

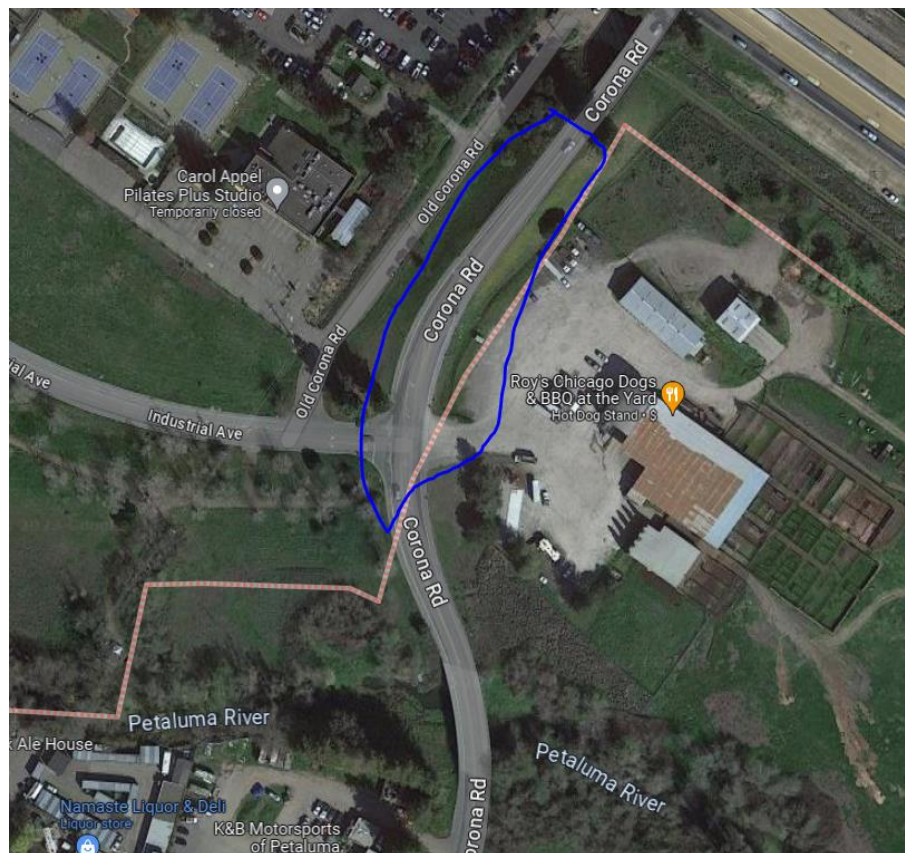
Responses to Council Questions and Comments

10/16/2023

Sent to Council 10/16/2023 at 3:00 PM

Item #2: Tentative Agenda

- Question: Is the Significant Items to be a regular item and if so should it be noted in the Nov 6 agenda?
 - Response: The Significant Items schedule is intended to be updated quarterly, with the next update due in January 2024.
- Question: The agenda Nov 6 notes a County agreement for Corona Road. Is this for paving soon or for concept revisions and study?
 - Response: This is for pavement preservation (i.e., slurry seal) that the County is doing nearby. Staff is proposing to partner with the County to have their contractor treat the City's portion/jurisdiction west of the Highway 101 bridge (see photo).



- Question: The "Accepting the Baseball Diamond" is scheduled in December. Why isn't this at a sooner meeting?
 - Response: The project is set to be completed at the end of November (tentatively Nov. 20th). However, this is the tentative completion date of the contractor's work and does not represent the time needed for final inspection, permit close out, project punch-list,

and project approval. Based on staff's observations we anticipate there will be a significant project punch-list to complete and may even result in pushing back the project acceptance council date (from December to January). Staff is working to get this project on the earliest council date available following satisfactory completion of the project's final inspection and punch-list items. In addition to the construction of the baseball field, staff is pursuing options for temporary seating, installation of the scoreboard, additional lighting for the flagpoles, irrigation hookups for landscaping, drainage improvements within the bio-swale, windscreens, padding for fence-lines, etc.

Item #4: Resolution Authorizing the City Manager to Grant an Easement to Pacific Gas & Electric Company at 555 N. McDowell Blvd. Allowing Construction, Maintenance, and Access to "To-The-Meter" Infrastructure Needed to Support Battery-Electric Bus Charging Infrastructure

- Question: Does the City require the new utility equipment to be fenced or otherwise decoratively protected from view? How big is the equipment (H,W and L)?
 - Response: The switchgear will be 90 inches tall x 138 inches wide x 36 inches deep and would be installed inside the fence at Petaluma Transit's facility. All new equipment that would be installed within the yard is screened from the street by a row of shrubs, so there would be minimal visual impacts for the public.

Item #4&5: Resolution Authorizing the City Manager to Grant an Easement to Pacific Gas & Electric Company at 555 N. McDowell Blvd. Allowing Construction, Maintenance, and Access to "To-The-Meter" Infrastructure Needed to Support Battery-Electric Bus Charging Infrastructure and Resolution Authorizing the Purchase of Switchgear and Busway, Infrastructure to Support Transit Fleet Electrification, through Sourcewell Cooperative Purchasing Program and Authorizing the City Manager to Execute all Documents Necessary to Complete the Purchase

- Question: The PG&E TTM program - is it only for agencies and/or for public access? Can it be applied to multi family properties?
 - Response: The PG&E EV Fleet Program is open to PG&E customers who 1) own or lease property and 2) acquire at least two medium or heavy-duty fleet vehicles by 2024. More information can be found at https://www.pge.com/en_US/large-business/solar-and-vehicles/clean-vehicles/ev-fleet-program/ev-fleet-program.page. Though multifamily properties could be eligible, this program is focused on charging fleet vehicles, not necessarily private vehicles at a multifamily location.

Item #8: Active Transportation Workshop

- Question: Can we have the info on the Webster paving and safety project re the delays in schedule?
 - Response: Webster St. is in fact one of staff's priority projects and it is tentatively scheduled for construction in FY 25/26. The project requires improvements to water and sewer lines prior to (or as part of) the street construction work. Staff is currently evaluating the scope and scale of these utility improvements. With regard to sequencing, this project is proposed to occur after completion of the Maria, Howard, Casa Grande, Caulfield, St. Francis, and D St. projects.
- Question: Can you please explain why Garfield is not included as a route?

- Response: Garfield Drive was not included in the 2008 Bicycle and Pedestrian Master Plan, but was identified by some community members as a desired Class III (shared lane) bike route during the paving project. Staff consulted PBAC, which agreed that it was a good candidate because of its low traffic volume and good street connectivity, which make it a great parallel alternative to Ely Blvd. S. Signage indicating “Bikes May Use Full Lane” and adding high-visibility shared lane markings have been added through a recent change order. We have updated our bike map to reflect it as an existing Class III bike route: cityofpetaluma.org/bikemap
- Question: Garfield has green box sharrows. Can you explain the standard (e.g., MUTCD, NACTO, etc.) for green box sharrows and whether Petaluma is using one of those standards on this?
 - Response: Shared-lane markings (“sharrows”) indicate a street’s role as a bike route where people biking are expected to ride in the roadway and share the lane with vehicle traffic. Green sharrows have the same application and meaning as standard sharrows but are being used by many cities for increased visibility and to further encourage desired lane positioning for people bicycling. These are recommended by NACTO and now used in many leading bike-friendly cities in the US, including San Francisco.
- Question: Will the Garfield bulb outs still get concrete curb stops like pg 25 of the presentation?
 - Response: Yes.
- Question: In the ATP, how will all levels of cyclists be provided for? How will priorities for funding be established and balanced? As an example, the city has been rejected 3 times for a recreational path to cross under the SMART river bridge. How many times has the City applied or worked with Caltrans for a Lakeville at 101 crossing, which would serve transportation biking better but river interests less?
 - Response: The AT Plan currently envisions a seamless network for all ages and physical ability levels that is aligned with best practices described in the staff report and presentation. It will also include an implementation plan that identifies implementation strategies for all projects, as well as priorities. Priority criteria is being developed and subject to input from the public and PBAC. We continue to pursue grant funding for the River Trail / 101 Undercrossing project, which is in the adopted CIP, but also recognize the need for a facility that more closely parallels Lakeville. The Lakeville Corridor Study would include this connection and engage both SMART and Caltrans on potential improvements using their rights-of-way.
- Question: Can you please discuss whether the PBAC-suggested map will be included, and if so, please describe the color scheme?
 - Response: For a sense of what the AT Plan bikeway map will likely look like, go to cityofpetaluma.org/bikemap, which shows existing and proposed bikeways from the 2008 Plan. Once the new plan is adopted, the “proposed” layer will be updated to reflect the new plan, while the “existing” layer will be updated as bikeway projects are implemented. We will continue to refine the map based on public feedback regarding its legibility and usability, as well as the compatibility between our bikeway classification and color scheme and that developed by SCTA’s Countywide AT Plan.
- Question: Can you please confirm that most collisions happen within an intersection and of those, a high percent at signalized intersections?

- Response: Per the City's Local Road Safety Plan, approximately 55% of all collisions occur in intersections. According to the FHWA, about one-third of collisions in intersections occur in signalized intersections. We have not yet performed this level of analysis for Petaluma.
- Question: Can you describe when the Rainier improvements will be complete and what hurdles need clearing? Will the project include the pedestrian improvements?
 - Response: Rainier needs to be reconstructed to improve the pavement structure. Utilities (water laterals) are scheduled for replacement in the next 6 months. The pavement design, when completed, will include additional ADA improvements and pedestrian crossings.
- Question: Why are Western and Webster deleted from the listings pg 46-47?
 - Response: We have added these to the "planning" slide, along with St. Francis. Both are in the planning stage, but currently tracking behind Caulfield and Casa Grande in the City's paving plan.
- Question: Where is Maria Dr paving shown in the FY 23-24 budget?
 - Response: See: C16102248 Pavement Restoration & Reconstruction Citywide, CIP-56. The budget document can be found [here](#).
- Question: When is Caulfield Lane diet scheduled for construction? CIP says design in FY24, construct FY25.
 - Response: Correct, the schedule currently reflects design in FY24 and construction in FY25.
- Question: Can you please explain if a roundabout at Casa Grande at McDowell is in the ATP, as it is listed in the LRSP as having good potential?
 - Response: Yes, we have looked at this closely and believe Casa Grande Road is a strong candidate for a 4-to-3 lane conversion based on its traffic volume, with the conversion of the S. McDowell intersection to a roundabout. We will bring this concept forward for public feedback when we introduce the project in the coming months.
- Question: Are the City Thread recommendations being pursued (esp. Get Started Now – Update 5 miles and Identify 25 miles ... complete within 3 years)?
 - Response: Staff has identified approximately 16.1 miles of active transportation projects within the current CIP and paving plan, not including quick-build spot improvements like those recently completed on Windsor Drive or I Street. The AT Plan will help identify additional potential projects through its prioritization and implementation analyses.
- Question: Does the project take AB 413 (signed by Gov. Newsom) into account? The language of the law states that drivers will be prohibited from parking within 20 feet of the vehicle approach side of any unmarked or marked crosswalk. The bill also bans parking 15 feet from a crosswalk with a curb extension. AB 413 does allow for carve-outs, though: Local jurisdictions can choose a different prohibited distance on a case-by-case or citywide basis, so long as that distance is clearly marked with paint or a sign, and gets approved through an ordinance process that incorporates traffic safety standards.
 - Response: The City regularly implements intersection and crosswalk "daylighting" (the prohibition of parking near intersections and crosswalks to improve visibility) as part of roadway projects and in response to customer service requests. We will continue to do

so per AB413. In some locations, staff may recommend increasing parking prohibition for a greater distance depending on environmental or traffic characteristics.

Item #10: Resolution Approving the Concept Plan for a Skatepark at Lucchesi Park and Authorizing the City Manager to Amend the City's Professional Service Agreement with Grindline Skateparks, Inc. for Plans, Specifications, and Estimates of the Skatepark at Lucchesi Park

- Question: Are the trees shown in Figure 2 existing or conceptual? Can there either be a description of the preservation of existing trees or landscape plan adopted at the time of project bidding?
 - Response: The trees shown in the concept plan are the approximate locations of existing trees, which were key features in helping to shape the overall design and will help integrate the new build into existing parkland. Preservation of trees has been a key input we've received from the community and will be incorporated into the design. The next phase of design will also incorporate additional amenities, such as landscaping, lighting, seating, shade structures, accessibility improvements, etc.
- Question: Is Figure 4 the complete park; that is, both Phase 1 and 2 combined?
 - Response: That shows both phases. See page 7 in Attachment 2 for the phasing.
- Question: Has the concept of Public Art been agendaized and discussed at the Public Art Committee?
 - Response: It has not, but that will be done in the next phase of work. Grindline strongly recommends using non-skatable surfaces only for murals.