

Kendall Sawyer

Attachments: Item 2: Responses to Questions

From: Cochran, Brian
Sent: Monday, March 20, 2023 1:46 PM
To: -- City Council
Subject: Questions on Tonight's Agenda

Hello Mayor and Councilmembers,

We received a few questions on agenda items for tonight. Please see the questions and staff's responses below.

Agenda Item 2 – Pavement Contract, Garfield Dr.

Could Council please see the designs for these pavement projects when we are being asked to award the bids? Otherwise, it is hard to know what questions to ask. For instance, on the quick build bulb outs, are we going to continue allowing cars to cut through the radius (like Caulfield and Ely) or does the design have pilons or rumble strips on the radius so that cars can't cut the corner? I wonder how are street trees ar being incorporated (saved, cut, added)?

Please see the attached design element summary (and plans attached to the email) for this particular project. **For future pavement projects we will, at a minimum, include the design as an attachment to the bid award agenda item.** When possible, we can also bring agenda items at approximately the 30% design stage, to solicit feedback / ideas from Council and the public.

Agenda Item 4 – Danco Grant Application

Would the Danco application score higher if the SMART (\$7 million) and City (\$6 million) asks were deleted from the request?

Actually, the partnership with the City and SMART makes the Danco funding request more competitive. The SMART and City components achieve GHG emissions reductions that are critical to the intent of the AHSC funding source.

Agenda Item 7 – Mid Year Budget Adjustments

Why is more money needed for Healthy Democracy? Wasn't there an agreed amount of \$450,000.00?

The Healthy Democracy contract was initiated in FY 22 for \$425k. The cost of this contract spans over 2 years, with \$250k included in FY 22 budget and rolled forward to FY 23, and the remaining \$175k also occurring this fiscal year. A budget adjustment of \$175k is needed and brings the total budget to \$425k. The remaining \$10k of the budget adjustment is for costs related to fairgrounds public outreach and translation services.

Why are we purchasing a gas Toro Grandmaster rotary mower instead of electric? Are they not available?

The Toro Groundmaster 5910 mower represents a critical resource to aid in essential park maintenance. In short, there are no electric options in manufacturing for a large scale (16 feet mowing area) vehicle nor are there indications or confident timelines from industry representatives for when such equipment would be

available. For example, John Deere representatives indicated equivalent large scale equipment may first become available in 2026, however wouldn't become widely available for an additional 3-5 years.

Park staff have researched, demoed, and are pursuing incentive programs through agencies like the Bay Area Air Quality Management District (BAAQMD) to phase out the existing, smaller versions of gas mowers with all electric models with comparable mow decks. Currently, this includes those mowers with a 72' inch mow area. For comparison, the Toro's cutting capability allows for 17 acres of mowing per hour compared to 6.7 acres with the largest all electric units available. Or in practice, three staff versus one to complete the same area of mowing.

The Toro Groundsmaster 5910 will replace a similar sized 20 year old piece of equipment that is current inoperable, having reached the end of it's serviceable life. Parks and Recreation staff remain committed to leading the effort to ensure equipment purchases accomplish both our ability to be responsive to calls for service as well as ensure long term capital investments are aligned with the City's overarching climate action goals. The Toro 5910 was recommended in part for it's a 3.3L engine that runs on renewable diesel with a fuel-efficient EPA Tier 4 final rating, meeting the BAAQMD's strict standards for emissions. More specifications are available under the climate action/sustainability subsection of the staff report brought to the Council on the December 5, 2022 regular meeting <https://cityofpetaluma.primegov.com/Portal/Meeting?meetingTemplateId=4381>.

Thank you,

Brian Cochran

Assistant City Manager
City of Petaluma | City Manager's Office
Phone. (707) 778-4430 |
BCochran@cityofpetaluma.org
11 English St, Petaluma, CA 94952



**CLIMATE
READY**
PETALUMA 2030



Petaluma is in a drought. There are many programs and incentives to help you conserve water! Learn more [HERE](#).

Kendall Sawyer

From: Bolt, Christopher
Sent: Monday, March 20, 2023 1:16 PM
To: Cochran, Brian; Flynn, Peggy
Subject: Item 2: Responses to Questions
Attachments: Garfield Dr Plans.pdf

Hi Brian & Peggy,

Here is some helpful information we've compiled in response to questions raised about this item:

How was Garfield Drive selected for paving?

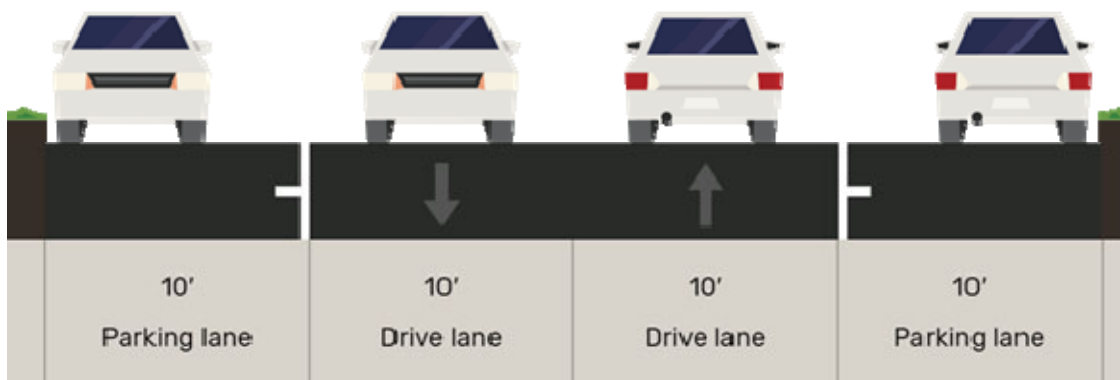
In addition to having failed pavement, Garfield Drive was selected as a high priority project because the City is replacing water services along the corridor. Replacing water services requires trenching, further compromising the already deteriorated pavement surface. The City coordinates paving projects with utility work whenever possible to maximize efficiency and longevity of the new pavement surface.

What traffic calming or active transportation improvements are planned?

The current design includes:

- New, improved curb ramps and crosswalks
- Parking prohibition near intersections and crosswalks to improve visibility, sight distance, and safety for all road users
- Painted edgelines in tandem with the removal of centerlines to narrow travel lanes and increase "friction" between drivers, thus slowing traffic. The space between the edgelines will be a continuous 20' to provide two 10-foot travel lanes and allocating the remaining width to parking lanes.

What is the typical cross section?



10' parking lanes and 10' travel lanes

Why aren't bike lanes being proposed?

Staff reviews each paving project against our *Bicycle & Pedestrian Master Plan* for opportunities to install or upgrade proposed bikeways. Garfield Drive was not adopted as a proposed bike route in the plan. If Council identifies this as a priority and the City adopts Garfield as a bike route, the current design can be modified by adding sharrows and signage indicating the presence of people bicycling in the roadway.

In its current configuration with parking on both sides, we fall short of the width needed to accommodate designated bike lanes. However, if parking were to be removed on one side, we would be able to accommodate 6' designated bike lanes in both directions.

Did the Pedestrian & Bicycle Advisory Committee review and provide feedback?

No. The City generally takes paving projects to PBAC for review and feedback when: 1) they are located on an existing/proposed bike route; and 2) staff is seeking feedback on major design decisions or multiple alternatives have been identified. Garfield did not meet these criteria.

Will the community have an opportunity to review and provide feedback on the project?

Yes, most certainly. The City will hold a virtual community workshop (date TBD) to share more about the project, answer questions, receive feedback, and preview the construction schedule and impacts. The City will send postcards to all addresses within 1000 feet and email those who have subscribed to project updates when meeting details are available. Residents can get more information and sign-up for project updates at <https://cityofpetaluma.org/garfield-drive/>

Thank you,
Christopher

**Christopher Bolt, MPA, PE, CPM,
ICMA-CM**

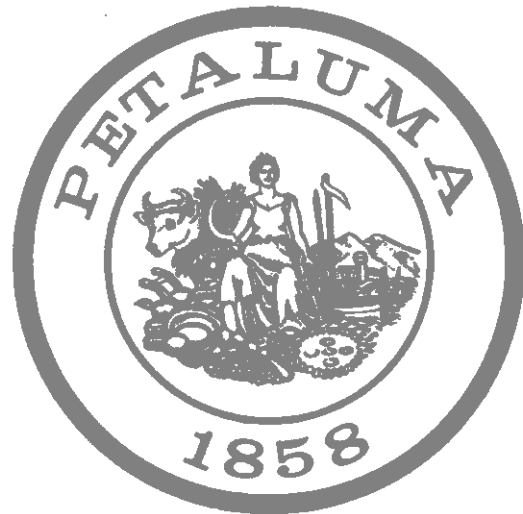
Director of Public Works and Utilities
City of Petaluma | Public Works and Utilities

office. 707-778-4474 | cbolt@cityofpetaluma.org



Petaluma is in a drought. There are many programs and incentives to help you conserve water! Learn more [HERE](#).

City of Petaluma, California
PAVEMENT RESTORATION 22/23
GARFIELD DR.
C16102248

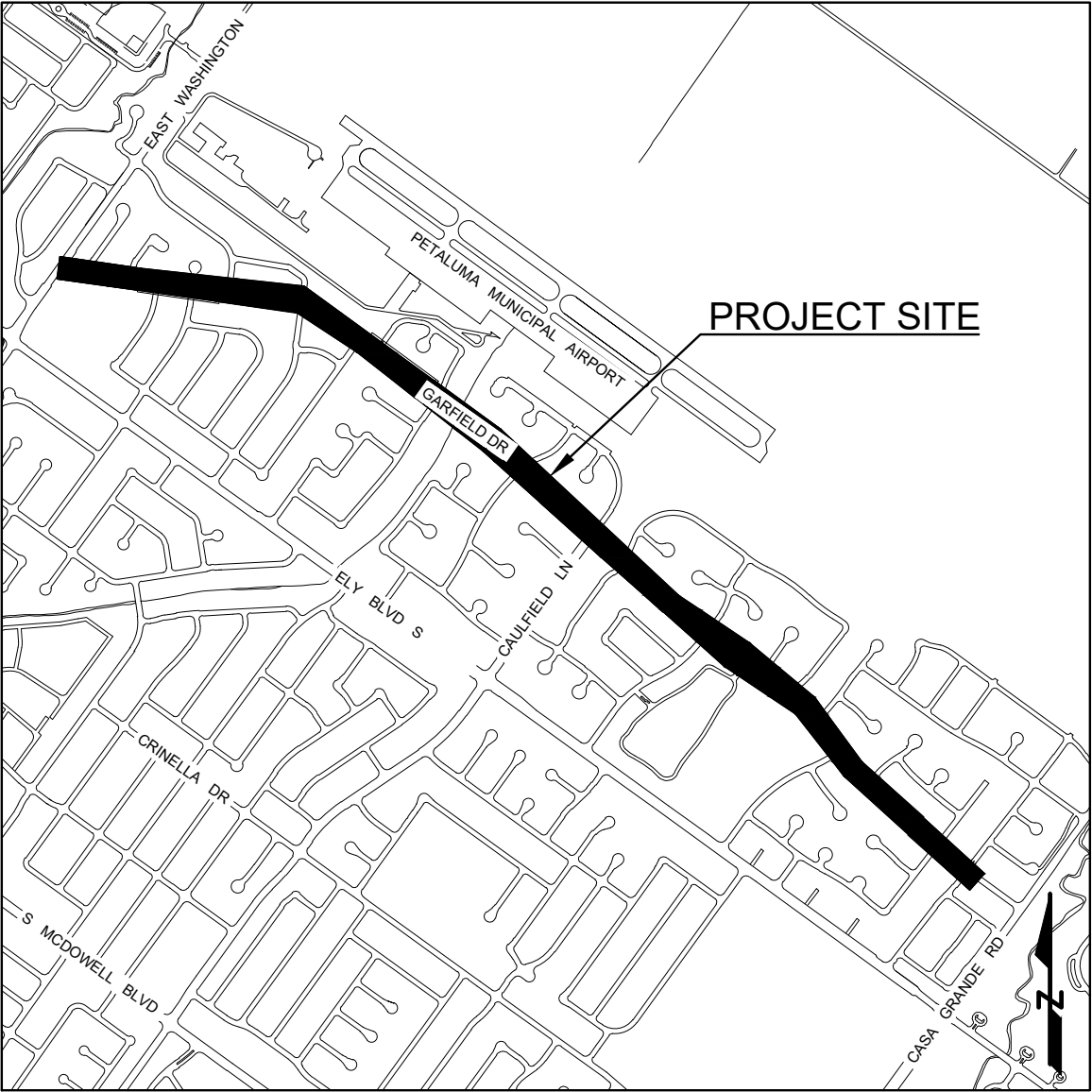


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COUNCIL MEMBER
Brian Barnacle
Janice Cader-Thompson
Mike Healy
Karen Nau
Dennis Pocekay
John Shribbs

CITY MANAGER
Peggy Flynn

PUBLIC WORKS & UTILITIES DIRECTOR
Christopher Bolt



LOCATION MAP
SCALE: N.T.S.

RECORD PLAN

I _____ HEREBY STATE THAT THESE RECORD PLAN CHANGES ARE COMPLETE FROM INFORMATION FURNISHED BY THE PROJECT CONTRACTOR, SOILS ENGINEER AND MY OFFICE. I HEREBY STATE THAT TO THE BEST OF MY KNOWLEDGE THE THE WORK WAS DONE IN ACCORDANCE WITH THE FINAL APPROVED PLANS. THE ENGINEER AND THE CITY WILL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH HAVE BEEN INCORPORATED INTO THIS DOCUMENT AS A RESULT. FIELD VERIFICATION OF CRITICAL FACTS AND DATA SHOULD BE MADE IF THESE DOCUMENTS ARE TO BE USED AS A BASIS FOR FUTURE WORK. ENGINEER'S SIGNATURE _____ DATE: _____

SHEET INDEX

G1	COVER SHEET
G2	GENERAL NOTES, SURVEY CONTROL
G3	ABBREVIATIONS, SYMBOLS, REVISIONS
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D1	SECTIONS AND DETAILS

■ ALL PROJECT PLANS HAVE BEEN PREPARED AND REVIEWED TO COMPLY WITH CURRENT AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS AND/OR THE CALIFORNIA BUILDING STANDARDS CODE (CBCS).

THESE PROJECT PLANS CONTAIN ELEMENT(S) THAT ARE NOT "TECHNICALLY FEASIBLE" AND/OR CAN'T MEET THE APPLICABLE CBCS BECAUSE IT WOULD CREATE AN "UNREASONABLE HARDSHIP." PLEASE SEE THE WRITTEN ANALYSIS SUPPORTING THIS DETERMINATION FILED UNDER THE PROJECT FILE.

DESIGNED BY Jeff Stutsman 1/25/23
SIGNATURE _____ DATE _____

APPROVED BY: Jeff Stutsman 1/25/23
Jeff Stutsman P.E. C79843
City Engineer

DESIGNED BY: George Howard 1/25/23
George Howard
Assistant Engineer II

	SIGNATURE	DATE
CITY ENGINEER		
ENGINEERING MANAGER		
FIRE MARSHAL		
PARKS		
PLANNING		
POLICE		
UTILITY MANAGER		

DATE: JANUARY 2023
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DRAWN BY: GH
CHECKED BY: JAS

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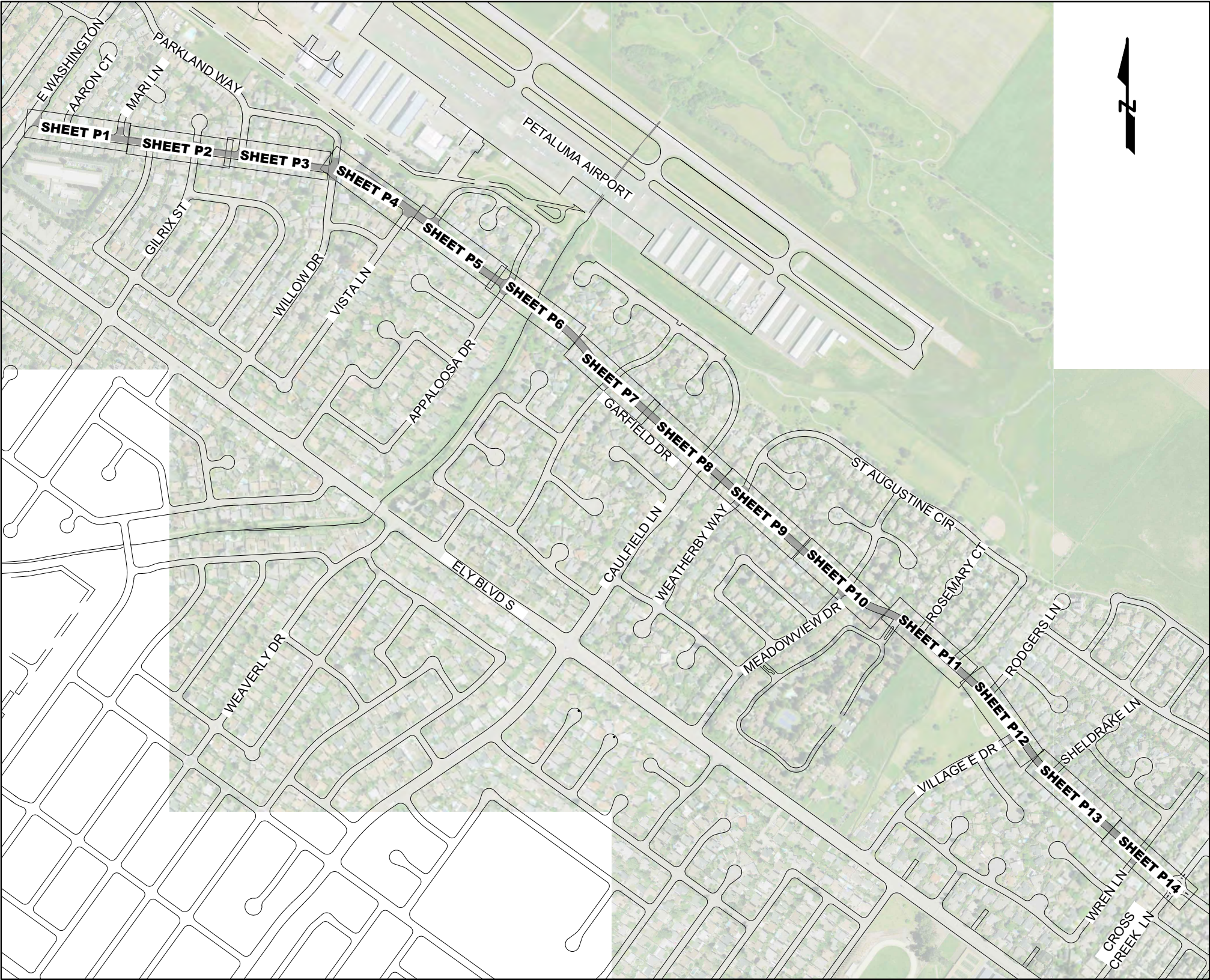
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PAVEMENT RESTORATION 22/23
GARFIELD DR.
TITLE PAGE

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GENERAL NOTES

1.
- CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES BY POT-HOLING OR OTHER DIRECT INSPECTION METHOD PRIOR TO COMMENCING WORK.
2.
- THE CONTRACTOR SHALL REPLACE THE SEWER MAIN AND LATERALS PRIOR TO INSTALLATION OF THE NEW WATER MAIN.
3.
- UNDERGROUND UTILITIES MAY NOT BE SHOWN ON THE PLANS AND MUST BE LOCATED BY THE CONTRACTOR PRIOR START OF PROPOSED WORK.
4.
- ALL FRAMES AND COVERS MUST BE ADJUSTED TO FINISH GRADE WITHIN 2 DAYS AFTER FINAL PAVING.
5.
- THE CONTRACTOR SHALL NOTE ALL APPROVED FIELD CHANGES AND OTHER OCCURRENCES AND SUBMIT A FULL SIZE COMPLETE CONSTRUCTION "RECORD DRAWING" SET NOTED AND DATED ON THE DRAWINGS TO THE PROJECT ENGINEER PRIOR TO ACCEPTANCE OF THE WORK.
6.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE ALL MATERIAL AND WORKMANSHIP FULLY CONFORMS TO THE SPECIFICATIONS, STANDARDS AND ORDINANCES OF THE CITY OF PETALUMA.
7.
- ALL EROSION AND SEDIMENT CONTROL MATERIALS AND METHODS SHALL COMPLY WITH THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION, EROSION AND SEDIMENT CONTROL MANUAL..
8.
- THE CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT (USA) AND VERIFY UTILITY MARKINGS PRIOR TO ANY EXCAVATION. 1-800-227-2600



SURVEY CONTROL DATA

1.
- THESE PLANS WERE PREPARED USING COMPUTER ASSISTED, AERIAL PHOTOGRAMETRIC MAPPING. THE MERIDIAN AND GRID IS BASED ON THE CALIFORNIA COORDINATE SYSTEM ZONE II, NAD 1983.

DATE: JANUARY 2023
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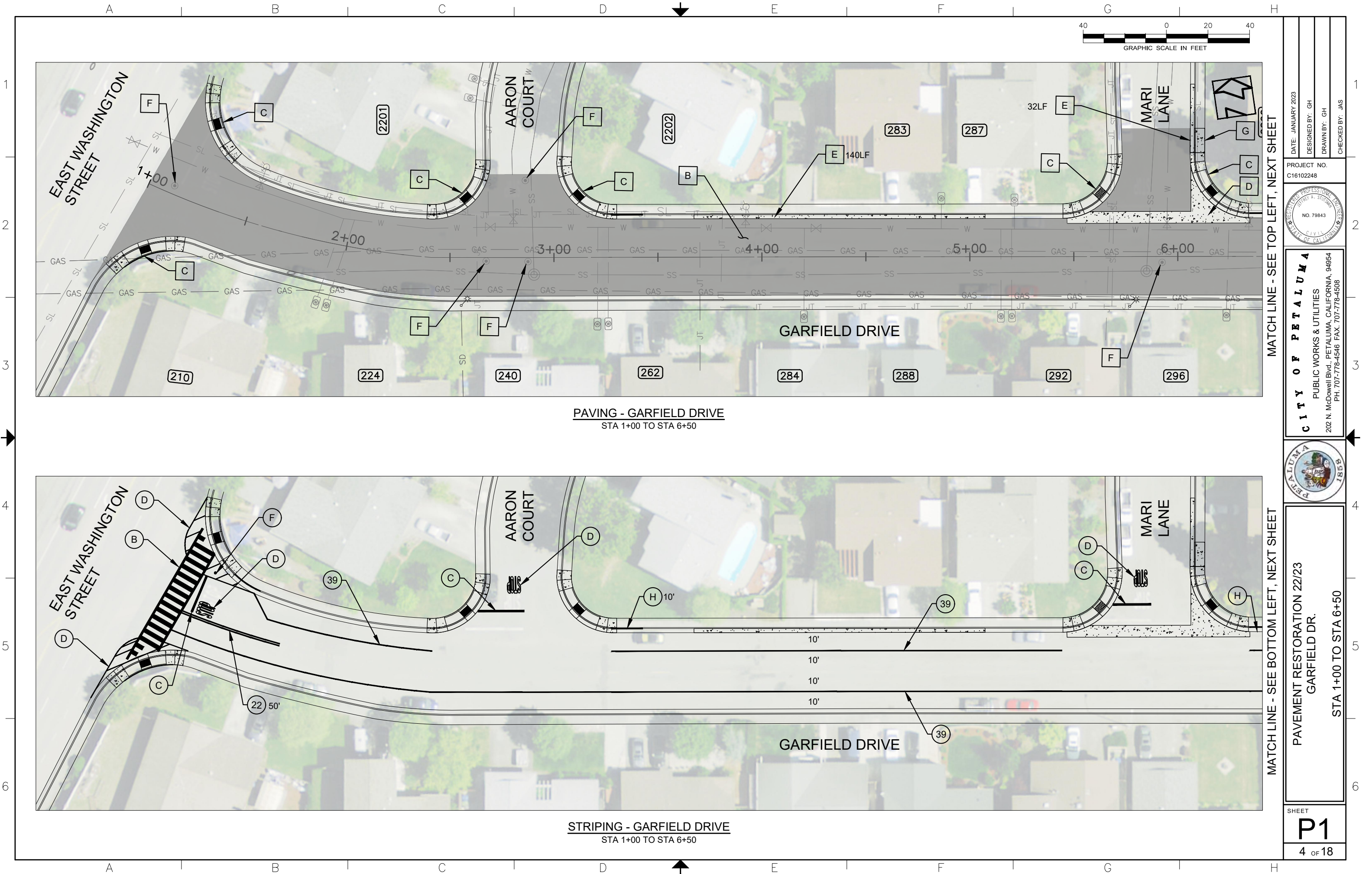
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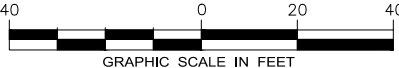


PAVEMENT RESTORATION 22/23
GARFIELD DR.
KEY PLAN, GENERAL NOTES, SURVEY CONTROL



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STA 1+00 TO STA 6+50

STRIPING - GARFIELD DRIVE
STA 1+00 TO STA 6+50



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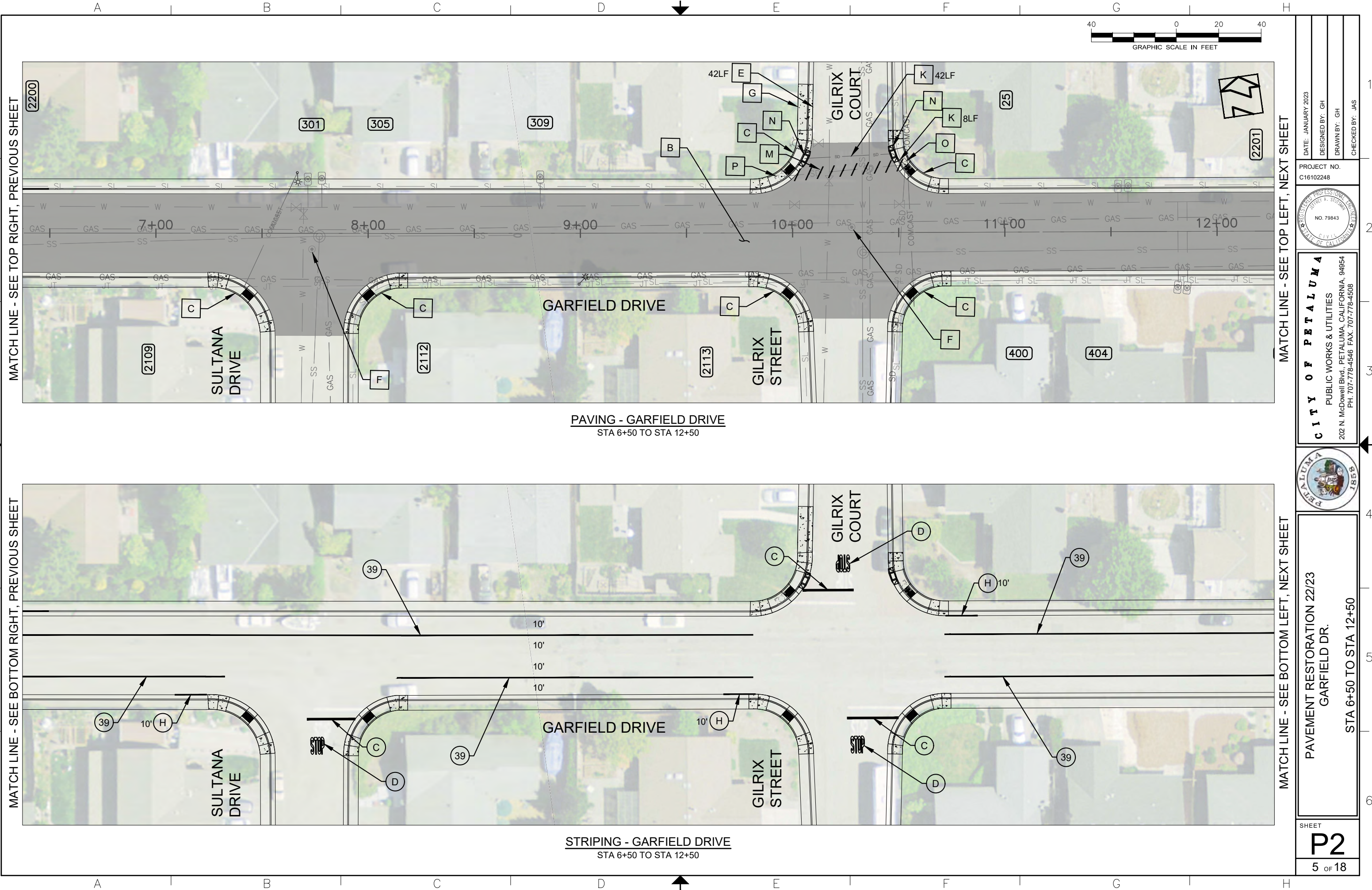
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STA 1+00 TO STA 6+50



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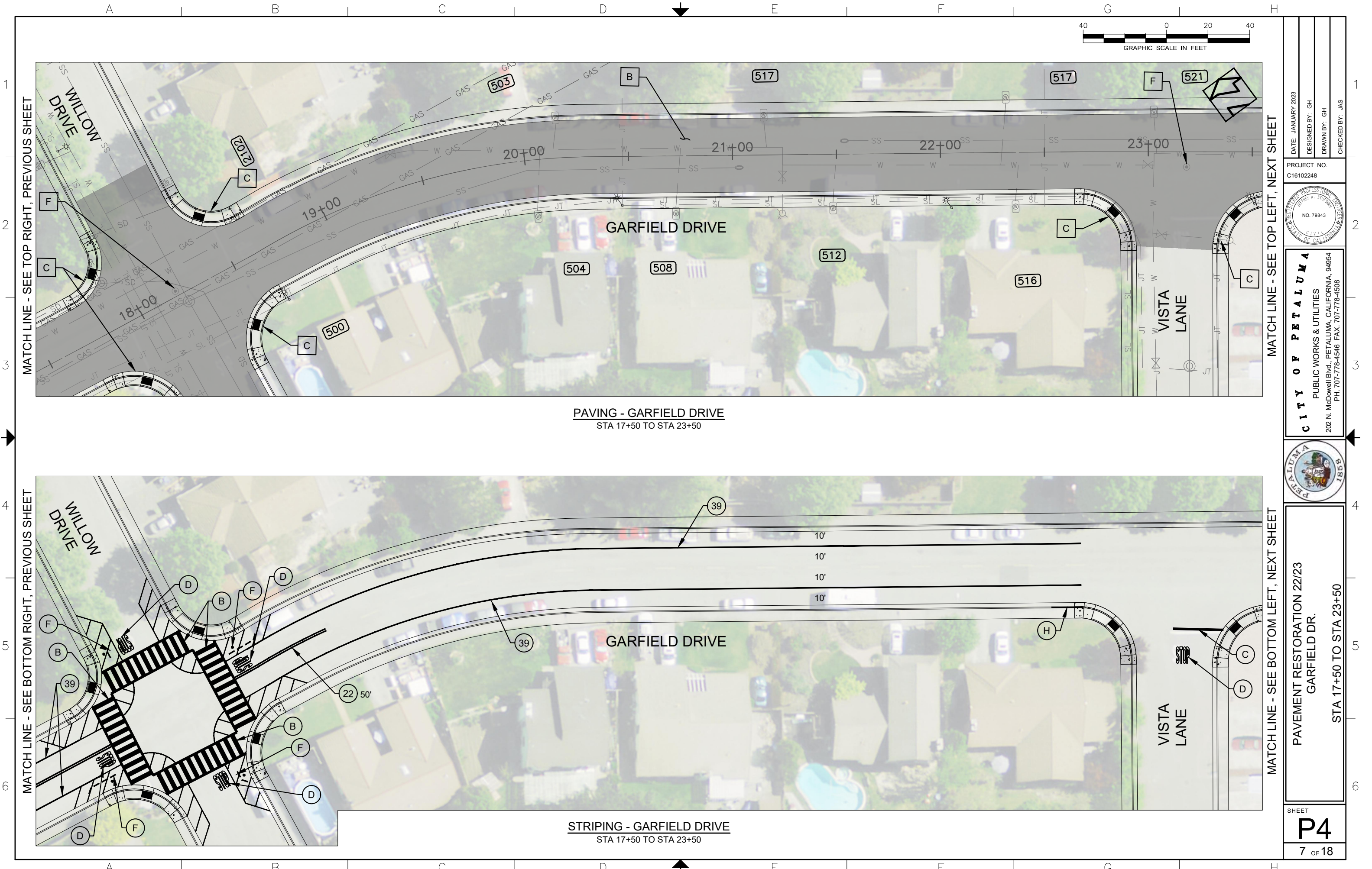
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GARFIELD DR.
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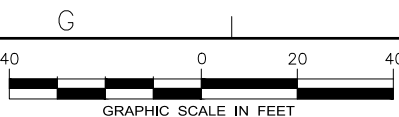
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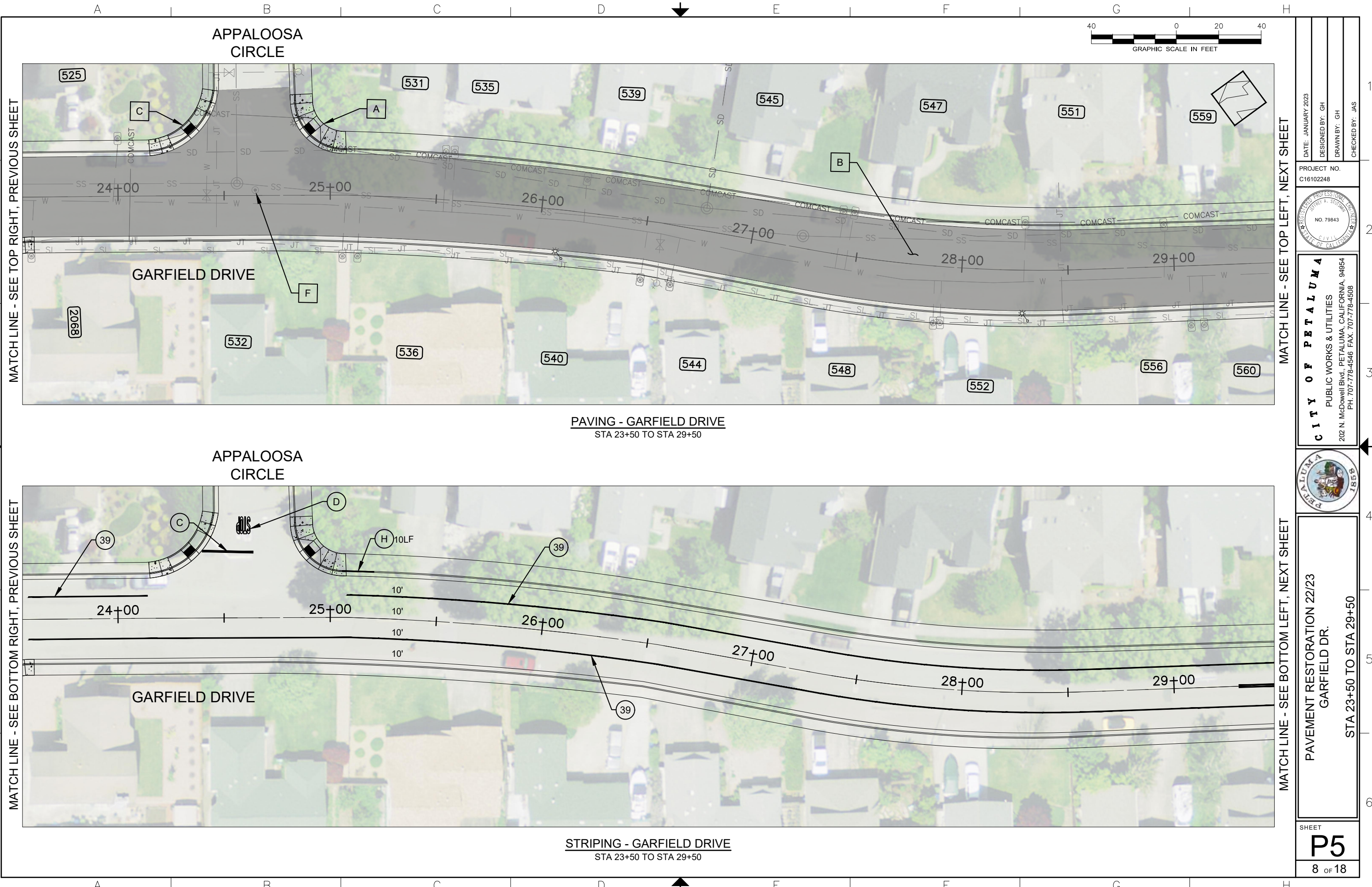
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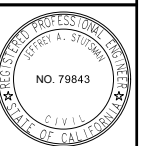


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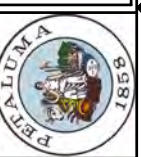
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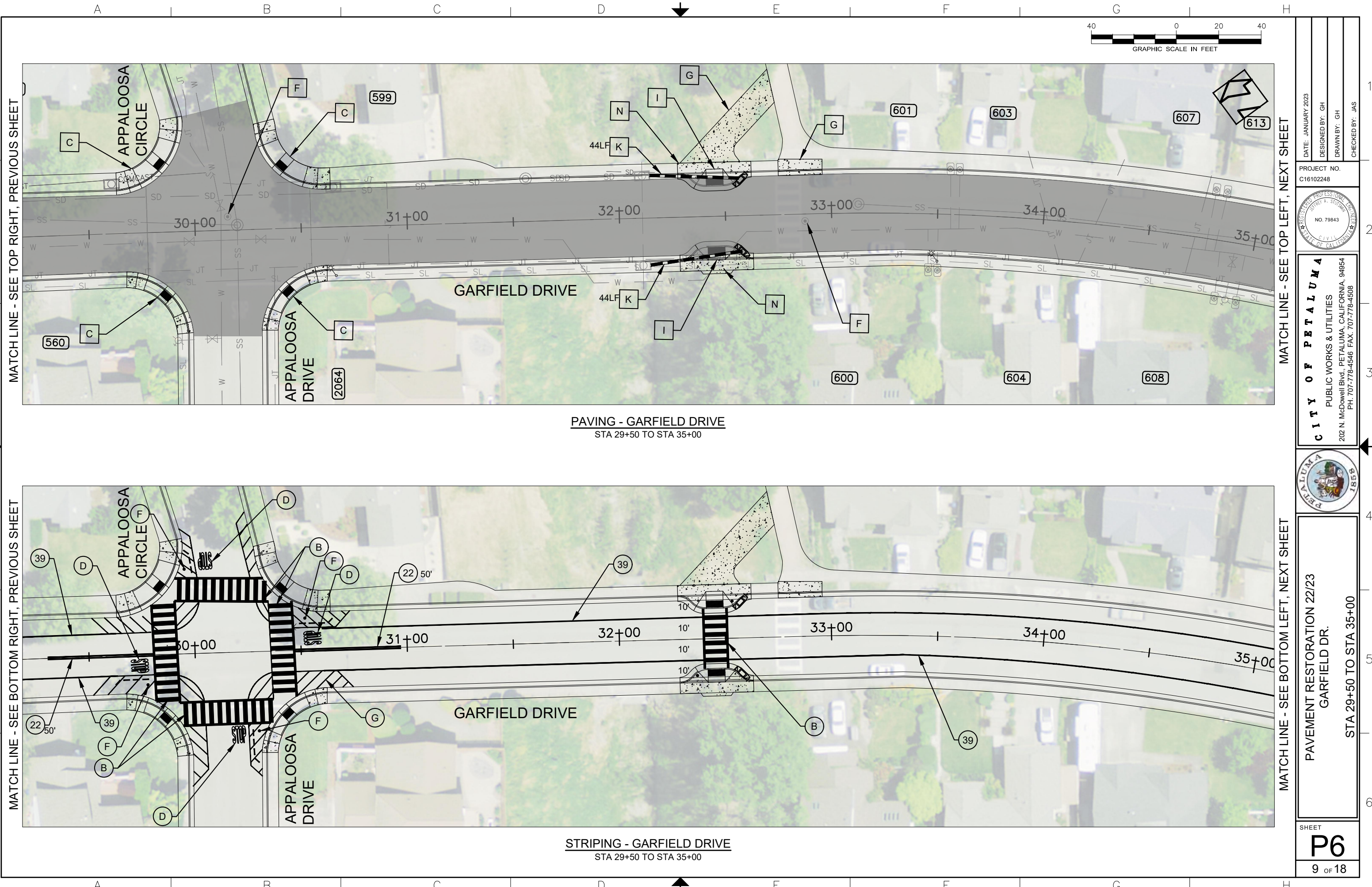


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STA 23+50 TO STA 29+50

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PAVING - GARFIELD DRIVE
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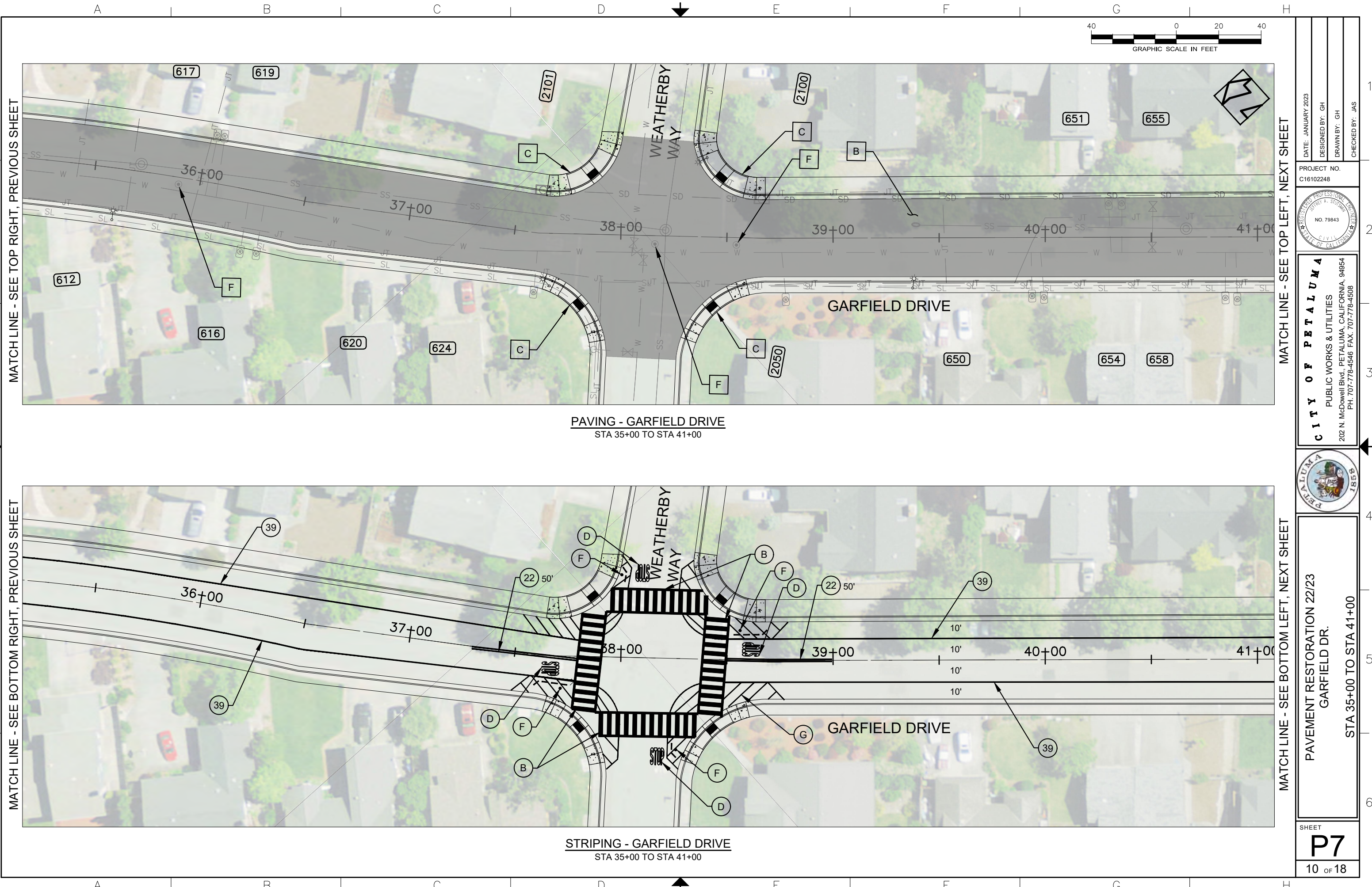


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PAVEMENT RESTORATION 22/23
GARFIELD DR.
STA 29+50 TO STA 35+00

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PAVING - GARFIELD DRIVE
STA 35+00 TO STA 41+00

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STA 35+00 TO STA 41+00

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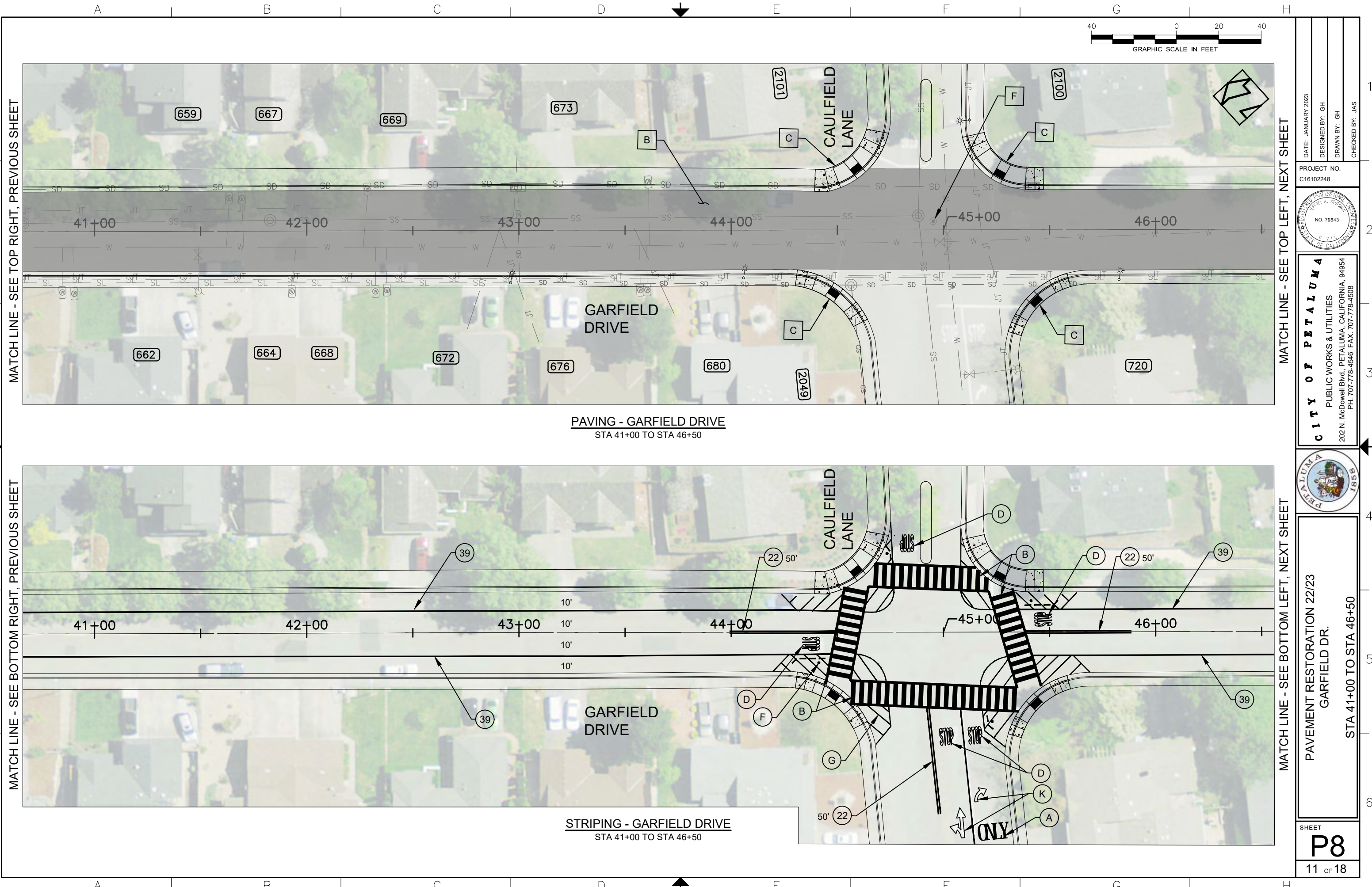
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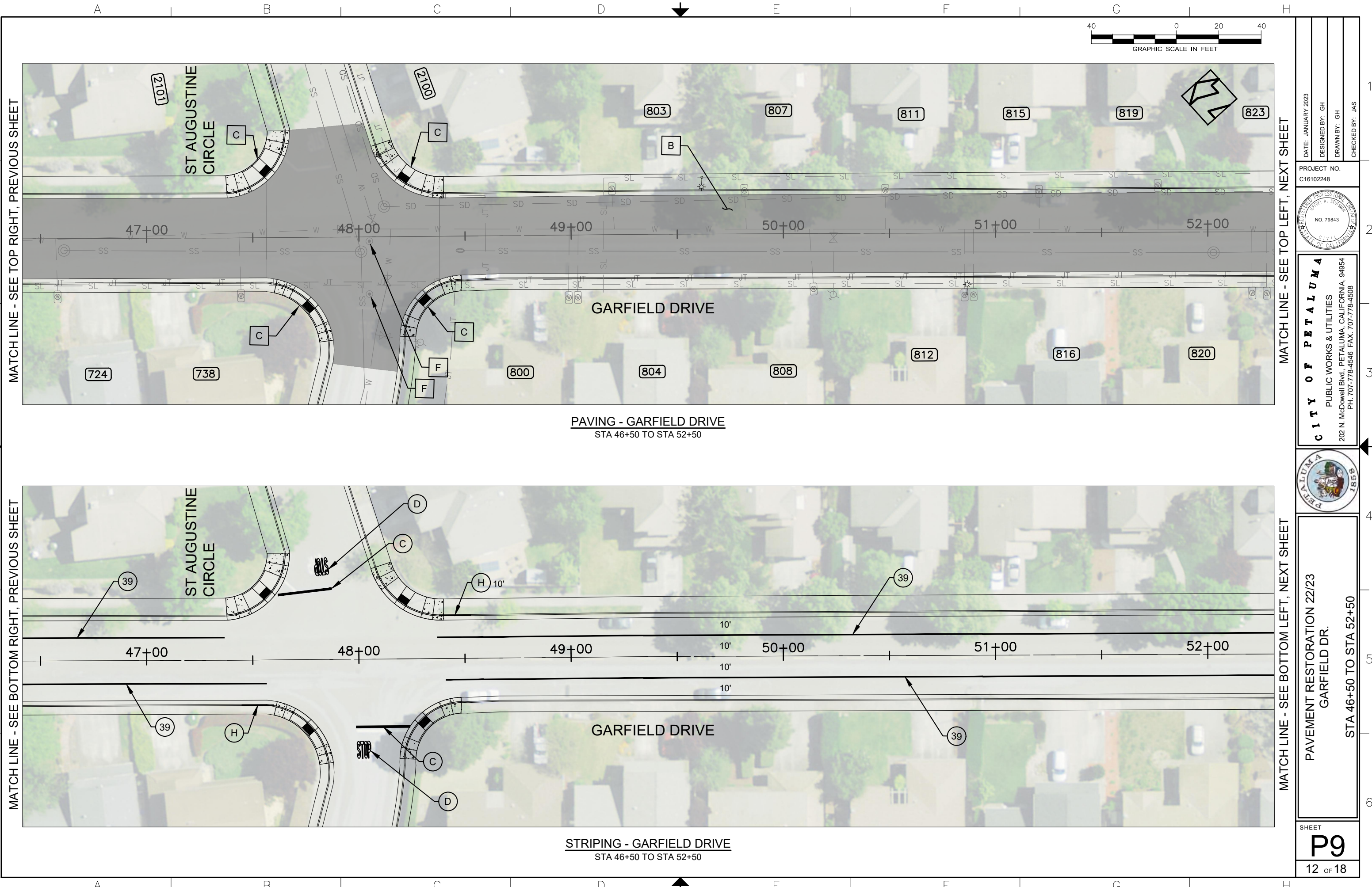
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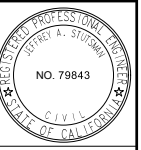


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SHEET P8 11 OF 18			



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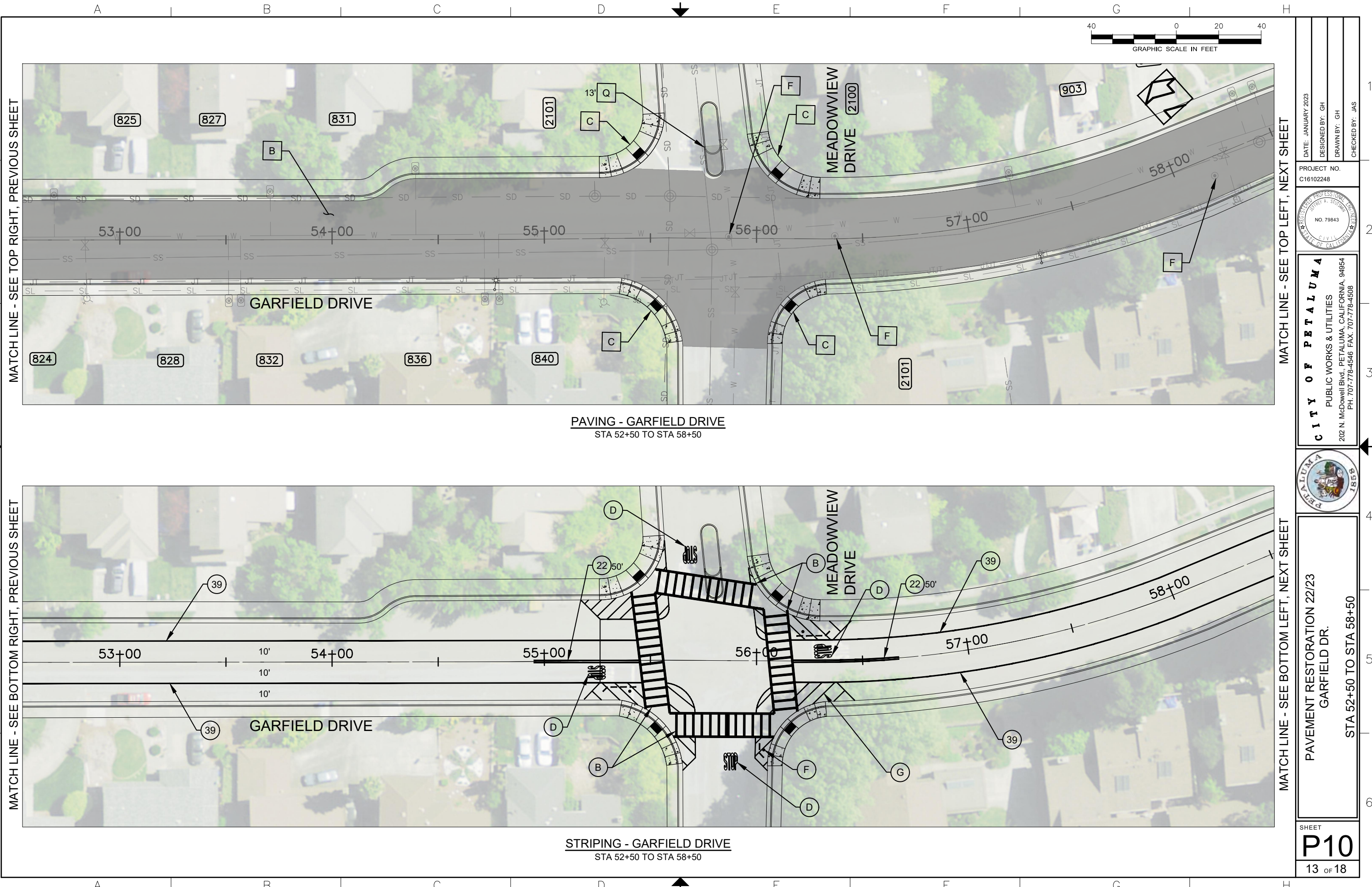
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PAVEMENT RESTORATION 22/23
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STA 46+50 TO STA 52+50



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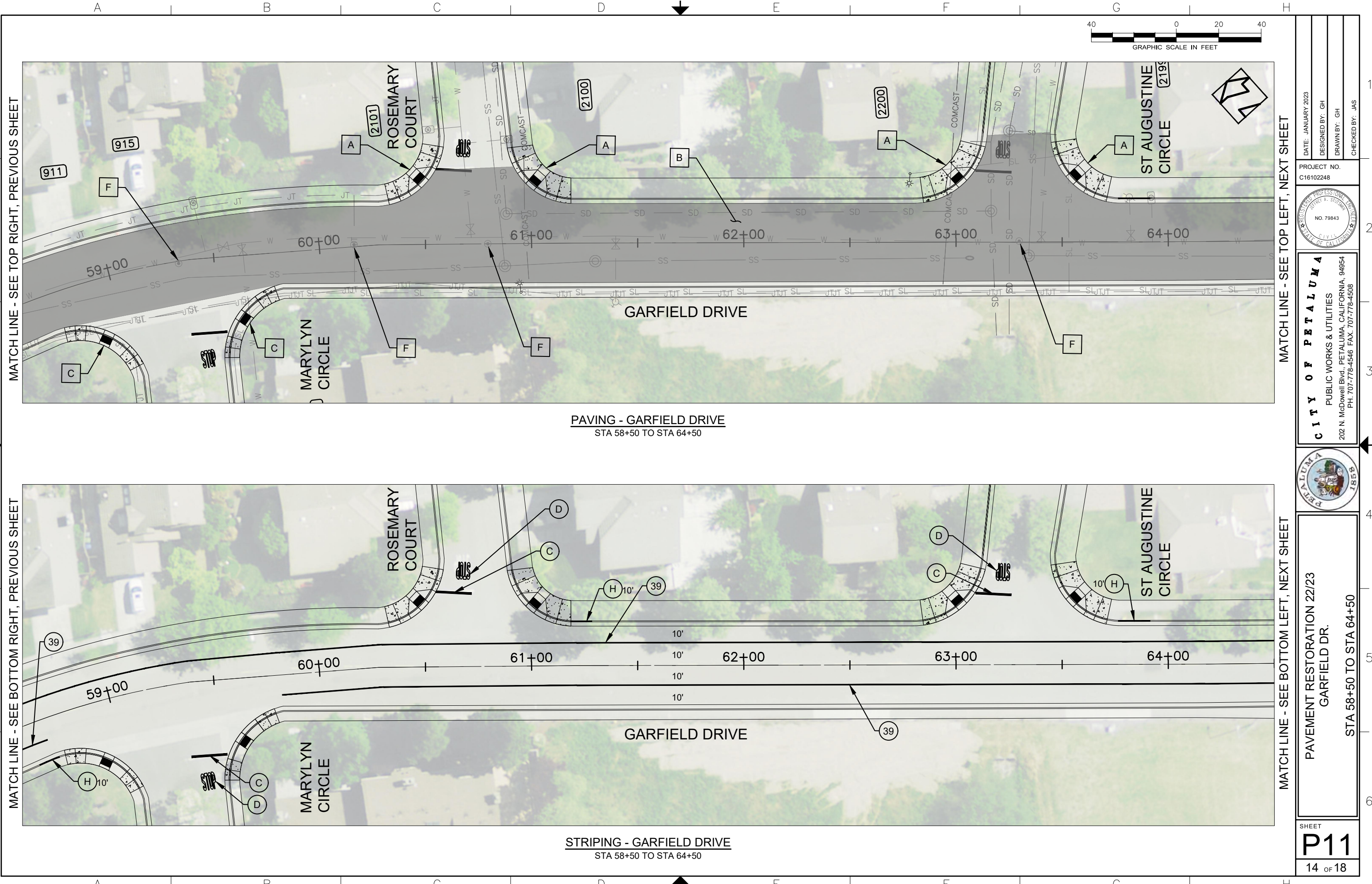
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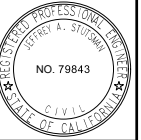
PAVEMENT RESTORATION 22/23
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STA 52+50 TO STA 58+50



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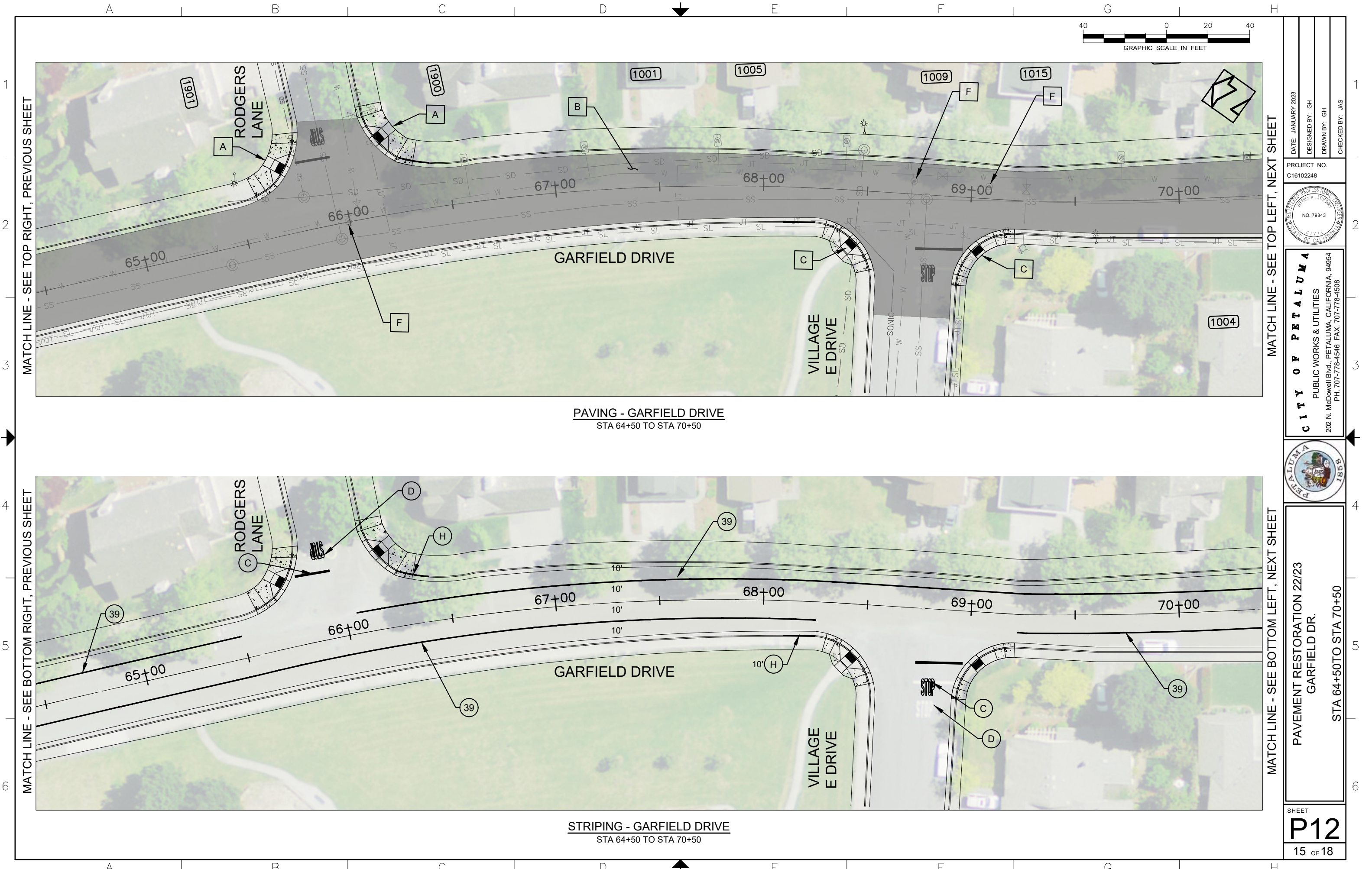


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PAVEMENT RESTORATION 22/23
GARFIELD DR.
STA 58+50 TO STA 64+50

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PAVING - GARFIELD DRIVE
STA 64+50 TO STA 70+50

STRIPING - GARFIELD DRIVE
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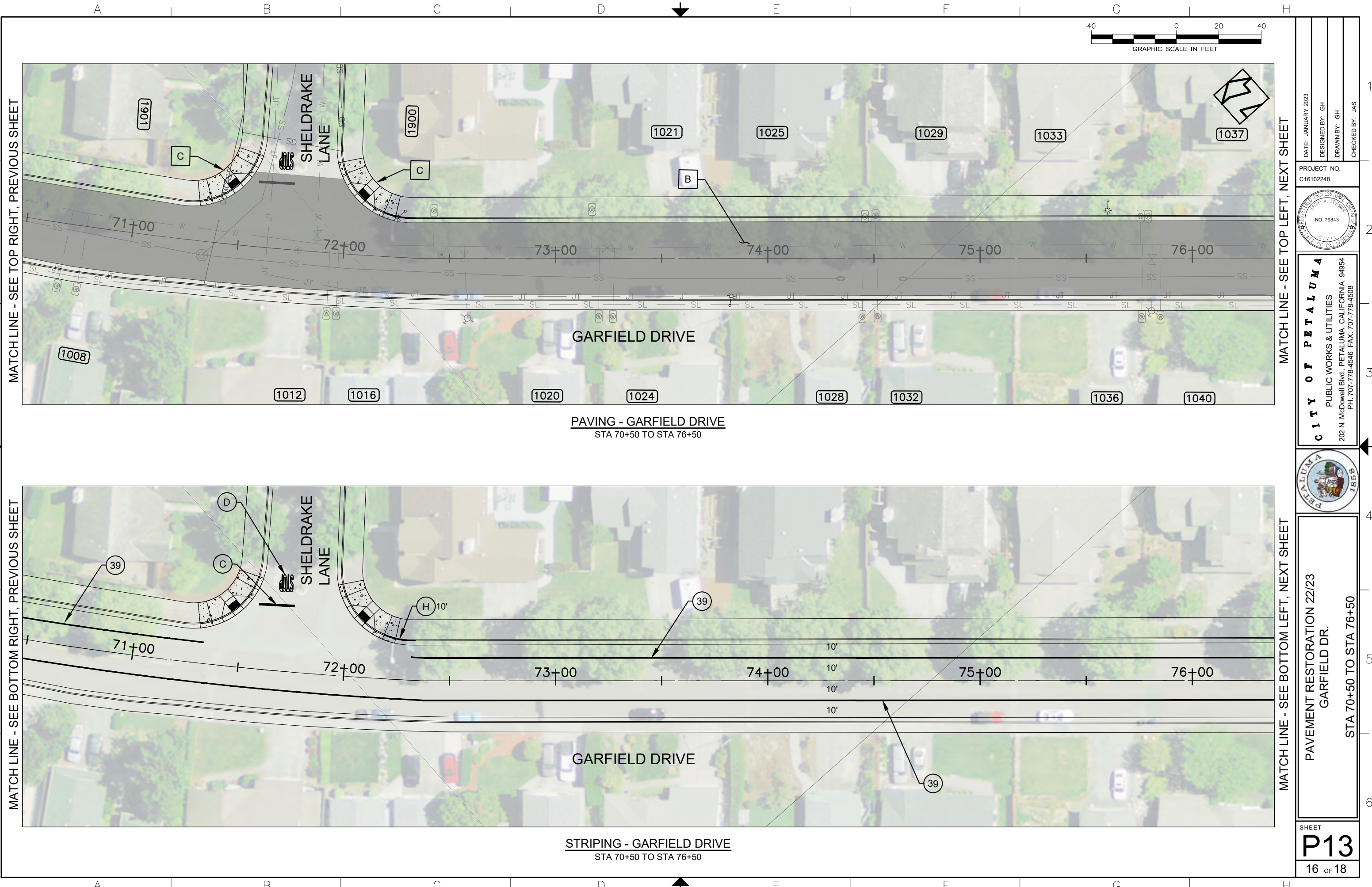


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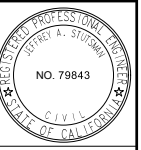
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STA 64+50 TO STA 70+50

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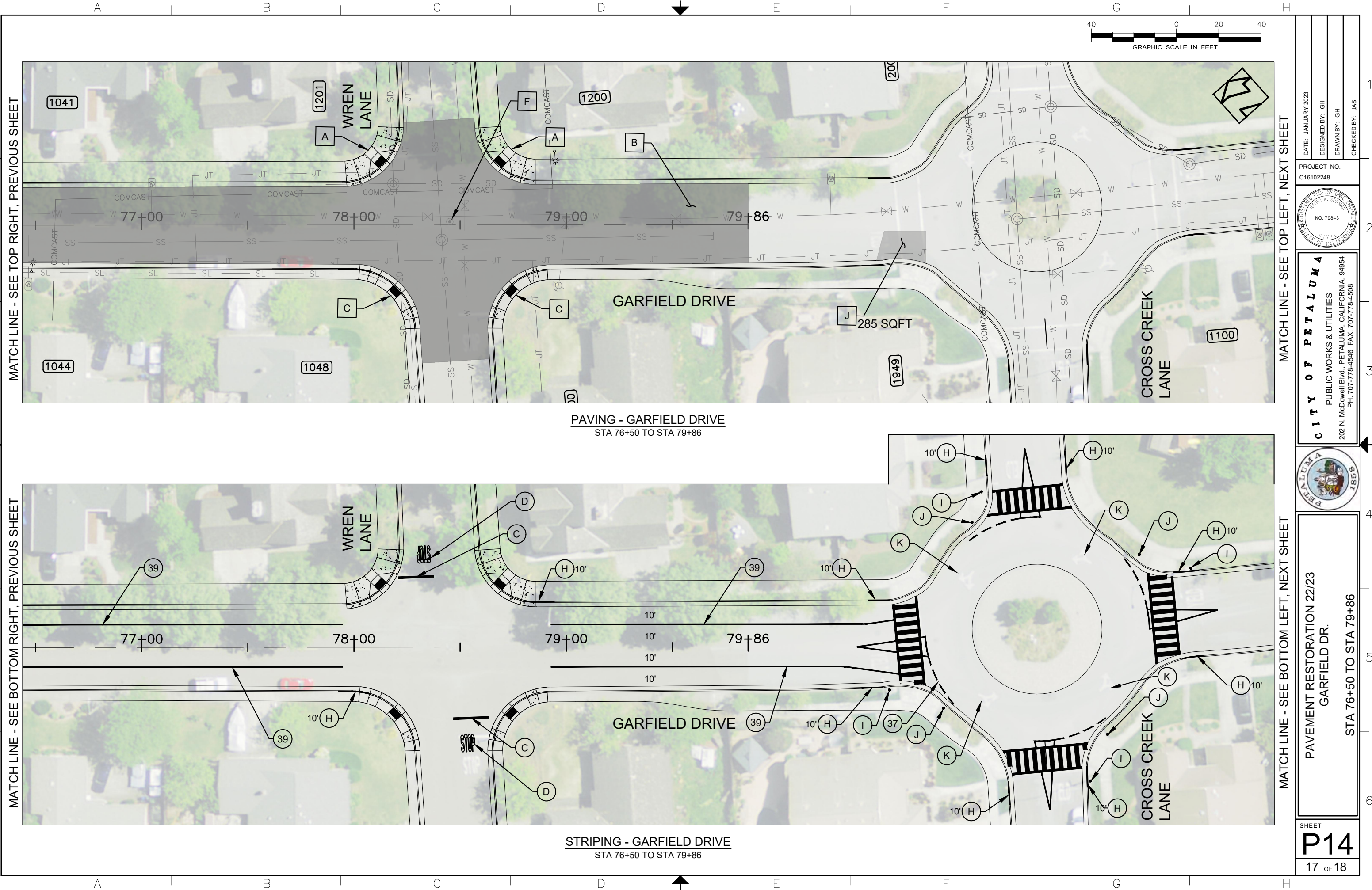


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PAVEMENT RESTORATION 22/23
GARFIELD DR.
STA 70+50 TO STA 76+50

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PAVING - GARFIELD DRIVE
STA 76+50 TO STA 79+86

STRIPING - GARFIELD DRIVE
STA 76+50 TO STA 79+86

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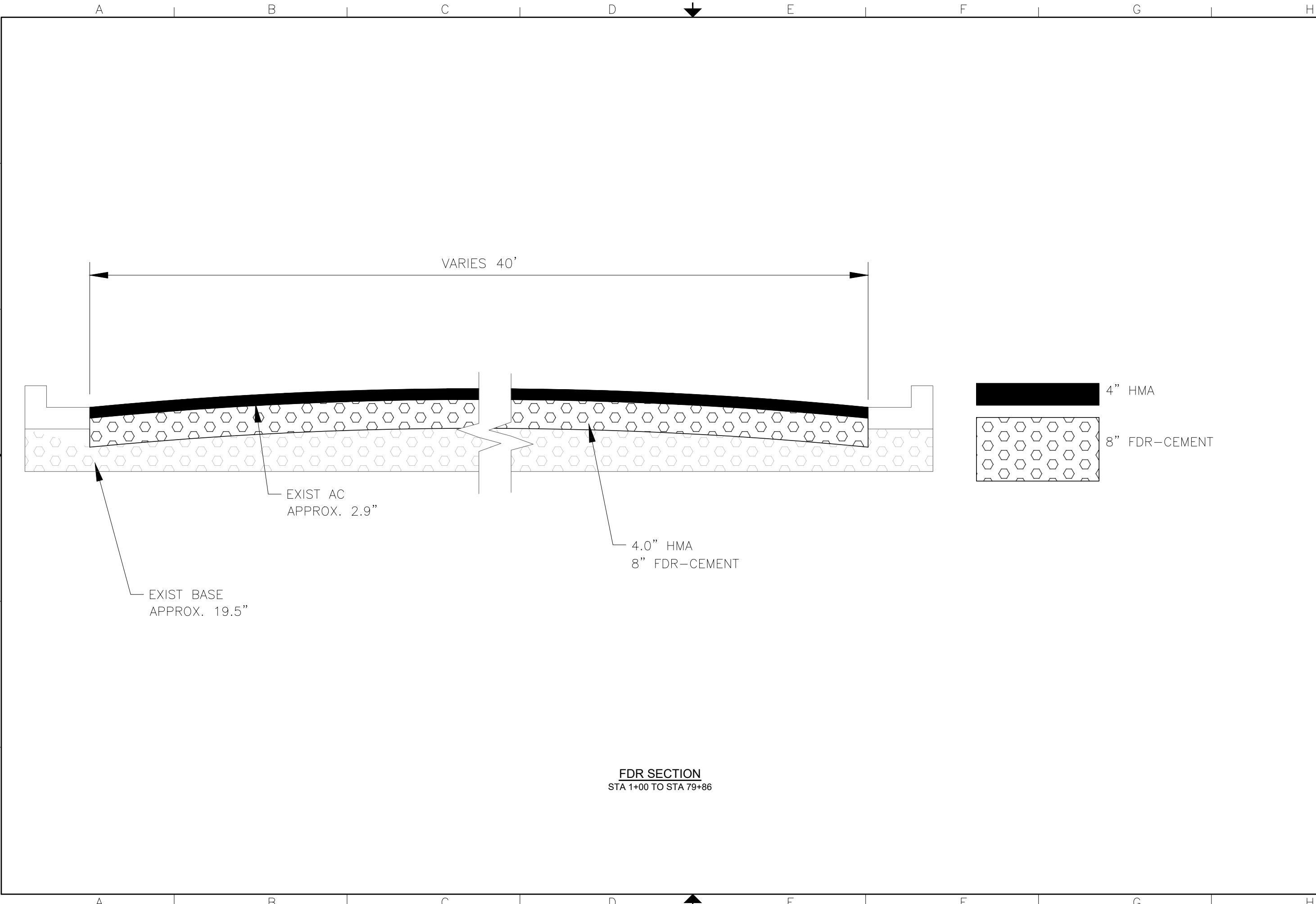


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STA 76+50 TO STA 79+86

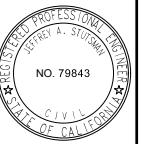
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FDR SECTION
STA 1+00 TO STA 79+86

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PAVEMENT RESTORATION 22/23
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DETAILS