

Citizen Streets Advisory Commission

July 12, 2011

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

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Dallas Hawkins
Donna Jilbert
Hal Ellis
Kathy Miotke

Staff present:

Jonathan Mallahan, Neighborhood Services Director
Eldon Brown, Developer Services
Ken Brown, Construction
Steve Hansen, Design
Dave Steele, Planning
Ann Deasy, Public Information Coordinator

Commission Members not present:

Max Kuney
Phil Barto
Gary Proctor
Stan Stirling

Staff not present:

Mayor Mary Verner
Mike Taylor, Deputy Director of Building, Planning,
and Engineering Services
Mark Serbousek, Street Department Director
Gary Nelson, Design

1. Introductions

The meeting was called to order at 1:07 p.m. Paul Crock from Community Assembly attended the meeting.

2. Review & Approval of Minutes

The minutes could not be approved because there wasn't a quorum.

3. Construction Update

- Second Ave. from Arthur to Howard streets is progressing well. Second Ave. from Arthur to Division streets is paved. The stretch between Division and Browne streets is open too. Work on phase two from Division to Howard streets is coming along and within the next few weeks crews will be start work on the other half of the street. The project is on track to be completed in August.
- The Addison and Standard streets from Francis Ave. to Colton St. project that began last year is complete.
- Grand Blvd. from 29th Ave. to High Dr. is progressing. Crews have paved High Dr. to 37th Ave. and it's reopen. Work is underway on 29th to 37th avenues. The section from 29th to 32nd avenues is nearing completion and expected to reopen within the next couple of weeks. Crews will have to go back grind down the pavement to do some minor cuts into Grand Blvd. at 37th Ave. so the future signal loops at the intersection can be installed.
- Mission Ave. from Hamilton to Greene streets is moving right along. Crews are paving the Mission Ave. and Napa St. intersection. Once that intersection is paved the first phase of construction from Hamilton to Napa streets will be completed. Work on the second phase from Napa to Regal streets just began this week.

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- Post St. is progressing. Crews have paved and reopened Post St. from Buckeye to Cleveland avenues. Work continues on Post St. from Maxwell to Buckeye avenues.
- Nevada St. has been awarded and the contractor would like to begin construction on July 25.
- Bridgeport Ave. from Post to Division streets just opened.
- 16th and 17th avenues from Chestnut St. to Inland Empire Way LID should be paved next week.
- The LID by Playfair was delayed until next year.
- Francis Ave. & Addison St. concrete intersection is starting soon. There's a tiny bit of Bond money on the project for local match along with Transportation Improvement Board money

Discussion About Next Bond Program

The Commission discussed the next street bond program having Complete Streets (CS) elements and how not all of the streets would receive all of the possible elements, and that a criteria list should be created to help prioritize them. Things to consider would be: not putting bike lanes on streets that aren't included in the Master Bike Plan, not putting in sidewalks or bike lanes on streets that don't have sufficient width so you don't have to purchase right-of-way, looking at where the N/S freeway's on and off-ramp will be near Wellesley Ave. so we don't install something that might cause an issue later, will there be a maximum cost or percentage to add CS elements, if the CS elements are scoped out in the next bond program they would have to be built, if there was a CS element that could be added

Jonathan Mallahan said he was there to talk about the Opportunities Map (OM) overlaid on the next round of Street Bond projects. Mr. Mallahan asked Dave Steele to come up and explain the map because he is the one leading the CS and Pedestrian Plan initiatives. Mr. Steele explained that the red circles are pedestrian opportunity areas. The other parts identified on the map included bicycle and transit opportunities. The OM map prioritized those elements into three categories: high, medium, and low. The CS elements that rose to high priority on the OM connected a center or corridor and/or on a transit route. Mr. Steele mentioned that in CS initiative some traffic calming features are included like bump-outs that may not be on the OM. It also was noted that the OM hadn't been taken out to the neighborhoods yet and we would need to get their input as well. Mr. Mallahan suggested that Regional Health might be able to help fund a survey to poll citizens to see what elements they would like in their neighborhood.

The commission is scoping out the new program between now and Sept. and will add the OM elements in the next program. Once the program is scoped out and if it's approved by voters, that's the program that would have to be built. We'll take our final program to voters and present it as this what we envision for our city and what will be provided. Two of the programs the Street Department had included chip seal/cape seal treatments. Mr. Hawkins suggested checking that treatment be vetted with staff to make sure it should be included in the future program.

Mr. Hawkins briefly went over the first street bond's planning history:

- The Mayor had the vision and insight for the overall program;
- Street Department put together the list of streets and cost for repairs;
- City staff recruited members from the community and formed a committee which met for about four or five months and finalized the program
- Once the committee was formed and fundraising efforts started taking place, City staff was no longer involved

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- About seven meetings took place in the community, City staff was on hand for technical questions
- The Mayor assured citizens that, if passed, the bond would have a group of citizens (CSAC) oversee the expenditure of funds.

Mr. Hawkins asked for a meeting with Mayor, to include Dave Steels, Mike Taylor, Mark Serbousek, Ann Deasy, Kathy Miotke, Hal Ellis, and me and to discuss:

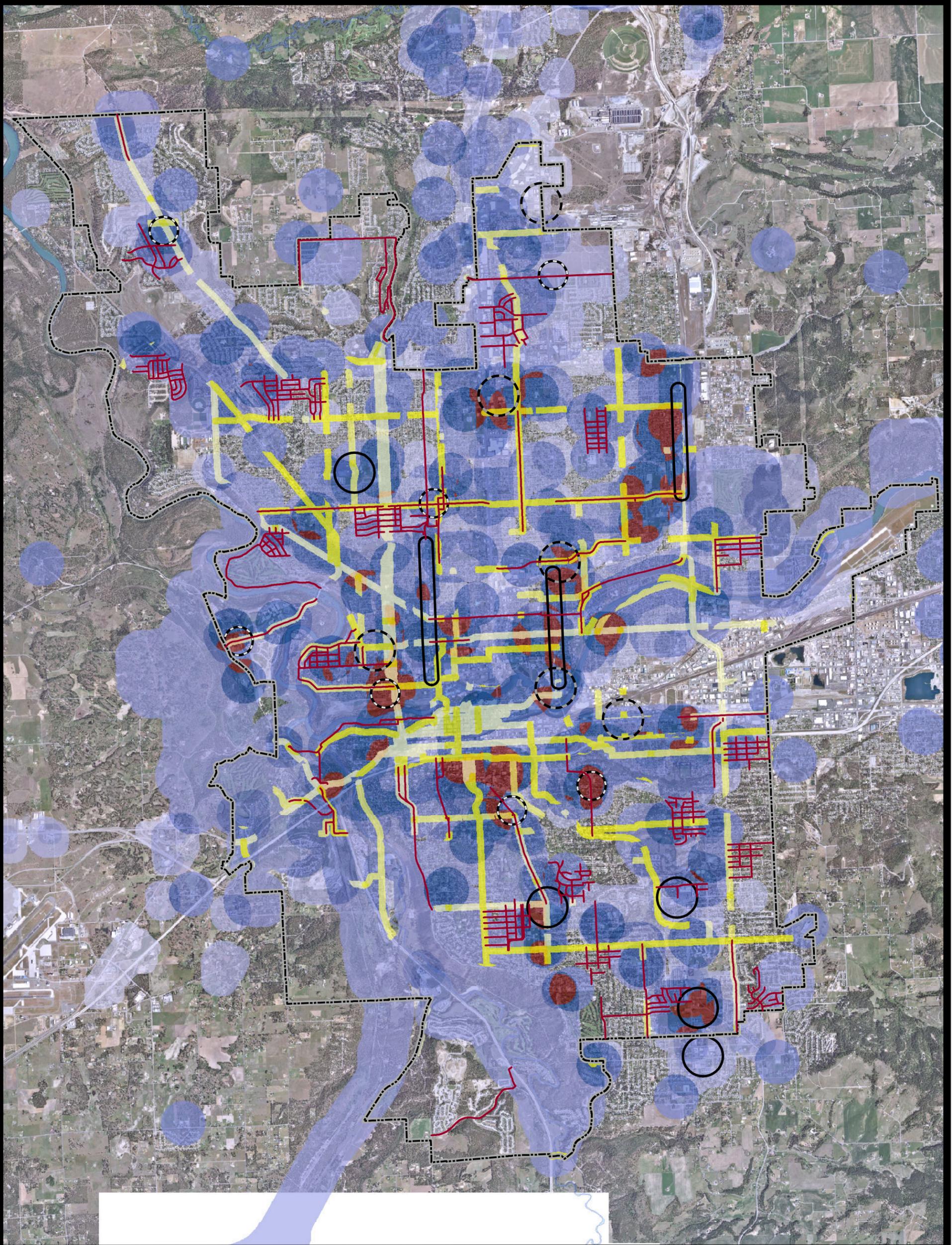
1. The scope of the program's basic elements.
2. A Cape (chip) seal option on residential streets?
3. Bond payback period 10, 15, or 20 years?
4. Ongoing preservation of the original street bond streets; a separate program, or a separate bucket of money?
5. Complete Streets opportunities, criteria and funding; a separate bucket of money at 10% of basic rehab program?
6. Timing of fall stakeholder meetings and then a series of public meetings in 2012.

5. Other Business

The commission decided to meet in August to meet with the Mayor and will be meet again in September as regularly scheduled.

6. Adjournment

The meeting adjourned at 2:57 p.m.

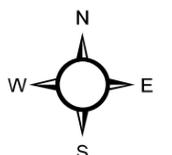
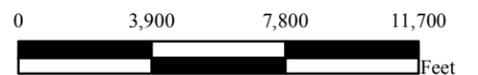


City of Spokane
**Complete Streets
 Opportunities with
 Draft Street Bond
 Proposal**

DATE: March, 2011
 USER: Planning Services

Legend

- Draft Future Street Bond Projects**
-  Draft Future Street Bond Projects
 -  City of Spokane
- Priority Complete Streets (Draft)**
- Prioritized Opportunities**
-  Lowest Priority Streets
 -  Moderate Priority Streets
 -  Highest Priority Streets



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