

AGENDA ITEM:     A-3    

DATE:     November 4, 2013    

ACTION:     APPROVED    

SYNOPSIS MINUTES - MORRO BAY PUBLIC WORKS ADVISORY BOARD  
SPECIAL MEETING – SEPTEMBER 5, 2013  
VETERAN’S HALL – 4:00 P.M.

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

PRESENT:	Matt Makowetski	Chairperson
	Ron Burkhart	Vice-Chairperson
	Janith Goldman	Board Member
	Deborah Owen	Board Member
	Richard Rutherford	Board Member
	Stephen Shively	Board Member
ABSENT:	Marlys McPherson	Board Member
STAFF:	Rick Sauerwein	Capital Projects Manager
	Barry Rands	Associate Engineer
	Mike Sherrod	RRM Design Group Representative

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

CONSENT CALENDAR

None.

OLD BUSINESS

None.

NEW BUSINESS

C-1 Morro Creek Multi-Use Trail and Bridge Project: Presentation of Design and Budget Alternatives  
Recommendation: Receive presentation of bridge and trail design options and budgets, take public testimony and provide recommendations to Staff.

Rands and Sherrod presented the staff report.

Chairperson Makowetski opened Public Comment period.

Robert Davis, resident of Morro Bay, expressed support for the project. He stated he would like to see a complete project that connects to the existing harbor walk.

Geiska Velasquez, North Coast Regional Planner/Scenic Byway Coordinator for SLOCOG and resident of Morro Bay, explained the development for this project is funded through a Scenic Byway grant which means this project was considered significant enough for the Federal Highway Administration to fund. Because the project is located in a scenic corridor, the Board should keep in mind that the Coastal Commission will consider visual impacts when reviewing the project. Additionally, the construction funding that is set aside for the project so far is through an enhancement grant, so anything that is considered vehicular will not be covered through the grant.

Jack Robinson, resident of Morro Bay, stated more trikes have been used in recent years, and they require the same width as surreys. This fact could be incorporated as part of the rationale for the proposed width of the bike path.

Michael Lucas, Morro Bay Planning Commissioner and resident of Morro Bay, expressed support for the project and asked staff to consider the following issues:

1. The nature of the project over time. He asked staff to consider which of the three alternatives has an associated maintenance or funding program.
2. The impact of heavy weight vehicles. He noted this type of vehicle may affect the City's insurance costs.

Chairperson Makowetski closed Public Comment period.

Boardmember Burkhart asked Sherrod to show the photographic slides for Alternatives 1 and 2 in order to compare their visual impacts. After reviewing the photos for both alternatives, Burkhart stated Alternative 2 looks lighter and less dense than Alternative 1. Sherrod clarified the relative visual impacts are evaluated based on the height of the structure. He stated Alternative 2 is about 5.5 feet taller than Alternative 1, so from a coastal planning perspective, Alternative 2 would have a greater visual impact.

Boardmember Owen asked Sherrod to discuss the load capacity of Alternative 1. Sherrod explained all three alternatives are designed for light vehicles, pedestrians, and bikes. All three, however, could be designed to carry heavier vehicles, but the bridges would need to be widened in order to accommodate them.

Sherrod clarified with the Board that he is only providing the information to the Board and staff so that they can deliberate and select the most appropriate alternative.

Boardmember Shively asked the following questions:

1. He asked if the bridge will be constructed in place or if it will be a pre-fabricated structure. Sherrod confirmed the bridge will be a pre-engineered and pre-fabricated super-structure. Additionally, Sherrod stated the consultant is hoping to stay out of the floodway during installation.
2. Shively asked Sharrod to compare the maintenance costs for each alternative. Sherrod stated such costs have not yet been evaluated in detail.
3. Shively expressed concern about keeping the bridge free of birds, and he suggested designing it so that birds are discourages from perching on the structure.

Boardmember Shively stated he favors Alternative 1 because it is at human level which would deter birds from perching and because it is the least costly option.

Chairperson Makowetski asked the following questions:

1. He asked Sherrod to explain if there any advantages of having a larger bridge, aside from that fact that it would allow emergency vehicles. Sherrod explained structures designed for heavier loading can allow for larger emergency vehicles than the standard loading, but the 12 foot wide standard load does meet the requirements for most cases.
2. He asked Sherrod to discuss the likelihood of the Coastal Commission approving a tall bridge. Sherrod stated he met with a Coastal Commission Planner who explained there are varying degrees of difficulty to make findings to approve the bridge as height increases because the impact to coastal resource becomes greater. It is possible to approve such a project, however, by mitigating visual impacts.

Boardmember Shively asked staff if there has been a demonstrated need for heavy vehicles across the project area. Sauerwein stated the issue is being discussed with other City staff.

Boardmember Shively expressed support for Alternative 1 because it would require the least amount of maintenance. He also stated he supports the standard loading option unless there is a driving need for the heavy loading option.

Boardmember Goldman expressed support for Alternative 1 because it is less obtrusive.

Boardmember Owen expressed support for Alternative 1 because it incorporates aesthetically pleasing landscaping and requires little maintenance. She asked staff if the bridge will have any lighting at night. Sauerwein explained lighting is a serious concern for the Coastal Commission and there are several limitations on the type of lighting that can be installed. The additional costs have not been factored into the project.

Boardmember Burkhart expressed support for Alternative 2. He asked Sherrod, however, if Alternative 1 will be as heavy as it appears when it is built. Sherrod stated the look of the structure can be lightened by adjusting the gauges of the pickets on the bridge.

Boardmember Shively stated viewshed issues may not be a large concern because the bridge will likely be hidden from view unless someone is at the bridge location or at the beach (due to vegetation).

Chairperson Makowetski expressed support for Alternative 1 because of its minimalist design, its low cost, its lower visual impacts, and because it structurally relates to the bridge near Lila Kiser Park. Makowetski asked Sherrod if any public seating will be provided near the bridge entrances. Sherrod stated the consultant will examine opportunities for public seating in several locations near the bridge.

MOTION: Boardmember Shively moved to approve Alternative 1 with the light loading option, and if it can be incorporated, pickets at a lower gauge so that visibility is improved for younger children.

The motion was seconded by Boardmember Burkhart and carried unanimously. (6-0).

Sauerwein announced there will be a special PWAB meeting on September 26, 2013.

## FUTURE AGENDA ITEMS

Staff anticipates the following items coming to the Board in the upcoming months:

- NEW Water Reclamation Facility (October)
- Transit Service Options for Weekend Service (October)

## ADJOURNMENT

The meeting adjourned at 6:59 pm to the next scheduled meeting to be held at the Veteran's Memorial Hall on Thursday, October 1, 2013, at 5:00 pm.