilitate emergency response.

CSAC Report to James West

October 1, 2004

Recommendations:

3. CSAC recommends the Mayor establish an Unpaved Streets Cost-Sharing Plan to help citizens pay to have their unpaved streets paved. Many of Spokane's 40 miles of maintained but unpaved streets are in low income areas.

Proposed Additional LID Program Criteria

- A.** The LID should meet the City of Spokane minimum design standards, and
- B.** There should be an existing road with some established use, and
- C.** There should be some existing development (houses), or
- D.** B and C above can be overridden if there is some other neighborhood benefit.

THANK YOU.

Buckeye - Grace Transmission
Main

Paving Jackson from Astor to
Standard

Buckeye - Grace Transmission Main

- Buckeye-Grace Transmission Main is scheduled for 2009 construction year.
- The proposed transmission main project consists of a 30-inch diameter pipe to replace an existing City of Spokane transmission main.
- The total length of the main is approximately 3.5 miles.

Paving Jackson from Astor to Standard

- Buckeye-Grace Transmission Main is scheduled for 2009 construction year.
- Jackson from Astor to Standard is on the Transmission Main route and is a gravel road.
- This part of Jackson is three blocks long.
- Proposing to pave this part of Jackson as part of the Buckeye-Grace Transmission Main project.

Jackson from Astor to Standard

At Astor looking east



Jackson from Astor to Standard at Addison looking east



Jackson from Astor to Standard at Wiscomb looking east



Paving Jackson from Astor to Standard

- Pave Jackson 36 feet wide, with curb, sidewalk, and storm drainage
- Estimated total cost, including engineering and contingency is \$363,900.
- Include the work in the Buckeye/Grace Water Transmission Main project.
- Water Transmission Main project is planned to bid in March (2 months from now).
- Not enough time to create an LID and include the work in the Water Transmission Main project.

Paving Jackson – Funding proposal #1

Paving Gravel Roads bond funds (50%)	\$181,950
CD funds (33%)	\$120,100
Water funds (11%)	\$40,000
Utility Match funds (6%)	\$21,850
TOTAL BUDGET	\$363,900

Paving Jackson – Funding proposal #2

Paving Gravel Roads bond funds (56%)	\$203,800
CD funds (33%)	\$120,100
Water funds (11%)	\$40,000
Utility Match funds (0%)	\$0
TOTAL BUDGET	\$363,900

Paving Jackson – Funding proposal #2 vs #3

	#2 – No LID	#3 – LID
Paving Gravel Roads bond funds (56%, 50%)	\$203,800	\$195,300
CD funds (33%)	\$120,100	\$128,900
Water funds (11%)	\$40,000	\$0
LID Assessment	0	\$66,400
TOTAL BUDGET	\$363,900	\$390,600

THANK YOU.