

Citizen Streets Advisory Commission

September 6, 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
Max Kuney
Phil Barto
Gary Proctor
Stan Stirling

Staff present:

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

Guests:

Joe Torterelli, Good Roads Association
Roger Flint, Good Roads Association

1. Introductions

The meeting was called to order at 1:02 p.m. Dallas Hawkins asked everyone to introduce themselves because guests were present. Joe Torterelli and Roger Flint from the Good Roads Association, and Tim Dunivant, City Finance attended the meeting.

2. Review & Approval of Minutes

Stan Stirling made a motion to approve the June and July minutes. Hal Ellis seconded the motion and all approved.

3. Construction Update

- Second Ave. from Arthur to Howard streets is nearing completion. The project will be paved this Thursday and Friday beginning at 6 p.m. each night. The street will be completely closed to traffic while the street is paved. The project should be complete the week of Sept. 12-16 when the parking meters are installed and striping and final detail work is completed. A ceremony will be at 10 a.m. on Saturday, Sept. 24, with the Mayor and business owners in the SoDo district.
- Grand Blvd. from 29th Ave. to High Dr. is complete and reopened to traffic on Thursday, Sept. 1, ahead of schedule!
- Mission Ave. from Hamilton to Greene streets is nearing completion and should reopen to traffic the week of Sept. 19-23.
- Post St. is complete and reopened to traffic on Aug. 17.
- Wellesley Ave. from Milton to Ash streets is nearing completion and will reopen to traffic on Friday, Sept. 16.
- Nevada St. is progressing.
- Bridgeport Ave. from Post to Division streets is progressing.

4. Second Street Bond/Complete Streets Map

Dave Steele presented a map with the second street bond that had the complete street areas and centers/corridors overlaid on the streets. He explained the legend had five color codes: red-highest rank; orange-middle rank; yellow-low rank; blue circle-centers/corridors. Some of the projects in the next street bond complete streets elements. Also shown on the map were targeted area developments highlighted in light yellow. Mr. Ellis asked what a TAD was. Mr. Steele explained that a TAD is a location-based strategy that maximizes resources for effective implementation and growth. It promotes private investment, which helps to create and retain jobs.

5. Discussion About Next Bond Program

Mr. Hawkins gave an overview of what the commission was thinking in terms of dates for the next street bond. He said they would gather talk with key stakeholders in the fall of 2011; gather public input in the spring of 2012; and have on the Nov. 2012 ballot. Roger Flint mentioned that it might be worth considering moving the ballot measure to spring 2013 because the state was going to put a transportation measure on the ballot in Nov. 2012. He then explained that having two transportation items might confuse them and both might get voted down. Also, maybe spring would be better because people see potholes instead of the fall after they've all been repaired. Mr. Flint said that both he and Joe Torterelli are concerned with what isn't happening and the lack of funds being allocated to street repairs. He added that they're both supportive of a street utility for street maintenance.

Things to keep in mind when structuring the next bond program are the successes from the first program: establish the projects so citizens can see what's been done and they know the amount; maybe just have the streets rebuilt and not include the maintenance of the first street bond streets or complete streets elements because the number keeps growing and use the tab money for maintenance; and look at things that would revitalize areas of the City. A survey might be a good idea to help narrow down our ideas. The survey could include funding choices and other issues and may help further develop how to frame the program before going out to the public meetings. At the next meeting we need to start flushing out the program to take to stakeholders for comment and gain their support.

6. Structuring the Next Bond Program's Funding

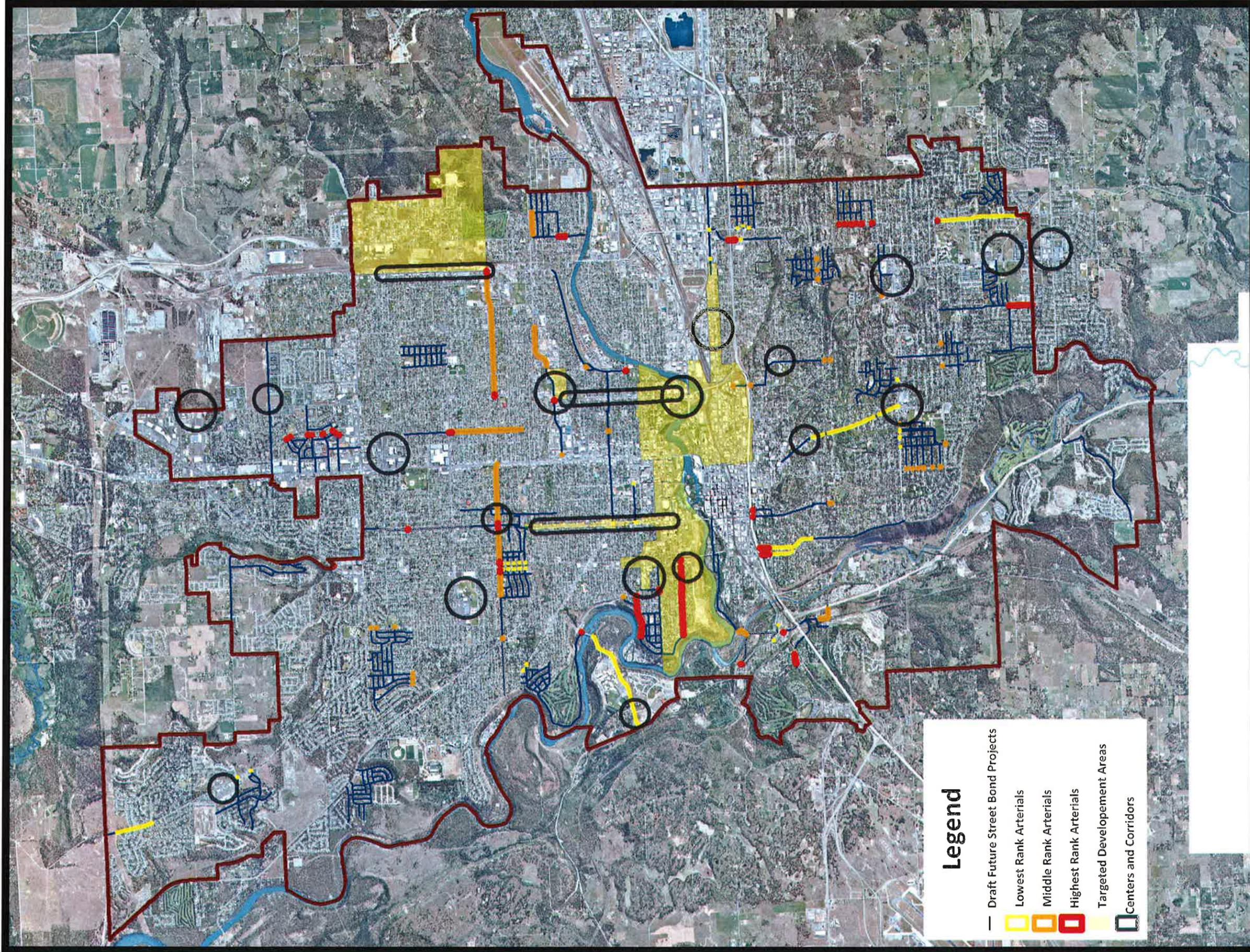
Tim Dunivant explained that there's no easy way out of the situation we're in regarding the bond schedules. Also the 20 year payback was to keep costs to citizens low, but also that's the lifespan of the project. If you want to reduce the mill rate while paying on the old one, you'd be looking at a 20 year schedule with a 10 year amortization with interest only and 10 years of payments. Or bite the bullet on the second bond with the outlook on the third bond. New growth and new construction would reduce the mill rate, but we're not in a new construction cycle. Essentially, the cost to citizens on a 20 year payment would average at \$7.33 per month per \$100K property; a 10 year payment would average at \$9.91 per month per \$100K property. At the end of this program we'll have money remaining from the LID and Utility Match programs. Maybe that money could be added to the next street bond for LID and Utility Match programs since they are not included in the next round of projects. Other options would be to levy the debt services with a repayment schedule; or to check with the bond council to see if we could continue repairing new street projects under the terms of the original bond.

7. Other Business

September 6, 2011

8. Adjournment

The meeting adjourned at 2:46 p.m.

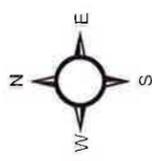


Legend

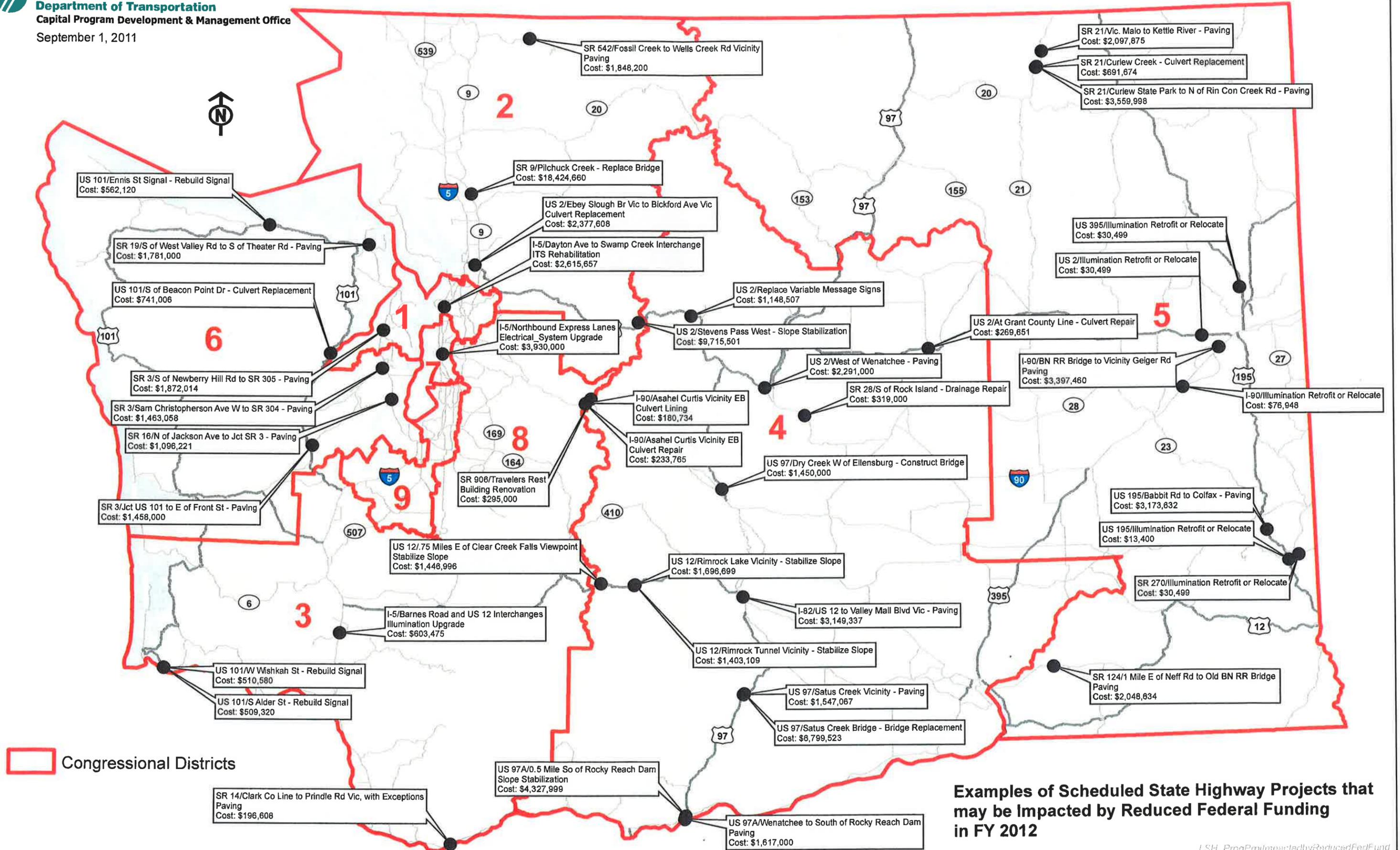
- Draft Future Street Bond Projects
- Lowest Rank Arterials
- Middle Rank Arterials
- Highest Rank Arterials
- Targeted Development Areas
- Centers and Corridors

City of Spokane Complete Streets Opportunities with Draft Street Bond Proposal

DATE: March, 2011
USER: Planning Services



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.



Examples of Scheduled State Highway Projects that may be Impacted by Reduced Federal Funding in FY 2012