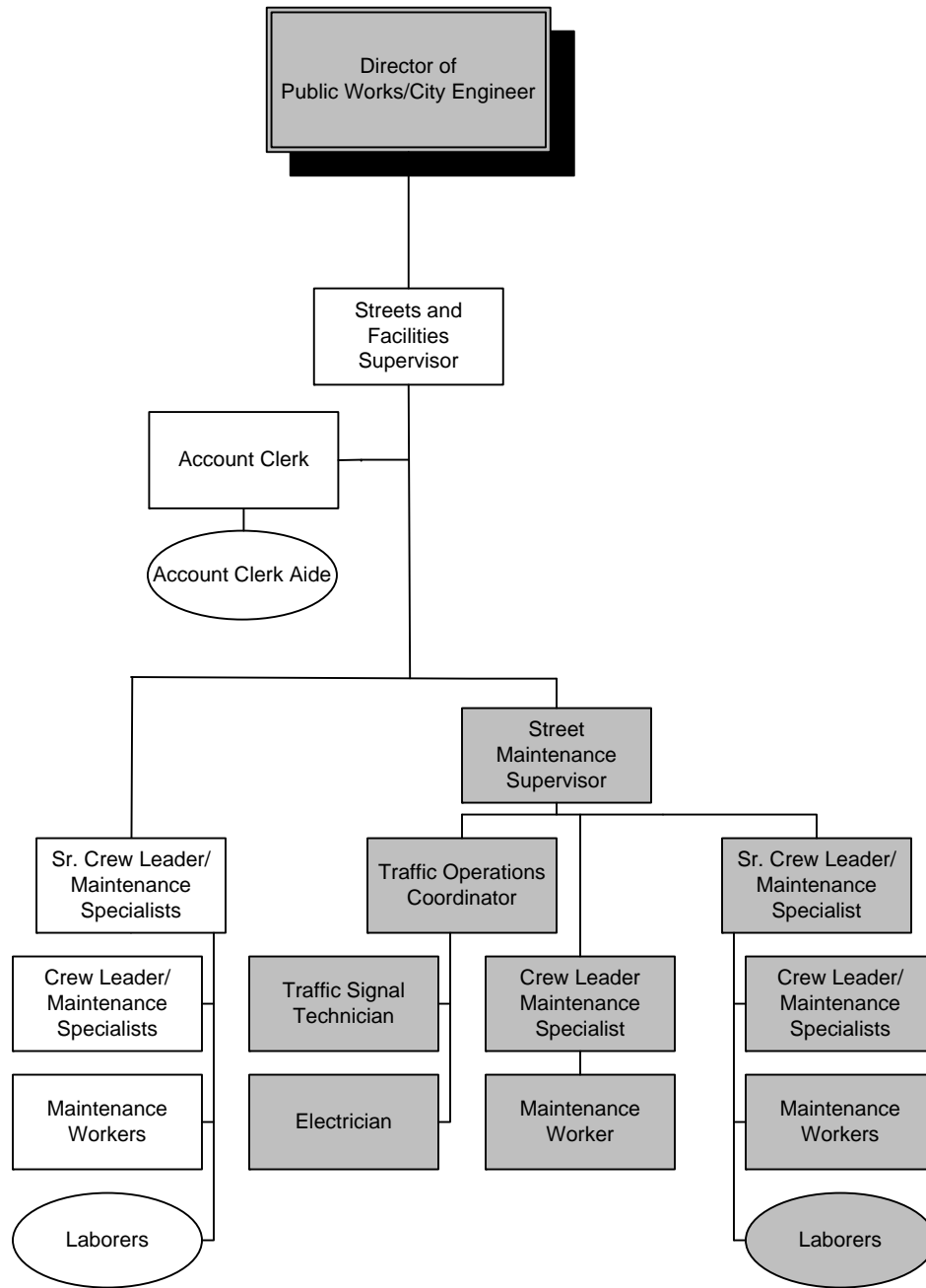
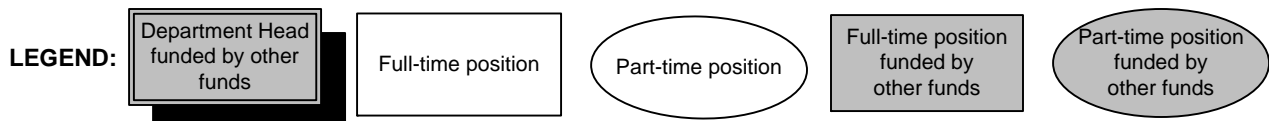


STREET MAINTENANCE



The above organizational chart depicts full-time and part-time employees only



PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure D/A

	Actual 2010-11	Adopted 2011-12	Year-End Estimated 2011-12	Proposed 2012-13	Proposed 2013-14
<u>PROGRAM EXPENSES/REVENUES</u>					
Salaries & Benefits	\$1,084,330	\$1,802,690	\$1,286,130	\$1,680,410	\$1,744,040
Services & Supplies	758,620	919,260	1,097,260	939,230	938,980
Total Operating Cost	1,842,950	2,721,950	2,383,390	2,619,640	2,683,020
Capital	381,680	365,000	407,550	632,070	548,750
Debt Service					
Transfers	1,167,010	1,167,010	1,167,010	1,169,470	1,169,470
Total Cost	\$3,391,640	\$4,253,960	\$3,957,950	\$4,421,180	\$4,401,240

SUMMARY OF SERVICE PROGRAMS

Street Maintenance	\$3,391,640	\$4,253,960	\$3,957,950	\$4,421,180	\$4,401,240
Total Service Programs	\$3,391,640	\$4,253,960	\$3,957,950	\$4,421,180	\$4,401,240

SUMMARY OF POSITIONS

FULL-TIME

Account Clerk II	1	1	1	1	1
Crew Leader/Maintenance Specialist	3	3	3	3	3
Electrician I/II	1	1	1	1	1
Maintenance Worker I/II	6	6	6	6	6
Sr. Crew Leader/Maintenance Spec.	1	1	1	1	1
Street Maintenance Supervisor	1	1	1	1	1
Traffic Operations Coordinator	1	1	1	1	1
Traffic Signal Technician	1	1	1	1	1
TOTAL	15	15	15	15	15

PART-TIME

Account Clerk Aide	1	1	1	1	1
Laborer III	7	7	7	7	7
TOTAL	8	8	8	8	8

GRAND TOTAL

	23	23	23	23	23
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TEMPORARY (FTE)

Assistant Clerk - Office	0.5	0.5	0.5	0.5	0.5
TOTAL TEMPORARY (FTE)	0.5	0.5	0.5	0.5	0.5

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure D/A

PROGRAM DESCRIPTION

The Street Maintenance Division provides managerial oversight for the City's travel-way maintenance program. The goal is to provide a safe and well-maintained street system for the purpose of pedestrian and vehicle traffic within the City limits. The program consists of several subprograms that address particular maintenance needs in each area to assure a safe and well-maintained travel-way system.

SUBPROGRAMS AND THEIR OBJECTIVES

Flexible Pavement Maintenance Program

The Flexible Pavement (asphalt) Maintenance Program addresses three basic elements of roadway maintenance. The general pavement element addresses small areas (100 to 1,000 square feet) of roadway in need of sub-grade, base or surface maintenance. The pothole element, which is typically driven by rainfall and customer complaints, addresses smaller areas (one to 20 square feet) and is maintained by asphalt patching. A telephone hotline is available so the public may report potholes that may be unknown to City maintenance staff. The overlay and chip seal element provides the preventive maintenance necessary to maximize roadway life, and is performed by outside contract services.

Street Light Maintenance Program

The Street Light Maintenance Program supports street light services in the areas of: general maintenance, system upgrades, inspections design, and damage caused by vehicular accidents. The need for general maintenance is predominantly generated by public calls and the public's use of the street light hotline, which is checked each morning during the work week. Additionally, staff performs street light checks twice a month, in high traffic commercial areas. System upgrades are developed, designed, and scheduled and include: street light pole replacement, fixture upgrades, and service modifications. The inspection element involves the inspections of newly installed street lights and services points, typically driven by new development. The design element addresses street light system design for new lighting systems in areas of new development and areas where existing lighting will be improved. Staff addresses accidents involving street lights 24 hours-a-day, seven days-a-week.

Traffic Signal Maintenance Program

The Traffic Signal Maintenance Program provides maintenance services to the City's traffic signal system. The program includes: preventive maintenance; component failure service; and system upgrades. Monthly visual inspections are performed as a preventive measure. In addition to these checks, a preventive maintenance schedule provides that each of the City's 46 traffic signals are checked quarterly for proper operation, providing each traffic signal with a detailed inspection and preventive maintenance. Each traffic signal cabinet's conflict monitor is evaluated semi-annually. Component failures rarely occur; therefore, these are addressed on an as-needed basis. System upgrades include: light-emitting diode retrofits, preemption installations, blue-light enforcer technology, countdown pedestrian heads, speed feedback signs, pedestrian crossing warning beacons, and signal coordination to recommended corridors within the City. The City pays for electrical power costs of 37 Caltrans traffic signals, but does not perform maintenance of these installations.

Pavement Marking Program

The Pavement Marking Program provides maintenance of roadway delineation, striping, stenciling and curb painting. The striping element addresses all painted roadway striping that separates the roadway's direction of travel and defines the width of roadway lanes traveling in the same direction. The stenciling element provides for: clear and legible speed limits, school and pedestrian crossings, stops, yields, turn arrows, and railroad crossing pavement markings. The curb painting element defines areas that have parking restrictions, such as no stopping/no parking, loading/unloading, and limited time parking.

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure D/A

Sign Maintenance Program

The Sign Maintenance Program addresses maintenance; installation and removal of all regulatory, warning, guide and street name signs under the purview of the City to include: guide signs, bike route, airport, hospital, and street name signs, and other signage. Examples of the various sign categories include: regulatory, stop, speed, no parking, warning, yield, school zone, and road narrows signage.

Concrete Maintenance Program

The Concrete Maintenance Program provides for the maintenance of sidewalks, curbs and gutters. These service needs are typically driven by tree root damage, age of surface, or mandated changes, as in handicap ramps. Each maintenance element, replacement or grinding is scheduled in those areas that demonstrate the greatest need. The replacement process involves immediate marking of hazards, temporary patching to mitigate hazards, removal of damaged concrete, and replacement with new concrete. Concrete grinding is performed on a limited basis and involves grinding concrete elevation differences of less than one inch. These maintenance tasks are performed by City staff, as well as outside contract services. A telephone hotline is available so the public may report areas of concrete damage.

Weed Abatement Program

The Weed Abatement Program is structured to address private property and City right-of-way abatement needs within the City. This program aids in fire protection, mitigates health threats from pest vectors, and addresses visual nuisances. The private property element is an annual program, whereby staff performs a survey of undeveloped properties to determine abatement need, and contacts property owners to advise the property owner of the need for abatement on their property. The rights-of-way element addresses the abatement needs of areas under the maintenance responsibility of the City: road shoulders, medians, and islands. The private element is performed by outside contract services, supervised by City staff, and reimbursed through property assessments.

Alley Maintenance Program

The Alley Maintenance Program addresses annual alley grading, typically prior to the rainy season, and annual weed control. Both services, as well as trash cleanup, are performed on an as-needed basis, typically by request of residents.

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2008-10	ESTIMATED 2010-12	PROJECTED 2012-14
DEMAND/WORKLOAD			
Streetlight Maintenance			
Total City-Owned Street Lights	6,552	6,708	6,800
Total PG&E-Owned Street Lights	90	90	90
Street Light Maintenance Hours	6,190	3,959	4,800
Traffic Signal Maintenance			
Total City-Owned Traffic Signals	45	46	47
Traffic Signal Maintenance Hours	3,724	4,105	3,733
Sign Maintenance Hours	3,437	3,710	3,573
Pavement Marking Maintenance Hours	7,259	6,962	7,345
Flexible Pavement Maintenance			
Center Line Miles	222	223	224
General Maintenance Hours	7,514	10,097	8,755
Overlay/Chip Preparation Hours	10,158	4,371	5,000
Concrete Project Maintenance Hours	8,666	7,254	7,959

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure D/A

PERFORMANCE/WORKLOAD MEASURES	ACTUAL 2008-10	ESTIMATED 2010-12	PROJECTED 2012-14
DEMAND/WORKLOAD, continued			
Weed Abatement Rights-of-Way Hours	648	560	604
Alley Maintenance			
General Maintenance Hours	850	778	814
Grading Hours	1,581	1,488	1,534
Weed Abatement Maintenance Hours	257	306	281
EFFECTIVENESS/EFFICIENCIES			
Traffic Signal Synchronization Hours	76	33	54
Pothole Maintenance Hours	2,617	1,765	2,000
Concrete Request Maintenance Hours	7,054	8,095	7,573
Weed Abatement: Privately Owned Lots Abated	28	33	30

GOALS AND OBJECTIVES

- Improve regional traffic circulation and relieve congestion by completing construction of the Union Valley Parkway Phase III from Broadway to Hummel Drive. This project will complete the arterial roadway from Blosser Road to US 101. When the US 101 interchange project is completed, a new freeway access route will exist for the planned Santa Maria Airport Business Park.
- Continue to pursue opportunities to retrofit existing low-pressure sodium streetlights with energy efficient induction or LED fixtures.
- Complete annual roadway maintenance projects such as chip seal, overlays, and reconstructions as recommended by the City's Pavement Management System.
- Improve public rights-of-way by repairing sidewalks, adding ADA-accessible ramps, and improving roadways by completing annual concrete repair projects.

NOTEWORTHY BUDGET HIGHLIGHTS

- Measure A requires the City to dedicate 15 percent of Measure A funding toward alternative transportation expenditures. Alternative transportation expenditures include bicycle and pedestrian facilities to Safe Routes to School improvements. The 2012-13 Street Maintenance budget includes expenditure levels in multiple line items to satisfy this requirement. The total requirement for alternative transportation expenditures for 2012-13 equals \$632,074 and reflects such expenditures as pedestrian crossing enhancements, Class I, II and III, bikeway improvements, ADA upgrades, and Safe Routes to School handicap and alley ramps and sidewalk improvements. However, the requirement must be met over a five-year period, and is not enforced on any single year. The Street Maintenance budget matches the Measure A revenue estimate for 2012-13.
- The continued negative effects of the economic recession have reduced State revenues used to fund transportation grant programs, such as State Transportation Improvement Plan and Regional Surface Transportation Program funding. Furthermore, pursuant to the Santa Barbara County Association of Governments Board action, any funding received from these sources will be used to finance the State Highway 101 HOV Widening Project south of the City of Santa Barbara.

Consequently, the loss of these two revenue sources will result in continued pressure to defer local City preventive maintenance projects. Only the highest priority projects will receive funding from the already reduced Measure A funding.

PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works
DIVISION: Street Maintenance

PROGRAM: Streets Services
FUND: Measure D/A

- The City's standard streetlight technology, known as low-pressure sodium is utilized throughout the City. These fixtures are no longer manufactured and cannot be adequately maintained; therefore, the Public Works Department has developed a new street light standard. During 2010-11, one area of the City (Target Area 3B) was retrofitted with new whiter and brighter induction street light fixtures. In 2012-13, the City will continue to retrofit existing streetlights, starting with all streetlights on Broadway and Main Street utilizing a Highway Safety Improvement Program grant. The result will be improved lighting, better color rendition for law enforcement, and result in energy savings.
- In addition to the above program, the Streets Division is also seeking a one-time, low-interest loan from the California Energy Commission (CEC) to help fund a City-wide retrofit of over 5,200 low-pressure sodium streetlights with energy efficient lighting i.e. LED units. LED bulbs cast a more natural, warm light and reduce light pollution. The loan will be designed so payment amounts are almost equal to the energy savings and streetlight maintenance expenses, resulting in no net additional costs to the City.

Research has shown that a growing number of cities are choosing more efficient technology to light their streets and save money in the process. Watsonville obtained a nine-year CEC loan to retrofit over 1,500 streetlights to LED and is realizing nearly \$100,000 in annual savings from reduced energy costs and annual streetlight maintenance. Chico and Pasadena are among other cities that also upgraded streetlights with LEDs. These cities report that the new lights are very reliable, are welcomed by residents and businesses, and generates significant savings.



In 2012-13, Street Maintenance staff, will continue to retrofit existing streetlights with new whiter and brighter induction street light fixtures. The result will be improved lighting, better color rendition for law enforcement, and result in energy savings.