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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 spring/summer and fall/winter of each year; the spring/summer report includes financial and project information while the fall/winter 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 Srvs.
Donna Jilbert		Owner, LaDonna's Beauty Salon
Max Kuney		President, Max J. Kuney Co.
Kathy Miotke		Chair, Five Mile Prairie Neighborhood Association
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	40	82%
Residential	50	39.2	78%
Utility Match	7	3.3	47%
Local Improvement District (LID)	14	5.8	41%
TOTAL	110	88.3	88%

## Letter from the Chair

To Mayor David Condon, 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) to the Mayor, City Council, and interested citizens. These reports as well as committee monthly meetings are part of the commission's oversight of the 10-Year Street Bond Program to rehabilitate Spokane's streets.

Our mandate is to support decisions that will result in the rehabilitation of the greatest number of street miles in the City of Spokane as approved by the voters. The Street Commission will continue to fulfill the goal of the program to repair Spokane streets, but we must reject options that would result in spending for additions elements or enhancements that are not part of the approved program.

In recent years, a significant number of project bids have come in lower than the engineer's first estimate. This trend continued in 2012, although more projects are being completed much closer to the originally estimated cost, and in some instances, due to unforeseen circumstances, projects have exceeded the budgeted estimate. Because the economy has thus far failed to fully recover, construction bids have remained reasonable. When the economy begins to strengthen, and as the cost of petroleum products continue to significantly rise, we expect construction costs to increase.

This program has helped create and sustain many family wage jobs for the local community during the past eight years. These jobs generate income that is spent locally and provides additional tax revenue for the City to help stimulate our regional economy.

The Citizen Streets Advisory Commission continues to support legislative and community efforts to eliminate the use of studded snow tires in the state of Washington. There is clear evidence that the use of studded tires directly cause severe damage to our road systems. While we recognize that efforts to ban or tax studded tires remains unpopular among a vocal minority of voters in Washington State, The Spokane City Council, CSAC, and Washington State Good Roads & Transportation Association are convinced that studded tires provide very limited additional safety or utility while they directly cause significant and measurable damage to our streets and highways.

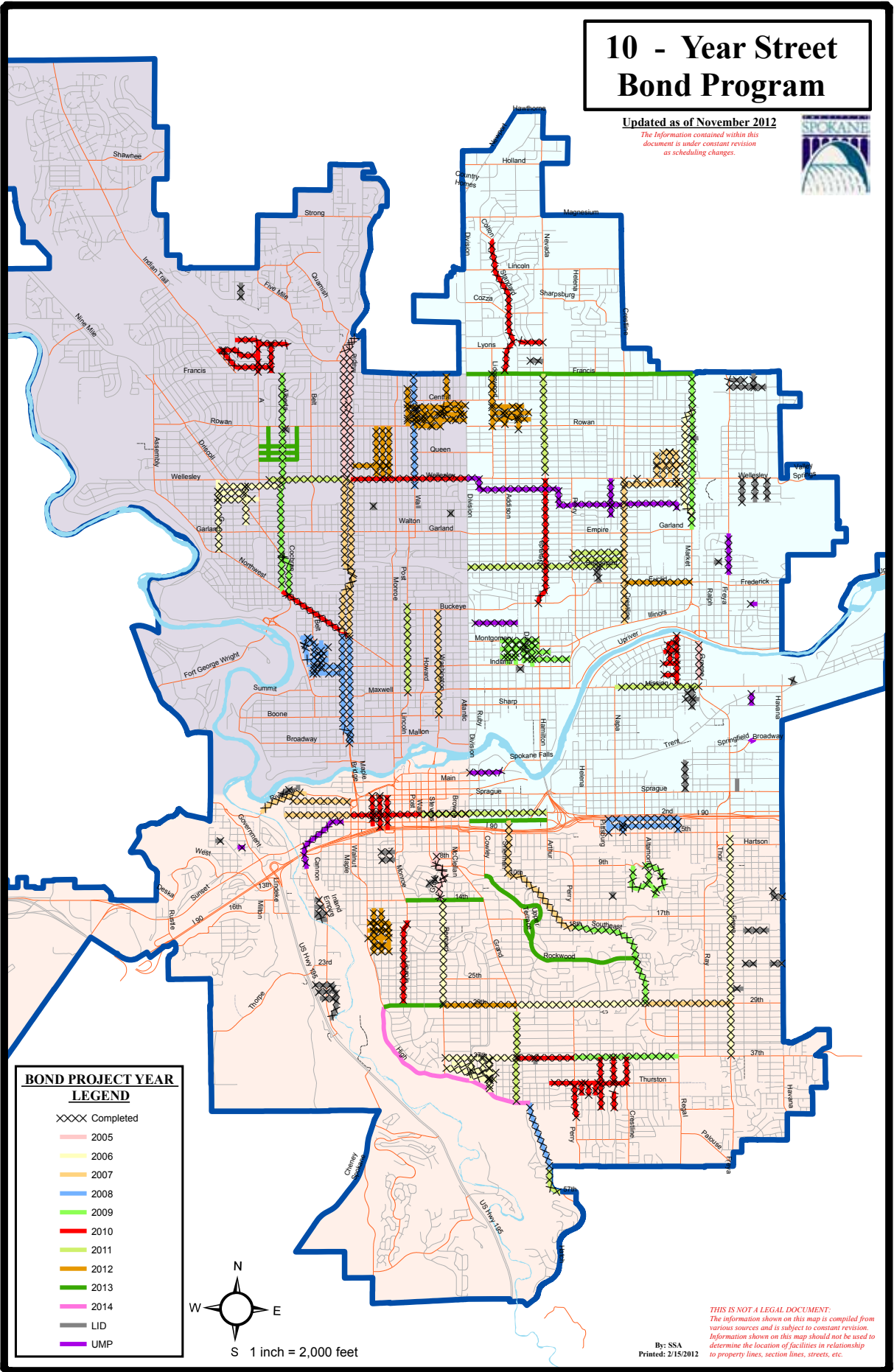
The Street Commission continues a dialogue with the Administration and Staff concerning a campaign to establish a new street repair initiative to take us beyond 2013. A new program may ultimately be more regional and may include a more holistic approach to serve our citizen's transportation needs. We recognize that efforts to create the next program must be underway soon if we hope to continue rehabilitating streets with an uninterrupted program.

We believe that it is critical that the City of Spokane work with regional stakeholders to develop a perpetual source of funds to sustain the streets repaired in this program. It should be noted that the current 10-year plan rehabilitates roughly one-third of the City's streets, many of which require major reconstruction or significant repair. This work should be continued on a perpetual basis if we hope to operate and sustain an effective and adequate roadway system.

The 10-Year Street Bond Program has been a great success to date, which Spokane can build on and perpetuate. It is my honor and distinct pleasure to serve as the Chair of the Citizen Streets Advisory Commission. I would like to thank the voters of Spokane for their support of this program as well as the members of the Street Commission and City Staff who continue to give their time and many talents to this effort.

Dallas Hawkins  
Chairman, Citizen Streets Advisory Committee

# Completed Street Bond Projects



## 2012 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 two arterial Street Bond projects that were completed in 2012:

- 29th Avenue from High Drive to Grand Boulevard and
- Euclid Avenue from Crestline to Greene Streets.

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

Project #2010124

Construction Start: July 2012

Completion: October 2012

The project was divided into two phases. Phase I from Bernard Street to Grand Boulevard was a full depth curb-to-curb rehabilitation and included replacing the existing 12-inch water main and installing conduit. Phase II from High Drive to Bernard Street will be a full depth curb-to-curb rehabilitation, replace the 12-inch water main, restripe bike lanes, and Transportation Benefit District funds will repair the sidewalks from Madison to Howard streets and install new sidewalks on the north side of 29th Avenue from High Drive to Lincoln Street.

### 29th Avenue from Bernard Street to Grand Boulevard





## **Euclid Avenue from Crestline Street to Market Street**

Project #2010120

Construction Start: July 2012

Completion: October 2012

The project was a full depth curb-to-curb rehabilitation of Euclid Avenue from Crestline Street to Market Street and replaced the existing 30-inch water transmission main.

### **Euclid Avenue from Crestline Street to Market 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 are the four residential Street Bond projects that were completed in 2012:

- Adams Street from 21st Avenue to 15th Avenue and surrounding streets;
- Columbia Avenue from Post Street to Division Street and surrounding residential streets;
- Jefferson Street from Wellesley Avenue to Rowan Avenues and surrounding residential streets; and
- Lidgerwood Street from North Avenue to Francis Avenue and surrounding residential streets.

### **Adams Street from 21st Avenue to 15th Avenue**

Project #2010127

Construction Start: August 2012

Completion: November 2012

The project rehabilitated Adams Street from 21st Avenue to 15th Avenue; Madison Street from 21st Avenue to 17th Avenue; 17th, 18th, and 19th avenues from Cedar Street to Madison Street; and 20th Avenue from Adams Street to Madison Street.

### Adams Street from 21st Avenue to 15th Avenue



## **Columbia Avenue from Post Street to Division Street**

Project #2010112

Construction Start: May 2012

Completion: August 2012

The project rehabilitated Columbia Avenue from Post Street to Division Street; Atlantic Street from Joseph Avenue to Columbia Avenue; Calispel Street from Joseph Avenue to Francis Avenue; Franklin Court from Calispel Street to Atlantic Street; Howard Street from Rowan Avenue to Joseph Avenue; Joseph, Nebraska, and Columbia avenues from Post Street to Division Street; Normandie Street from Nebraska Avenue to Dalke Avenue; Post Street from Rowan Avenue to Dalke Avenue; Rowan Avenue from Wall Street to Whitehouse Street; and Stevens, Washington; and Whitehouse streets from Rowan Avenue to Columbia Avenue.

### **Columbia Avenue from Post Street to Division Street**



**Before**



**After**



## **Jefferson Street from Wellesley Avenue to Rowan Avenue**

Project #2010130

Construction Start: July 2012

Completion: September 2012

The project rehabilitated Jefferson Street from Wellesley Avenue to Rowan Avenue; Adams and Madison streets from Wellesley Avenue to Rowan Avenue; and Wabash Avenue from Maple Street to Madison Street.

### Jefferson Street from Wellesley Avenue to Rowan Avenue



## **Lidgerwood Street from North Avenue to Francis Avenue**

Project #2010126

Construction Start: May 2012

Completion: August 2012

The project rehabilitated Lidgerwood Street from North Avenue to Francis Avenue; Addison Street from Rowan Avenue to Columbia Avenue; Columbia Avenue from Lidgerwood Street to cul-de-sac; Standard Street from North Avenue to Columbia Avenue; and Joseph and Nebraska avenues from Lidgerwood Street to Cincinnati Street.

### **Lidgerwood Street from North Avenue to Francis Avenue**



**Before**



**After**

## UTILITY MATCH

The Bond funds are joined with utility funding to complete roadway rehabilitation curb-to-curb, instead of just repaving traffic lane(s) affected by a utility project. This not only frees up Bond money to add more projects to those originally planned, but also reduces long-term street maintenance and traffic impacts for motorists.

There was one project that was constructed in 2012:

- Spokane Falls Boulevard from Division Street to Sherman Street.

### **Spokane Falls Boulevard from Division Street to Sherman Street**

Project #2005263

Construction Start: August 2012

Completion: Spring 2013

The City of Spokane Water Department paid for the replacement of the water main, storm water pipes, and pavement over the pipes. Utility Match funds paid for the replacement of the remaining pavement, and federal funds paid to reduce the street to one lane in each direction and installed bike lanes and landscaped median.

### Spokane Falls Boulevard from Division Street to Sherman 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 within the paving project district 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 are five LIDs that were constructed in 2012:

- 14th Avenue from Cuba Street to Havana Street;
- 15th and 14th Avenues from Chestnut Street to Inland Empire Way;
- Dalke Avenue from Freya Street to Florida Street;
- Haven Street from Riverside Avenue to Olive Avenue; and
- Oak Street from Inland Empire Way to 28th Avenue.

### 14th Avenue from Cuba Street to Havana Street

Project #2010042

Construction Start: August 2012

Completion: November 2012

The project paved 14th Avenue from Cuba Street to Havana Street; and Cuba Street from 14th Avenue to 13th Avenue and installed curbs and sidewalks.

### 14th Avenue from Cuba Street to Havana Street



## **15th and 14th Avenues from Chestnut Street to Inland Empire Way**

Project #2011082

Construction Start: August 2012

Completion: November 2012

The project paved 15th and 14th Avenues from Chestnut Street to Inland Empire Way and installed curbs and sidewalks.

### **15th Avenue from Chestnut Street to Inland Empire Way**



**Before**



**After**



## **Dalke Avenue from Freya Street to Florida Street**

Project #2011082

Construction Start: July 2012

Completion: October 2012

The project paved Dalke Avenue from Freya Street to Florida Street and Myrtle Street from Dalke Avenue to Francis Avenue and installed curbs and sidewalks.

### **Dalke Avenue from Freya Street to Florida Street**



## **Haven Street from Riverside Avenue to Olive Avenue**

Project #2010165

Construction Start: May 2012

Completion: September 2012

The project paved Haven Street from Riverside Avenue to Olive Avenue; Olive Avenue from Haven Street to Fiske Street; and Fiske Street from Olive Avenue to Alki Avenue and installed curbs and sidewalks.

### **Haven Street from Riverside Avenue to Olive Avenue**



## **Oak Street from Inland Empire Way to 28th Avenue**

Project #2010134

Construction Start: August 2012

Completion: November 2012

The project paved Oak Street from Inland Empire Way to 28th Avenue and installed curbs and sidewalks.

### **Oak Street from Inland Empire Way to 28th Avenue**



## APPENDIX A

### CSAC Member Districts and Terms:

Members:	Representing:	Terms:
Phil Barto	District 3	12/31/16
Dallas Hawkins	District 2	12/31/18
Donna Jilbert	District 1	12/31/13
Vacant	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	