



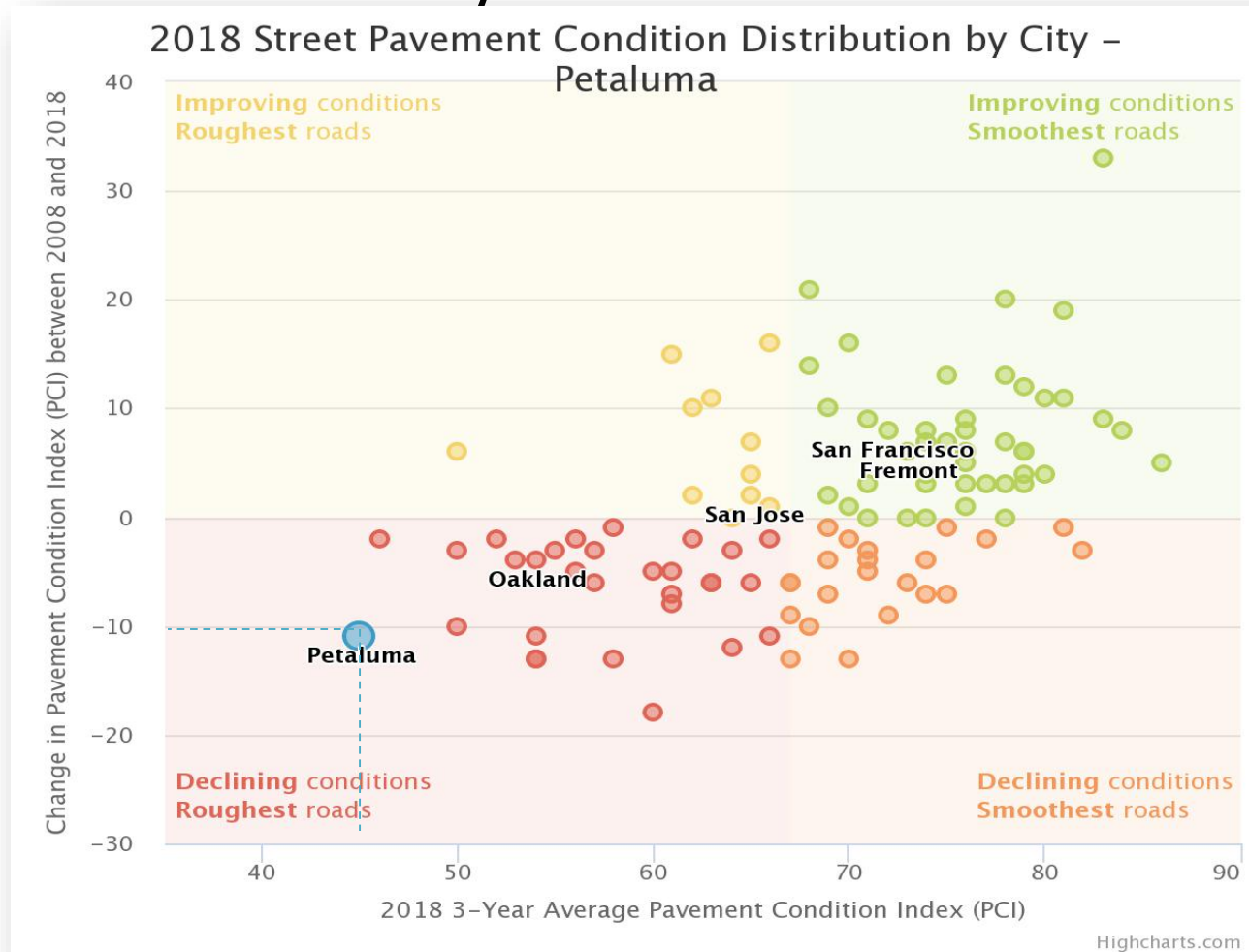
CITY OF PETALUMA INFRASTRUCTURE WORKSHOP

Current Status and Paths forward – Segment 2 –
Streets, Bridges, Signals, Curb Ramps & Transit
March 7, 2020



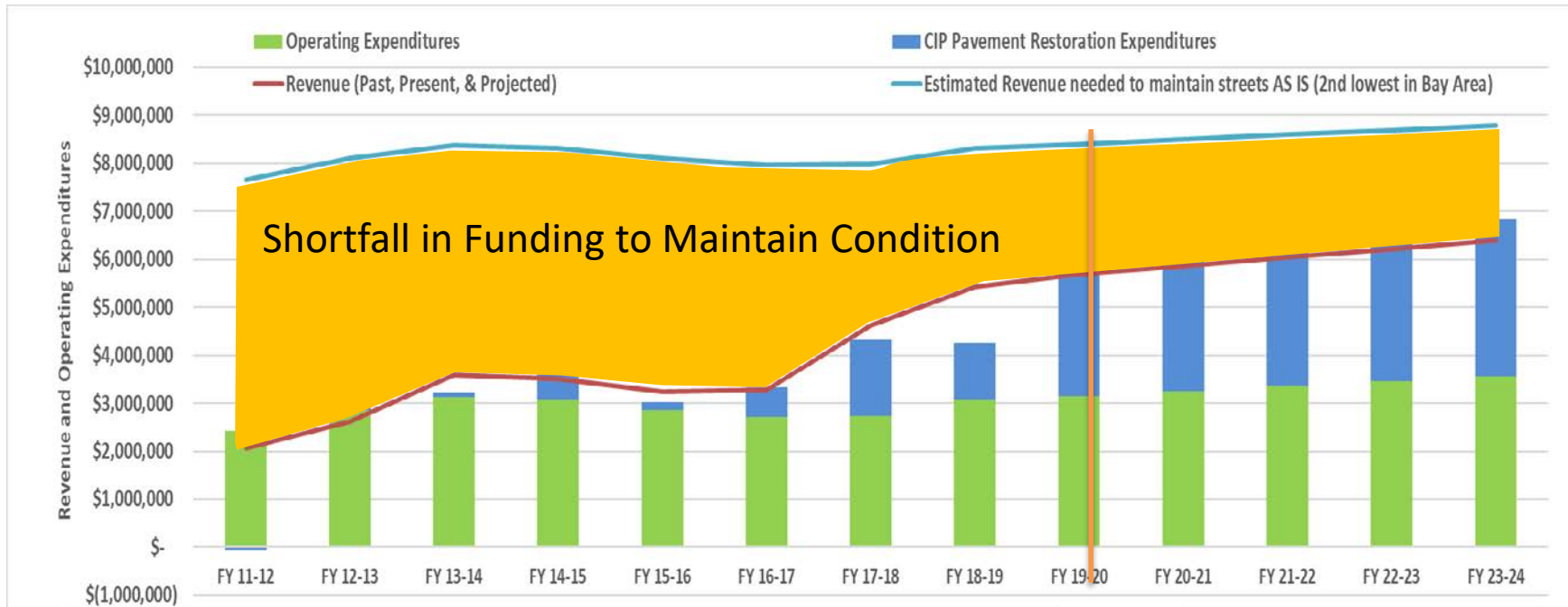
STREETS

- 396 Lane Miles of Streets
- 56% of streets are in a failed or poor condition
- Worst Streets in Bay Area



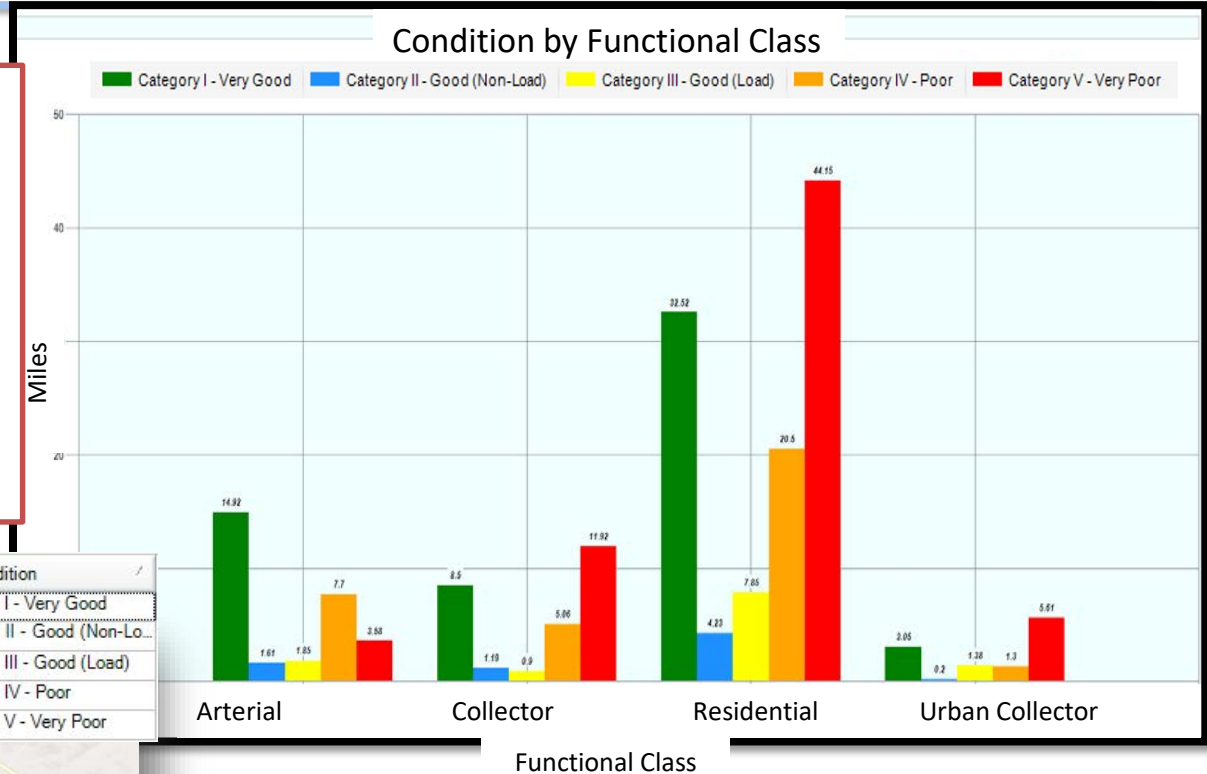
STREETS FINANCIAL OVERVIEW

Revenue, Expenditures, CIP and Shortfall to maintain

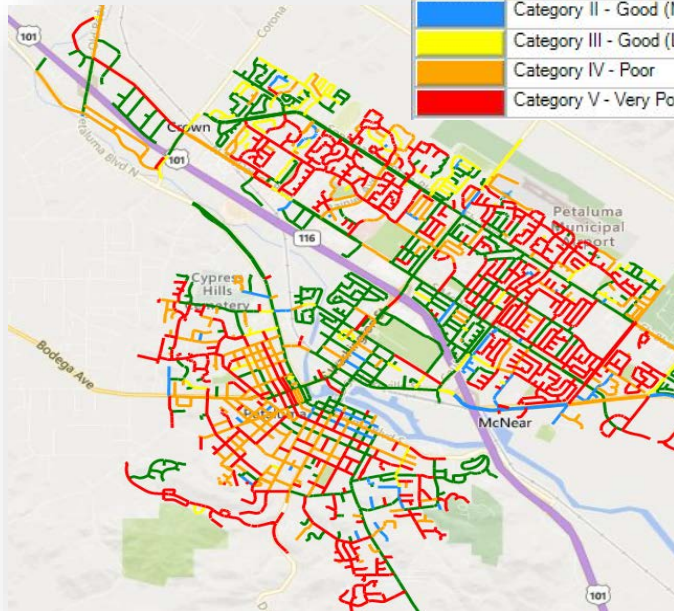


STREETS

- 56% of Streets in Very Poor/Poor Condition
- Residential streets are the worst



Color	PCI Condition
Green	Category I - Very Good
Blue	Category II - Good (Non-Load)
Yellow	Category III - Good (Load)
Orange	Category IV - Poor
Red	Category V - Very Poor



Total replacement value
\$247M

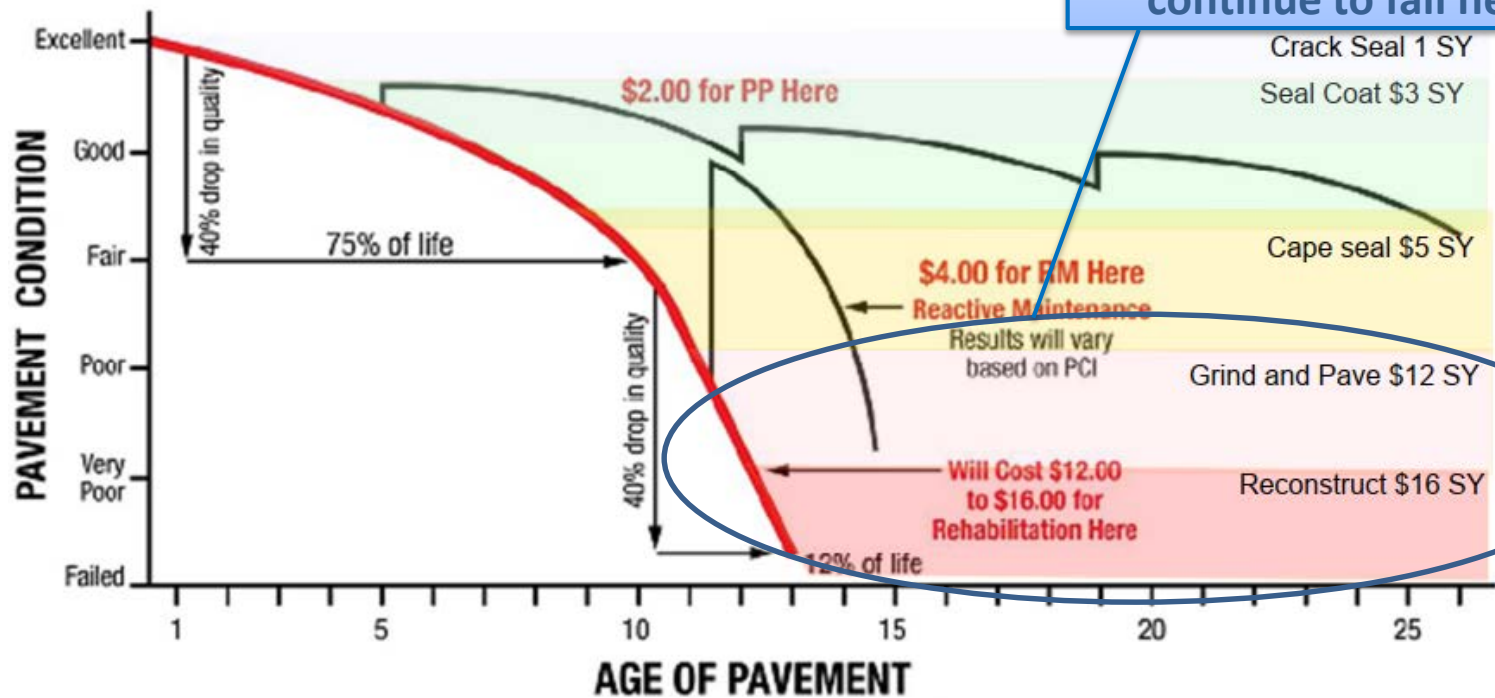
- **\$96M** in deferred maintenance
- growing by **\$8.5M/year**



WHY WILL IT COST SO MUCH?

Pavement Deterioration Curve

- 56% of our Streets are here
- Shortfall in funding to maintain means more will continue to fall here



PP = Pavement Preservation RM = Reactive Maintenance



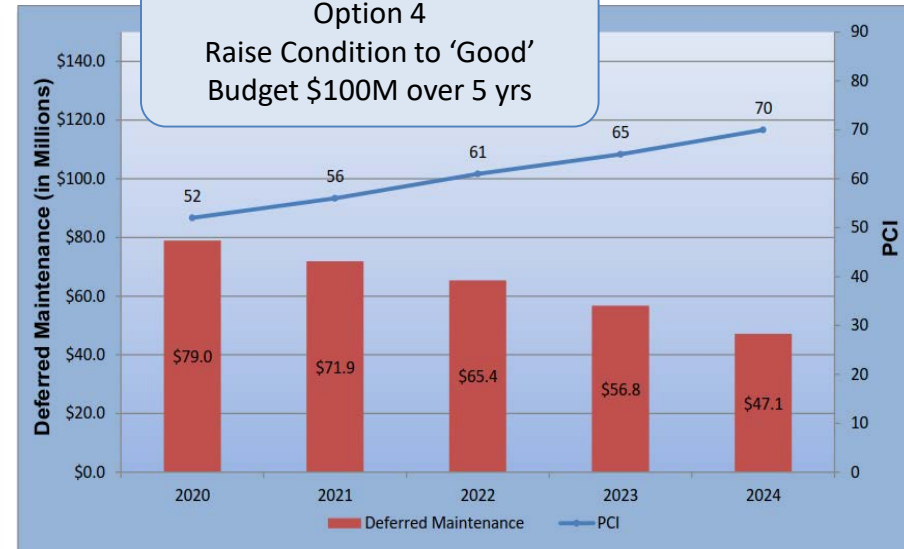
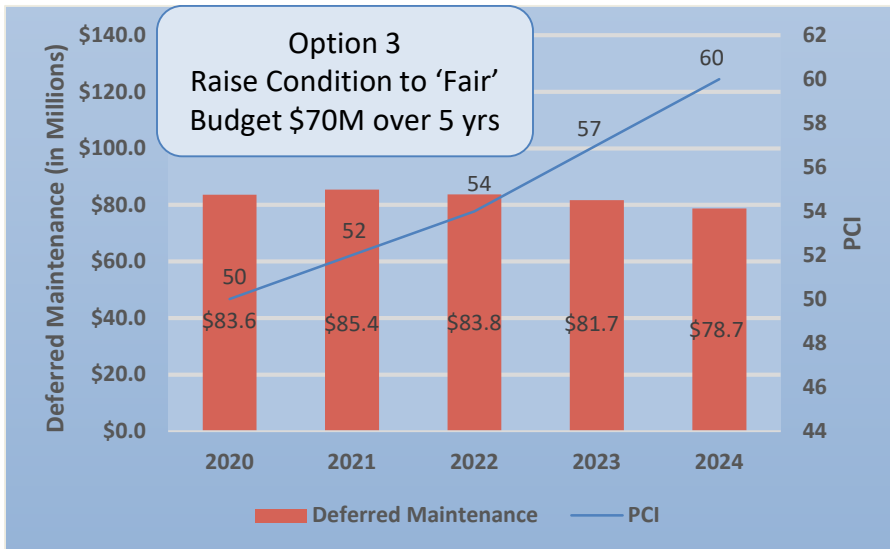
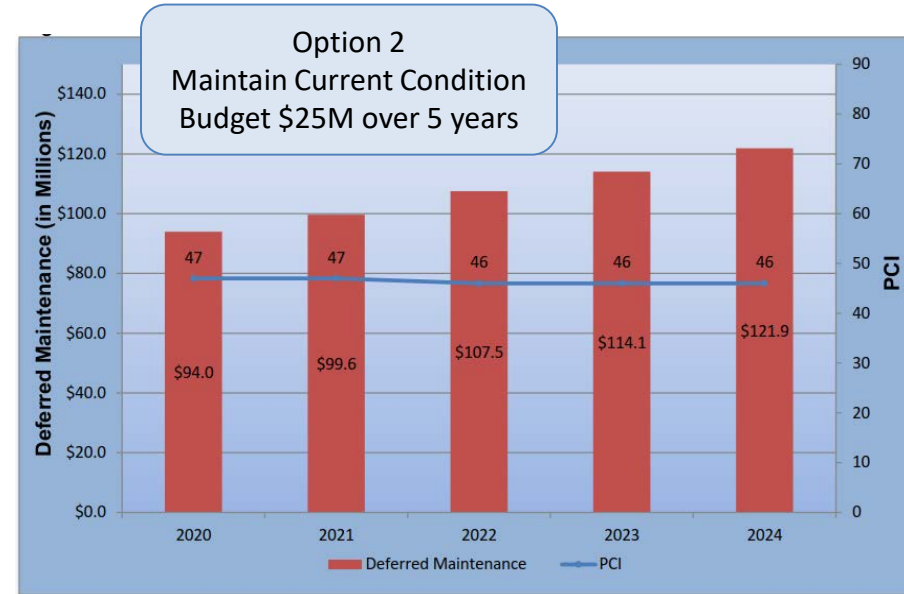
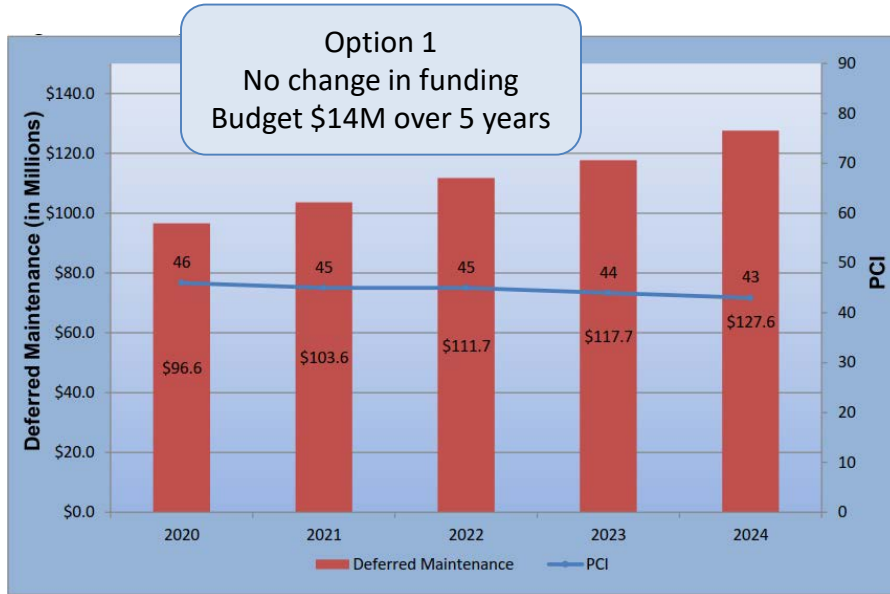
WHAT ARE SOME OPTIONS?

STREET PAVEMENT MANAGEMENT OPTIONS

- Option 1 – Maintain current investment levels
 - CIP budget \$14M over 5 years
 - Pavement Condition Index (PCI) drops from 46 to 43
 - Deferred maintenance backlog grows to \$127M
- Option 2 - Increase investment levels to maintain current PCI
 - CIP budget \$25M over 5 years
 - PCI maintains at 46
 - Deferred maintenance backlog grows to \$122M
 - Additional funding needed of \$1.25M per year for 20 years
- Option 3 – Increase Investment Levels to get roads to ‘Fair’
 - CIP budget \$70M over 5 years
 - PCI Improves to 60
 - Deferred maintenance backlog decreases to \$79M
 - Additional funding needed of \$3.6M per year for 20 years
- Option 4 – Increase Investment Levels to get roads to ‘Good’
 - CIP budget \$100M over 5 years
 - PCI Improves to 70
 - Deferred maintenance backlog decreases to \$47M
 - Additional funding needed of \$5M per year for 20 years

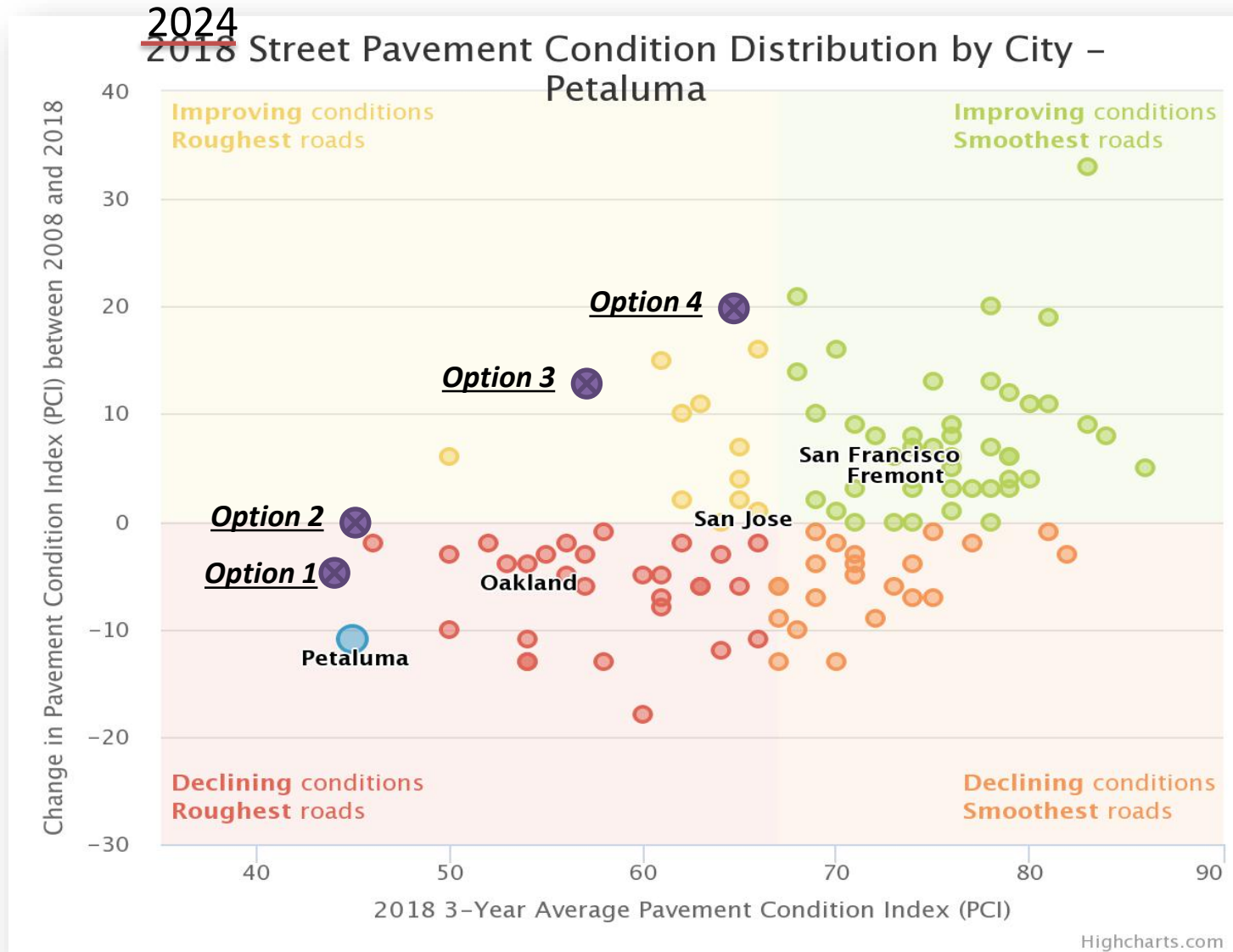


WHAT ARE SOME OPTIONS?



WHAT ARE SOME OPTIONS?

Since we are #PetalumaProud...Let's see how we'd compare...



CITY BRIDGES

Bridge	Year Built	Rating	Daily Vehicles
Sartori Dr.	1976	Good	1,475
Washington St.	1970	Good	21,900
D St.	1933	Good	16,330
Stony Point Rd	1961	Good	10,851
S. Ely Road	1984	Good	6,145
Payran Street	1997	Good	7,575
Lakeville Street	1998	Good	5,520
Old Redwood Hwy	1999	Good	19,980
N. McDowell Blvd	1992	Good	500
Holly Lane	1997	Good	500
Madison Street	1970	Good	300

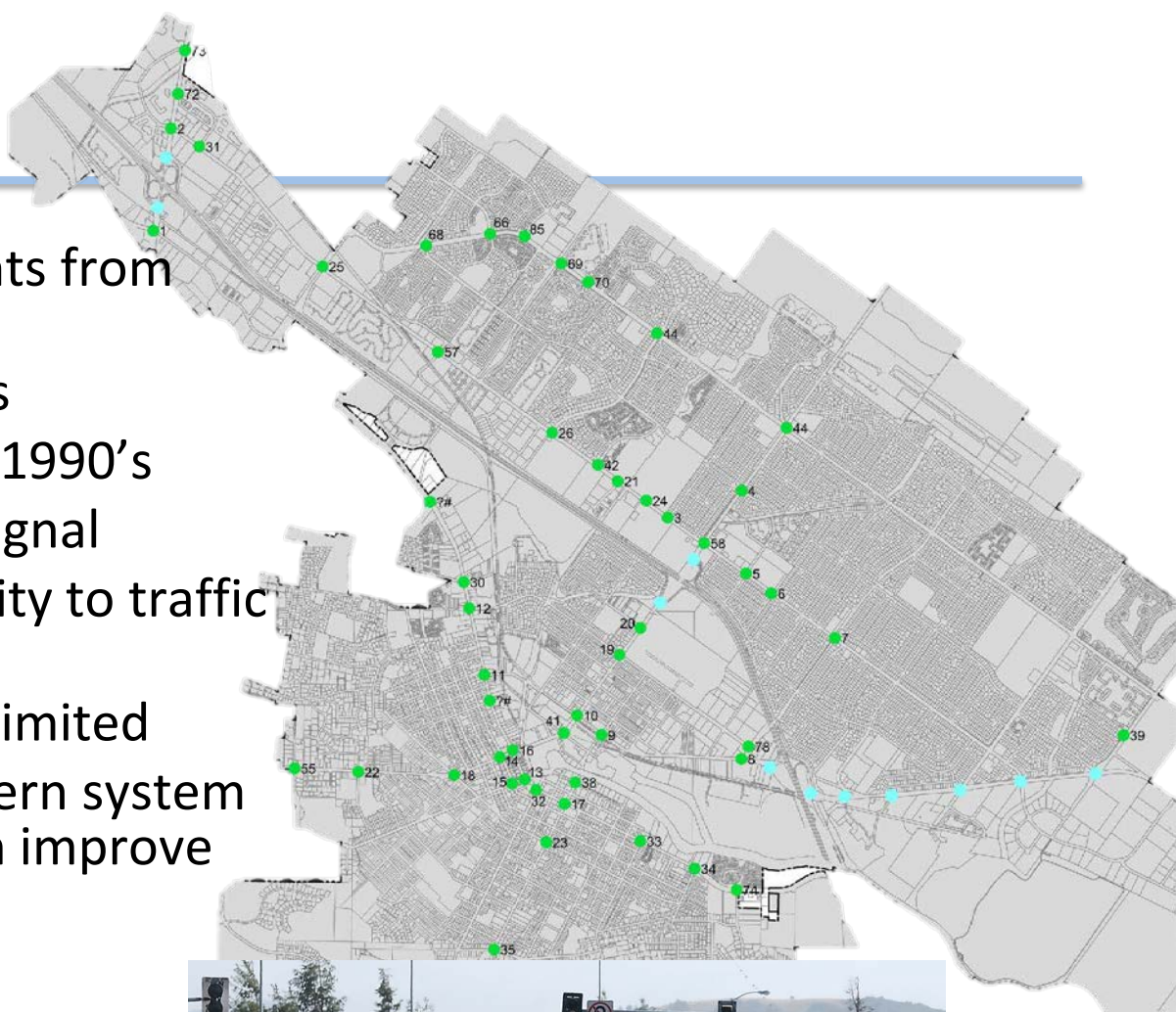


Caltrans Highway Bridge Program (HBP) Grants cover 85% of maintenance costs
 City Share over next 10 years \$1.8M



TRAFFIC SIGNALS

- One of the top complaints from community is traffic
- City has 52 traffic signals
- Technology is from mid-1990's
 - Programmed at signal
 - Limited adaptability to traffic conditions
 - Power back-up's limited
- Cost to upgrade to modern system to allow synchronization improve traffic flow
 - \$10.7M
 - 60% of cost is fiber installation to connect signals allow smart management of traffic



STREET LIGHTS & UNCONTROLLED CROSSWALKS

- City has 5,200 streetlights recently converted to LED
- Several areas throughout City need additional streetlighting
- No source of funding except street maintenance or general fund, or wait for re-development of areas
- Estimated cost in new streetlight poles - \$1M
- Additional upgrades to uncontrolled (i.e. mid-block) crosswalks - \$900k



THE PROPOSED CROSSWALK IMPROVEMENT IS REPRESENTATION OF THE WORK AT THE OTHER CROSSWALK LOCATIONS



CURB RAMPS AT INTERSECTIONS

- When roads are reconstructed, modern curb ramps required to be installed
 - 56% of streets are failed or failing and need of reconstruction
 - An additional 20%-30% can be added to Street reconstruction costs for American Disabilities Act (ADA) ramp upgrades
- Over 3,000 curb ramps in the City, over 1,800 need replacement
- \$14.6M to meet requirements for ADA curb ramps across the City's intersections
- \$730k/year for next 20 years.



TRANSIT

System overview



- Overview
 - 14 fixed route buses, 9 paratransit cutaway buses
 - 11 Diesel buses, 9 gasoline, 3 diesel-electric hybrid
- Entirely funded through combination of federal funding (FTA 5307), State sales and diesel tax enterprise funds (STA, TDA), farebox revenue, no current \$ from City general fund
- Six primary bus routes, school tripper service
 - 400k+ trips provided annually
 - ½ of all system riders K-12 students
- Transit owned facility located at 555 N. McDowell Blvd
 - Facility at maximum capacity, only one full-service maintenance bay, sub-par building structure
- Two Transit hubs: Copeland Street Transit Mall and Eastside Transit Center (Maria Dr by Safeway)
- 190+ Bus stops located throughout the city
 - 2020 bus stop inventory of all bus stops throughout Petaluma
 - 95 lack sufficient amenities (\$475,000)
 - 75 are have functionally obsolete amenities in need of replacing (\$450,000)
 - Only 3 real-time information signs at bus stops
 - Inadequate bike parking and connection to bike and pedestrian networks

Petaluma Transit currently receives \$0 in Petaluma General Fund revenue



TRANSIT

Vision

- **\$16.1 M Transit Fleet & Facility Electrification**
 - Purchase Battery Electric bus fleet, electric depot charging infrastructure and ensuring emergency power with a generator.
 - Purchase of Evergreen power from Sonoma Clean Power (100% renewable), solar array, and battery backup system at Transit Yard.

- **\$56.1 M Enhanced Core Transit Network**
 - Increased service frequencies on major route/arterials
 - Expand weekday span of service
 - Additional weekend service (more routes and expanded span of service)
 - Limited service on major holidays (currently no service)
 - Create nw West Petaluma transit route (i.e reinstitute a revised route 5)
 - Additional school tripper service, with additional trips on existing routes and new routes (school year and summer session)
 - 15 minute high frequency bus network on major corridors
 - Vehicle Expansion, Unique identification/branding for Petaluma Transit routes
 - Begin implementation of Bus Rapid Transit facilities on Washington St.

- **\$14.9 M Transit Innovation Projects**
 - Micro transit pilot - serving underserved populations or portions of the City
 - Transportation Network Company partnership program (i.e. discounts for paratransit riders) and/or cab voucher program
 - Automated vehicle pilot program
 - Automated Vehicle Location (AVL) upgrade
 - Trip Tracker - School multimodal outreach and support program



TRANSIT

Vision Con't

➤ **\$14 M Fare Free Programs**

- Targeted fare-free programs for K-12 students, seniors, and low-income individuals.
- Implement free fare pilot periods (summer or weekend service)
- Systemwide fare-free service includes fare-free paratransit.
- Funds currently spent on fare collection (~\$300,000) would be redirected to service improvements
- Additional outreach to Petaluma senior community and human service agencies and integration/education with their programs.

➤ **\$10.1 M Capital Improvements**

- Implement transit stop improvements and stops lacking features (shelters, benches, trash cans)
- Install additional bike racks at Petaluma Transit locations
- Replace existing obsolete bus stop fixtures with updated models with new shelters. Add additional connectivity/user-friendly features to bus shelters real-time
- Facility improvements to Petaluma Transit Operations Facility (555 N. McDowell)
- Additional Bike Share locations and bikes in proximity to major Petaluma Transit routes/arterials
- Begin installation of rapid bus facilities



QUESTIONS/COMMENTS

End of Segment 2 – City of Petaluma Infrastructure Workshop

