Westwood Area Street Infrastructure Improvements
Community Outreach Meeting

City of Napa Public Works Department
February 28, 2017

Presented by:
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Westwood Area Street Infrastructure Improvements
Presentation Summary

Purpose:
• Present Results of Study
• Introduce Potential Project to Enhance Neighborhood’s Infrastructure
• Seeking Input from Community

Contents:
• Background
  • Street Resurfacing Program (a.k.a. “10-mile Paving Program”)
  • Westwood Area Special Considerations
• Project Alternatives
• Proposed Approach
• Anticipated Schedule
• Feedback Process
Background

Street Resurfacing Program (a.k.a. “10 Mile Paving Program”)

2009: Beginning of Program

Pavement Condition Index (PCI):
- 80-100 (Very Good/Excellent)
- 70-79 (Good)
- 60-69 (Fair)
- 50-59 (At Risk)
- 25-49 (Poor)
- 0-24 (Failed)

Citywide Average PCI: **55**

*5th worst in Bay Area*
Background

Street Resurfacing Program (a.k.a. "10 Mile Paving Program")

2016: Most Recent Survey

Resurfacing Completed

Pavement Condition Index (PCI):

- 80-100 (Very Good/Excellent)
- 70-79 (Good)
- 60-69 (Fair)
- 50-59 (At Risk)
- 25-49 (Poor)
- 0-24 (Failed)

63.2 miles paved to date

Citywide Average PCI: **69**

39th from worst in Bay Area
Background
Street Resurfacing Program (a.k.a. “10 Mile Paving Program”)

Source: Metropolitan Transportation Commission
Background

Street Resurfacing Program (a.k.a. “10 Mile Paving Program”)

Recently Completed / In-Progress

Upcoming Areas
Background

Street Resurfacing Program (a.k.a. “10 Mile Paving Program”)

Recently Completed / In-Progress

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Street Resurfacing Program (a.k.a. “10 Mile Paving Program”)

**Typical Scope:**

- Pavement Resurfacing
- Concrete Repairs
- Tree Sustainability

**Delivers best value:** All three are dependent on one another. Coordinating work to address them together minimizes conflict and provides a sustainable solution.
Background

Spot Repairs to Existing Concrete Features

• Typical approach for concrete
• Represents minimum level of repair

• Field assessment in Westwood area showed significant portion needs to be replaced, along with other issues...
Background

Westwood Area Special Considerations

- Aging infrastructure that has been neglected for decades
- Design is not consistent with today’s standards

Specific Issues:

Curb & Gutter Damage Inhibits Drainage
Background

Westwood Area Special Considerations

Specific Issues (Continued):

Sidewalk Connectivity

Existing Sidewalk Locations
Background

Westwood Area Special Considerations
Specific Issues (Continued):

Street Lighting
Background

Westwood Area Special Considerations

Specific Issues (Continued):

Deteriorated Pavement
Background
Westwood Area Special Considerations
Specific Issues (Continued):

- Typical Street Width: **27’**
- Standard Street Width: **36’**
Project Alternatives

Baseline Alternative:
Concrete spot repairs and street resurfacing

Alternative A:
Widen streets and install new sidewalk throughout

Alternative B:
Hold existing back of curb line, replace rolled curb with low-profile “mountable” curb, and install new sidewalk throughout
Project Alternatives

Alternative A: Widen streets & install new sidewalk throughout

Typical right-of-way is 50’ wide, could potentially allow widening of street to 36’ standard.
Project Alternatives

Alternative A: Widen streets & install new sidewalk throughout

EXISTING SECTION

ALTERNATIVE A
Project Alternatives

Alternative A: Problems with street widening

Other Issues
• Offsetting gutter flowlines could require storm drain relocation
• Increase in impervious area
• Potential increase in speeding
Project Alternatives

Alternative B: Hold existing back of curb line, replace rolled curb with low-profile “mountable” curb, and install new sidewalk.
Project Alternatives

Alternative B: Low Profile Curb

Image: Google Street View
Project Alternatives

Alternative B: Advantages over street widening

Other Benefits
• Holding gutter flow lines wouldn’t require relocation of storm inlets
• Improved curb design should be more durable than existing
Project Alternatives
Alternative B: Conflicts/Constraints

...and Others: Need to be evaluated with homeowners & residents on a case-by-case basis.

~70% of homes in Phase I do not have significant conflicts
Proposed Approach

“Test Fit” Alternative B as part of a two phase approach
Proposed Approach

Phase I: July 2017 – June 2018

- Concrete spot repairs
- New sidewalk w/ mountable curb & gutter
- New sidewalk w/ standard curb & gutter
- Street resurfacing
Proposed Approach

Improved Sidewalk Connectivity – Phase I
Proposed Approach
Accessible Curb Ramps – Phase I
Proposed Approach

Phase I Additional Improvements: Street Lighting

Typical street light spacing is ~300 feet, current standard is 175 feet
Proposed Approach

Phase I Additional Improvements: Street Lighting

Planned street light locations are subject to PG&E review and approval.
Proposed Approach
Phase I Additional Improvements: Traffic Signal at Freeway Dr.

Upgrades to Controller and Detection System
• Improved vehicle detection
• More efficient timing and synchronization
Proposed Approach
Phase II: July 2018 – June 2019

- New sidewalk w/ mountable curb & gutter
- New sidewalk w/ standard curb & gutter
- Street resurfacing
Proposed Approach

Complete Sidewalk Connectivity – Phase II

- Existing and Phase I Sidewalk
- Phase II New Sidewalk
Anticipated Schedule

Phase I Improvements

Summer 2017
• Street Lighting Upgrades Begin
• Concrete Spot Repairs

Late Summer/Fall 2017
• Sidewalk Installation, Curb and Gutter Replacement

Spring 2018
• Street Resurfacing

Phase II Improvements

Late Summer/Fall 2018
• Sidewalk Installation, Curb and Gutter Replacement

Spring 2019
• Street Resurfacing
Feedback Process

Community Survey Forms

- Survey results will be compiled and presented at a follow-up meeting
- Your input is critical in deciding how we proceed

Return completed survey forms to:
Public Works Department

Assistance via telephone:
(707) 257-9520
Questions?

Please be courteous and allow time for translation
Acknowledgements

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City of Napa Public Works Maintenance Division
Thank You!

Follow-up meeting to come (late March – early April 2017)