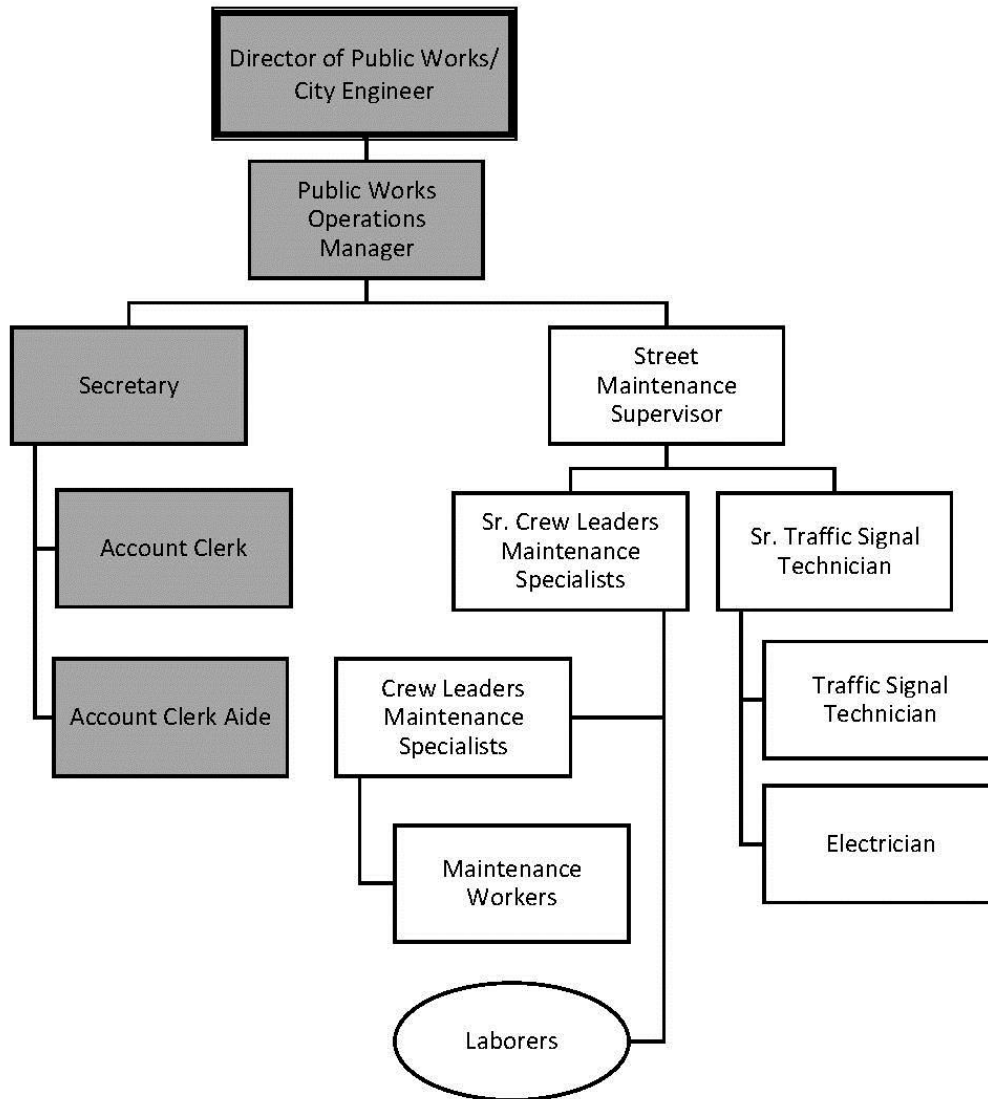


**Street Maintenance**



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



# PUBLIC WAYS & FACILITIES

DEPARTMENT: Public Works  
 DIVISION: Street Maintenance

PROGRAM: Streets Services  
 FUND: Measure A

	Actual 2014-15	Adopted 2015-16	Year-End Estimated 2015-16	Proposed 2016-17	Proposed 2017-18
<b>PROGRAM EXPENSES/REVENUES</b>					
Salaries & Benefits	\$1,317,572	\$2,012,770	\$1,815,250	\$2,141,106	\$2,195,266
Services & Supplies	671,276	984,020	1,186,300	1,046,680	1,046,680
Total Operating Cost	1,988,848	2,996,790	3,001,550	3,187,786	3,241,946
Capital	1,127,447	725,000	1,075,000	2,005,000	4,030,000
Debt Service					
Transfers	1,173,200	1,175,660	1,175,660	1,192,340	1,192,340
Total Cost	\$4,289,495	\$4,897,450	\$5,252,210	\$6,385,126	\$8,464,286

## SUMMARY OF SERVICE PROGRAMS

Street Maintenance	\$4,289,495	\$4,897,450	\$5,252,210	\$6,385,126	\$8,464,286
Total Service Programs	\$4,289,495	\$4,897,450	\$5,252,210	\$6,385,126	\$8,464,286

## SUMMARY OF POSITIONS

### FULL-TIME

Account Clerk II	1	1	0	0	0
Crew Leader/Maintenance Specialist	3	2	2	2	2
Electrician I/II	1	1	1	1	1
Maintenance Worker I/II	6	6	6	6	6
Sr. Crew Leader/Maintenance Spec.	1	2	2	2	2
Street Maintenance Supervisor	1	1	1	1	1
Secretary	0	0	1	1	1
Senior Traffic Signal Technician	0	1	1	1	1
Traffic Operations Coordinator	1	0	0	0	0
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

	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>
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### TEMPORARY (FTE)

Assistant Clerk – Office	0.5	0.5	0.5	0.5	0.5
Intern – Profession	0.0	0.0	0.0	0.5	0.5
TOTAL TEMPORARY (FTE)	0.5	0.5	0.5	1.0	1.0

# **PUBLIC WAYS & FACILITIES**

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**DEPARTMENT:** Public Works  
**DIVISION:** Street Maintenance

**PROGRAM:** Streets Services  
**FUND:** Measure A

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## **PROGRAM DESCRIPTION**

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

## **SUBPROGRAMS AND THEIR OBJECTIVES**

### Flexible Pavement Maintenance Program

The Flexible Pavement (asphalt) Maintenance Program addresses three basic elements of roadway maintenance. First, the pothole element, which is typically driven by rainfall, addresses smaller areas (one to 20 square-feet) and is maintained by in-house asphalt patching. A telephone hotline is available so the public may report potholes that may be unknown to City maintenance staff. Second, the general pavement element addresses small areas (100- to 1,000-square-feet) of roadway in need of sub-grade, base or surface maintenance and is performed by City staff. Third is the Pavement Management System (PMS) which is a computerized process of planning the maintenance and repair of the roads in Santa Maria in order to optimize the pavement condition over the entire road network. The PMS data is used to select the roads to be maintained and the treatment to use. Typical treatments are reconstruct, overlay, slurry seal, or chip seal. These treatments are performed by outside contract services. The City's Pavement Condition Index stands at 75 compared to 59 in the unincorporated areas of the County.

### 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. General maintenance is needed when a light is not working or not functioning correctly. Staff is notified of the issue by public calls or messages left on the street light hotline. 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 the 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 (LED) 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  
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## 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 private element is performed by outside contract services, supervised by City staff, and reimbursed through property assessments. The rights-of-way element addresses the abatement needs of areas under the maintenance responsibility of the City: road shoulders, medians, and islands. The rights-of-way element is performed by City staff.

## 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.

<b>PERFORMANCE/WORKLOAD MEASURES</b>	<b>ACTUAL 2012-14</b>	<b>ESTIMATED 2014-16</b>	<b>PROJECTED 2016-18</b>
<b>DEMAND/WORKLOAD</b>			
Street Light Maintenance			
Total City-Owned Street Lights	6,604	6,950	7,300
Total PG&E-Owned Street Lights	118	116	116
Street Light Maintenance Hours	3,798	4,061	3,929
Traffic Signal Maintenance			
Total City-Owned Traffic Signals	46	46	50
Traffic Signal Maintenance Hours	4,592	2,305	4,000
Sign Maintenance Hours	3,521	3,893	3,870
Pavement Marking Maintenance Hours	7,128	6,918	7,032
Flexible Pavement Maintenance			
Center Line Miles	228	228	229
General Maintenance Hours	10,325	11,984	11,115
Overlay/Chip Preparation Hours	5,531	9,853	7,700
Concrete Project Maintenance Hours	8,938	8,058	8,498
Weed Abatement Rights-of-Way Hours	1,790	1,825	1,656
Alley Maintenance			
General Maintenance Hours	1,254	1,523	1,388
Grading Hours	1,103	1,479	1,291
Weed Abatement Maintenance Hours	346	437	392

# **PUBLIC WAYS & FACILITIES**

**DEPARTMENT:** Public Works  
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<b>PERFORMANCE/WORKLOAD MEASURES</b>	<b>ACTUAL 2012-14</b>	<b>ESTIMATED 2014-16</b>	<b>PROJECTED 2016-18</b>
<b>EFFECTIVENESS/EFFICIENCIES</b>			
Pothole Maintenance Hours	1,315	1,225	1,270
Weed Abatement: Privately Owned Lots Abated	28	34	34
Concrete Request Maintenance Hours	12,714	8,375	8,400

## **GOALS AND OBJECTIVES**

- Complete annual roadway maintenance projects such as chip seal, slurry seal, overlay or reconstruction as recommended by the City's Pavement Management System.
- Enhancement of the Main Street corridor street lights, by removing overhead wires and placing them in the underground circuit from Highway 101 underpass to College Avenue.
- Install LED conversion packages in residential area street lights, to achieve improved lighting, better color rendition for law enforcement, and significant energy savings.
- Implement improvements listed in the Bikeway Master Plan to improve bicycle circulation in the City, as a strategy to improve the quality of life in Santa Maria and encourage healthy lifestyles.
- Improve public rights-of-way by repairing or replacing curb, gutter, sidewalk and handicap ramps by completing the annual concrete repair program.

## **NOTEWORTHY BUDGET HIGHLIGHTS**

- Private development is resuming after the severe economic downturn of 2008. Residential, commercial, industrial and other types of building is occurring. As this happens, the City increases its inventory of roads, sidewalk, storm drains, landscaping, street lights and other public facilities. These will require additional maintenance for these facilities. These have been estimated in the performance/workload measures.
- The PMS is a computerized process of planning the maintenance and repair of the roads in Santa Maria in order to optimize the pavement condition over our entire road network. The PMS data is used to select the roads to be maintained and the treatment to use. We are proposing to expand the type of treatments we use to better address the needs of the pavement in a more cost effective manner. Typically chip seals have been used as the first treatment. The Department will be expanding the treatments used to include slurry seals and other methods. This will extend the life of existing pavement. The Street Division has an asphalt and a concrete crew. Both crews can work on asphalt or concrete. This allows the Division the flexibility to place workforces where needed. Currently, maintenance staff has been focusing more on asphalt than concrete. This is due to increased inventory of roads over the last 15 years.
- Staff is recommending creating an intern position. This position would provide college students the opportunity to work in a Public Work's program. Typical projects would be bikeway inventory and design, traffic counts, research, drafting, site review, data collection and other public works functions. This would provide the students exposure to working for an agency and allow the City a connection to local colleges to hire entry level staff.

## 2016-18 BUDGET

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### CITY OF SANTA MARIA

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A replacement concrete curb, gutter, and sidewalk are poured and formed by the City's Public Works crew.