



“In the Works”

Striving to be the Leading Public Works Department Through Innovative Stewardship of Infrastructure and Environment

Stanislaus County
Public Works

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Stanislaus County Board of Supervisors Redistricting 2011

Submitted by Peou Khiek

In January 2011, Stanislaus County began the process of planning for the supervisorial redistricting process. On April 26, 2011, the Board of Supervisors formally initiated the supervisorial redistricting process by adopting the Redistricting Project Charter, forming a Redistricting Steering Committee, Project Team, selection of the Ad Hoc Citizens Redistricting Advisory Committee, and authorizing the Chief Executive Officer to enter into an agreement with Q2 Data and Research, LLC, to provide professional consulting services for the County's Supervisorial Redistricting Efforts. The two committees and the project team were formed, seven public meetings were held, and three proposed map options were recommended to the Board of Supervisors for consideration of approval.

County staff used the 2010 United States Census data for the redistricting process. Stanislaus County's population in 2010 was 514,453. This is an increase of 15.1% up from 446,998 in the 2000 census. The primary increase in growth took place in Districts 1, 2, and 5. Federal and State law requires that all five districts shall be as nearly equal in population as can be when all code requirements are applied. The County is required to analyze existing supervisor districts and adjust the boundaries, using certain criteria, to obtain balanced population. Below is a breakdown of the population by district based on the United States Census Bureau 2010 data:

- District 1 (Bill O'Brien) = 113,756
- District 2 (Vito Chiesa) = 110,722
- District 3 (Terry Withrow) = 91,713
- District 4 (Dick Monteith) = 91,922
- District 5 (Jim DeMartini) = 106,340

The district population target number for the redistricting project was **102,891**.

All line drawing for the redistricting project was performed by County staff members (GIS Central) using the County's Geographic Information Systems (GIS). GIS gives government a more efficient way to address redistricting. Using GIS transforms the redistricting process from an arduous and lengthy manual operation into a convenient process where you can easily create and consider alternative scenarios to find the best available solution.

Staff used the Districting extension from ESRI for the ArcGIS software to perform the line drawing. The Districting extension is a freeware (no cost) add-on that works in conjunction with ESRI ArcGIS Desktop. This freeware has the same functionalities as other third party software, such as Maptitude, but without an additional cost to the County.

The basis for creating districting plans is source geography and source attributes. Source geography is geographic data (census area, block, block group, etc.) used for assigning units into districts. Source attributes are attributes associated with the source geography such as total population, population by race or ethnicity, and so forth. During the districting or redistricting process, statistics are updated for each selection of source geography units. You can assign the selected units immediately to the district or review the statistics before making the assignment to the district. With the Districting extension, GIS Central staff was able to create plans, maps, import/export maps, redraw political boundaries, set up territories, define districts, analyze statistics and data, and create reports.

Stanislaus County is one of the few counties, if not the only county, in the State that has performed all line drawing for redistricting using internal staff and

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Ethics Quotes

Alexander Solzhenitsyn:

“Even the most rational approach to ethics is defenseless if there isn't the will to do what is right.”

"Health & Safety Byte"

Submitted by Sylvia Jones

Do not leave valuable personal items in your unattended car. Even items that are not visible can be stolen from your car's interior. Also, leaving jackets, bags, or other items in your car seats may cause someone to think you have something of value hidden, and they may cause damage to your vehicle windows or door locks to investigate.

**Public Works is now
69 days without a
reportable
accident/injury!**

See page 2 for more information.

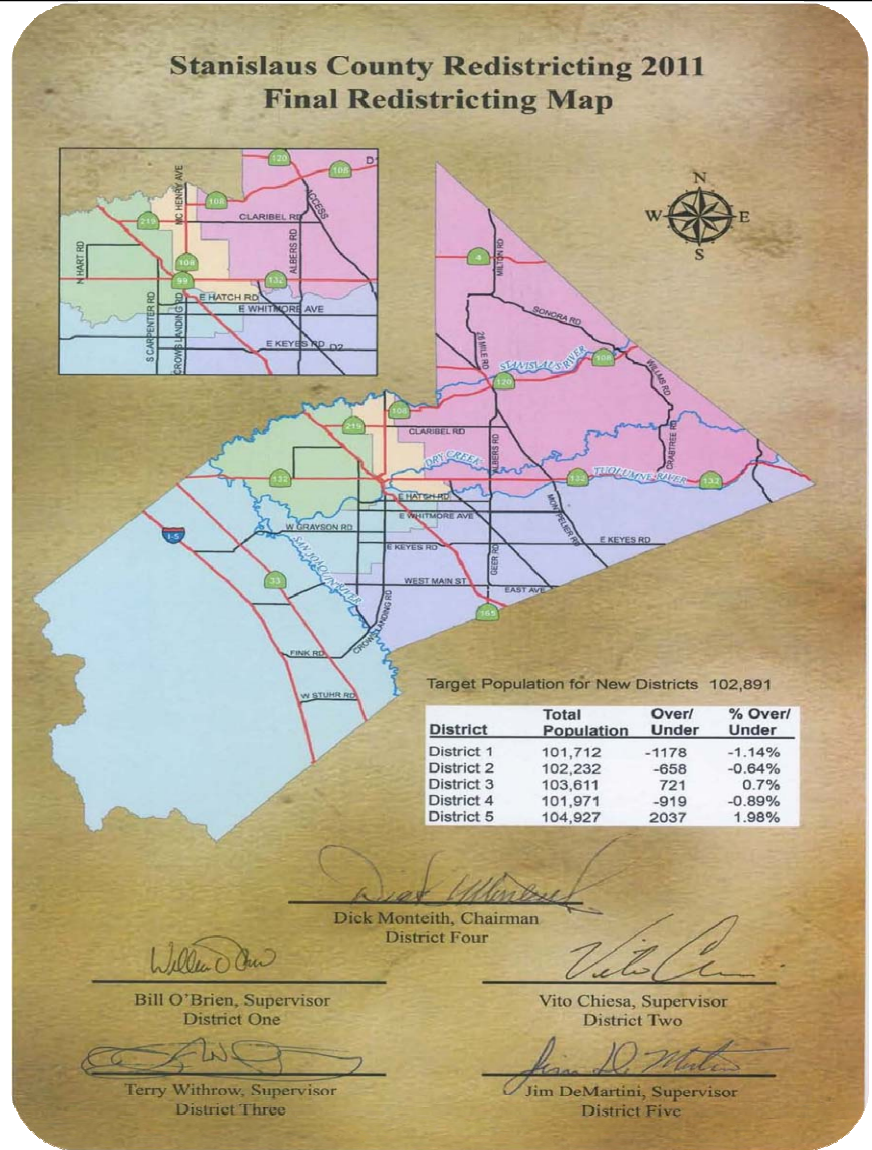
Redistricting 2011

(continued from Page 1)

not a consultant. This is due to no small part of Stanislaus County’s GIS Central staff knowledge of GIS and census data, past experience with redistricting, and overall willingness to be involved in a historical event. GIS Central’s staff devoted a lot of time and effort in map making, data analysis, presentations, meetings, and GIS support in the redistricting process.

On August 30, 2011, the Board of Supervisors adopted the new boundaries, which will go into effect by the end of September 2011 (map on right). The new boundaries have changes to all five districts. The boundaries take into account redistricting criteria of population, topography, geography, cohesiveness, contiguity, integrity, compactness of territory, and community of interests of the districts. Rivers are still used, as reasonable, to assist in defining district boundaries. Major roads are used as boundaries where applicable.

The territory of District 3 moves south across the Tuolumne River, which reflects the accessibility that the community has between south and west Modesto. Riverbank and Oakdale remain in one district, Turlock, Denair, and Keyes remain in one district. The City of Ceres is split. Newman, Patterson, Westley, and Grayson remain in one district. The Beard Industrial Tract moves into Modesto-based District 4.



Public Works Safety: 389 Days!!



Submitted by Laura Janovich

Sound like a title for the latest film at the movies? Maybe an Indiana Jones adventure or a science fiction on global warming, or a new reality program?

No... none of the above. It is the number of days the Department of Public Works has set as the newest record of consecutive day’s accident free. We have surpassed our previous record of 289 days by a full 100 days! That is three full weeks past the one year mark!

Congratulations to everyone. This is an achievement worth bragging about. It is an effort that takes the whole team, working together to be aware of our surroundings, implementing the training we have received and complying with the many regulations, mandates and policies set forth by OSHA and Stanislaus County to provide a safe working environment.

We are on our way closer to setting another new record. The best reward of all is we are going home at the end of the day in the same condition, or better, as we were in when we came to work that morning.

Back When...

Submitted by Gary Hayward

I am going to brag and reminisce a little here. Then I will get on with the point of the story. I was hired as a Road Maintenance Worker I in March of 1980 for the Road and Bridge Division of Stanislaus County. I've had the good fortune of promoting to the position of Road Superintendent in 2008.

There have been many faces come and go since my first day on the job in 1980. I gained a great deal of knowledge working side by side with some of the characters in the Department, most of it job related.

There wasn't much of a dress code. You can imagine some of the hats, shirts and overalls that were worn. Yes, overalls.

When I first started, several of the projects included ripping the road with the scarifiers on a grader or dozer. Making a windrow with the material and adding oil and a lyme powder to it. Mixers mounted on tractors were used to combine the material and then the grader operators laid it all in place. The end result was that we had mixed our own pavement. All of this was done with using the Department's workforce. I worked on this type of project on McClintock, Marshall, Eastin, Medlin, Davis, Milton Roads and a portion of Del Puerto Canyon.

Most of the skip paving we did was using the graders to blade patch. We did have an old pull behind paver to skip pave with. Using it was something special; we didn't use it often, preferring the blade patch method instead.

Patching often was done out of bobtails or ten wheelers. The roads looked like the surface of the moon. Cutback material, known as cold patch was used the majority of the time. There were so many holes that when patching the team didn't drive from hole to hole. The process was one or two employees would get out and walk behind the truck. The driver would have it in granny gear to go as slow as possible. The ground team would walk behind shoveling material in the holes using large scoop shovels. When the load was empty or the road finished, the driver would then wheel roll the patches. There were some 24-ton days of shoveling done.

Shoulder grading was shoulder grading, and fills were done with bottom dumps or ten wheelers. There wasn't a fancy shoulder machine, if only I had thought of that.

The ten wheel dump trucks had a transmission (Brownie) that would get hung up and not shift. The driver would have to crawl under the truck and use a bar or large screwdriver to dislodge it. He would then repeat the process a few miles later.

As dusty as roadside mowing is, there weren't enclosed cabs or air conditioning on the tractors.

The Diablo Grande Parkway didn't exist. The pavement ended one mile west of I-5 on Oak Flat Road. The Roads Division maintained the winding dirt road from there to a house located a few miles back so the owners' children could get to school. That house has since been converted to be the restaurant and clubhouse at Diablo Grande Golf Course.

For a few years the Roads Division completed between 200 and 400 miles of chip seal.

The Department did the same work as we do now in tree, sign and flashing beacon maintenance. Those vehicles were ancient then and were still used for many years.

There was the sign/supply shop where signs were made (baked) in a giant pizza oven.

Most of these tasks are still required of us today. There are several more that we did or do that I haven't mentioned.

There are several differences between then and now. Some that I see are that:

- ◆ Morgan Shop has purchased quality equipment for the various tasks we do. We no longer have antiquated equipment.
- ◆ There are very few areas of roadway now that look like the surface of the moon. The work that the Construction and Design Teams are doing with the overlay, cape seal, rubberized chip and slurry projects is reducing miles of roadway that require regular pothole patching maintenance.
- ◆ Our dress code has improved. Our teams look professional in the field with the traffic safety green shirts and jackets. The color green is much more visible at any time of the day or night than the color orange we wore for a few years.
- ◆ The Proficiency Training Program requires the employee to participate in training to become a proficient operator on 34 pieces of designated equipment. This results with team members on loan to other teams to be familiar with the work and fit right in.
- ◆ Employee promotions are based on their success in the Proficiency Training Program. This motivates the employee to train and it improves morale. Employees no longer have to wait for a vacancy in the department to get promoted to a Road Maintenance Worker III.
- ◆ Our team now uses a much larger paver to skip pave or to do a short resurfacing project. The completed job is always a professional quality product. The employees participate in the planning, prepping and paving of the jobs. This increases their knowledge and skill level.
- ◆ The patch teams leave a smooth rideable patch.
- ◆ Variable width, quality looking shoulder fills are achieved by using a loader with a hopper attachment the trucks dump into. If trucking was available the team could put out 60 trucks or more an hour.
- ◆ The Bridge and Drainage Team have saved thousands of dollars by using the Community Service Area funding for maintenance at the storm drainage basins.
- ◆ The team has installed several drains for street flooding at various locations. This eliminates the need to call in rental water trucks during inclement weather for a savings of \$120,000 per year.

Anyway, the point of my story is that I am proud to say that I've made a career working in the Roads Division. It is fun to think of the culture change and improvements made from the way we did it back when. I don't recall ever of having worked with or around a more positive and professional group of employees in the Public Works Department. Our employees are working a career, not just a job. They take pride in what they do and it shows in the end result.

Stanislaus County Public Works has employees in the Administration/Finance, Construction & Design Engineering, Geographical Information Systems (GIS), Morgan Shop, Road Operations, Survey, Traffic Engineering, and Transit Divisions.

The Mission:

Manage and improve infrastructure through safe and efficient use of resources and assets for the benefit of our citizens.

Congratulations to everyone for the 389 days without a reportable injury!

Public Works

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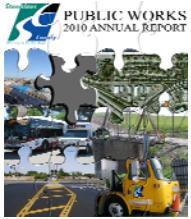
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Articles by Public Works Writers

Published by Keimi Espinoza 



**Our Public Works
2010 Annual Report is
available at:**

<http://www.stancounty.com/publicworks/pdf/2010-annual-report.pdf>



Transit Info for Fall 2011

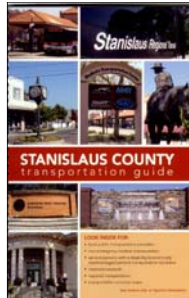
Submitted by Brad Christian

Here we are in Fall already! Our service changes and fare increases went into effect in August and they seem to be going well. At this time, we have not received any negative comments on either one.

Ridership for fiscal year 2010/2011 was up over 9.72% and so far through August, ridership is up 17.23% when compared to this time last year! **This is big!** A good increase is 3.0 to 5.0%. Through August, we have five of our thirteen services with double-digit increases!

Normally this time of year is pretty quiet when it comes to events, but not so this year. Staff has already participated in two Community Service Agency events and events in Turlock, Ceres and Hughson and has three events coming up in Newman, Modesto and CSUS in Turlock. It keeps us hopping, but these events are very important for us to help get the word out about our StaRT services and other public transportation options throughout the County.

Besides the **Easy Rider** Trip Planner project, staff has wrapped up another regional project, the second edition of the **Stanislaus County Transportation Guide**. This guide provides general service and contact information about public and private transportation options throughout Stanislaus County. The first edition was created over six years ago and has been an important tool for social services agencies to help their customers meet their transportation needs. The new edition should continue to do so.



Transit Division's website is: www.srt.org
Passengers may call StaRT at 1-800-262-1516 for route information.

Two New Lighting Projects

Submitted by Mike Wilson

Special Districts is pleased to announce two new projects approved by the Board of Supervisors: the addition of alley lighting to the Airport Neighborhood Lighting District and the formation of the Kenwood Park Lighting District.

The installation of 37 (100-watt) streetlights on existing utility poles in the alleys of the Airport Neighborhood Lighting District was recently completed in July 2011. A petition signed by property owners and residents of the district initiated the project. Property owners voted in support of the project and the corresponding assessment to pay for the special benefit and the Board of Supervisors gave their approval in March 2011. This is the first Stanislaus County Lighting District to have alley lighting. The alley lighting is expected to promote the health, safety, and welfare of the community, aid law enforcement efforts, and deter unwanted activities in the alleys.

The Kenwood Park Lighting District was just formed by the Board of Supervisors in August 2011. A petition signed by property owners and residents of the district initiated the project. Kenwood Park is a small county "island" within north-east Turlock centered around the intersection of Kenwood Avenue and Starr Avenue. Special Districts will be working with Turlock Irrigation District to place and install 14 (100-watt) streetlights on existing utility poles.

Did You Know...

Submitted by Matt Machado



- Nearly 38 percent of all traffic fatalities in the state occur on rural, non-Interstate roads.
- A new TRIP (a national transportation research group) report says the fatality rate on California's rural roads is four times higher than all other roads and highways in the state.
- Deteriorated rural roads and bridges hinder mobility and economic growth.
- Safety issues are compounded by population growth in cities at the heart of rural, agricultural counties. The cumulative growth of the cities (within Stanislaus County) over the past ten years has exceeded 15%, while growth in the unincorporated area has remained nearly flat.

MENTORING MAKES A DIFFERENCE

Submitted by Sharon Andrews

The Stanislaus County Employee Mentor Program is mid-way through its lucky 13th year. Since January 1999, we have logged over 18,000 hours helping at-risk students improve their reading comprehension and their overall grades. **Children who are mentored are also 49% less likely to start using drugs.** It's not too late to sign up. There are five participating schools: Shackelford, John Muir, Ensen, Everett and Franklin. For more information, please contact Sharon Andrews at 209-525-4181 or go to the website: <http://www.employementors.com/>

Staff Updates

New Staff:

Thomas Geiss and Ebony Stagg (Senior Engineering Technicians) joined the Design Engineering Division on August 29th.

Welcome to our team!

Employees Leaving County Service:

Don Hamaguchi (Assistant Engineer) — 16 years of service
Jose Ramirez (Engineering Aid II) — 4 years of service
Tammy Hall Richards—(Road Maintenance Worker III) 11 years of service
Anthony Villarreal— (Road Maintenance Worker III) 13 years of service

Best wishes and congratulations!

