

## **Citizen Streets Advisory Commission**

June 7, 2011

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

Street Department Conference Room, 901 North Nelson Street

### **Commission Members present:**

Dallas Hawkins  
Gary Proctor  
Donna Jilbert  
Stan Stirling  
Hal Ellis  
Kathy Miotke

### **Staff present:**

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

### **Commission Members not present:**

Max Kuney  
Phil Barto

### **Staff not present:**

Ken Brown, Construction

### **1. Introductions**

The meeting was called to order at 1:08 p.m.

### **2. Review & Approval of Minutes**

Hal Ellis made a motion to approve the April minutes. Kathy Miotke seconded and all approved.

### **3. Construction Update**

- Second Ave. from Arthur to Howard streets is progressing well. Second Ave. from Arthur to Division streets is paved, and the work between Division and Browne streets is open too. Work on phase two from Division to Howard streets will begin once Second Ave. from Sunset Blvd. to Howard St. is paved this Thursday, June 9, and Friday, June 10.
- The project on Second Ave. from Sunset Blvd. to Howard St. that began last year is having the utility adjustments made now and will be paved with the top lift this Thursday and Friday. The street will reopen to traffic once it's paved, but will have intermittent closures as the street is striped.
- Ninth and 11th avenues water transmission main is complete.
- Hatch Rd. from 57th to 43rd avenues is progressing. No further delays have been encountered since the beginning.
- The Addison and Standard streets from Francis Ave. to Colton St. project that began last year will start up again soon.
- Grand Blvd. from 29th Ave. to High Dr. is progressing.
- Mission Ave. from Hamilton to Greene streets started May 31.
- Post St. is expected to begin on June 20.
- Nevada St. has been advanced to 2011 and expected to begin early August.

June 7, 2011

- Columbia Ave. from Division to Crestline streets will not be constructed this year because of the stormwater inlets and wellhead protection issues surrounding separated systems that need to be addressed first.
- Bridgeport Ave. from Post to Division streets will most likely be constructed this year because the storm inlets may not need a separated system.
- 16th and 17th avenues from Chestnut St. to Inland Empire Way LID is progressing.

#### **4. Discussion About Next Bond Program**

Mark Serbousek presented three different program maps:

1. 223 lane/98 miles, \$186 million, 42.5 arterial and 55.4 residential
2. 223 lane/98 miles w/chip seal, \$169 million, 42.5 arterial and 55.4 residential
3. 250 lane/111 miles w/chip seal, \$141 million, 41.5 arterial and 70.1 residential

Jonathan Mallahan briefly discussed the work being done on the Opportunities Map (OM), which he showed. The OM had three color codes: dark red showing the optimum, dark blue which is moderate, and light blue which is least desirable. Mr. Mallahan asked if there was a way to leverage resources upfront to include Opportunities or Complete Streets items. The OM committee has reached out to stakeholders on Complete Streets (CS). CS have economic and health benefits—there is a health calculator that shows the reduction of healthcare costs for a community when adults increase their physical activity. The OM takes Comprehensive Plan (CP) elements like bicycle lanes and pedestrian pathways and places them in the most desirable locations (not defined because it's not finite). CS elements don't ALWAYS have to be included on every street; things like the needs of the population, cost of right-of-way, and making sure that are safe pedestrian (non-motorized) routes on neighborhood collector arterials that connect to schools and parks are some of the considerations. Also, assigning points based on criteria (similar to LID projects) for elements to help determine which streets to include them on is a good idea. It's what makes sense and can be done. Also, Jonathan said another consideration will be the input given from the neighborhoods on what their priorities are.

Dallas Hawkins asked if the areas on the OM were overlapped with street projects yet. Mr. Mallahan said, not at this time.

The next street bond should start with the worst streets being repaired first and having the opportunities map overlap those streets. Also, by overlapping the maps, we'd be able to see the cost as well as overall connectivity. The overall program should tie in with the new Complete Streets Ordinance and maybe include criteria, similar to the pavement rating like economic development, proximity to schools, connectivity to parks and stores, to make sure it's an appropriate fit for the street. The program should be incorporated into a plan that can be taken to voters; a plan that's marketable and would be well received by voters.

Hal Ellis raised a point regarding the preservation of the streets that were rehabilitated under the current bond. It's like painting your home if you don't paint it when recommended it will eventually deteriorate and fall apart. We need to some sort of funding mechanism to keep our streets preserved so we don't have to be back here in the future.

Should there be separate buckets of money for maintenance and elements? Should the next street bond program include arterial, residential, utility match, and local improvement districts like the current program? How much should be dedicated to street elements? The buckets could be: maintenance, arterial, residential, utility match, local improvement districts, and complete streets connectivity like bike lanes and sidewalks.

June 7, 2011

Once the City adopts a Complete Streets Ordinance and the guidelines are set up a certain threshold of project price should be included, like 15% for Complete Streets and 10% for maintenance. The City of Seattle currently uses 20%, but they are discussing lowering the percentage. The City of Denver uses 10%. We should try and shoot for less than \$200 million. That would have a stronger chance of voter approval; so we should start with the \$168 million bond program. We The City would continue to apply for grants for elements like bike lanes and sidewalks.

Kathy Miotke wondered if we would be bound to repairing that number of miles. Also, if the goal is to do another third of City streets that are in disrepair wouldn't that be more than \$200 million? Can a 20 year bond be stretched to 25 years? Wondering how to address, "My taxes are being raised xxx dollars per year." Mayor said she would have Finance figure out the tax cost.

Mayor asked how much it would cost to maintain the streets repaired under the current bond. Mr. Ellis mentioned that we'd have to make it clear that it for preserving streets repaired under the street bond and not general maintenance. Mr. Serbousek said he would have the cost ready for Mayor by the next meeting in July.

What are some things that we might include in the second street bond? Sidewalks, bike lanes, street trees, or leave it curb-to-curb? With options should be included to present a complete package for voters in Nov. 2012. To pass the next street bond we'd need a 60% approval rate.

The commission decided to have a small sub-committee meet in between CSAC meeting to continue work on the maps.

Mayor gave a recap of things to have prepared for the next CSAC meeting in July:

1. financial analysis for continuing to pay for phase 1 of the street bond.
2. cost to property owners for the different options for the next street bond.
3. legal analysis for the reinvestment fund to include maintenance for phase 1 street bond repairs.

## **5. Other Business**

The commission decided to meet in July, but move the date to July 12 because they wanted to continue working on the new bond program.

## **6. Adjournment**

The meeting adjourned at 2:35 p.m.

**- DRAFT 3/3/11 - PROPOSED SECOND STREET BOND PROJECTS - DRAFT 3/3/11 -**

<b>Cost per yard vs Year</b>			
Year	Recon	G&O	ChipSeal
2010	\$75.00	\$40.00	\$6.00
2011	\$78.00	\$41.60	\$6.24
2012	\$81.12	\$43.26	\$6.49
2013	\$84.36	\$44.99	\$6.75
2014	\$87.74	\$46.79	\$7.02
2015	\$91.25	\$48.67	\$7.30
2016	\$94.90	\$50.61	\$7.59
2017	\$98.69	\$52.64	\$7.90
2018	\$102.64	\$54.74	\$8.21
2019	\$106.75	\$56.93	\$8.54
2020	\$111.02	\$59.21	\$8.88
2021	\$115.46	\$61.58	\$9.24
2022	\$120.08	\$64.04	\$9.61
2023	\$124.88	\$66.60	\$9.99
2024	\$129.88	\$69.27	\$10.39
2025	\$135.07	\$72.04	\$10.81

\*Note: 20% less per Yd. used for Residential street estimates

**Inflation: 4%**

**Total Cost: \$168,812,897**

**Miles of Arterial Streets: 42.5**  
**Miles of Residential Streets: 55.4**  
**Lane Miles of Streets: 222.8**

**Lane Miles of Reconstruction: 149.9**  
**Lane Miles of Grind & Overlay: 31.7**  
**laneMiles of ChipSeal: 41.2**

<b>Arterial Cost per Lane Mile vs Year</b>				
Year	Recon	G&O	ChipSeal	
2010	\$528,000	\$281,600	\$42,240	
2011	\$549,120	\$292,864	\$43,930	
2012	\$571,085	\$304,579	\$45,687	
2013	\$593,928	\$316,762	\$47,514	
2014	\$617,685	\$329,432	\$49,415	
2015	\$642,393	\$342,609	\$51,391	
2016	\$668,088	\$356,314	\$53,447	
2017	\$694,812	\$370,566	\$55,585	
2018	\$722,604	\$385,389	\$57,808	
2019	\$751,509	\$400,805	\$60,121	
2020	\$781,559	\$416,837	\$62,526	
2021	\$812,832	\$433,510	\$65,027	
2022	\$845,345	\$450,851	\$67,628	
2023	\$879,159	\$468,885	\$70,333	
2024	\$914,325	\$487,640	\$73,146	
2025	\$950,898	\$507,146	\$76,072	

\*\*Note: Assuming 12' lane width.

<b>Residential Cost per Lane Mile vs Year</b>				
Year	Recon	G&O	ChipSeal	
2010	\$637,600	\$337,920	\$50,688	
2011	\$658,944	\$351,437	\$52,716	
2012	\$685,302	\$365,494	\$54,824	
2013	\$712,714	\$380,114	\$57,017	
2014	\$741,222	\$395,319	\$59,298	
2015	\$770,871	\$411,131	\$61,670	
2016	\$801,706	\$427,577	\$64,136	
2017	\$833,774	\$444,680	\$66,702	
2018	\$867,125	\$462,467	\$69,370	
2019	\$901,810	\$480,966	\$72,145	
2020	\$937,883	\$500,204	\$75,031	
2021	\$975,398	\$520,212	\$78,032	
2022	\$1,014,414	\$541,021	\$81,153	
2023	\$1,054,991	\$562,662	\$84,399	
2024	\$1,097,190	\$585,168	\$87,775	
2025	\$1,141,078	\$608,575	\$91,286	

\*\*\*Note: Assuming 18' lane width & 20% less per Yd.

**2nd Street Bond Draft - Revision 3/3/2011**

<b>ESTIMATES PER YEAR - 2ND BOND PROPOSAL</b>											
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>TOTAL</u>
<b>COST:</b>	\$13,024,200	\$14,469,262	\$18,573,361	\$22,236,532	\$13,479,430	\$17,741,506	\$16,632,314	\$14,086,672	\$18,643,849	\$19,925,770	\$168,812,897
<b>AREA (sq.yd.):</b>	162,523	185,405	209,798	223,420	228,578	263,723	203,245	171,551	265,455	140,230	<u>2,053,928</u>
<b>LANE Mi:</b>	18.4	21.8	20.5	25.4	23.5	27.4	21.3	18.7	30.5	15.4	<u>222.8</u>
<b>Miles of Arterial Streets:</b>		<u>42.5</u>									
<b>Miles of Residential Streets:</b>		<u>55.4</u>									
<b>TOTAL (CL Miles):</b>		<u>97.9</u>									

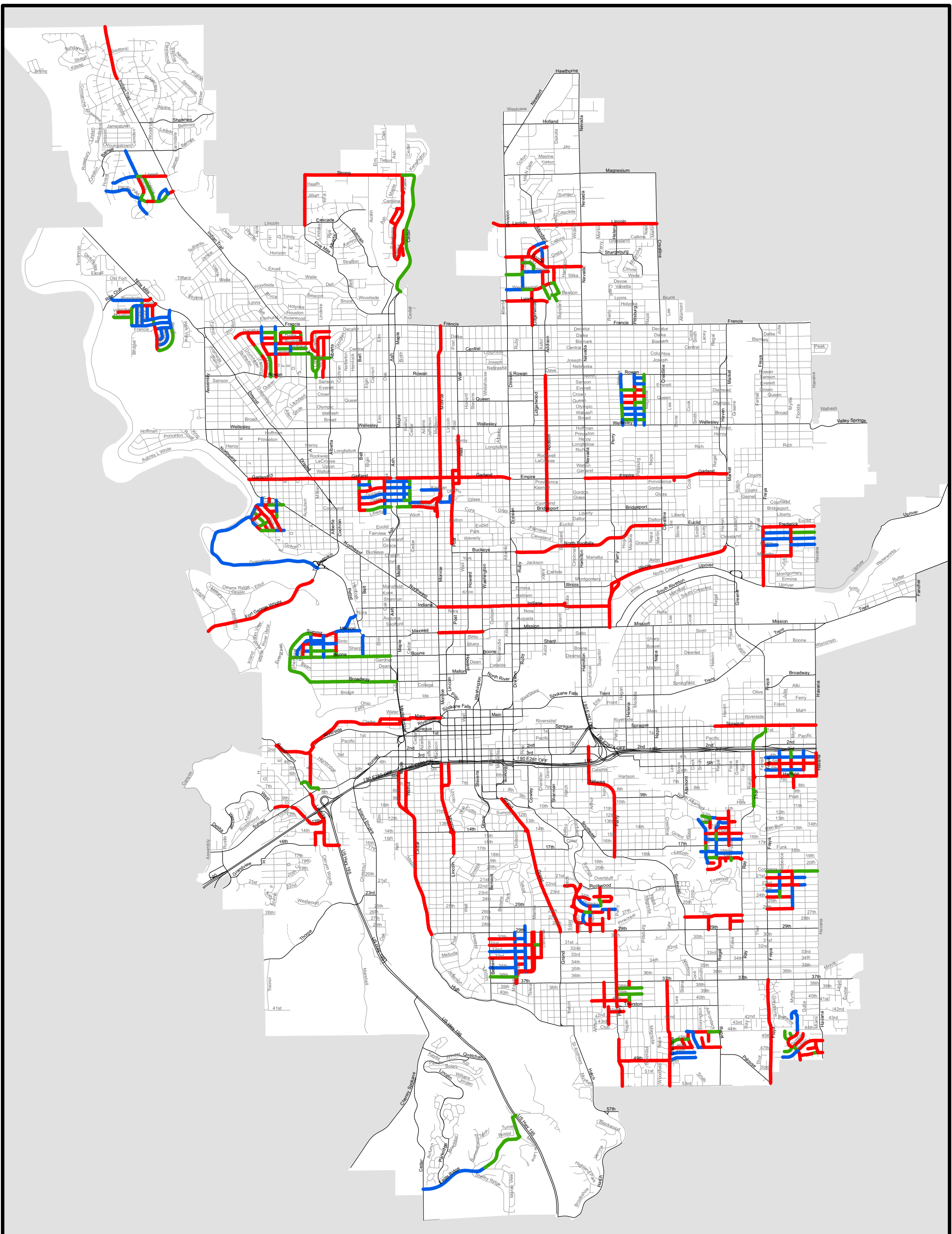
<b>2004 BOND DATA PER YEAR</b>											
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>TOTAL</u>
<b>AREA (sq.yd.):</b>	74,645	233,693	265,136	160,871	220,207	370,177	233,222	178,614	166,626	79,717	<u>1,982,907</u>
<b>LANE Mi:</b>	8.0	25.9	29.4	17.4	23.1	40.3	27.9	20.4	16.6	9.5	<u>218.5</u>
<b>Miles of Arterial Streets:</b>		<u>56.3</u>									
<b>Miles of Residential Streets:</b>		<u>31.3</u>									
<b>TOTAL (CL Miles):</b>		<u>87.7</u>									

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**- DRAFT 3/3/11 - PROPOSED SECOND STREET BOND PROJECTS - DRAFT 3/3/11 -**

STREET	BEGIN	END	LENGTH(mi)	AREA(yd)	SECTION	PCI	COMMENTS	Area+%	%Added	Year	Type	EstSY	EstCost	Art. Mileage	Res. Milage	Lane Miles		
CLARKE AV ET AL			2.7	43,004	NW	36		45,464	6%	2015	Recon/G&O	--	\$3,355,790	0.42	2.24	5.32		
FIVE MILE RD	LINCOLN RD	STRONG RD	0.5	7,354	NW	0		8,090	10%	2015	Recon	\$91.25	\$738,172	0.50	0.00	1.00		
HARTSON AV ET AL			2.9	60,793	SE	58		64,800	6%	2015	Recon/G&O/Chip	--	\$3,773,900	0.73	2.21	5.87		
PERRY ST	MISSION AV	ILLINOIS AV	0.6	12,848	NE	68		14,133	10%	2015	Recon	\$91.25	\$1,289,603	0.57	0.00	1.83		
MAXWELL AV	MONROE ST	WASHINGTON ST	0.4	12,325	NW	71		13,558	10%	2015	Recon	\$91.25	\$1,237,141	0.44	0.00	1.75		
POST/WALL	CLEVELAND AV	PRINCETON AV	1.3	26,198	NW	81		28,818	10%	2015	Recon	\$91.25	\$2,629,595	1.31	0.00	2.63		
INDIANA AV	DIVISION ST	PERRY ST	1.0	29,293	NE	65		32,223	10%	2016	Recon	\$94.90	\$3,057,908	0.99	0.00	3.86		
INDIAN TRAIL RD	RIDGECREST DR	CITY LIMITS (N)	0.5	9,417	NW	31		10,358	10%	2016	Recon	\$94.90	\$982,995	0.54	0.00	1.07		
MANITO BL ET AL			4.8	77,850	SE	58		81,742	5%	2016	Recon/G&O/Chip	--	\$3,927,740	0.00	4.75	9.50		
ROSAMOND/LINDEKE ET AL			1.3	27,738	SW	51		30,511	10%	2016	Recon	\$94.90	\$2,895,502	1.32	0.00	2.64		
STRONG RD	FIVE MILE RD	PALM PL	0.9	16,907	NW	33		18,597	10%	2016	Recon	\$94.90	\$1,764,867	0.92	0.00	1.84		
THOR ST	11TH AV	SPRAGUE AV	0.8	24,201	SE	86		26,621	10%	2016	Recon/G&O	--	\$1,840,250	0.83	0.00	2.93		
27TH AV ET AL			0.9	21,858	SE	47		22,951	5%	2017	Recon	\$98.69	\$1,812,137	0.00	0.95	1.89		
COZZA DR ET AL			4.2	101,048	NE	54		107,999	6%	2017	Recon/G&O/Chip	--	\$7,327,921	1.42	2.77	9.01		
ILLINOIS AV	PERRY ST	MARKET AV	1.2	34,325	NE	69		37,758	10%	2017	Recon	\$98.69	\$3,726,508	1.22	0.00	2.62		
INDIANA AV	MONROE ST	DIVISION ST	0.7	25,121	NW	81		27,633	10%	2017	Recon	\$98.69	\$2,727,234	0.73	0.00	3.63		
MONROE/LINCOLN	17TH AV	4TH AV	1.2	27,445	SW	59		30,190	10%	2017	Recon	\$98.69	\$2,979,561	1.18	0.00	3.36		
ADDISON ST	BRIDGEPORT AV	ROWAN AV	1.3	35,425	NE	60		38,968	10%	2018	Recon	\$102.64	\$3,999,741	1.34	0.00	3.11		
CEDAR RD ET AL			2.9	50,825	NW	52		54,280	6%	2018	Recon/G&O	--	\$3,906,995	1.34	1.54	5.76		
GARLAND AV	NORTHWEST BL	ASH ST	1.4	32,489	NW	70		35,738	10%	2018	Recon	\$102.64	\$3,668,221	1.38	0.00	2.81		
MONROE ST	WELLESLEY AV	FRANCIS AV	1.0	25,848	NW	85		28,432	10%	2018	Recon	\$102.64	\$2,918,369	1.00	0.00	4.01		
PERRY ST ET AL			2.4	43,900	SE	47		46,866	7%	2018	Recon/G&O	--	\$3,798,990	0.75	1.62	4.80		
SPRAGUE AV	REGAL ST	HAVANA ST	1.0	34,933	NE	93		38,427	10%	2018	Recon	\$102.64	\$3,944,216	1.00	0.00	4.93		
BROADWAY AV	A ST	ASH ST	0.8	21,276	NW	63		23,403	10%	2019	G&O	\$56.93	\$1,332,404	0.84	0.00	2.03		
FREYA ST ET AL			3.0	60,183	NE	62		64,437	7%	2019	Recon/G&O/Chip	--	\$4,245,278	1.09	1.95	6.07		
MONROE ST	ALICE AV	WELLESELY AV	0.9	23,558	NW	94		25,914	10%	2019	Recon	\$106.75	\$2,766,282	0.90	0.00	3.67		
ROYAL DR ET AL			3.9	81,305	NW	65		85,370	5%	2019	Recon/G&O/Chip	--	\$2,453,868	0.00	3.87	7.74		
SUMAC DR ET AL			2.0	42,256	SE	54		44,368	5%	2019	Recon/G&O/Chip	--	\$2,681,598	0.00	1.97	3.94		
ARTHUR/NEWARK/PERRY	18TH AV	2ND	1.2	31,526	SE	51		34,678	10%	2020	Recon	\$111.02	\$3,849,906	1.24	0.00	2.63		
DOWNRIVER DR	MEENACH DR	AUBREY L WHITE PK	1.3	15,309	NW	100		16,074	5%	2020	ChipSeal	\$8.88	\$114,211	0.00	1.30	2.61		
EAGLE RIDGE/MEADOW LANE	CEDAR RD	SR #195	1.4	32,834	SW	92		36,118	10%	2020	G&O/ChipSeal	--	\$1,178,777	1.40	0.00	2.80		
G ST ET AL			5.7	107,903	NW	55		113,298	5%	2020	Recon/G&O/Chip	--	\$7,845,613	0.00	5.70	11.39		
PERRY ST/49TH AV			1.0	21,083	SE	50		23,192	10%	2020	Recon	\$111.02	\$2,574,700	0.97	0.00	1.94		
PITTSBURG ST ET AL			3.0	55,068	NE	68		57,822	5%	2020	Recon/G&O/Chip	--	\$2,178,300	0.00	3.01	6.03		
BOONE AV	SUMMIT BL	ASH ST	1.0	22,787	NW	77		25,065	10%	2021	G&O	\$61.58	\$1,543,477	0.97	0.00	1.94		
CRESTLINE ST ET AL			3.1	64,704	SE	59		68,819	7%	2021	Recon/G&O/Chip	--	\$4,896,073	1.04	2.07	6.22		
GARLAND AV	MAPLE ST	DIVISION ST	1.1	25,916	NW	73		28,508	10%	2021	Recon	\$115.46	\$3,291,461	1.10	0.00	2.52		
GRAND BL	29TH AV	9TH AV	1.5	35,941	SE	76		39,535	10%	2021	Recon	\$115.46	\$4,564,629	1.45	0.00	5.88		
PACIFIC PARK DR ET AL			2.4	53,898	NW	72		58,164	8%	2021	Recon/G&O/Chip	--	\$2,336,675	1.39	0.96	4.70		
COLUMBIA CR ET AL			2.6	38,878	NW	65		40,821	5%	2022	Recon/G&O/Chip	--	\$2,277,980	0.00	2.55	5.10		
EMPIRE AV/ GARLAND AV	NEVADA ST	MARKET ST	1.4	36,251	NE	73		39,876	10%	2022	Recon	\$120.08	\$4,788,234	1.40	0.00	2.81		
GARFIELD RD ET AL			2.9	49,692	SE	59		52,176	5%	2022	Recon/G&O/Chip	--	\$3,993,605	0.00	2.88	5.75		
MYRTLE ST ET AL			2.5	46,731	SE	61		49,068	5%	2022	Recon/G&O/Chip	--	\$3,026,853	0.00	2.50	5.00		
FREYA ST	PALOUSE HY	37TH AV	1.0	20,305	SE	62		22,336	10%	2023	Recon	\$124.88	\$2,789,314	1.02	0.00	2.05		
FT G. WRIGHT DR	GOVERNMENT WY	MEENACH BR END (S)	1.2	33,627	NW	72		36,989	10%	2023	Recon	\$124.88	\$4,619,247	1.19	0.00	4.78		
GLASS AV ET AL			4.7	84,804	NW	66		89,044	5%	2023	Recon	\$124.88	\$4,308,035	0.00	4.68	9.37		
REGAL ST ET AL			3.7	62,258	SE	61		65,371	5%	2023	Recon	\$124.88	\$3,708,878	0.00	3.70	7.40		
SUMMIT BL ET AL			3.4	64,462	NW	70		60,780	7%	2023	Recon/G&O	--	\$3,218,373	1.40	2.04	6.87		
LINCOLN/CASCADE	CITY LIMITS WEST	CRESTLINE ST	1.6	42,561	NE	71		46,657	9%	2024	Recon	\$129.88	\$5,972,486	1.50	0.12	4.75		
MAPLE/WALNUT/CEDAR/HIGH	29TH AV	5TH AV	2.1	57,574	SW	62		63,331	10%	2024	Recon	\$129.88	\$8,225,164	2.12	0.00	4.44		
NORTH FOOTHILL DR	RUBY ST	CRESTLINE ST	1.5	40,095	NE	63		44,105	10%	2024	Recon	\$129.88	\$5,728,120	1.53	0.00	6.18		
			<b>97.9</b>											<b>Total Cost:</b>	<b>\$168,812,897</b>	<b>42.5</b>	<b>55.4</b>	<b>222.8</b>





# 2nd Street Bond Proposal 2011

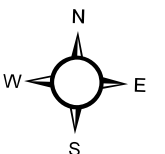
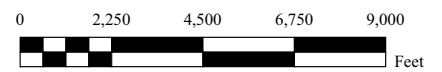
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03/03/2011**

User: CMC

## Proposed Projects

Type

- Reconstruct
- Grind & Overlay
- Chip Seal



*THIS IS NOT A LEGAL DOCUMENT.  
The information shown on this map is compiled from various sources and is subject to constant revision.  
Information shown on this map should not be used to determine the location of facilities in relationship to property lines, section lines, streets, etc.*

