

## **Citizen Streets Advisory Commission**

October 4, 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  
Phil Barto  
Gary Proctor  
Stan Stirling

### **Staff present:**

Mike Taylor, Deputy Director of Building, Planning, and Engineering Services  
Mark Serbousek, Street Department Director  
Eldon Brown, Developer Services  
Ken Brown, Construction  
Gary Nelson, Design  
Ann Deasy, Public Information Coordinator

### **Not present:**

Max Kuney  
Kathy Miotke

### **Guests:**

Joel Williamson, Council Member Snyder's Assistant  
Paul Crock, Pedestrian/Community Assembly

#### **1. Introductions**

The meeting was called to order at 1:03 p.m. Dallas Hawkins asked everyone to introduce themselves because guests were present. Joel Williamson and Paul Crock attended the meeting.

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

Donna Jilbert and Hal Ellis made a motion to approve the September minutes. Hal Ellis seconded the motion and all approved.

#### **3. Construction Update**

- Nevada St. from Broad to Decatur avenues will be complete and reopen to traffic tomorrow, Wednesday, Oct. 5. The project was completed early.
- Grand Blvd. to 37th Ave. will have a small cut made in the sidewalk this week or early next to reconnect the conduit for the future traffic signal. The conduit was accidentally connected to the wrong location.
- Bridgeport Ave. from Division to Crestline streets is progressing. Phase I from Nevada to Crestline streets is complete. Crews began work on Phase II from Nevada to Division streets. This project is expected to be completed the end of Oct. or early Nov. if the weather holds up.

#### **4. Semi Annual Street Bond Report**

Ann Deasy distributed a draft of the Semi Annual report. She mentioned that this report was the construction update. The presentation to City Council will be done on Monday, Oct. 24, Ms. Deasy and Mr. Stirling will give the brief report.

#### **Discussion About Next Bond Program**

October 4, 2011

Mr. Hawkins showed his presentation on the next bond program. He thought he should change worst-first to keeping the streets in good condition—we're not going to let our system fall apart. Once we take the bond out we'll allow for changes by listening to input and responding. Donna Jilbert felt that having something at the beginning of the presentation explaining the full history and how this bond ties in and with the next bond it would be helpful. What is the intent of the presentation? Is it just here for our workgroup or will it be presented to Council. If presented to Council, it will be more polished and more of a marketing piece. Another change to the presentation would be to change word cape to chip in the phrase another treatment method like chip seal, and delete the phrase "on a case-by-case basis" in the Complete Streets section.

Mr. Hawkins mentioned to Mark Serbousek that \$62 million seemed high for the capital investment part of the next bond. Mr. Serbousek said the Streets thought they could get the capital investment bucket down to \$45 million. Paul Crock didn't think the capital investment sounded like too much, but he suggested that it's clear what would be included. Gary Proctor added the Transportation Benefit District is for maintenance in the six-year street program. He mentioned the bond program's capital investment would need to be explained/worded so that citizens didn't confuse the two as being the same.

Mike Taylor was concerned that change of use was a problem for small start ups and suggested looking at centers and corridors so that necessary upgrades could be made when the streets were torn up to help the economic environment for the community.

#### **6. Other Business**

Dallas Hawkins mentioned a comment from a resident near the Hatch Rd. project. They wondered about the triangle area there. It was decided to review the triangle at the next opening; no commitment will be made, but we'll review it to see if it can be improved.

#### **7. Adjournment**

The meeting adjourned at 2:35 p.m.

10-Year Street Bond Program  
Spokane *Streets*  
Citizen Streets Advisory Commission

Semi-Annual Report October 2011



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## Introduction

Since the 10-Year Street Bond program was approved by voters in 2004, it has been overseen by the Citizen Streets Advisory Commission (CSAC). To keep the faith with the voters that the Bond funds are spent rehabilitating Spokane streets, members of the Commission have limited the scope of Street Bond projects to the costs directly associated with rehabilitating the street curb-to-curb. The Commission provides two reports to the Mayor, City Council, and citizens of Spokane by April and October of each year; the April report includes financial and project information while the October report highlights the completed projects for that construction year.

### Citizen Streets Advisory Commission Members:

Dallas Hawkins	Chair	Insurance Broker, Self Employed
Stanley Stirling	Vice Chair	Principal Emeritus, Taylor Engineering, Inc.
Phil Barto		Management Consult., Barto Fleet Engineering Svcs.
Donna Jilbert		Owner, LaDona's Beauty Salon
Max Kuney		President, Max J. Kuney Co.
Kathy Miotke		Chair, Five Mile Prairie Neighborhood Association
Gary Proctor		Community Volunteer
Hal Ellis	Comm. Assembly Liaison	Community Volunteer
Ann Deasy	Staff Liaison to CSAC	Public Information Coordinator, City of Spokane

Committee members' terms of service are included as Appendix A.

**The following table gives an overview of how many miles of streets, and which category of streets have been repaired to date under the 10-Year Street Bond program.**

Program Category	Total Miles	Miles Repaired to Date	Percent of Total Miles
Arterial	49	38.1	78%
Residential	50	30.8	62%
Utility Match	7	3.3	47%
Local Improvement District (LID)	14	5.8	41%
TOTAL	110	78	71%

## Letter from the Chair

To The Mayor, City Council and the Citizens of Spokane:

This letter is provided as part of the semi annual report from the Citizen Streets Advisory Commission (CSAC) Chairman to the Mayor, City Council, and interested citizens. These reports as well as monthly meetings are part of the commission's oversight of the 10-Year Street Bond Program to repair Spokane's streets. Spokane voters approved the current street repair program in 2004, and since then, CSAC has remained committed to advancing the program to rehabilitate the streets identified within the stated time frame and budget.

In the past few years, some project bids have come in lower than the engineer's estimate. This trend once again continued in 2010, although more projects are being completed much closer to the originally estimated cost, and in some instances projects have exceeded the budgeted estimate due to unforeseen circumstances. Additionally, helped create and sustain family wage jobs for the local community. These jobs generate income that is spent locally and provides additional tax revenue for the City and County to help stimulate our regional economy. Because the national and regional economy has been slow to fully recover, construction bids have remained relatively low. As the economy improves, construction costs will continue to rise and we anticipate that our conservative approach will have served us well.

The advisory group of citizens is made up of two members from each district and one member appointed at-large. We are now into our seventh year of oversight and reporting. We work with staff to insure that the best engineering practices, materials and design standards are utilized. Our goal remains, to make recommendations and to support decisions that will result in the rehabilitation of the greatest possible number of street miles.

The Complete Streets concept continues to be a focus of the City. City staff is considering a Complete Street ordinance and policy. The goal of Complete Streets is to better accommodate all users of the street systems and all modes of transportation.

While the members of the Street Commission support these efforts, funding to add items such as bicycle of pedestrian elements remains challenging and not all requests for enhancements to basic street repair can be accommodated for a variety of financial and regulatory reasons. Since the current Street Bond program is dedicated to street rehabilitation, we will continue to do our best, along with the City Council and the Design Advisory Committee, to help secure funding sources outside of the Bond to cover the costs of these additional facilities. The Street Commission will continue to fulfill the original goal of the Bond program to repair Spokane streets, which was approved by the citizens of Spokane.

Additionally, members of the Citizen Streets Advisory Commission continue to support legislative and community efforts to regulate, limit or tax the use of studded tires in the State of Washington. There is clear evidence that the use of studded tires directly cause damage to our local and regional road systems. While we recognize that efforts to restrict or tax studded tires remains unpopular in eastern Washington, CSAC is convinced that studded tires provide very little if any additional safety or utility while they continue to cause significant and measurable damage to our streets.

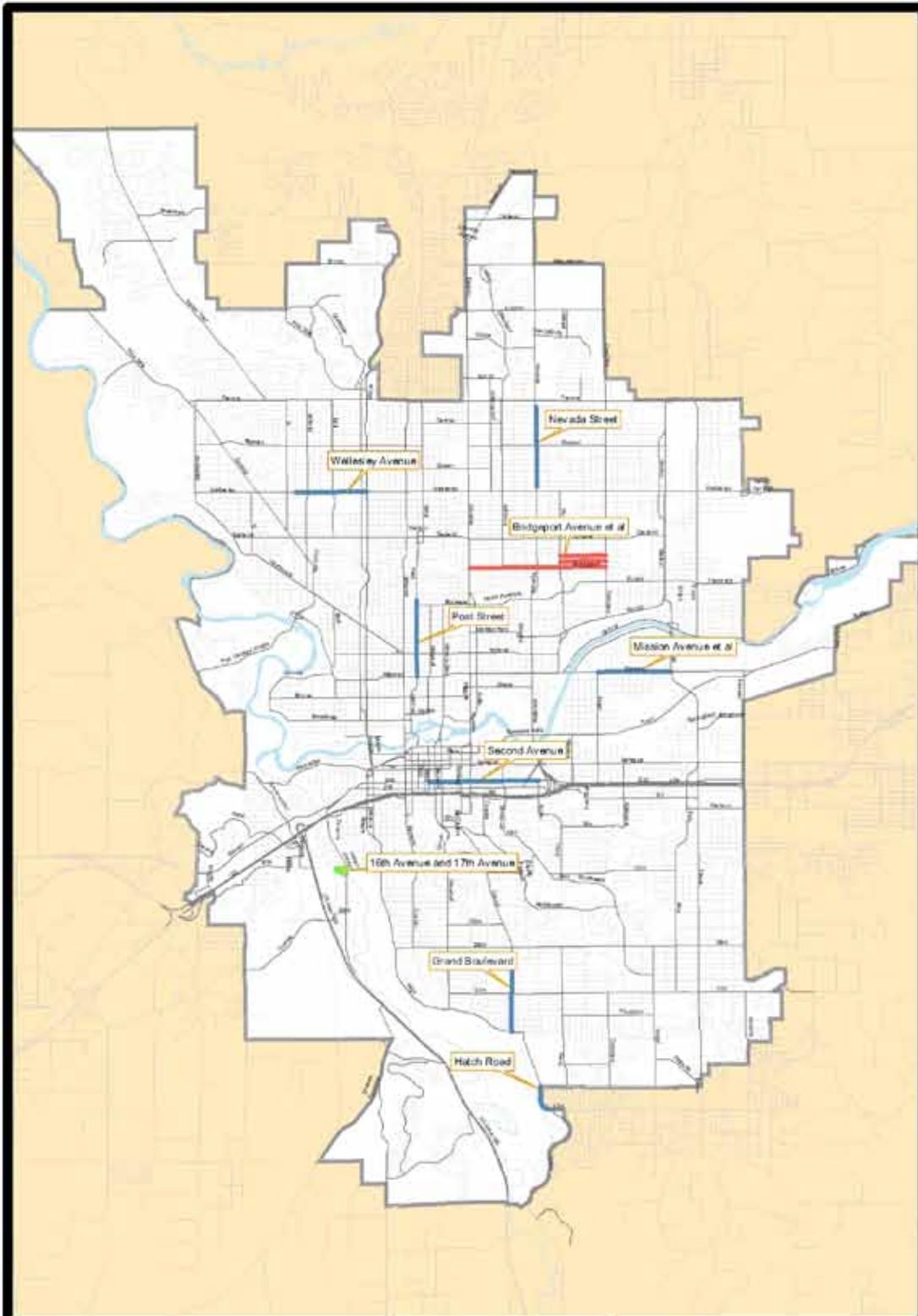
This spring the Street Commission will begin a dialogue with the Administration and Staff concerning a campaign to establish a new street repair initiative to take us beyond 2013. We recognize that efforts to create the next program must begin soon if we hope to continue rehabilitating Spokane streets. A panel of interested stakeholders should be formed later this year to begin to raise money for a new street bond campaign.

It is critical that the City of Spokane also focus its efforts to improve and enhance the street maintenance program so that streets rehabilitated in recent years will be properly maintained. It should be noted that this program rehabilitates roughly one-third of the streets, which require reconstruction or significant repair. This work should be continued on a perpetual basis if we plan to maintain our streets.

It is my pleasure to continue to serve as the Chair of the Citizen Streets Advisory Commission. I would like to thank all of the members of the Street Commission who continue to give their time and many talents to this effort.

Dallas Hawkins  
Chairman  
Citizen Streets Advisory Committee

# Completed Street Bond Projects



**City of Spokane  
2011  
Bond Construction  
Schedule**

3/12/2011  
Revised by SSA

**Spokane Streets**  
www.spokanestreeets.org



**Legend**

- Arterial Bond Projects
- UD Bond Projects
- Residential Bond Projects
- LMP



THIS IS NOT A FINAL DOCUMENT  
The information shown on this map is compiled from  
various sources and is subject to ongoing revision.  
Information shown on this map should not be used to  
determine the location of projects or to determine  
project flow, access fees, times, etc.



## 2011 Highlights & Accomplishments

### ARTERIAL

Arterial street rehabilitation entails removing existing asphalt and unsuitable sub-base curb-to-curb and replacing it with new material using state-of-the-art technology so the roadways will not require rehabilitation for many years to come.

Below are the seven arterial Street Bond projects that were completed or substantially completed in 2011:

- Grand Boulevard from 29th Avenue to High Drive;
- Hatch Road from 57th Avenue to 54th Avenue/Perry Street;
- Mission Avenue from Hamilton Street to Greene Street;
- Post Street from Maxwell Avenue to Cleveland Avenue;
- Nevada Street from Broad Avenue to Decatur Avenue;
- Second Avenue from Howard Street to Arthur Street; and
- Wellesley Avenue from Milton Street to Ash Street.

### Grand Boulevard from 29th Avenue to High Drive

✓ On Time

Project #2009101

Construction Start: May 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Grand Boulevard from 29th Avenue to High Drive. The project also included replacing the sewer main, funded by the Wastewater Department.

## Grand Boulevard from 29th Avenue to High Drive



## Hatch Road from 57th Avenue to 54th Avenue

✓ On Time

Project #2008112

Construction Start: April 2011

Completed: June 2011

The project was a full depth curb-to-curb rehabilitation of Hatch Road from 57th Avenue/Perry Street intersection to 54th Avenue including new curbs and sidewalks, and bike lane and turn lane. The bike lane and sidewalks were federally funded.

# Hatch Road from 57th Avenue to 54th Avenue



## Mission Avenue from Hamilton Street to Greene Street

✓ On Time

Project #2009103

Construction Start: May 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Mission Avenue from the west end of the bridge to Greene Street; Mission Avenue from Hamilton Street to the west end of the bridge will be a combination of full depth rehabilitation and a grind and overlay. Part of the street was repaired using Utility Match funds, and part of the street was repaired as part of the Mission Avenue Water Transmission Main project using Water Department funds.

# Mission Avenue from Napa Street to Greene Street



## Nevada Street from Broad Avenue to Decatur Avenue

✓ On Time

Project #2010122

Construction Start: July 2011

Completed: October 2011

The project was a full depth curb-to-curb rehabilitation of Nevada Street from Broad Avenue to Decatur Avenue.

# Nevada Street from Broad Avenue to Decatur Avenue



## Post Street from Maxwell Avenue to Cleveland Avenue

✓ On Time

Project #2008116

Construction Start: June 2011

Completed: August 2011

The project was a full depth curb-to-curb rehabilitation of Post Street from Maxwell Avenue to Cleveland Avenue.

# Post Street from Maxwell Avenue to Cleveland Avenue



## Second Avenue from Howard Street to Arthur Street

✓ On Time

Project #2009100

Construction Start: March 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Second Avenue from Howard Street to Arthur Street included replacing sewer and water mains, and upgrading the traffic signals, funded by the Water and Wastewater Departments and safety funds.

# Second Avenue from Arthur Street to Howard Street



## Wellesley Avenue from Milton Steet to Ash Street

✓ On Time

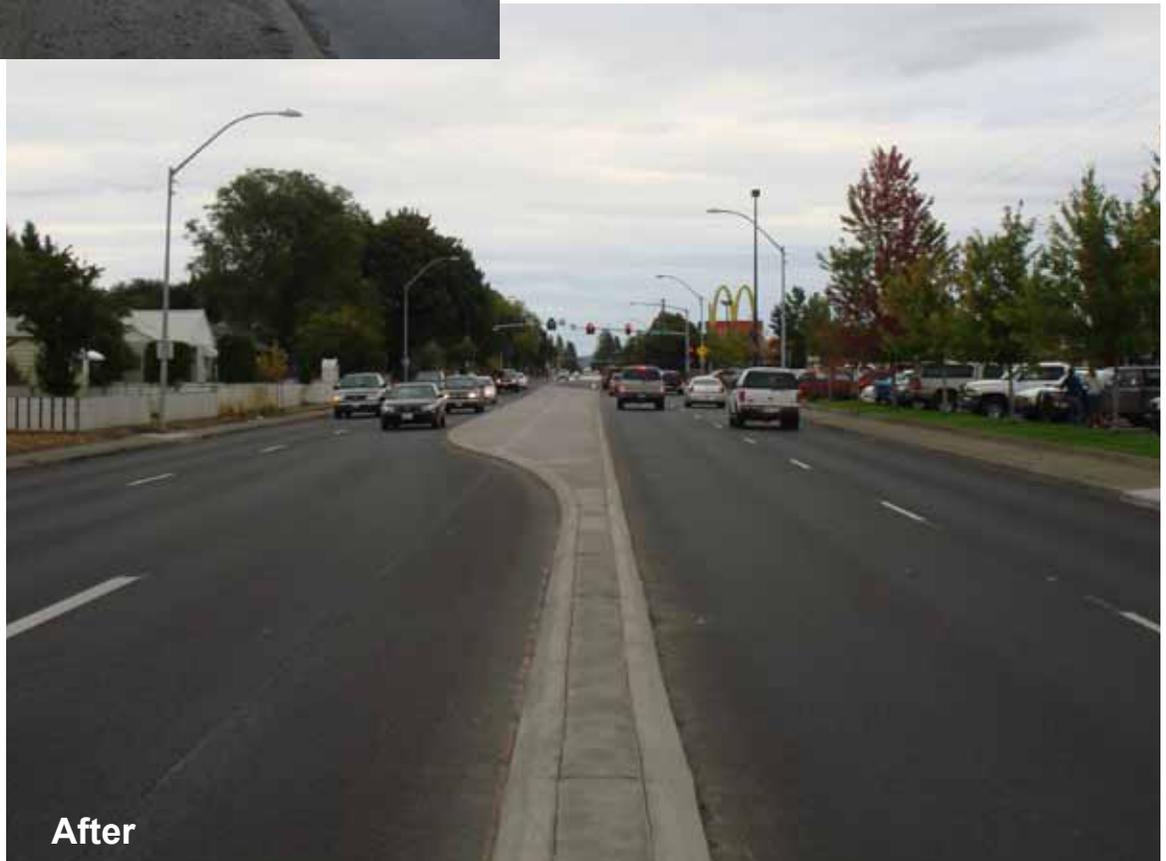
Project #2008182

Construction Start: July 2011

Completed: September 2011

The project was a full depth curb-to-curb rehabilitation of Wellesley Avenue from Milton Street to Ash Street.

# Wellesley Avenue from Ash Street to Milton Street



## RESIDENTIAL

Residential street rehabilitation entails removing the existing asphalt and unsuitable sub-base from curb-to-curb and uses both full depth replacement and grind and overlay depending on the specific needs of the project.

Below is the residential Street Bond project that was completed or substantially completed in 2011:

- Bridgeport Avenue from Division Street to Crestline Street.

### Bridgeport Avenue from Division Street to Crestline Street

Project #2010111

Construction Start: August 2011

Completed: November 2011

The project was a full depth curb-to-curb rehabilitation of Bridgeport Avenue from Division Street to Crestline Street and the following residential streets, including Courtland Avenue from Perry Street to Crestline Street; and Glass Avenue from Perry Street to Crestline Street.

## Bridgeport Avenue from Division Street to Crestline Street



## LOCAL IMPROVEMENT DISTRICT (LID)

There are more than 40 miles of unpaved streets in the City of Spokane. The 10-Year Street Bond Program includes \$10 million under the Local Improvement District (LID) Program to help pay for paving 14 miles of those streets. The program:

- Provides 1/3 funding for frontage streets (which experience a 14% formation failure rate) and an increased funding level for side streets (side streets experience an 86% formation failure rate), not to exceed 50% cumulative for any project. Residents are responsible for paying remaining costs through direct assessment.
- Gives qualified owner-occupants of properties adjacent to the paving project assistance of 50%, 75%, or 100%. The additional funding assistance depends on income and family size, using the annually adjusted HUD Section 8 income limits.

There were two LIDs that were paved in 2011:

- 16th and 17th Avenues from Chestnut Street to Inland Empire Way.

## LOCAL IMPROVEMENT DISTRICT

### 16th Avenue and 17th Avenue from Chestnut Street to Inland Empire Way

✓ On Time

Project #2009048

Construction Start: April 2011

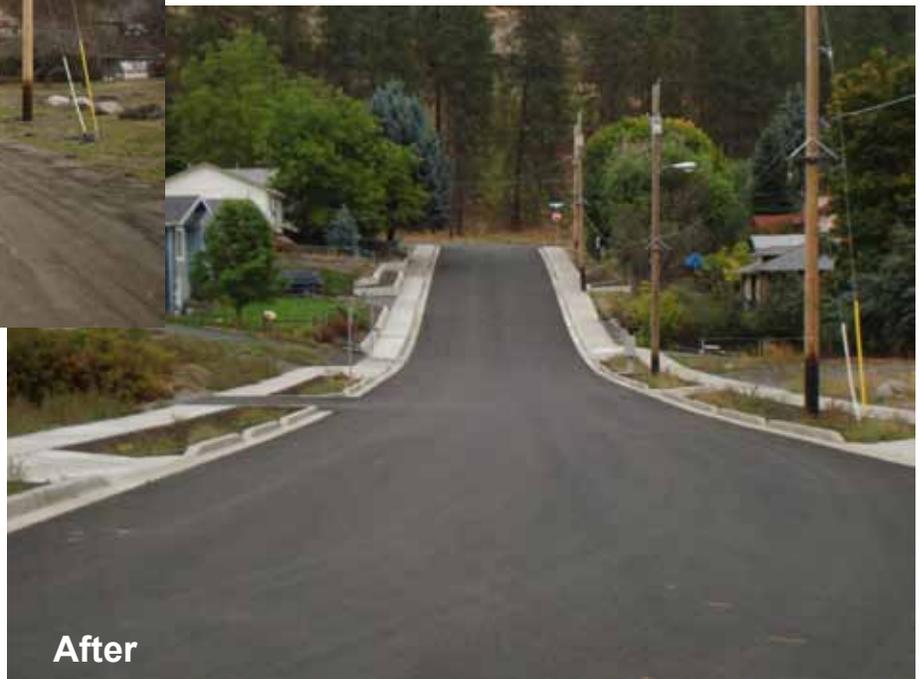
Completed: July 2011

The project paved 16th and 17th Avenue from Chestnut Street to Inland Empire Way and installed curbs and sidewalks.

# 16th Avenue from Chestnut Street to Inland Empire Way



Before



After

## APPENDIX A

### CSAC Member Districts and Terms:

<b>Members:</b>	<b>Representing:</b>	<b>Terms:</b>
Phil Barto	District 3	12/31/16
Dallas Hawkins	District 2	12/31/12
Donna Jilbert	District 1	12/31/12
Gary Proctor	District 3	12/31/14
Max Kuney	District 2	12/31/14
Kathy Miotke	At Large	12/31/16
Stan Stirling	District 1	12/31/16
Hal Ellis	Liaison to Community Assembly	

## **APPENDIX B**

*Will be distributed at a later date.*