



CITY OF MORRO BAY PUBLIC WORKS ADVISORY BOARD A G E N D A

The City of Morro Bay is dedicated to the preservation and enhancement of the quality of life. The City shall be committed to this purpose and will provide a level of municipal service and safety consistent with and responsive to the needs of the public.

Regular Meeting - Thursday, February 16, 2012
Veteran's Memorial Building - 6:00 P.M.
209 Surf Street, Morro Bay, CA

Matt Makowetski, Chair

Ron Burkhart
William Olson

Richard Rutherford
Stephen Shively

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
ANNOUNCEMENTS / PRESENTATIONS

PUBLIC COMMENT PERIOD

Members of the audience wishing to address the Board on City business matters other than scheduled items may do so at this time. To increase the effectiveness of the Public Comment Period, the following rules shall be followed:

- When recognized by the Chair, please come forward to the podium and state your name and address for the record. Board meetings are audio and video recorded and this information is voluntary and desired for the preparation of minutes.
- Comments are to be limited to three minutes.
- All remarks shall be addressed to the Board, as a whole, and not to any individual member thereof.
- The Board respectfully requests that you refrain from making slanderous, profane or personal remarks against any elected official, commission and/or staff.
- Please refrain from public displays or outbursts such as unsolicited applause, comments or cheering.
- Any disruptive activities that substantially interfere with the ability of the Board to carry out its meeting will not be permitted and offenders will be requested to leave the meeting.
- Your participation in Board meetings is welcome and your courtesy will be appreciated.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Public Services' Administrative Technician at (805) 772-6261. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

ELECTION OF OFFICERS FOR 2012

CONSENT CALENDAR

- A-1 Approval of Minutes of October 20, 2011 and November 1, 2011 - Recommendation: Approve minutes.
- A-2 Director's Report/Information Items - Recommendation: Receive and file.
- A-3 Morro Bay Citizens Bike Committee Memo dated November 8, 2011 – Recommendation: Receive and file.

OLD BUSINESS

- B-1 Consideration of Estero Bay Transit Proposal (Burlingame) - Recommendation: Review the Estero Bay Transit service proposal from the San Luis Obispo Council of Governments (SLOCOG) and recommend the City Council determine that the Estero Bay Transit service concept as proposed does not serve the best interests of Morro Bay residents and to not pursue implementation of it.

NEW BUSINESS

- C-1 Citizen Request for New Stop Sign Procedure – Recommendation: Review and Comment
C-2 Beach Access at Rock Parking Lot – Recommendation: Review and Comment

FUTURE AGENDA ITEMS

A. ADJOURNMENT

Adjourn to the next regularly scheduled Public Works Advisory Board meeting at the Veteran's Memorial Building, 209 Surf Street, on Thursday, April 19, 2012 at 6:00 p.m.

This agenda is subject to amendment up to 72 hours prior to the date and time set for the meeting. Please refer to the agenda posted at the Public Services Department, 955 Shasta Avenue, for any revisions or call the department at 772-6261 for further information.

Materials related to an item on this Agenda are available for public inspection during normal business hours in the Public Services Department, at Mill's/ASAP, 495 Morro Bay Boulevard, or the Morro Bay Library, 695 Harbor, Morro Bay, CA 93442, or online at www.morro-bay.ca.us/pwab . Materials related to an item on this Agenda submitted to the Board after publication of the Agenda packet are available for inspection at the Public Services Department during normal business hours or at the scheduled meeting.

SYNOPSIS MINUTES - MORRO BAY PUBLIC WORKS ADVISORY BOARD
REGULAR MEETING – OCTOBER 20, 2011
VETERANS MEMORIAL HALL – 6:00 P.M.

Chairperson Makowetski called the meeting to order at 6:00 p.m.

PRESENT:	Matt Makowetski	Chairperson
	Richard Rutherford	Board Member
	Ron Burkhart	Board Member
	William Olson	Board Member
	Stephen Shively	Board Member
STAFF:	Rob Livick	Public Services Director
	Barry Rands	Associate Engineer

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE
ANNOUNCEMENTS / PRESENTATIONS

Makowetski announced receipt of a letter from Rick Deshler concerning safe route to school on Greenwood Avenue regarding opposition to sidewalks on Greenwood Avenue.

PUBLIC COMMENT

Noah Smukler invited all to attend the Central Coast Stand Up Paddling (CCSUP) Cup, a series of watercraft races to be held this Saturday at the Rock benefitting the Junior Lifeguard Program. For more information, contact Matt Hudgens, owner of CCSUP.

A. CONSENT CALENDAR

A-1 Approval of minutes from the August 18, 2011 meeting

MOTION: Burkhart moved to approve the August 18, 2011 minutes. The motion was seconded by Shively and carried unanimously. (5-0).

A-2 Director's Report/Information Items

Burkhart stressed the need to make the e-request form on the City's website more user friendly especially in regards to entering the phone number.

Livick stated that the e-request form will be undergoing a major revision to encompass requests for all departments, instead of just routine street maintenance requests.

Makowetski reviewed with Livick the information items on the Director's Report.

A-3 Advisory Board Handbook and By-Laws

MOTION: Shively moved to approve the Consent Calendar. The motion was seconded by Burkhart and carried unanimously. (5-0).

B. OLD BUSINESS - None

C. NEW BUSINESS

C-1 Bicycle and Pedestrian Draft Master Plan (Rands) – Recommendation: Approve concept and provide comments as necessary.

Rands presented the staff report giving an overview of the Bicycle and Pedestrian Draft Master Plan including a discussion of existing facilities and program goals such as:

- Introduce a “complete streets” policy into the transportation planning process
- Improve the safety and convenience for cyclists and pedestrians throughout Morro Bay
- To close the gaps in our bikeway network
- To increase the overall percentage of trips made by bicycle and foot to, from and within the City of Morro Bay

Olson addressed the issue of underused facilities and stated that he sees bike paths are not often used or he sees bicyclists using the Boardwalk with their bikes instead of designated paths. Olson also stated if money is being spent on bike paths, then we should get someone to use them.

Makowetski opened Public Comment period.

- Christine Johnson, resident of Morro Bay, spoke in favor of the Draft Bike & Pedestrian Plan and stated this is good for business because it both helps market Morro Bay as a biking destination for tourists and also serves residents by meeting their daily transportation needs. Mrs. Johnson suggested that the City should focus its efforts on the east side San Jacinto corridor as the priority safe route for children biking and walking to Del Mar Elementary School.
- Amy Burton, resident of Morro Bay and Safe Routes to School Volunteer Coordinator, spoke in favor of the Bike Plan. She noted that 2 additional bike racks were added to Del Mar School due to overcrowding and agreed with Mrs. Johnson’s comments. Mrs. Burton stated a revision is needed to the Plan because they did not receive the Safe Routes to School grant. She also suggested the City should focus its efforts on improving the safety of the east side San Jacinto corridor to Greenwood as well as crosswalks and signage on streets west of Greenwood and east of San Jacinto.
- Dan Revoir, Executive Director of the SLO County Bike Coalition and resident of San Luis Obispo asked for PWAB support and recommendation to the City Council of the Draft Bike & Pedestrian Plan to the City Council.

Makowetski closed Public Comment period.

MOTION: Burkhart moved that we recommend to move this forward to the City Council for approval. The motion was seconded by Shively and carried unanimously. (5-0).

D. FUTURE AGENDA ITEMS: City Facility Tour (Staff), Water Conservation (Wade), Collection System Repairs (Wade).

Board members and staff reviewed future agenda items.

ADJOURNMENT

The meeting was adjourned at 7:30 p.m. to a Special Meeting touring City Facilities starting at the Public Services Department on Tuesday, November 1, 2011 at 3:00 p.m. and then the next regularly scheduled meeting to be held at Veteran's Memorial Hall on Thursday, December 15, 2011, at 6:00 p.m.

SYNOPSIS MINUTES - MORRO BAY PUBLIC WORKS ADVISORY BOARD
SPECIAL MEETING –NOVEMBER 1, 2011
PUBLIC SERVICES DEPARTMENT – 3:00 P.M.

Chairperson Makowetski called the meeting to order at 3:10 p.m.

PRESENT:	Matt Makowetski	Chairperson
	Ron Burkhart	Board Member
	Stephen Shively	Board Member

STAFF:	Rob Livick	Public Services Director
	Janeen Burlingame	Management Analyst

ESTABLISH QUORUM AND CALL TO ORDER
MOMENT OF SILENCE / PLEDGE OF ALLEGIANCE

A. PUBLIC COMMENT

Chairperson Makowetski opened Public Comment period.

Susan MacDonell, General Manager of Morro Bay Transit, announced changes have been made to the Transit program. New transit stops have been added and some of the times have been changed for the convenience of the public in order to better sync connections with RTA Transit.

Chairperson Makowetski closed Public Comment period.

B. PUBLIC SERVICES CITY FACILITIES TOUR

The Special Meeting will start at the Public Services Department before boarding the City's trolley for the tour.

B-1 Public Art Proposal for Painted Mural on City Park Bus Shelter

Recommendation: Review the proposal from the Morro Bay Public Art Foundation to paint a mural on the City Park bus shelter and recommend to the City Council as to whether or not it should endorse the proposed mural and accept its placement on the City Park bus shelter.

The PWAB meeting attendees travelled via trolley to the City Park Bus Shelter to hear the Public Art Proposal.

Janeen Burlingame presented the staff report and introduced Nancy Barta who explained the proposal to improve the appearance of the shelter by painting a mural. Ms. Barta stated after soliciting public input on mural designs, the goal was to create a unique design that depicts a living room scene. Ms. Barta also suggested that the windows be replaced with tempered glass to improve safety of the shelter at night.

PWAB members agreed to forward this onto to the City Council.

MOTION: Shively moved to forward the Painted Mural Art Proposal to the City Council. The motion was seconded by Burkhart and carried unanimously. (3-0).

B-2 Tour of Public Services Facilities and Morro Bay Transit Route

PWAB members toured the Kings Street Tank site, the Wastewater Treatment Plant, the City Maintenance Yard, and the Desal facility where a brief discussion regarding each facility took place at the specific locations. The Board also toured the new Morro Bay Transit route with stops announced by the driver.

ADJOURNMENT

The meeting adjourned at 5:31 p.m. to the next scheduled meeting to be held at the Veteran's Memorial Hall on Thursday, December 15, 2011, at 6:00 p.m.

PUBLIC WORKS ADVISORY BOARD
 City of Morro Bay, Department of Public Services
Director's Report / Information Items
 Prepared: 2/7/2012

AGENDA NO.: **A-2**
 DATE: **2/16/2012**

Category	Information Item	Staff Contact	Status
Solid Waste	Clean Up Week	Janeen Burlingame	Spring Clean Up Week is scheduled for April 2-6, 2012. Up to 2 cubic yards (equivalent to 12 32-gallon containers) of material can be placed at the curb in addition to your grey waste wheeler on your regularly scheduled collection day. Containers or bundles must weigh less than 75 pounds and measure 4 feet or less in length. There is a special discount for collection of bulky items. For more information, call Morro Bay Garbage Service at 543-0875.
Wastewater	Joint Powers Agreement (JPA)	Bruce Keogh, Dylan Wade, Rob Livick	<p>Morro Bay – Cayucos WWTP: City staff are working on preparing for the appeal process through the California Coastal Commission. The City and CSD has hired DUDEK corporation to assist in the preparation of alternatives and coastal hazards analysis as required by the CCC prior to the De Novo hearing for a Coastal Development for the MBCSD proposed project. We anticipate the hearing with the Coastal Commission sometime during their meeting in 2012 (dependent on the CCC scheduling). This appeal process has delayed completion of the upgrade of the Waste Water Treatment Plant to tertiary treatment. The City has been granted relief from the settlement agreement between the JPA board and the Regional Water Quality Control Board due to this appeal. The JPA typically meets the second Thursday of each month. Agendas, minutes, additional information on the upgrade can be found on the City's website at www.morro-bay.ca.us/wwtpupgrade .</p> <p>The MBCSD Staff was notified by California Coastal Commission Staff that the previously tentative date for the de Novo hearing will not be at the April 2012 CCC Meeting due to staffing changes at the CCC. CCC staff will notify MBCSD when they reschedule.</p>
Other Capital Projects	Fire Station 53 Admin/Living Quarters Project	Dylan Wade	The project is well underway with the reinforcing steel going in on the training tower and the first floor framing largely complete. In the coming weeks the training tower will be poured and the second story framing will begin.

Category	Information Item	Staff Contact	Status
Water	Resource Management, Operations	Dylan Wade, Jamie James	<p>- <u>Mandatory Water Conservation Measures</u>: Mandatory Water Conservation Measures are in effect. The community is currently at a Moderately Restricted Water Supply condition in accordance with section 13 of the municipal code.</p> <p>- <u>State Water Project</u>: Deliveries are adequate to ensure that Morro Bay will receive 100% of its entitlement.</p> <p>- <u>Potable Water Production</u>: Total potable annual water production for 2011 was 1242 acre feet with 14 acre feet of direct consumed groundwater, 84 acre feet of brackish reverse osmosis treated water, and 1144 acre feet of State Water.</p> <p>- <u>Chorro Valley</u>: The City hired an attorney to consult on the City's water rights in the Chorro valley. The City has received a response from the State about where to site the required stream gauges and is working with SWRCB staff to understand new conditions they are proposing in that process.</p> <p>- <u>Morro Valley</u>: The City has retained council to advise the City on how to protect its interest in the Morro Valley groundwater basin and to help ensure that further nitrate contamination does not occur.</p> <p>- <u>Desal Plant Brackish Treatment System</u>: The newly installed BWRO treatment trains are being modified using funds from a California Department of Public Health grant to enable both the brackish and salt water trains to operate simultaneously. These modifications were started in March of this year and will likely run through 2013. The first project included replacing a pumping line through Lila Keiser Park was complete in April of this year. The next project which includes electrical upgrades is under development.</p> <p><u>Toilet Rebate</u> – At their October 11, 2011 meeting, the City Council modified the toilet retrofit rebate program. Now the minimum standard for receiving the \$100 rebate for a new toilet from the City requires the installation of a “Dual Flush” toilet. The City will only provide the rebate to locations that have not been previously retrofitted so that we are only subsidizing the replacement of standard 3plus gpf toilets with “Dual Flush” models.</p> <p><u>Black Hill Tank Recoating Project</u> – The City's project to recoat Black Hill tank has taken longer than anticipated. Once paint was stripped from the interior of the tank some fairly significant rusting of structural roof supports was observed requiring replacement. The replacement of the structural elements of the tank has been completed and the tank refilled.</p>

Category	Information Item	Staff Contact	Status
Collection System	Collection System	Rob Livick, Tim O'Marr	<p>- <u>Lift Station 3 (Quintana Road)</u>: The 90% design submittal package has been submitted and reviewed. The adjacent property Owner has granted to the City an easement for utilities. This project will follow Lift Station #2 in construction and will go out to bid in within the next couple of months.</p> <p>- <u>Lift Station 2 (Front Street)</u>: The project includes complete replacement and reconstruction of the Lift Station located in the Front Street parking lot. This Lift Station has outlived its useful life and serves Morro Bay's commercial center. The replacement of the Lift Station will help ensure reliable wastewater collection service for years to come and will eliminate hundreds of confined space entries by our staff each year. The work will start onsite on February 13th. Whitaker Construction Group was the low bidder with a bid of \$958,740.</p> <p>- <u>Collection System</u>: The City has completed the first exhaustive video inspection of the entire waste water collections system. While there are some required repairs to be made, in general the condition of the system is in better condition than originally anticipated. Staff will be letting a series of repair contracts designed to rehabilitate the worst portions of the system in the most cost effective fashion possible. This proactive repair strategy will ensure that we continue to provide the highest possible service at the lowest possible cost.</p> <p>-<u>Section 6 Repairs</u> : Staff has opened bids to rehabilitate several collections pipes along Quintana road through the cured in place pipe process. D-Kal Construction will complete the necessary start this rehabilitation project in the next couple of weeks. You can anticipate traffic delays along Quintana Road during construction of this important maintenance project.</p>
Storm Water	Storm Water Plan Total Daily Maximum Load (TMDL) Program	Rob Livick	<p>At their May 24, 2011, Council adopted the new stormwater regulations (see http://ca-morrobay.civicplus.com/documents/City%20Attorney/Municipal%20Code%20Updates/Ordinance%20567.PDF for the new ordinance). These regulations went into effect on June 24, 2011.</p> <p>Staff is continuing with water quality sampling near several outfalls in the bay and is testing for pathogens. Pathogens are the constituent for which the Regional Board has the most concern due to public contact and shellfish operations.</p> <p>On February 8, 2012 Water Board staff inspected City Harbor facilities for the TMDL program. The Water Board staff member was impressed with the City's diligence in protecting water quality.</p>

Morro Bay

~~Citizens Bike Committee~~

Recreation and Parks Department
595 Harbor Street, Morro Bay CA 93442



Mission Statement: Dedicated to the advocacy and creation of an efficient interconnected network of safe, scenic bikeways and community paths in the Morro Bay area.

February 10, 12

To: Recreation and Parks Commission
Recreation and Parks Department
Public Works Advisory Board

Citizens Bike Committee met February 1, 2012.

Mr Barry Rands reported that Planning Department likes the draft Morro Bay Bicycle & Pedestrian Master Plan. He expects that the plan will go to Planning Commission February 15, 2012, and then to Council for adoption.

Mr Rands reported that negotiations are underway between the City and Dynegy to approve an easement through the plant for a paved bike route that will connect Main Street to the Embarcadero.

Mr Davis reported that County Parks and Recreation Commission approved a western alignment of Morro Bay to Cayucos Connector. SLOCOG's 2012 Regional Transportation Improvement Plan (RTIP) recommends \$290,000 for design work beginning this fiscal year.

Mr Davis reported that he presented, on behalf of CBC, a list of unmet bike/pedestrian needs to City Council last week. A new need is for improvement of the San Jacinto/Main Street/Hwy 1 intersection. This is highly used by children and parents biking and walking to and from Del Mar Elementary School. Mr Rands will consult with Caltrans and see if they will partner with the city to develop a Safe Routes to School grant request.

Mr Davis reported that May is National Bike Month. Morro Bay Library wants to encourage people to commute to the May 5th Book Sale by bicycle by giving commuters Bike Bucks for Books. Ms Johnson will contact SLO County Rideshare to see if we can get a grant to pay for the Bike Bucks.

Mr Davis reported that the 2012 RTIP recommends \$616,000 for construction of a bridge across Morro Creek at the western end of Atascadero Road to connect to the Boardwalk in Fiscal Year 2015.

Mr Rands reported that the City's Racks with Plaques is officially underway. First rack will be placed in front of Top Dog.

Ms Burton reported that Del Mar Elementary School is performing a program called "Walk and Roll Wednesdays." On the first Wednesday of each month, students are encouraged to bike or walk to school. A prize is awarded each month to the classroom with the most miles for that month.

Ms Johnson reported that MB4th Committee received its first donation for 2012 from the SLO Bike Club, \$500 to pay for Bike Valet. MB4th is looking for volunteers to help with car parking at the Rock and bike parking at Tidelands Park.

Mr Davis reported that Caltrans has fixed the drainage problem on the southbound off ramp to Atascadero Road that was washing debris onto the adjacent bike path.

Mr Davis reported that SLOCOG is working on bringing Ryan Snyder to SLO County to present his manual on *Living Streets* that several LA County cities have adopted. You can download the manual at <http://www.modelstreetdesignmanual.com/>

Next meeting will be May 2, 2012, at Community Center Conference Room at 5pm.

Robert Davis, Chair

Morro Bay

Citizens Bike Committee

Recreation and Parks Department
595 Harbor Street, Morro Bay CA 93442



Mission Statement: Dedicated to the advocacy and creation of an efficient interconnected network of safe, scenic bikeways and community paths in the Morro Bay area.

November 8, 2011

To: Recreation and Parks Commission
Recreation and Parks Department
Public Works Advisory Board

Citizens Bike Committee met November 2, 2011.

Mr Barry Rands reported that PWAB unanimously recommended adoption of the Morro Bay Bicycle and Pedestrian Master Plan. The policy section is currently being revised to correlate with other planning documents. Emphasis is being placed on producing strong policies, including compliance with the Complete Streets Act. The plan will go to Planning Commission December 7, 2011, and then to Council for adoption.

Mr Rands reported that negotiations are underway between the City and Dynegy to approve an easement through the plant for a paved bike route that will connect Main Street to the Embarcadero. He noted that this project received the most votes in a public survey of desired bikeway projects conducted this year. Funding will be required to provide a security fence that will separate the bike path from the plant and no source for those funds has been identified. Ms Johnson noted that a neighborhood organization, the Beach Tractors, is considering a donation of \$500 as seed money to try to raise money for the project.

Mr Robert Davis reported that San Luis Obispo Bicycle Club is discussing using Morro Bay High School as the start point for its annual September Lighthouse Bike Ride for Charities.

Mr Davis reported that EIR preparation for Morro Bay-Cayucos Connector continues using a route on the west side of Highway 1.

Mr Davis reported that the Chorro Valley Study, a bike path from Cal Poly to Morro Bay, has received federal funding for preliminary planning.

Mr Rands reported that the City's application for a Scenic Byways grant to fund a bridge across Morro Creek west of the Dynegy plant was not successful.

Mr Rands reported that the City is in the planning stage for a bike rack program.

Ms Christine Johnson reported that Del Mar Elementary School is embarking on a program called "Walk and Roll Wednesdays." On the first Wednesday of each month, students are encouraged to bike or walk to school. The goal is to amass enough total miles to walk the length of California. A prize will be awarded at the end of the year.

Ms Johnson also reported that SLO County Bike Coalition put on the first ever Bike Ed class in Morro Bay October 12, 2011. Twenty-five people attended at the Teen Center to learn how to confidently ride bicycles on streets with traffic.

Committee approved a meeting schedule for 2012 – Feb 1, May 2, Aug 1 & Nov 7.

Next meeting will be February 1, 2012, at Community Center Conference Room at 5pm.

Robert Davis, Chair



AGENDA NO: B-1

MEETING DATE: February 16, 2012

Staff Report

TO: Public Works Advisory Board **DATE:** February 9, 2012
FROM: Janeen Burlingame, Management Analyst
SUBJECT: Consideration of Estero Bay Transit Service Proposal

STAFF RECOMMENDATION

Staff recommends the Public Works Advisory Board do the following:

1. Review the Estero Bay Transit service proposal from the San Luis Obispo Council of Governments (SLOCOG); and
2. Recommend the City Council determine that the Estero Bay Transit service concept as proposed does not serve the best interests of Morro Bay residents and to not pursue implementation of it.

FISCAL IMPACT

Impact to the Transit Fund: The estimated operating budget for the service plan proposed is \$250,000 with fares estimated at \$25,913. The Transportation Development Act (TDA) funds to be allocated from the City for its share of the total operating budget, less fares, would be \$173,432 for the first year and are calculated based on the percentage of service hours spent in Morro Bay for the proposed fixed route and three additional senior shuttle days.

The SLOCOG February 2, 2012 proposal states it accommodates City staff overhead of up to 7.5% (\$13,000) making the total cost to the City \$186,000; however, this is not how the City calculates overhead in the Cost Allocation Plan.

The Transit Fund cost allocation would be revised to take into account changes for the transit related activities by general fund employees due to the service proposal. There would still be some transit related activities that Council, City staff and Accounting/Treasury employees would be involved with under the proposed concept while other transit related activities for Facilities and Vehicle Maintenance would be eliminated from the cost allocation since those activities are proposed to be handled by the RTA. The revised cost allocation for the service proposal is estimated to be \$41,962.

For FY 2010/2011, the City received \$203,469 in TDA available for transit operations. For FY 2011/2012 the City has been allocated \$261,591 in TDA for transit operations; however, there is a one time increase in the Local Transportation Fund portion of TDA that will not occur in FY 2012/2013, so when looking at potential TDA cost savings if Council were to accept and pursue the proposed transit service concept, staff took a more conservative approach using the FY 2010/2011 TDA allocation amount as it would more accurately reflect the City's future allocation after this fiscal year. The SLOCOG is anticipating a 4.5% increase to TDA funds for FY 2012/2013 that it is programming into its FY 2012/2013 Overall Work Program which, when applied to the FY 2010/2011 TDA available, would increase the TDA available for transit to \$212,625.

Prepared By: J. Burlingame

Dept Review: _____

City Manager Review: _____

City Attorney Review: _____

Including the City’s revised cost allocation amount of \$41,962 for overhead and comparing the full operating cost to the anticipated TDA allocation available for transit operations, it is estimated that the proposed service concept would save the City approximately \$2,768 in TDA funds.

SLOCOG Proposal

224,087	Operating cost less fares
(50,656)	Los Osos Share
173,431	MB Operating Cost Share for SLOCOG proposal
41,962	MB Cost Allocation (overhead)
215,393	FY 12/13 MB total cost to Transit Fund
(212,625)	Estimated FY 12/13 TDA available
2,768	Estimated Surplus TDA

Impact to the General Fund: The FY 2011/2012 cost allocation to the Transit Fund is \$109,775. If the proposed transit service concept is implemented, the estimated cost allocation would be \$41,962. The general fund would see an estimated \$67,813 increase because there would be a reduction in transit related activities that certain general fund employees would no longer be performing resulting in an increase of time spent on general fund related activities.

BACKGROUND

The Transit Efficiencies Group was initiated in 2009 at the direction of SLOCOG Board to its staff to see if there could be cost savings/efficiencies identified through better coordination or consolidation of transit functions/services. The group broke down into service regions and began meeting to discuss issues specific to each area.

For the North Coast region, several meetings occurred with SLOCOG, Regional Transit Authority (RTA), City staff and former Mayor Janice Peters which resulted in a service concept developed by SLOCOG staff that proposed a shared fixed route and dial-a-ride concept between Morro Bay and Los Osos.

In the initial proposal, the fixed route and dial-a-ride service for Morro Bay was inadequate, reducing service levels to an unsatisfactory level. Follow up meetings which included the City Manager and Public Services Director took place to discuss the initial proposal to see if modifications could be made to remedy the deficiencies. In June 2011, a new concept was proposed by SLOCOG and went before the PWAB in August 2011 and to Council in September 2011 for review.

This revised proposal was for a shared fixed route and senior shuttle concept between Morro Bay and Los Osos; however, there still were deficiencies related to inadequate service levels. The Council directed staff to continue to work with SLOCOG and RTA staff to try and remedy deficiencies that were raised and bring a revised proposal to PWAB for review and recommendation to Council.

After the additional meetings with SLOCOG and RTA staff, the SLOCOG present the City with a revised transit service proposal. Details of the proposed service concept are outlined under the Discussion section of this staff report.

DISCUSSION

Morro Bay Transit

The City currently operates Morro Bay Transit service that is a hybrid transit system combining a fixed route with limited door to door service. The Morro Bay Transit fixed route has specific stops throughout the City and the Call-A-Ride trips deviate off route within ¾ of a mile to pick up/drop off riders before returning back on route. The fixed route and Call-A-Ride service is provided hourly Monday through Friday from 6:25am to 5:45pm. The fare for the fixed route is \$1.25 per trip (\$2.50 round trip) with a discount fare of \$0.60 per trip (\$1.20 round trip). The fare for the Call-A-Ride is \$2.50 per trip (\$5 round trip).

Per the direction of the auditor for the annual TDA audit and in accordance with TDA regulations, there is one calculation for farebox ratio that includes all transit services provided and included in the Transit Fund. As such, the farebox ratio for the Transit Fund is 21% for FY 2010/2011. The City has been taking steps to reduce operating costs and increase fare revenue for Morro Bay Transit and will continue these efforts each fiscal year.

In the second year of operation, Morro Bay Transit ridership has increased by 32% over the previous year. The City received a Rural Transit Fund grant to purchase and install bus stop signage and information display cases that will be installed within the next month and will help increase awareness of the service and provide route information at each stop. Beginning in the early fall of 2011, the City increased marketing activities to increase awareness of the fixed route and Call-A-Ride services through newspaper advertisements and participating in Rideshare Month's Transit Tuesdays where free rides on the fixed route were provided the whole month of October. There was an increase in ridership after the newspaper advertisements began running.

In late October 2011, the service hours and fixed route schedule were changed to better coordinate connections with the regional transit service at City Park. Now all RTA north coast buses and Morro Bay Transit have the same arrival and departure times from City Park. Since the change, there has been an increase in ridership, particularly for the last run of the day from City Park at 5:00 PM.

For FY 2012/2013, the City's cost allocation for the Transit Fund will be reduced to reflect staffing changes that have taken place when the Public Services Department re-organization occurred that resulting in less staff time being spent on transit related activities and the reduction in fleet size and maintenance staff time on transit related activities with the change from the demand response to deviated fixed route system last fiscal year.

Volunteer Community Bus: Council members Borchard and Smukler volunteered to look into a volunteer community bus program like that offered in Cambria, including spearheading discussions with the local Senior Citizens Inc. and Meals on Wheels groups regarding setting up such a program in Morro Bay. The idea is that the volunteer bus program would augment existing transit services provided in Morro Bay and fill in the gaps where existing services may be inadequate or non-existent (ex. Saturday service was eliminated in 2009 and in past rider surveys, Sunday service as well as later hours had been requested so that residents could go to church, the movies, socialize with friends, or dine out).

Tentative agreement has been reached between the City, Senior Citizens Inc., and Meals on Wheels on initiating and operating a community bus program with various duties outlined and assigned to each agency. A formal agreement is in the process of being drafted for execution by all parties involved. The Senior Citizens group has appointed a subcommittee who would work with the City and Meals on Wheels on developing the program specifics regarding operating days and hours, and a volunteer dispatcher has been identified for call reservation and driver scheduling. Part of the City's contribution towards the program is the purchase of a small passenger vehicle and the City recently submitted an application for a Rural Transit Fund grant for the vehicle acquisition.

Estero Bay Transit Proposal

The SLOCOG is proposing the development of a cooperative agreement between the City of Morro Bay, San Luis Obispo County, the RTA and SLOCOG to provide local transit services within and between the communities of Morro Bay and Los Osos. The proposal does not include the City's trolley services and should the Council accept the proposed service concept, a separate arrangement would need to be made regarding trolley operations.

The cooperative agreement would:

1. Establish an Estero Bay Transit Policy Committee;
2. Establish an Estero Bay Technical Advisory Committee; and
3. Establish fixed route and Senior Shuttle services between Morro Bay and Los Osos.

The Policy Committee would be comprised of policy makers that would meet twice per year, at minimum, to review/adopt the annual service plan and budget and review/resolve potential disputes among members of the Technical Advisory Committee.

The Technical Advisory Committee would be comprised of staff representatives from the City, RTA, Los Osos Citizen's Advisory Committee and the SLOCOG whose purpose would be to reach consensus on the geographical coverage of the service area, ensure satisfactory implementation of the adopted service plan, review the annual service plan and budget, and explore/make adjustments to the Estero Bay Transit jurisdictions' roles and responsibilities as needed.

Estero Bay Connector - Fixed Route

A draft timetable for the fixed route service that outlines the service area and times for both communities can be found in on page 4 of Attachment 2. This service would operate Monday through Friday from 6:34 am (first pick up at the high school) to 6:36 pm (last drop off at the high school). The proposed fare is \$1.50 per trip (\$3 round trip) with a discount fare of \$0.75 per trip (\$1.50 round trip).

The fixed route proposed is for a combined service between Morro Bay and Los Osos with an hourly headway. Service for Los Osos includes 5 trips a day with a stop on Los Osos Valley Road at the Ralphs shopping center (every other hour plus 2 additional trips, one at mid-day and one at the end of the service day).

Service for Morro Bay includes 12 trips to City Park and areas north of the park on the east side of Highway 1 (hourly). For areas south of the park and in the Beach Tract on the west side of Highway 1 in the north, there are 7 trips a day (every other hour plus 2 additional trips, one at mid-day and one at the end of the service day).

Currently, Morro Bay Transit provides 11 trips a day, on an hourly basis, for all areas in the north and south areas of the community.

Benefits

- Early evening hours (service day ends at the high school 6:36 pm instead of 5:45 pm). This would allow Morro Bay commuters, who live in north Morro Bay, coming from San Luis Obispo after work on RTA Rt. 12 to be able to transfer to the connector service to get home.

Deficiencies

- The high school stop would see a reduction in service frequency as it would no longer be served hourly. There would be every other hour service with 2 additional trips, one at mid-day and one at the end of the day (first trip would be at 6:34 AM and the last trip would be at 6:36 PM). In addition, the times the bus would stop at the high school do not coincide with bell times. For Morro Bay students the proposed fixed route would not be a viable option to get to/from school.
- South Morro Bay would see a reduction in service frequency as it would no longer be served hourly. There would be every other hour service plus 1 additional trip at mid-day, instead of the current hourly service all day (first trip would be at 6:43 AM and the last trip would be at 5:43 PM). Riders in this area have expressed to drivers they would use Morro Bay Transit more often than they currently do if the service was every 30 minutes.
- The Beach Tract on the west side of Highway 1 in north Morro Bay would see a reduction in service frequency as it would no longer be served hourly. There would be every other hour service plus 2 additional trips, one at mid-day and one at the end of the day (first trip would be at 8:27 AM and the last trip would be at 6:29 PM). As the first trip for Morro Bay Transit is at 6:40 AM for commuters that need connections to the RTA or who work in Morro Bay, the proposed service would not be a viable option for those morning commutes.
- The regular and discount base fare is higher than the Morro Bay Transit fixed route fare.

Demand Response

Under the proposed transit service concept, there would be no local demand response service as the City's Call-A-Ride service would stop operating. The proposed transit concept would utilize the existing Ride-On Transportation North Coast Senior Shuttle which operates 2 days a week and include funding to provide 3 additional days for a total of 5 days per week.

The Senior Shuttle operates on the north coast from Cambria to San Luis Obispo on Monday and Wednesday from 9am to 5pm. The shuttle is for seniors 65 and older. Due to limited capacity, a rider may only use the shuttle 4 times in a month. The fare for the Senior Shuttle is \$3 per trip (\$6 round trip).

The proposed Estero Bay Transit concept would include funding for expanding the Senior Shuttle by 3 days to operate on Tuesday, Thursday and Friday from 9 AM to 5 PM. The shuttle on these days would be dedicated to Morro Bay and Los Osos and would not be limited in the number of times a rider could use the service in a month.

Benefits:

- Morro Bay seniors would have more flexibility in the time during the day a ride could be scheduled on the Senior Shuttle instead of the current block of time each hour when Morro Bay Transit fixed route is in the area to deviate off route for a Call-A-Ride pick up/drop off.

Deficiencies:

- Current riders who are not seniors and not able to use the fixed route service would no longer be able to access a demand response service that they are currently able to use with the Call-A-Ride.
- Seniors would see a reduction in the number of service hours per day provided (service proposed starts at 9 AM instead of 6:25 AM and ends at 5:00 PM instead of 5:45 PM).
- A rider is limited to using the service 4 times in a month for Monday and Wednesday service, but would not be limited in the number of trips on a Tuesday and Thursday. This can lead to potential confusion and frustration when trying to arrange trips. Call-A-Ride has riders that use the service multiple times a week and are not limited in the number of times the service can be used.
- There is a larger pool of potential users of the service that Morro Bay seniors would have to compete with when making a reservation for a ride in a vehicle that has limited capacity (everyone along the north coast on Monday and Wednesday and riders from Morro Bay and Los Osos on Tuesday, Thursday and Friday), particularly now that South Bay Dial-A-Ride service was eliminated in August 2011. With Call-A-Ride, there is a smaller pool of potential users (those in Morro Bay only) that seniors would vie for when scheduling a ride.
- Senior Shuttle base fare is higher than the current Call-A-Ride fare and there is no pass available where there is for Call-A-Ride (punch pass - 1 free ride for every 10 rides).

Other Transit Service Available - Runabout

If the City is contemplating implementing transit service that would result in a reduction in the level of service being provided for some areas of or individuals in Morro Bay, other transit services available should be identified that might fill the newly created gaps.

For general public riders that are not seniors and cannot use the Senior Shuttle or cannot use the fixed route as proposed, the other transit service available is Runabout.

Runabout is operated by the RTA and is the American's With Disabilities Act (ADA) paratransit service for San Luis Obispo County, providing door to door service throughout the county. ADA law mandates that public transit systems provide paratransit service for those persons whose disabilities prevent them from using accessible fixed route bus services. This does not include disabilities that make use of fixed route bus service difficult or inconvenient.

There are limitations to using Runabout which can potentially create confusion and frustration for individuals trying to navigate the different service parameters to determine if they can use the service and when.

- The specific criteria for determining who is eligible for ADA paratransit are defined by ADA law and only riders who meet the criteria specified by the ADA and who have been certified as eligible by RTA will have a guaranteed ride. This would mean a Morro Bay resident must go through the process to be certified eligible to use the service which often requires a visit to the doctor. Sometimes the trip to the doctor can be a barrier as doctors require the visit to evaluate the person before completing the certification form for the Runabout application. This is also an added cost to the individual. There is no certification process to use Call-A-Ride.
- General public riders who are not ADA eligible are able to reserve a ride with Runabout, however, it is not a guaranteed ride and the rider may be bumped by RTA as late as the day before a scheduled trip by a rider who is eligible and wants the same pick up time. No rider using Call-A-Ride with a scheduled ride would have his/her ride bumped by another passenger.
- Runabout service is provided to those living within $\frac{3}{4}$ of a mile from all fixed routes and the hours of operation mirror those of the fixed routes. As such, not all Morro Bay residents who are eligible to use Runabout would have the same access to the service depending on where he/she lived in relation to the RTA fixed routes, Estero Bay Connector and seasonal trolley routes and hours of operation for those routes. For example, a resident living in the south end of the city on Kern and Main would not be able to use the service on Saturday because it is more than $\frac{3}{4}$ of a mile from RTA's Route 12 at City Park; however, a resident living in north Morro Bay on Errol could use the service on Saturday because they live within $\frac{3}{4}$ of a mile from RTA's Route 15. Similarly, a resident living at Kern and Main would not be able to use Runabout for a ride at 8:30pm on Wednesday because it is further than $\frac{3}{4}$ of a mile from City Park, the nearest spot to where Route 12 runs, but that same resident could use Runabout for a ride at 6:30pm on Wednesday because it is within $\frac{3}{4}$ of a mile from the Estero Bay Connector route.
- The fare for Runabout for an ADA eligible rider is double the fixed route fare and would vary depending on trip origin and destination. A Morro Bay to Morro Bay trip would cost \$3 per trip (\$6 round trip). For the general public, the Runabout fare for a Morro Bay to Morro Bay trip would cost \$5 per trip (\$10 round trip). Call-A-Ride is \$2.50 per trip (\$5 round trip) and offers a pass (1 free ride for 10 rides).

CONCLUSION

As mentioned in the Fiscal Impact, the estimated operating cost and City share of that cost for the first year of the proposed transit service included an overhead amount for the City that is not how the City allocates cost to the Transit Fund for activities related to transit that are performed by general fund employees.

A revised cost allocation based on what the changes in transit related activities would be performed by City employees if implementing the proposed service concept was added to the proposed operating cost for the City's share of the Estero Bay Transit service to determine the City's full cost impact to the Transit Fund for the proposed transit service. This is compared with the estimated cost to the Transit Fund to operate Morro Bay Transit for FY 2012/2013 (see Table 1 below).

Table 1

COG Proposal	MBT FY12/13 Service	
224,087	141,094	Operating cost less fares
(50,656)	n/a	Los Osos Share
173,431	n/a	MB Operating Cost Share for COG proposal
41,962	79,775	MB Cost Allocation (overhead)
215,393	220,869	FY 12/13 MB total cost to Transit Fund
(212,625)	(212,625)	Estimated FY 12/13 TDA available
2,768	8,244	Estimated Surplus TDA

After factoring into the operating cost a rough estimate of the revised cost allocation amount and comparing that to the anticipated TDA fund allocation available for transit operations, it is estimated that the proposed service concept would save the City approximately \$2,768.

In addition, the general fund would see an increase of approximately \$67,813 because there would be a reduction in transit related activities that certain general fund employees would no longer be performing resulting in an increase of time spent on general fund related activities.

Regarding the proposed service concept, the question is whether or not the proposed transit service would be beneficial to Morro Bay residents. The SLOCOG proposal may further their goal of an unified transit agency, but it does not provide service coverage to the citizens of Morro Bay as well as the current Morro Bay Transit fixed route and Call-A-Ride.

When looking at the proposed transit services, while there is a 6:00 PM run for those living in the north of City Park and more flexibility in the time during the day a demand response ride could be scheduled instead the current block of time each hour when Morro Bay Transit is in the area to deviate off route for a pick up/drop off, overall the proposed service concept would not be beneficial to Morro Bay residents as noted in the Discussion above.

The Board and Council had expressed concern with the transit service concept proposed in August 2011 as there were service reductions for certain areas or individuals of the community, particularly seniors and users of the service in the morning, noting that individuals would stop using transit service if it becomes more inconvenient. In addition, it was noted by some that the cost savings realized would not make up for the loss in service. With the new proposed transit service concept, it would appear that those concerns still exist.

Additionally, in prior Council meetings, there was an expressed desire to have more demand response type service for seniors. The proposed transit service concept, while expanding 1 more day from the previous proposal to provide service 5 days a week, would not achieve that goal as there are other deficiencies as noted in the Discussion above.

Staff recommends the PWAB review the Estero Bay Transit service proposal from the SLOCOG, recommend the City Council determine that the Estero Bay Transit service concept as proposed does not serve the best interests of Morro Bay residents and to not pursue implementation of it.

Attachment 1 - Morro Bay Transit Brochure

Attachment 2 - SLOCOG Transit Proposal Dated February 2, 2012

Attachment 3 - Comparison of Transit Proposal to Existing Transit Service

ADDITIONAL TRANSIT SERVICES

Regional Transit Authority

slorta.org
541-2228

541-2544 Runabout information

Operates transit services connecting communities in San Luis Obispo county.

Fixed Route Service

Routes 11, 12, 13, 14 and 15 serve Morro Bay. Connections between RTA 's fixed route and the City's Fixed Route are made at City Park.

Runabout

RTA also operates Runabout the American's with Disabilities Act (ADA) service to fixed routes for San Luis Obispo county.

To learn if you qualify to use Runabout, visit RTA's website, slorta.org/runabout or call RTA.

SLO Regional Rideshare

rideshare.org
For transportation info call 511

One-stop-shop for transportation information to increase mobility for people living, working and visiting San Luis Obispo County.

Ride On Transportation

ride-on.org
541-8747

Ride On operates a senior and medical shuttle within the county.

North Coast Senior Shuttle

- Seniors 65 and older
- Fare is \$3 each way
- Monday and Wednesday
- 9 am until 5 pm
- Travel anywhere between Cambria and SLO

Medical Shuttle

- CenCal or Medi-Cal insurance pays for the trip
- Medical appointment shuttle service to and from the doctor's office or hospital anywhere in SLO County.
- Ask for the Medi-Cal Secretary when calling for a ride

Mobility Coordinator

Contact Ride-On's Transportation Mobility Coordinator to help determine which transit service available best fits your trip's need. Call 541-8747 and ask for the Mobility Coordinator.

Good Neighbor Program

547-7025

This program provides free rides to seniors 55+ & adults 18+ with disabilities. Call to arrange a ride for medical appointments, errands, shopping, social engagements and more.

TRANSIT CONNECTIONS

Morro Bay Transit connects with the Regional Transit Authority Routes 11, 12, 13, 14 and 15 at City Park.

During the trolley season, Morro Bay Transit connects with the trolley routes at City Park and at the Centennial Stairway on Market Street. The Regional Transit Authority connects with the trolley at City Park.

TRAVEL TIPS

- No eating, drinking, smoking, or playing loud music.
- No standing or sitting in the step wells.
- No animals, except for certified service, guide, or signal dogs used by physically challenged riders.
- Do not willfully disturb the driver or other passengers.
- No graffiti, alcohol, drugs or weapons of any kind.
- Keep the bus clean by using the trash receptacle.
- Remain seated until bus comes to a complete stop.



MORRO BAY TRANSIT

Fixed Route and Call-A-Ride

morro-bay.ca.us/transit

772-2744



Effective 10/24/11 through 6/30/12

MORRO BAY TRANSIT

Get on the bus anywhere along the route by waving your hand at the driver.

Days and Hours

Monday through Friday
6:25 a.m. - 5:45 p.m.

Fixed Route Stops

1. Main at Bonita
2. Main at Spencer's Market
3. Main at Sequoia
4. Main at Jamaica
5. Main at Tahiti
6. Beachcomber at Mindoro (stairs to campground)
7. Sandalwood at San Jacinto (beach access)
8. Atascadero at 200 Block (Teen Center; High School)
9. Atascadero at Morro Dunes
10. Quintana at Cookie Crock
11. Quintana at Albertson's
12. City Park at Harbor
13. Piney Way at Anchor
14. Market at Morro Bay Blvd. (Centennial Stairway)
15. Community Center/Senior Center
16. Main at Errol

*Bus stop times are shown in minutes on the hour during service hours.

Beachcomber at Mindoro Stairs to campground :40

Spencers :30

Teen Center High School :45

Community & Senior Center :20

Call-A-Ride ~ 772-2744

Call-A-Ride curb-to-curb service is available to everyone. The fixed route bus will flex off route up to 3/4 of a mile to pick up/drop off the rider, then return on route before the next scheduled stop. **Be ready when the bus arrives by being out at the curb at your scheduled pick up time.**

To schedule a Call-A-Ride trip, call between the hours of 8 a.m. to 10 a.m., Monday through Friday, to schedule a ride for the next day. Monday trips will need to be scheduled on the Friday before.

Transit Connections

The Fixed Route connects with the Regional Transit Authority north coast routes at City Park. In addition, during the trolley season, the Fixed Route connects with trolley routes at City Park and at the Centennial Stairway on Market Street.

Holidays

Fixed Route and Call-A-Ride service is not available on City observed holidays.

Bag Limit

Due to limited space in the bus, each passenger may bring either 2 paper or 3 plastic bags on board the bus.

Bicycle Racks

The bus is equipped with a bicycle rack for your use. Space is on a first come, first served basis. Passengers are responsible for both loading and unloading the bicycle from the rack.

Please signal to the driver that you will be loading your bicycle. Also, when exiting the bus, remind the driver that you will be unloading your bicycle from the rack.

The City is not responsible for bicycles left on or for damages arising from bicycles not properly affixed to the rack.

No bicycles will be allowed inside the bus.

morro-bay.ca.us/transit
(805) 772-2744

FARE INFORMATION

Fare is on a per ride basis
Fixed Route - \$1.25
Discount Fixed Route* - \$0.60
Call-A-Ride - \$2.50

*Seniors (65 & over) and disabled individuals are eligible for the discount fare.

Children under 5 years old ride the fixed route free with a fare paying adult (limit 2).

PASS INFORMATION

Day Pass:
Fixed Route - \$4
Discount Fixed Route - \$2

Punch Pass: 11 rides
Fixed Route - \$12.50
Discount Fixed Route - \$6
Call-A-Ride - \$25

The Fixed Route will accept Regional 31 Day and Day Passes.

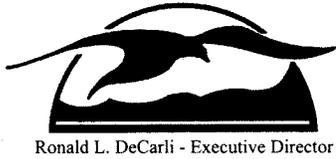


- School
- Flex Route Stops
- Connection to RTA
- Public Parking Lot
- Unpaved Public Parking Lot
- Campground

Effective 10/24/11 through 6/30/1



San Luis Obispo Council of Governments



Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
 Metropolitan Planning Organization
 Rideshare Program / Census Data Affiliate
 Service Authority for Freeways and Expressways

Arroyo Grande
 Atascadero
 Grover Beach
 Morro Bay
 Paso Robles
 Pismo Beach
 San Luis Obispo
 San Luis Obispo County

TRANSMITTAL

Date: February 2, 2012

To: Janeen Burlingame & PWAB members

From: Peter Rodgers, SLOCOG

Re: Morro Bay Transit System Proposal

Thank you for the opportunity to address our recommended changes to the Morro Bay Transit System. We will attend your February 16th Public Works Advisory Committee meeting to explain the attachments.

We believe the current Morro Bay Transit System is unsustainable. State law requires a minimum farebox recovery ratio of 10%. Morro Bay's farebox recovery ratio is 4%. SLOCOG will be required to withhold future transit funds if the current service continues. There is a 43% overhead charge on the current service. This is extremely high and not justifiable for a contract service.

This proposal accommodates City staff overhead of up to 7.5% (\$13,000/year) for general monitoring and planning. All transit related management, planning, marketing, maintenance, fueling, budgeting etc. would be covered in an operating agreement with the Regional Transit Authority (\$173,000). It is a "turnkey" proposal. The total transit costs would be \$186,000.

This proposal offers a more efficient transit system – and saves the City an estimated \$63,000 per year. Morro Bay spent \$249,000 on the deviated fixed route (or "Call-a-Ride") service in FY10/11 (including overhead). The \$63,000 in saving could be used for additional transit, pedestrian & bikeway, or street and road purposes in Morro Bay as determined by the City.

This proposal leverages County funds by connecting 5 times per day with Los Osos, and during those times, provides only an abbreviated loop in Morro Bay. (North Morro Bay, and the downtown markets Albertsons/Cookie Crock are still served hourly.) To address the reduction in fixed route service hours in Morro Bay, "senior", door-to-door, demand responsive services would be available 5 days per week (Monday-Friday) in Morro Bay at \$3 per ride.

Please do not hesitate to contact me at 781-5712 or Eliane Guillot at 781-5711 to discuss these details.

Estero Bay Transit Service Elements February 2012 Update

Regional Fixed-Route Service: RTA service is restructured with three routes pulsing on the hour at the Morro Bay City Park. Rte 12 connects Morro Bay with Cuesta College and downtown San Luis Obispo; Rte 15 connects Morro Bay with Cambria/Hearst Castle. Rtes 11 and 13 (combined) connect Los Osos either with Morro Bay (every other hour) or with South San Luis Obispo via the LOVR corridor (every other hour). Weekend service differs

- Rte 12 Service Span: 7:00 AM to 8:58 PM-Every Hr at the Park
- Rte 15 Service Span: 6:07 AM to 6:47 PM-Every 3 Hrs at the Park
- Rtes 11/13 Service Span: 7:03 AM to 8:58 PM-Every 2 Hrs at the Park
- Fares: Base cash fare varies by distance; discount cash fare starts at 75 cents; zone charge 50 cents (Morro Bay & Los Osos in same zone)
- Transfer Policy: Regional Day Pass (\$5.00) and Regional 31 day Pass (\$60 regular; \$30 discount) provide free transfers between the RTA regional and local fixed-route buses

Proposed Local Fixed-Route: this Estero Bay service has two components:

- a) Full Morro Bay Loop-Seven times a day (same coverage as existing Morro Bay Transit service without the Call-a-Ride feature) starting at the Park on the hour pulsing with the RTA routes;
- b) Morro Bay/Los Osos Connector-Five times a day (provides for same North Morro Bay coverage as existing Morro Bay Transit except for the Beach Tract (westside of SR1) and South Morro Bay (South of Morro Bay Blvd) with a southern deviation along South Bay Boulevard to reach Ralph's bus stop on Los Osos Valley Road, connects with RTA Rte 13 and return to the Park to resume the Full Morro Bay Loop.

- Service Days: Monday-Friday
- Service Hours: 6:34 AM to 6:36 PM
- Base Fare: Base cash fare \$1.50; Discount cash fare 75 cents
- Monthly/31 day Passes: \$40.00 (regular); \$20.00 (discount)
- Transfer Policies: same as Regional Fixed-Route

Local Senior Shuttle: An expanded Senior Shuttle, operated by Ride-On Transportation under contract with RTA, will cover Morro Bay and Los Osos on three additional days of the week (Tuesday, Thursday and Friday). Current North Coast Senior Shuttle service is limited to Monday and Wednesday.

- New Service Days: Tuesday, Thursday and Friday
- Service Hours: 9 AM to 5 PM
- Regular Fares: Base cash fare \$3; no discount cash
- Transfer Policy: no fare transfer privileges to local or regional fixed routes

February 2012-Updated Financial Plan-Estero Bay Transit Proposal

Given Below are Annual Projections for the Operating Costs and Operating Revenues

A) Operating Cost Distribution-relative to service hour allocation

		Fixed Rte Shares	Supplemental Senior Shuttle Shares	Weighted Cost allocation
CITY	Morro Bay	81.00%	50.00%	\$173,432
COUNTY	Los Osos	19.00%	50.00%	\$50,656
Estero Bay total		\$198,025	\$26,063	\$224,088

B) Estimated Annual Costs

Local Fixed Rte weekday service (\$75 per hour)	\$220,000
Local Estero Bay Senior Shuttle (3 extra days-\$40 an hour)	\$30,000
Total Local Operations	\$250,000

C) Projected Fare Revenues

Local Fixed Rte Service

Service Hours (annual)	2,930
Productivity (riders per hour)	6
Average fare	\$1.25
Projected ridership	17,580
Fare revenues	\$21,975

Supplemental Senior Shuttle

Service Hours (annual)	750
Productivity (riders per hour)	1.75
Average fare	\$3.00
Projected ridership	1,313
Fare revenues	\$3,938

Total Fares **\$25,913**

D) Operating Balance after Passenger Revenues

\$224,088

E) Farebox Recovery Ratio

10.37%

PROPOSED LOCAL FIXED-ROUTE SCHEDULE

ESTERO BAY TRANSIT - FEB.1 DRAFT	AM						PM						
Harbor @ Piney (Morro Bay Park) Depart		7:00	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
Quintana at Albertson's		7:02	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	5:02	6:02
Morro Bay Transit Office		7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:04
Market @ Morro Bay Blvd		7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:05
Quintana at Cookie Crock		7:09	8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:08
Community Center		7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:10
Main at Errol		7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:14
Main at Bonita		7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:15
Main at Spencer's Market		7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:20
Senior Housing @ Elena		7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:21
Main at Sequoia		7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:24
Main at Jamaica		7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:25
Main at Tahiti		7:24	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:26
Beachcomber at Mindoro			8:27		10:27		12:27	1:27		3:27		5:27	6:29
Sandalwood at San Jacinto			8:29		10:29		12:29	1:29		3:29		5:29	6:31
Atascadero at 200 Block (High School)	6:34		8:34		10:34		12:34	1:34		3:34		5:34	6:36
Atascadero at Morro Bay Dunes	6:36		8:36		10:36		12:36	1:36		3:36		5:36	
Harbor @ Piney (Morro Bay Park)		7:33		9:33		11:33			2:33		4:33		
Los Osos Valley Road @ Ralphs		7:44		9:44		11:44			2:44		4:44		
Piney at Anchor	6:43		8:43		10:43		12:43	1:43		3:43		5:43	
Harbor @ Piney (Morro Bay Park) Arrive	6:49	7:57	8:49	9:57	10:49	11:57	12:49	1:49	2:57	3:49	4:57	5:49	

MORRO BAY TRANSIT

LOS OSOS LOOP
 7:00 AM
 9:00 AM
 11:00 AM
 2:00 PM
 4:00 PM

MAIN @ TAHITI
:24

MAIN @ JAMAICA
:23

MAIN @ SEQUOIA
:22

SENIOR HOUSING
:19

SPENCER'S
:18

MAIN @ BONITA
:16

MAIN @ ERROL
:15

MB TRANSIT OFFICE
:05

COOKIE CROCK
:09

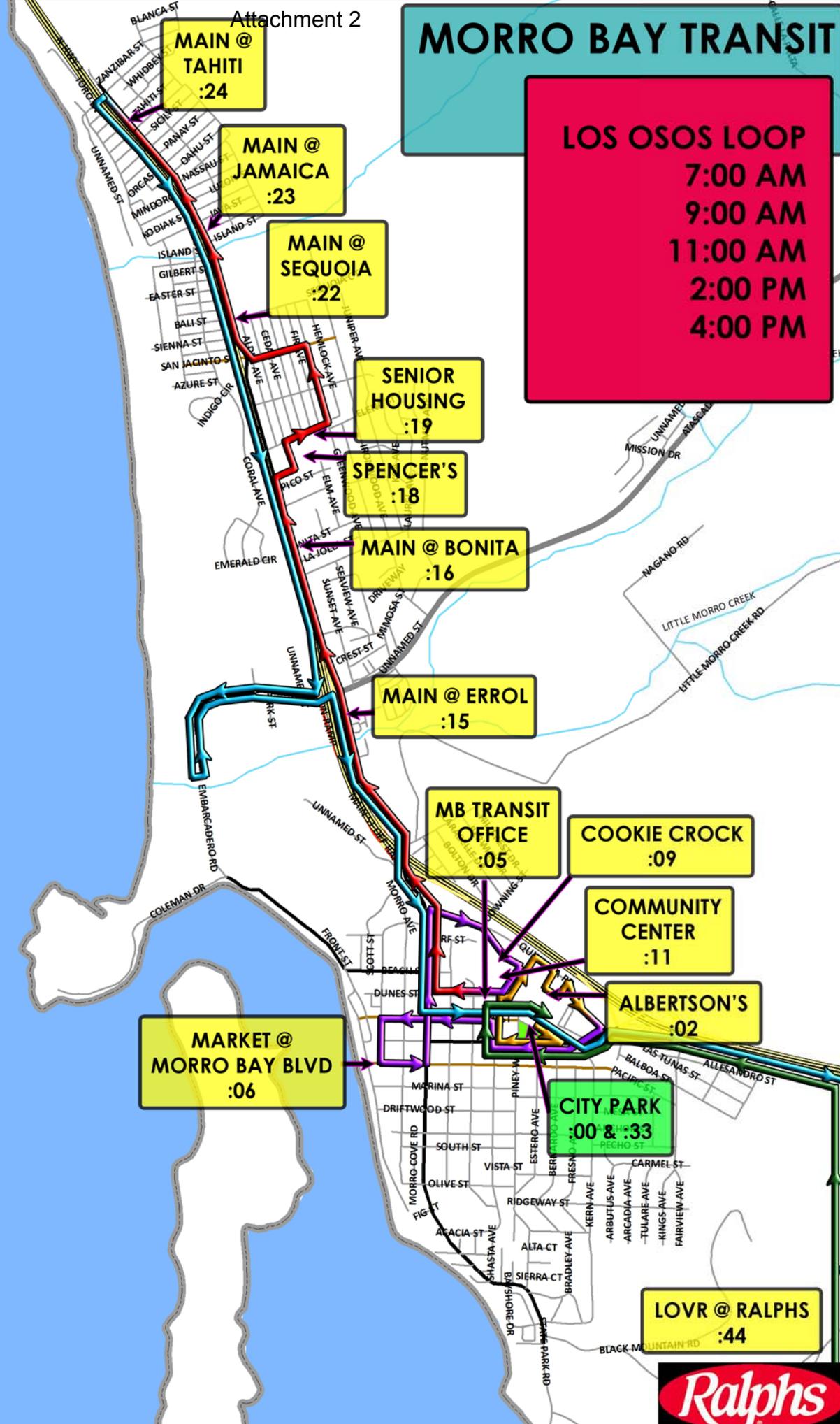
COMMUNITY CENTER
:11

ALBERTSON'S
:02

MARKET @ MORRO BAY BLVD
:06

CITY PARK
:00 & :33

LOVR @ RALPHS
:44



Attachment 3

FIXED ROUTE	Operating Days	Operating Hours	Hourly Service in MB	MB Student Connection to High School	Commuter Connection to RTA Rt 12	Non-Commuter Connection to RTA Rt 12	Fare	Passes Available
Current - Morro Bay Transit	M-F	6:25am - 5:45pm	Yes	Yes	AM - Yes PM - Yes for 5 PM run; No for 6 PM run	AM - Yes PM - Yes	\$1.25 per ride Regular \$0.60 per ride Discount	Yes; 11 Ride Punch \$12.50 Regular; \$6 Discount
Proposed - Estero Bay Transit	M-F	6:34am - 6:36pm	No (Note 1)	No (Note 2)	AM - Yes PM - Yes	AM - Yes PM - Yes	\$1.50 per ride Regular \$0.75 per ride Discount	Yes; Monthly/31 Day Pass \$40 Regular; \$20 Discount

Note 1: There would be hourly service only to City Park and in north MB on the east side of Highway 1); south of MB and the Beach Tract on the west side of Highway 1 would have 7 trips per day; high school would have 8 trips per day.

Note 2: Proposed service would have 8 trips a day and the times scheduled do not coincide with bell times.

DEMAND RESPONSE	Operating Days	Operating Hours	Service Area	Fare	General Public Use	Additional Restrictions	Reservations	Passes Available
Current - Morro Bay Call-A-Ride	M-F	6:25am - 5:45pm	MB City limit within 3/4 mile of fixed route (Quintana Road after mortuary is out of area)	\$2.50 per ride	Yes	No	Call day before	Yes; 11 Ride Punch \$25
Current & Proposed - Ride On Senior Shuttle (Note 1)	M-F	9am - 5pm	M & W - Cambria to SLO T, Th & F - Morro Bay and Los Osos	\$3 per ride	No - Senior 65 and older only	Yes - On M & W shuttle, can only use it 4 times a month	Call day before	No
Current - RTA Runabout	3/4 mile from Rt. 12: M-Su; 3/4 mile from Estero Bay Connector: M-F (Note 2)	For those living 3/4 mile from RTA Rt. 12: M-F 6am - 9:30pm; Sa 8am - 8pm; and Su 8am - 7pm For those living 3/4 mile from Estero Bay Connector: M-F 7:26am - 6:53 pm (Note 2)	Countywide within 3/4 mile of fixed route (Note 2)	Double fixed route cash fare (MB to MB is \$3); General Public (Morro Bay to Morro Bay) \$5	Yes (Note 3)	No	Call up to 7 days before	No

Note 1: Ride-On currently operates a North Coast Senior Shuttle on Monday and Wednesday. The proposed service concept would include funding to add 3 days of service for a total of 5 days per week.

Note 2: Since Runabout operates within 3/4 of a mile of all fixed routes, hours of operation may vary depending on which fixed route a rider lives near. Riders living in south Morro Bay beyond 3/4 mile from City Park would have access to Runabout Monday through Friday from 7:26am to 6:53 pm (Estero Bay Connector hours) while a rider living inside 3/4 of a mile from Main and Errol would have access to Runabout Monday through Friday from 6am to 9:30pm, Saturday from 8am to 8pm and on Sunday from 8am to 7pm. (RTA Rt. 12 hours).

Note 3: Runabout is the ADA complementary paratransit service to all fixed routes countywide. In order to be guaranteed a ride, a person must be eligible under the ADA criteria and certified by RTA. To be eligible a person must have a disability which prevents him/her from using the fixed route bus because of the disability. Members of the general public can use the service, however, the ride is not guaranteed and if there is an eligible certified person who schedules a ride at the same time, the general public person would not be provided a ride.



City of Morro Bay Public Services
M E M O R A N D U M

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 phone: (805) 772-6263
 fax: (805) 772-6268

TO: Public Works Advisory Board
 DATE: February 15, 2012
 SUBJECT: Addendum to 2/16/12 PWAB Agenda Item B-1

This addendum is being issued to correct cost information for Agenda Item B-1, Consideration of Estero Bay Transit Service Proposal. The staff report indicated a surplus of TDA funds estimated for the San Luis Obispo Council of Governments proposal as \$2,768 and the FY 2012/2013 Morro Bay Transit budget as \$8,244; however, this is not the case as estimated fares were not included to determine the total estimated TDA Surplus. As such, the tables in the Fiscal Impact section of the staff report dated February 9 and Table 1 have been revised to reflect this change.

In addition, the City's overhead for Morro Bay Transit (MBT) has been revised as the \$79,775 listed in the staff report had included both MBT and trolley when it should only have been for MBT.

Revised Impact to the Transit Fund

SLOCOG Proposal	MBT Existing Service	
(224,087)	(141,094)	Operating cost FY 12/13
50,656	n/a	Los Osos Share
(173,431)	n/a	MB Operating Cost Share for COG proposal
(41,962)	(59,975)	MB Cost Allocation (overhead)
(215,393)	(201,069)	FY 12/13 MB total cost to Transit Fund
212,625	212,625	Estimated FY 12/13 TDA available
(2,768)	11,556	Estimated Revenue Surplus/(Shortfall) before Fares
25,913	19,074	Estimated Fares
23,145	30,630	Estimated TDA Surplus
	7,485	Estimated additional TDA Surplus with retaining existing MBT service

The staff recommendation to the Board remains the same: recommend the City Council determine that the Estero Bay Transit service concept as proposed does not serve the best interests of Morro Bay residents and to not pursue implementation of it.

Despite an increase in estimated TDA surplus with implementation of the proposed transit service, there is a higher level of TDA surplus with the existing MBT service. Additionally, there is still a \$67,813 increase to the General Fund because of the changes that would need to be made to the City's overhead due to a reduction in transit related activities being performed by General Fund employees under the proposed transit service concept. This reduction would result in an increase in time spent on General Fund related activities performed by these individuals and therefore the cost is transferred from the Transit Fund to the General Fund.

In addition, there continues to be a reduction in hourly service for all areas in south Morro Bay and that reduction in hourly service has now expanded to include the Beach Tract west side of Highway 1 and the high school. The addition of one more senior shuttle day does not ameliorate all of this loss in service as the shuttle service cannot be used by members of the general public under 65 years old.

- D. Sight distance available on each approach; and
 - E. Reported crash experience.
3. YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:
- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
 - B. A street entering a designated through highway or street; and/or
 - C. An unsignalized intersection in a signalized area.
4. In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:
- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
 - B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
 - C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.
5. Yield or stop signs should not be used for speed control.

Based upon the above criterion Morro Bay has relatively few intersections where standard warrants are not met but where managing traffic continues to be a concern. Therefore, City staff has developed a process/procedure (attached) where citizens in residential areas and on “local” streets may use the petition process to request the installation of a stop sign. This process would insure that the neighborhood is in favor of the installation and that the cost of an unwarranted sign is not borne by all of the Morro Bay Citizens.

CONCLUSION

Staff recommends the Board review the process/procedure and recommend that the City Council should consider and adopt said procedure by resolution.

Attachment 1 – Draft Stop Sign Installation Process/Procedure

City of Morro Bay Stop Sign Installation Process/Procedures

COMMERCIAL/INDUSTRIAL/MULTI-FAMILY ZONING DISTRICTS

1. Installation of stop signs in commercial areas shall meet traffic warrants specified in the California Manual of Uniform Traffic Control Devices (CMUTCD) as determined by the City Engineer.

RESIDENTIAL SINGLE FAMILY/DUPLEX ZONING DISTRICTS (R-1, R-2, RA only)

Installation of stop signs in residential areas will be considered when traffic conditions meet warrants as specified in the CMUTCD as determined by the City Engineer, or when:

- A. The stop sign is on a street designated by the Circulation Element as a "local" street and is fronted by property zoned for single family or duplex residential (R-1, R-2) housing; and
- B. The resident requesting the installation petitions households within a 300 feet radius of the proposed stop sign location and submits petition results to the Public Services Department; and
- C. The City Engineer determines that the petition results show that at least 70% of the households within a 300 feet radius of the proposed stop sign support the stop sign installation; and
- D. The City Engineer finds that the cumulative impact of installing multiple stop signs along a local street will not limit options for managing traffic or divert traffic to other local streets in the area or cause traffic standards by the Circulation Element to be exceeded; and
- E. When approved by resolution of the City Council.

COST OF INSTALLATION AND MAINTENANCE

- A. When traffic conditions meet warrants, the City will cover the cost of installing the stop sign.
- B. When traffic conditions do not meet warrants, the requesting resident(s) shall pay the City for all associated installation costs of the stop sign. Once installed, the City will be responsible for ongoing maintenance.



AGENDA NO: C-2

MEETING DATE: February 16, 2012

Staff Report

TO: Public Works Advisory Board **DATE:** February 9, 2012
FROM: Rob Livick, PE/PLS – Director/City Engineer
SUBJECT: Morro Rock Beach Access Improvement

STAFF RECOMMENDATION:

That the Public Works Advisory Board (PWAB) review and discuss the proposed improvements to the Morro Rock parking lot and forward recommendations and potential funding sources to the City Council.

FISCAL IMPACT:

Development of a pedestrian access ramp from the parking lot level down to the beach level that meets accessibility requirements for beach access is estimated by Public Services to be \$83,200. No funding has yet been committed to this project.

SUMMARY:

Development of a beach access ramp from the Rock parking lot to the beach will have to meet Federal Access Board (FAB) design requirements for beach access, in addition to being able to withstand wave and surge action during winter months. The area proposed for the ramp is within the Coastal Commission's original jurisdiction and will require a Coastal Development permit along with any required local permits.

BACKGROUND:

At the August 23, 2011 City Council meeting, Councilperson Smukler requested that the subject of an improved beach access facility from the Rock parking lot mid-lot area down to the beach sand be agenized and brought back for Council's discussion. This item was discussed at the regular City Council meeting on October 31, 2011. Council unanimously agreed to send the item to the City's advisory boards for review and recommendations.

DISCUSSION:

Improvements recommended in the Waterfront Master Plan include a stair access from the parking lot to the beach level. Development of stairs for the able-bodied without accommodations for the disabled would be problematic and could expose the City to possible legal action under the Americans with Disabilities Act (ADA). In order to comply with ADA, a ramp would also need to be constructed along with the stairway to accommodate all potential users. Instead of building both a staircase and a ramp, the construction of only an ADA-compliant ramp would accommodate all potential users while realizing a cost savings. The ramp would have to be approximately 90 feet long and 8 feet wide with periodic level areas for resting in accordance with FAB guidelines for beach access facilities. In addition, it would have to be designed by an engineer with specialty in coastal engineering with a foundation and configuration capable of withstanding exposure to potentially heavy wave and surge action from the mid to lower end. After reviewing the preliminary sketch for

Prepared By: Livick

Dept Review: Livick _____

location, it was recommend reorienting the landing as to not expose it to the brunt of the dynamic ocean forces.

The Recreation and Parks Commission (RPC) reviewed the proposal at their November 17, 2011 meeting, and voted in favor to recommend that the City Council proceed with the ramp, in addition to other recommendations. Additionally, the Harbor Advisory reviewed the item at their February 2, 2012 meeting and also is forwarding a favorable recommendation to the City Council.

CONCLUSION:

The development of a beach access ramp in the Morro Rock parking lot is consistent with the Waterfront Master Plan and would provide a safe accessible path of travel to the beach from the mid-parking lot area. Staff recommends that the HAB review this proposal, taking into consideration the recommendations of the RPC and HAB, and forward a PWAB recommendation, including any potential or recommended funding sources, to the City Council for their final consideration.

Attachment 1 – HAB Item IV-3, including RPC recommendations and Cost Estimate

Attachment 2 – Examples of Other Beach Access Facilities

Attachment 3 - Excerpt from FAB Draft Final Accessibility Guidelines

AGENDA NO. IV-3DATE: 2/2/12 Action: _____

TO: HARBOR ADVISORY BOARD

DATE: 1/26/12

FROM: HARBOR OPERATIONS MANAGER

SUBJECT: MORRO ROCK BEACH ACCESS IMPROVEMENT

RECOMMENDATION: That the Harbor Advisory Board (HAB) review and discuss the proposed improvements to the Morro Rock parking lot and forward recommendations and potential funding sources to the City Council.

FISCAL IMPACT: Development of a pedestrian access ramp from the parking lot level down to the beach level that meets accessibility requirements for beach access is estimated by Public Services to be \$83,200. No funding has yet been committed to this project.

SUMMARY: Development of a beach access ramp from the Rock parking lot to the beach will have to meet Federal Access Board (FAB) design requirements for beach access, in addition to being able to withstand wave and surge action during winter months. The area proposed for the ramp is within the Coastal Commission's original jurisdiction and will require a Coastal Development permit along with any required local permits.

BACKGROUND: At the August 23, 2011 City Council meeting, Councilperson Smukler requested that the subject of an improved beach access facility from the Rock parking lot mid-lot area down to the beach sand be agendaized and brought back for Council's discussion. This item was discussed at the regular City Council meeting on October 31, 2011. Council unanimously agreed to send the item to the City's advisory boards for review and recommendations.

DISCUSSION: Improvements recommended in the Waterfront Master Plan include a stair access from the parking lot to the beach level. Development of stairs for the able-bodied without accommodations for the disabled would be problematic and could expose the City to possible legal action under the Americans with Disabilities Act (ADA). In order to comply with ADA, a ramp would also need to be constructed along with the stairway to accommodate all potential users. Instead of building both a staircase and a ramp, the construction of only an ADA-compliant ramp would accommodate all potential users while realizing a cost savings.

The ramp would have to be approximately 90 feet long and 8 feet wide with periodic level areas for resting in accordance with FAB guidelines for beach access facilities. In addition, it would have to be designed by an engineer with specialty in coastal engineering with a foundation and configuration capable of withstanding exposure to potentially heavy wave and surge action from the mid to lower end.

The Recreation and Parks Commission (RPC) reviewed the proposal at their November 17, 2011 meeting, and voted in favor to recommend that the City Council proceed with the ramp, in addition to other recommendations. The RPC staff report and minutes from that meeting, as well as a conceptual map cost estimate sheet are included in this report.

CONCLUSION: The development of a beach access ramp in the Morro Rock parking lot is consistent with the Waterfront Master Plan and would provide a safe accessible path of travel to the beach from the mid-parking lot area. Staff recommends that the HAB review this proposal, taking into consideration the recommendations of the RPC, and forward a HAB recommendation, including any potential or recommended funding sources, to the City Council for their final consideration.



AGENDA NO: B-2

MEETING DATE: 11/17/2011

Staff Report

TO: Recreation and Parks Commission **DATE:** 11/17/2011
FROM: Joe Woods, Recreation and Parks Director
SUBJECT: Discussion of Improvements for pedestrian access from Morro Rock parking area to the beach.

RECOMMENDATION:

Commission review and discuss the proposed improvements to the Morro Bay Rock parking lot and forward recommendations and potential funding sources to the City Council.

FISCAL IMPACT:

Development of a pedestrian access ramp from the parking lot level down to the beach level that meets required accessibility requirements for beach access is estimated to be \$83,200.

SUMMARY:

Development of the beach access ramp from the Rock parking lot to the beach will need to meet the Federal Access Board requirements for beach access. Additionally, the landing will need to be able to withstand the wave action during the winter storm season. The area proposed for the development of the access is within the Coastal Commission's original jurisdiction and will require a Coastal Permit issued by the California Coastal Commission along with the required local permits. Additionally, the project will require specialized foundation design by an engineer with specialty in coastal engineering due to the impact of wave action.

BACKGROUND:

At the August 23, 2011 meeting of the City Council, Councilperson Smukler requested the subject of beach access from the Rock parking lot down to the beach area near the wet sand, be agendaized and brought back for Council's discussion. This item was discussed at the regular City Council meeting on October 31, 2011. City Council unanimously agreed to send this item to the City's advisory boards for review and recommendations

DISCUSSION:

Improvements recommended in the approved Waterfront Master Plan include a stair access from the parking lot to the beach level. Development of stairs for the able-bodied without accommodations for the disabled would be problematic and could expose the City to potential legal action under the Americans with Disabilities Act. In order to comply with ADA, a ramp would need to be constructed along with the stairway to accommodate all potential users. Instead of building both a staircase and a ramp, the construction of only a ramp would meet ADA guidelines and staff feels it would accommodate potential users.

The ramp would be approximately 90 feet in length with periodic level areas for resting in accordance with United States Access Board's guidelines for beach access facilities. Additionally, the ramp would be 8 feet in width in order to accommodate all potential users. One concern to keep in mind is the lower terminus of the ramp and the potential to exposure of wave action during winter storms.

CONCLUSION:

The development of the beach access ramp near the North Side of the Rock parking lot is consistent with the approved Waterfront Master Plan and would provide an accessible path of travel to the beach. Staff recommends this item be reviewed by the RPC with recommendations and potential funding sources being forwarded to City Council for their final approval.

u.j.parks.morro rock access ramp Commission 2011.doc

Prepared By: _____	Dept Review: _____
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Commissioner Bates said he likes the idea of being able to add to it, however, he has concerns that some type of nature element should be incorporated. Mr. Farrell stated there is a lot of wall space and artists could paint original works of art that would bring us back to the location, perhaps a painted window with a view of the Rock.

Commissioner Romero inquired if the project would require a permitting process. Mr. Farrell we are basically putting paint on the walls and redo the ceiling and floor as well as adding other little touches.

Commissioner Munoz would like to see the outdoors brought in, maybe a window showing a seascape, something nautical.

Chair Hale suggested an aquarium might be incorporated.

Staff Woods commented on the concrete site furniture. He stated the project has to be sure it is in line with regulatory agencies.

MOTION: Commissioner Munoz moved the Commission approve the Morro Bay Public Art Foundation proposal for the City Park bus shelter and have staff forward the recommendation to City Council for approval. The motion was seconded by Commissioner Sidaris and carried. (6-0)

B-2 DISCUSSION OF IMPROVEMENTS FOR PEDESTRIAN ACCESS FROM MORRO ROCK PARKING AREA TO THE BEACH

Staff Woods stated this item was discussed at City Council and the City Council unanimously agreed to send this item to the City's advisory boards for review and recommendations. Development of the beach access ramp from the Rock parking lot to the beach will need to meet the Federal Access Board requirements for beach access. Improvements in the approved Waterfront Master Plan include a stair access from the parking lot to the beach level, however, in order to comply with ADA, a ramp would need to be constructed along with the stairway to accommodate all potential users. Construction of only a ramp would meet ADA guidelines and staff feels it would accommodate potential users. Staff recommends the Commission review this item and make recommendations and potential funding sources and forward to City Council for their final approval.

Chair Hale asked if there was a need for both stairs and a ramp and asked if the estimated cost of \$83,200 includes only a ramp or a ramp and a staircase. She felt a nautical theme would be appropriate but keep it clean looking. She also mentioned the possibility of stained concrete. Staff replied a ramp would meet both state and federal guidelines and the cost includes only the ramp.

Commissioner Sidaris commented it would be nice to have benches at the top of the ramp. It is hard to get to the beach and the ramp would be a great improvement.

Commissioner Croley likes the idea of the ramp and benches but indicated maybe some tables could be added also.

Commissioner Romero asked if it would be possible to see how the ramp would be configured. Staff said we are looking at some sort of formal entrance and then there has to be a certain percentage of slope and cross slope to meet ADA requirements. It has to be of a certain length because of the slope that must be maintained. Staff said possible funding could come from State Parks, Land and Water

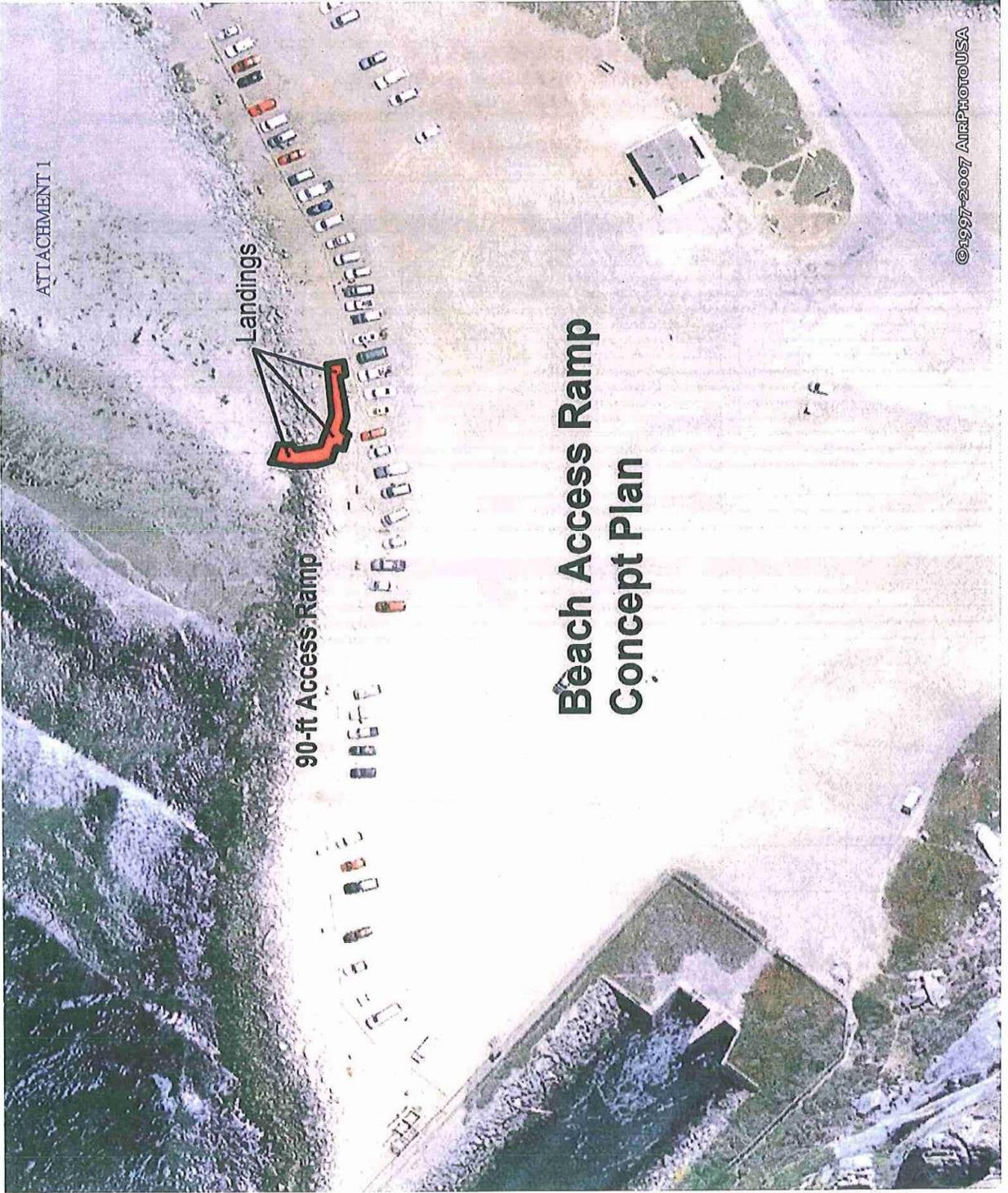
ATTACHMENT 1

Landings

90-ft Access Ramp

Beach Access Ramp Concept Plan

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**CITY OF MORRO BAY
DEPARTMENT OF PUBLIC SERVICES
OPINION OF PROBABLE COSTS**

Project: Beach Access Ramp at Rock Parking Lot

Prepared by: Rob Livick, PE/PLS

Date: November 2, 2011

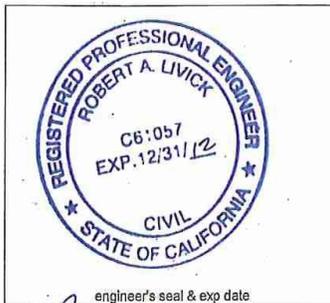
SITE PREPARATION: SEC. 2-1	TYPE	UNIT COST	UNIT	MINIMUM	QUANTITY	TOTAL
CLEARING AND GRUBBING		\$0.03	SF	1000	100	1,000.00
CUT & FILL	0-1000 CY	\$22.00	CY	\$500	60	1,320.00
FINE GRADING		\$0.30	SF	1000		300.00
REIVETMENT WORK		\$5,000.00	LS		1	5,000.00
<i>Subtotal</i>						7,620.00

CURB ONLY	C-2A	\$16.00	LF		180	2,880.00
SIDEWALK	C-4	\$10.00	SF		540	5,400.00
GUARDRAIL		\$40.00	LF		180	7,200.00
<i>Subtotal</i>						15,480.00

CONSTRUCTION AREA SIGNS		\$400.00	EA		2	800.00
TRAFFIC CONTROL	% OF IMPV.	3%	EA		42000	1,260.00
<i>Subtotal</i>						2,060.00

RETAINING WALLS	CMU/POURED	\$38.00	SF (FACE WALL)		540	20520.00
<i>Subtotal</i>						20520.00

EROSION CONTROL: SEC. 1.1.2.J & APP. E	TYPE	UNIT COST	UNIT	MINIMUM	QUANTITY	TOTAL
SAND OR GRAVEL BAG		\$3.00	EA		25	75.00
SILT FENCE		\$2.81	LF		250	702.50
<i>Subtotal</i>						777.50



engineer's seal & exp date

Engineer's Signature

11-2-2011

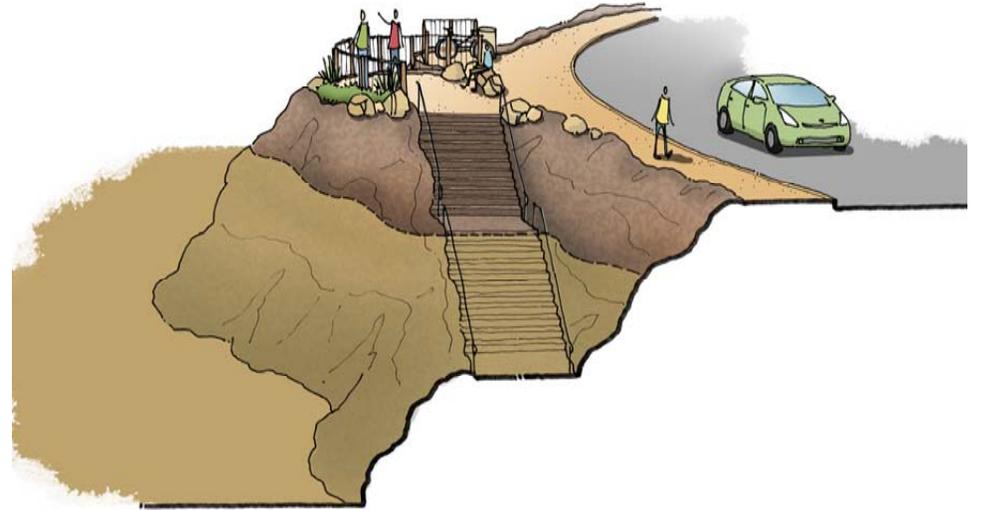
date

Subtotal	\$48,957.50
Cost Index Factor	1.00
Adjusted Subtotal	\$48,957.50
Contingency (20%)	\$9,791.50
Inflation (10%)	\$4,895.75
Administration/Permits (20%-40%)	\$19,583.00
Probable Cost	\$83,200
(rounded to the nearest \$100)	

revised 7/9/10

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Beach Access Routes

The scoping provisions for beach access routes are contained in F248. The provisions are revised from the NPRM based on the comments and information meeting. The Access Board also visited beaches where beach access routes are provided. The provisions require a permanent or removable beach access route to be provided when the entity that manages a beach engages in any of the following activities:

- Constructs or alters any of these facilities to serve the beach: circulation paths, parking facilities, toilet facilities, or bathing facilities.
- Undertakes a beach nourishment project.

There are three exceptions to the scoping provisions:

- A beach access route is not required where pedestrian access to the beach is not permitted.
- An entity is not required to expend more than 20 percent of the cost of constructing or altering the facilities to serve the beach to provide a beach access route.
- An entity is not required to expend more than 20 percent of the cost of the beach nourishment project to provide a beach access route.

Where a beach access route is required, the entity is required to provide at least one beach access route for each ½ mile of shoreline managed by the entity. The beach access route is required to coincide with or be located in the same area as pedestrian access points to the beach. An exception limits the number of beach access routes required to not exceed the number of pedestrian access points provided by the entity to the beach.

The technical provisions for beach access routes address connections in 1018.2; surface in 1018.3; clear width in 1018.4; obstacles in 1018.5; openings in 1018.6; slopes in 1018.7; resting intervals in 1018.8; protruding objects in 1018.9; and elevated dune crossings in 1018.10. The technical provisions are the same as in the NPRM, except as follows:

- Conditional exceptions apply to each technical provision for new construction and alterations. The conditional exceptions are discussed under Conditional Exceptions.
- An exception is added for situations where it is impractical to require a beach access route. The exception is discussed under Exceptions for Trails and Beach Access Routes.
- The clear width is increased to 60 inches minimum. At beaches that provide beach access routes, they are the preferred path of travel for many beach users, and the increased width is necessary to provide adequate space for individuals with disabilities to

pass other users and not go off into the sand. Passing spaces and turning space are not required because of the increased width.

- Removable beach access routes are not required to comply with the slope and resting interval provisions.
- Where concrete, asphalt, or boards are used, obstacles cannot exceed ½ inch in height and the cross slope and resting interval slope cannot exceed 1:48. These provisions are discussed under Concrete, Asphalt, or Board Surfaces.
- The NPRM exceptions for openings are included in 302.3 of the ADA-ABA Accessibility Guidelines.
- Where resting intervals are provided adjacent to the beach access route, a turning space is required.
- A provision is added to address elevated dune crossings. The provision requires handrails and edge protection on elevated dune crossings. Exceptions permit the clear width to be reduced to 48 inches minimum and do not require resting intervals.

Future Rulemaking

After the final accessibility guidelines are issued the Access Board plans to conduct additional rulemaking on outdoor developed areas for facilities constructed or altered with Federal grants or loans that are covered by the Architectural Barriers Act, and for public and private entities covered by the Americans with Disabilities Act. The Access Board also plans to address shared-use paths in these future rulemakings.

Regulatory Process Matters

These guidelines have been reviewed by the Office of Management and Budget pursuant to Executive Order 12866. The Access Board prepared a regulatory assessment for the guidelines. The regulatory assessment is available on the Access Board's website at <http://www.access-board.gov/outdoor/assessment.htm>. The guidelines apply to the new construction and alteration of outdoor developed areas by Federal agencies subject to the Architectural Barriers Act. The guidelines will primarily affect the following Federal land management agencies in the Department of Agriculture: Forest Service; in the Department of the Interior: National Park Service, Fish and Wildlife Service, Bureau of Land Management, and Bureau of Reclamation; and in the Department of Defense: Army Corps of Engineers.