



# TOWN COUNCIL MEETING STAFF REPORT

**MEETING DATE** January 24, 2024  
**PREPARED FOR** Mayor and Town Council  
**PREPARED BY** Loren Umbertis, Public Works Director  
**SUBJECT** Receive and Discuss Five-Year Plan for Streets and Roads Improvement Program

---

## **RECOMMENDATION**

Receive and Discuss Five-Year Plan for Streets and Roads Improvement Program.

## **BACKGROUND**

On March 1, 2023, the Town Council received the Pavement Technical Assistance Program 2023 (PTAP-23) report, which outlined the condition of Fairfax's streets and roads and estimated the costs for their improvement. The report highlighted an average Pavement Condition Index (PCI) of 55 out of 100, placing Fairfax at the bottom among Marin County municipalities. Staff committed to reviewing the PTAP-23 report and presenting a five-year program to address road conditions based on available funding.

In the current fiscal year, a street improvement project on Scenic Road and Porteous Avenue, costing approximately \$730K, was completed in November 2023.

## **DISCUSSION**

Staff, collaborating with engineering professionals from Pavement Engineering Incorporated (PEI), examined the PTAP-23 report and considered options taking into account factors including maximizing the longevity of roads, equitable work distribution across town, potential impacts from utility projects, and funding trends. The attached plan assumes an annual funding of approximately \$500,000. Figures are based on PTAP-23 report data and actual costs from recent improvement projects, accounting for ADA requirements and additional enhancements like storm drains or sidewalks. Actual costs may vary based on road conditions and chosen repair applications.

The Five-Year Plan is designed with current resources in mind and is subject to modification based on funding changes. Coordination with Utility Agencies will prevent damage to recently improved streets and explore collaborative opportunities for efficiency. The plan serves as a model, adaptable over time with new information.

As discussed previously, the Street Improvement Program prioritizes extending the life of existing roads, enhancing the quality of as many streets as possible, and preserving the town's average PCI. Some roads may not receive treatment, while others, even if not visibly poor, may be treated to extend their life. This approach is cost-efficient, as maintaining relatively good roads is more economical than repairing heavily damaged roads, which requires complex planning and increased funding.

In the first year of this Five-Year Plan, the main focus is on using an overlay/slurry seal approach to protect and extend the life of numerous roads throughout the town. This approach ensures an immediate improvement by maximizing available funds, extending the life of adequate roads. Moreover, this method avoids triggering mandatory ADA upgrades, such as curb cuts and related sidewalk improvements. In the subsequent four years, planned work includes road improvement treatments like "mill and fill" (removing

layers of existing roadway and replacing with new) and full removal and replacement. Scheduling such work in years 2-5 allows for thorough inspection, detailed design, and addressing ADA improvements, storm drainage, and other discretionary enhancements, ensuring a high-quality result upon completion.

A Five-Year Plan with an annual funding of around \$500K is not expected to raise the Town's PCI above its current 55. However, it would help mitigate the decline in road conditions. For instance, if no action is taken, the PTAP-23 predicts a PCI of 44 in five years (a decrease of 11 from the current score), whereas allocating \$500K per year is estimated to maintain a PCI of 51 over the same period (a decrease of 4 from the current score).

### **FISCAL IMPACT**

The presented Five-Year Plan expects annual funding of approximately \$500,000 from General Funds, State Gas Tax, and Local Streets and Roads Program funding. It does not currently account for potential additional funds from sources like Transportation Authority of Marin (TAM) project funding, Local Hazard Mitigation funding, or other State and Federal programs. The plan acknowledges that increasing funding to achieve higher PCI options may require additional sources, potentially including a bond measure.

### **ATTACHMENTS**

- A. Draft Five-Year Improvement Program per \$500k Annual Funding
- B. Graphical Representation of Street Repairs as shown in the Five-Year Plan

**TOWN OF FAIRFAX  
FIVE-YEAR PAVEMENT EXPENDITURE PLAN  
PAVING YEARS FY 24/25 THROUGH FY 28/29**

2024 PAVING PROJECT										
Road Name	Sec ID	Begin Location	End Location	Q/L	L	W	A	PCI	Est. Treatment Category	Estimated Cost
ALDER COURT	10	LANDSDALE AVE	DEAD END	R	195	12	2,340	69	LIGHT MAINT	\$ 2,434
ARROYO ROAD	10	LOWER SCENIC ROAD	SPRUCE ROAD	R	646	12	7,752	83	LIGHT MAINT	\$ 8,062
AZALEA AVENUE	10	SIR FRANCIS DRAKE BLVD	SEQUOIA RD	R	789	20	15,780	76	LIGHT MAINT	\$ 16,411
BAYWOOD COURT	10	LANDSDALE AVENUE	DEAD END	R	470	18	8,460	93	LIGHT MAINT	\$ 8,798
BELLE AVENUE	20	KENT AVENUE	TOWN LIMITS	R	515	18	9,270	81	LIGHT MAINT	\$ 9,641
BELLE AVENUE	10	PASTORI AVENUE	KENT AVENUE	R	295	18	5,310	78	LIGHT MAINT	\$ 5,522
BELMONT AVENUE	20	KENT AVENUE	TOWN LIMITS	R	543	14	7,602	93	LIGHT MAINT	\$ 7,906
BRIDGE COURT	10	DOMINGA AVENUE	DEAD END	R	97	16	1,552	93	LIGHT MAINT	\$ 1,614
CANYON ROAD	10	CASCADE DRIVE	1017 WEST OF CASCADE DRIVE	C	1,017	14	14,238	75	LIGHT MAINT	\$ 15,662
CASCADE DRIVE	10	BOLINAS DRIVE	1285' WEST OF BOLINAS DRIVE	C	1,285	32	41,120	75	LIGHT MAINT	\$ 45,232
CASCADE DRIVE	50	690' WEST OF MEADOW WAY	CANYON ROAD	R	933	21	19,593	69	LIGHT MAINT	\$ 20,377
CASCADE DRIVE	20	1285' WEST OF BOLINAS DR	LAUREL DRIVE	C	853	21	17,913	77	LIGHT MAINT	\$ 19,704
CASCADE DRIVE	80	1770' WEST OF CANYON ROAD	DEAD END	R	833	15	12,495	67	LIGHT MAINT	\$ 12,995
CASCADE DRIVE	70	890' WEST OF CANYON ROAD	1770' WEST OF CANYON ROAD	R	880	15	13,200	63	LIGHT MAINT	\$ 13,728
CASCADE DRIVE	30	LAUREL DRIVE	MEADOW WAY	R	1,295	20	25,900	62	LIGHT MAINT	\$ 26,936
CASCADE DRIVE	40	MEADOW WAY	690' WEST OF MEADOW WAY	R	690	24	16,560	60	LIGHT MAINT	\$ 17,222
CASCADE DRIVE	60	CANYON ROAD	890' WEST OF CANYON ROAD	R	890	18	16,020	52	LIGHT MAINT	\$ 16,661
CENTER BOULEVARD	10	TOWN LIMITS	PASTORI AVENUE	R	808	40	32,320	90	LIGHT MAINT	\$ 33,613
COOLIDGE AVENUE	10	BELMONT AVENUE	BELLE AVENUE	R	227	14	3,178	93	LIGHT MAINT	\$ 3,305
COURT LANE	10	DOMINGA AVENUE	DEAD END	R	141	14	1,974	93	LIGHT MAINT	\$ 2,053
LANDSDALE AVENUE	10	PASTORI AVENUE	TOWN LIMITS	R	794	18	14,292	83	LIGHT MAINT	\$ 14,864
MANOR ROAD	25	LOWER SCENIC ROAD	TAMALPIAS ROAD	C	500	23	11,500	83	LIGHT MAINT	\$ 12,650
MANZANITA COURT	10	MANZANITA ROAD	DEAD END	R	123	10	1,230	84	LIGHT MAINT	\$ 1,279
MONO AVENUE	10	BOLINAS RD	PACHECO AV	R	525	16	8,400	93	LIGHT MAINT	\$ 8,736
MOUNTAIN VIEW ROAD	10	MANZANITA ROAD	TAMALPIAS ROAD	R	1,035	14	14,490	88	LIGHT MAINT	\$ 15,070
MURIEL PLACE	10	LOWER SCENIC ROAD	DEAD END	R	485	21	10,185	51	LIGHT MAINT	\$ 10,592
PIPER COURT	10	PIPER LANE	DEAD END	R	492	23	11,316	92	LIGHT MAINT	\$ 11,769
PIPER LANE	10	OAK MANOR DRIVE	DEAD END	R	1,002	34	34,068	93	LIGHT MAINT	\$ 35,431
SCENIC ROAD	50	REDWOOD ROAD	TAMALPIAS ROAD	A	580	14	8,120	86	LIGHT MAINT	\$ 11,124
SCENIC ROAD	20A	TAMALPIAS ROAD	BAY ROAD	A	535	14	7,490	84	LIGHT MAINT	\$ 10,261
SHEMRAN COURT	10	SIR FRANCIS DRAKE BOULEVARD	NORTH TO DEAD END	R	380	23	8,740	80	LIGHT MAINT	\$ 9,090
SPRUCE ROAD	15	PARK ROAD	610 FT WEST OF PARK ROAD	C	610	12	7,320	82	LIGHT MAINT	\$ 8,052
TAMALPAIS ROAD	50	MOUNTAIN VIEW ROAD	SCENIC ROAD	A	590	12	7,080	80	LIGHT MAINT	\$ 9,700
										<b>\$ 446,493</b>

2025 PAVING PROJECT										
Road Name	Sec ID	Begin Location	End Location	Q/L	L	W	A	PCI	Est. Treatment Category	Estimated Cost
OAK ROAD	10	LAUREL DRIVE	TOYON DRIVE	R	1,249	15	18,735	9	HEAVY REHAB	\$ 377,323
WILLOW AVENUE	10	SIR FRANCIS DRAKE BOULEVARD	MAPLE AVENUE	C	837	20	16,740	20	LIGHT REHAB	\$ 228,836
										<b>\$ 606,159</b>

2026 PAVING PROJECT										
Road Name	Sec ID	Begin Location	End Location	Q/L	L	W	A	PCI	Est. Treatment Category	Estimated Cost
BOLINAS ROAD	10	BROADWAY	PARK ROAD	A	962	34	32,708	51	HEAVY REHAB	\$ 974,698
BOLINAS ROAD	20	PARK ROAD	CASCADE DRIVE	A	1,227	36	44,172	52	HEAVY REHAB	\$ 1,316,326
BOLINAS ROAD	30	CASCADE DRIVE	DEER PARK VILLA	A	600	20	12,000	37	HEAVY REHAB	\$ 357,600
CREEK ROAD	20	BLACKBERRY LANE	BOLINAS ROAD	C	475	20	9,500	11	HEAVY REHAB	\$ 243,390
PARK ROAD	10	BOLINAS ROAD	SCHOOL STREET	R	588	24	14,112	46	LIGHT REHAB	\$ 178,093
PARK ROAD	20	SCHOOL STREET	SPRUCE ROAD	R	585	21	12,285	50	HEAVY REHAB	\$ 247,420
										<b>\$ 3,317,527</b>

2027 PAVING PROJECT										
Road Name	Sec ID	Begin Location	End Location	Q/L	L	W	A	PCI	Est. Treatment Category	Estimated Cost
CLAUS CIRCLE	10	CLAUS DRIVE	CLAUS DRIVE	R	321	26	8,346	18	LIGHT REHAB	\$ 105,327
CLAUS DRIVE	10	SIR FRANCIS DRAKE BOULEVARD	TAYLOR DRIVE	R	494	26	12,844	42	HEAVY MAINT	\$ 162,091
MAPLE AVENUE	10	WILLOW AVENUE	LIVE OAK AVENUE	R	387	15	5,805	34	LIGHT REHAB	\$ 73,259
MAPLE AVENUE	20	LIVE OAK AVENUE	DEAD END	R	685	15	10,275	25	LIGHT REHAB	\$ 129,671
										<b>\$ 470,347</b>

2028 PAVING PROJECT										
Road Name	Sec ID	Begin Location	End Location	Q/L	L	W	A	PCI	Est. Treatment Category	Estimated Cost
SAN MIGUEL COURT	10	SIR FRANCIS DRAKE BOULEVARD	DEAD END	R	409	23	9,407	31	LIGHT REHAB	\$ 118,716
VISTA WAY	10	SAN GABRIEL DRIVE	DEAD END	R	366	32	11,712	30	LIGHT REHAB	\$ 147,805
HILL AVENUE	10	BELLE AVENUE	TOWN LIMITS	R	475	18	8,550	29	LIGHT REHAB	\$ 107,901
GEARY AVENUE	10	TAYLOR DRIVE	TAYLOR DRIVE	R	666	13	8,658	35	LIGHT REHAB	\$ 109,264
TAYLOR DRIVE	10	SIR FRANCIS DRAKE BOULEVARD	CLAUS DRIVE	R	618	14	8,652	35	LIGHT REHAB	\$ 109,188
										<b>\$ 592,875</b>



# Five-Year Overview

## Legend

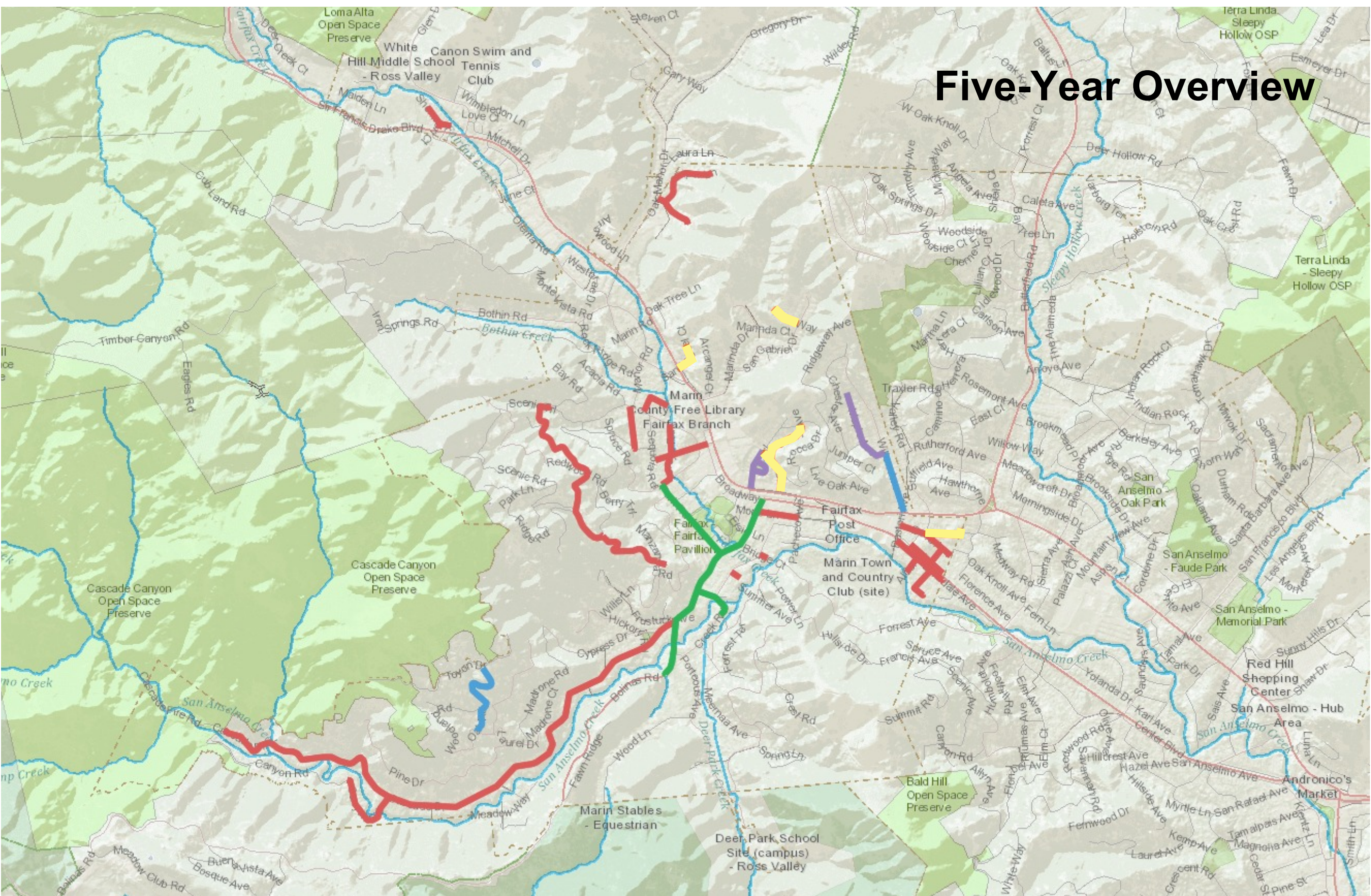
**YEAR ONE**

**YEAR TWO**

**YEAR THREE**

**YEAR FOUR**

**YEAR FIVE**



**ATTACHMENT B**

1: 16,000



# Year One Plan



# Year Two Plan



Cascade Canyon  
Open Space  
Preserve


Marin  
County Free  
Library Fairfax Branch

Fairfax-  
Fairfax  
Pavillion

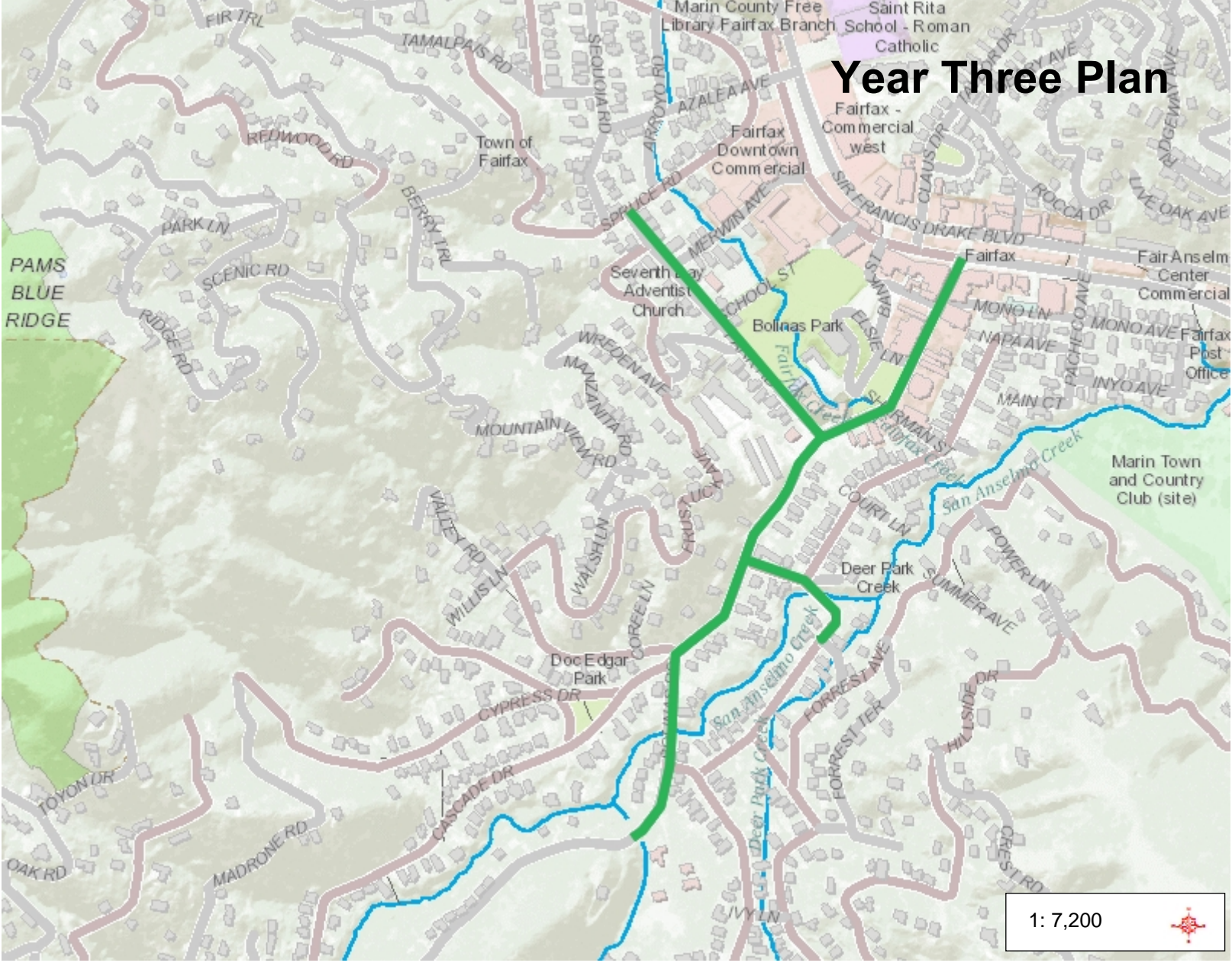
Marin Stables  
- Equestrian

Deer Park School  
Site (campus)  
- Ross Valley

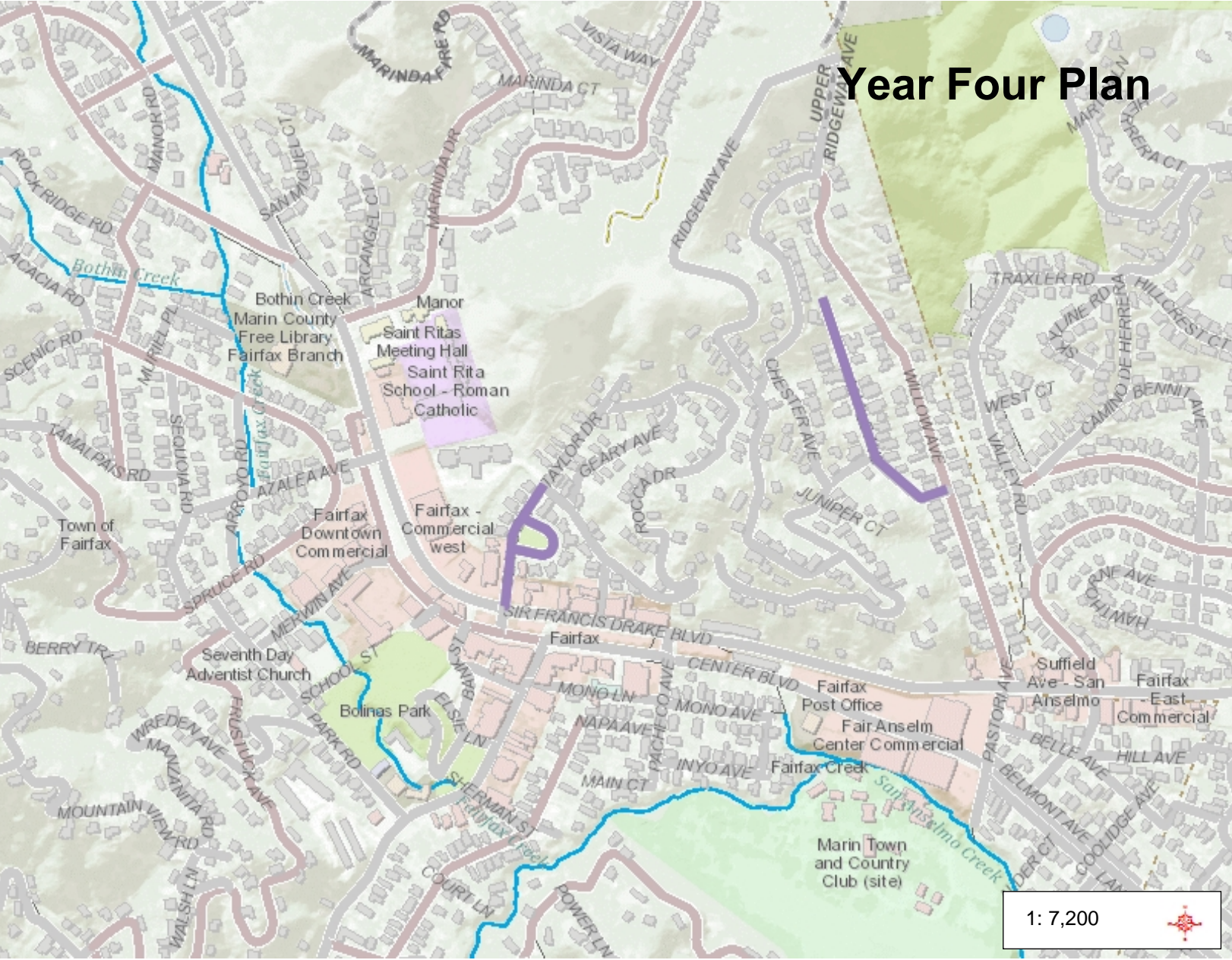
1: 16,000



# Year Three Plan



# Year Four Plan





# Year Five Plan

