

Citizens Streets Advisory Commission

Tuesday, May 20, 2008

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

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

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

Staff present:

Gerry Gimmell, Assistant Director of Public Works
Eldon Brown, Director of Engineering Services
Mark Serbousek, Street Department Director
Gary Nelson, Design
Bill Todd, Construction Management
Ann Deasy, Public Information Coordinator

I. Introductions

Stan Stirling called the meeting to order at 1:03 p.m.

II. Review & Approval of Minutes from March Meeting

Donna Jilbert motioned the minutes be approved, Kathy Miotke seconded the motion, and the minutes were unanimously approved.

III. Construction Updates/Maple and Ash Streets Extension

Eldon Brown gave an update on the Maple and Ash streets project. The project began on schedule, is going well, and progressing as scheduled. Ash Street, which has completely closed from the Maple St. Bridge to Northwest Blvd., is set to reopen from Boone Ave. to the north end of the bridge by the end of the month. Ash St., from Northwest Blvd. to Boone Ave., will remain closed. Motorists are detoured to Monroe St. at Garland Avenue. Additionally, Northwest Blvd. is still reduced to one lane in each direction between Walnut and Oak streets. The project is set to switch to the other side mid-June. Weekly construction meetings are being held on Thursday morning at 8:30 a.m. at the Girl Scout office on Maple St. The Wall St. project had some drainage problems at the Wellesley Ave. intersection. The intersection might reopen next week. Overall the project is slightly ahead of schedule and should reopen mid-July. Belt St. et al. and Third Ave. et al. are being bid. Belt St. will not start until Ash St. opens. Hatch Rd. is going to bid.

IV. Wall Street Opportunities

Gary Nelson is asking to use some of the money budgeted on Wall St. that will not be used for Maple and Ash streets to pave Maxwell and Indiana avenues between Maple and Ash streets. Currently, projects are budgeted at \$71.41 per sq. yd. The Wall St. project was originally approved from Princeton to Francis avenues. The condition of the roadway from Princeton to half-way of Wellesley avenues was in good shape and did not need to be rehabilitated at the time of the project. So there was some money that was budgeted for the project that would not be used. Additionally, STA had money for a concrete intersection at Wellesley Ave. There was some overlapping on some projects

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where streets meet at intersections i.e. Wellesley Ave.--Wellesley Ave. will be rehabilitated under the Bond in the near future. In each of those cases, money that was budgeted for the project will not be spent. Engineering would like to use some of the money that was budgeted, but will not be spent on the Wall St. project to be used on the Maple and Ash streets project. Mr. Nelson asked for \$54,000 to repair Maxwell Ave. from Maple to Ash streets and Indiana from Maple to Ash streets. The section would be approximately 200 ft. on each street between the street and the loop from the signals. The Maple and Ash streets project is on budget at this time. Dallas motioned that the request to complete the roadway between Maple and Ash streets on Indiana and Maxwell avenues. Mr. Stirling approved and Ms. Miotke seconded the motion. There was no one opposed and the motion passed.

V. Updated Tree Policy

Mr. Nelson handed out copies of the newest Tree Policy. He went over permit policy to replace trees on projects. Ms. Miotke asked what the appeal process was. Mr. Nelson said the formal appeal process would allow 30 days to appeal a permit. Under this process the appeal process would not happen because we work with the property owner ahead of time, thus making the formal process unnecessary.

VI. Street Funding Task Force

Mr. Hawkins mentioned that, at the Mayor's request, a group of folks be formed to discuss funding options on street projects to tie in items in the Comprehensive Plan items on those projects. It is a short-term commitment of 3 months. There are sub groups in the committee; one of which is funding. As far as funding goes, grants are not necessarily the best funding option. The other funding structures that other cities utilize are street utility fees or having the neighborhoods along the project assist with funding. Mr. Stirling mentioned that the State would have to change a few things to allow street utility fees in Spokane. Mr. Hawkins also would like some annual-type funding for snow removal, bike lanes, maintenance, etc. from the street utility. The streets are part of the infrastructure of a city, and the Bond does not cover maintenance once the streets are repaired. Mr. Hawkins added that the Bond will continue as is for now, but going forward with some type of perpetual pavement policy to fund maintenance and amenities. Gary Proctor asked what amenities are listed in the Comprehensive Plan, and how streets are rehabilitated under the Bond program. Mr. Hawkins listed some of the amenities included in the Comprehensive Plan and then mentioned that when streets are rehabilitated, adding amenities is not required, but need to be considered.

VII. Adjournment

The meeting concluded at 2:23 p.m.