

SYNOPSIS MINUTES - MORRO BAY PUBLIC WORKS ADVISORY BOARD
SPECIAL MEETING – OCTOBER 1, 2013
VETERAN’S HALL – 5:00 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
	Marlys McPherson	Board Member
	Deborah Owen	Board Member
	Richard Rutherford	Board Member
	Stephen Shively	Board Member
STAFF:	Rob Livick	Public Services Director
	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

B-1 Morro Creek Multi-Use Trail and Bridge Project: Presentation of 30% Design
Recommendation: Receive presentation of bridge and trail design at the 30% level, take public testimony and provide comments as necessary.

Rands introduced the project.

Livick expressed the concerns of Fire Chief Steve Knuckles regarding the bridge project. Knuckles believes the bridge will be a great opportunity to provide a lifeline connection across north Morro Bay and the Embarcadero. Additionally, the bridge will provide alternative access to the Embarcadero which will enhance the City’s emergency response as the existing route is often congested and difficult to maneuver.

Sherrod discussed how the project has evolved from the September 5, 2013 meeting and he provided more detail about the project.

Boardmember Shively asked staff the following questions:

1. He stated Measure Q funds are tied to police and fire services and asked staff if enough of a nexus exists in order to use Measure Q funds to backfill the costs of the project. Livick stated there may be multiple funding opportunities, and Measure Q is just one of them. He stated there is not enough money in the general fund to pay for the project, so the City will explore one time monies instead. Additionally, Livick stated the City will work with SLOCOG to enhance grant opportunities to address some of the more aesthetic features, although this will not apply to the vehicular portions of the project.
2. Shively confirmed with Livick that emergency vehicles will be able to use the dirt Embarcadero to access the bridge. The road is based and will have a structural section of some kind.
3. Shively expressed concern that there may not be enough signage or indicators that would restrain automobiles from crossing the bridge. Livick stated staff will examine different techniques and develop a creative strategy to prevent vehicles from crossing the bridge.
4. Shively expressed concern about the potential conflict between pedestrians and bicyclists on the bridge since the lanes for each mode are not separated. Sherrod explained that when there are multi-modal systems, it is customary to merge them in order to bring all modes of traffic across the bridge, especially since the bridge is not as wide as other sections of the trail.

Boardmember Burkhart asked staff about the maximum load the bridge can support. Sherrod explained the maximum load is 40,000 pounds but the bridge has a safety factor built into the engineering so it is anticipated that the bridge may carry a heavier load than the maximum. The bridge is not designed, however, to carry heavier loads on a regular basis.

Boardmember Owen expressed concern that the bridge is not wide enough to accommodate larger vehicles and asked staff to clarify the width of the dirt road across the bridge. Sherrod explained the dirt Embarcadero varies in width, but on average it is between 21 and 23 feet wide, which is essentially a two lane road. He stated there is enough space for vehicles to pass one another. Livick further explained how narrow roadways are used to slow vehicular traffic, which is desired in situations like this. He stated the City will examine the regulations for signing this location at a slower speed limit (less than 25 mph).

Boardmember Goldman asked staff to clarify whether the bike path will be elevated higher than the dirt road. Sherrod stated the bike path is separated from the road with an elevation difference of about six inches.

Boardmember McPherson clarified with staff that the City would build the smaller bridge if it is unable to raise the additional funds necessary to construct the project as proposed. Boardmember McPherson asked if the Coastal Commission will be reviewing the project. Livick stated the Coastal Commission will be reviewing the project since it is in the original jurisdiction as well as the City's Planning Division since it requires a use permit. Two environmental documents will also be processed with the project.

Boardmember McPherson confirmed with staff the expected start date of construction is September 2014.

Chairperson Makowetski asked staff to clarify whether the project incorporates any handicap features. Sherrod explained the proposed project does not include a handicap ramp. He explained the "roll-out" idea in which a carpet could be rolled from the walkways to the high tide line during the summer months in order to accommodate handicap users. It is a temporary and relatively inexpensive strategy.

Chairperson Makowetski asked staff if the road on the north side of the creek would be changed or left as it when the bridge is installed. Livick stated the intention is to not pave the road and to leave it as is. The City will continue to blade it, as it does in the parking lot near Morro Rock.

Chairperson Makowetski asked how the proposed project intends to discourage motorists from driving onto the bike path from the north side of the bridge. Sherrod explained the six inch raised bike path will bulb-out at the southeast corner of the trail to push vehicles away from bicyclists at that corner.

Chairperson Makowetski confirmed with Sherrod there will still be plenty of room for recreational vehicles to turn around in the north parking lot. Sherrod stated the parking lot will not be greatly affected when the bridge is installed.

Chief Knuckles expounded on Livick's previous comments and added that the bridge is a great opportunity to provide access to the north side of town through the Embarcadero and to be more flexible with respect to emergency response services, especially when Main Street is flooded, because the bridge has a higher elevation than Main Street. The bridge will also provide the high school with an alternative evacuation route if necessary. Lastly, he stated the bridge will be beneficial for police and ambulance services as well as for fire services.

Boardmember McPherson confirmed with Knuckles that the bridge is sufficient to support all of the Fire Department's vehicles except for the ladder truck which weighs over 40,000 pounds.

Boardmember McPherson asked Knuckles how the City would modify the proposed plan if the City is unable to collect the money necessary to support heavy vehicles (40,000 pounds or more) on the bridge. Knuckles stated the biggest threat is fires on the Embarcadero, so he will ensure that fire trucks are able to go across the bridge in order to stop fires in that area.

Chairperson Makowetski opened Public Comment period.

Glen Slowly, asked staff how erosion is being considered in the proposed plan since the bride is proposed to be built over the floodplain. He asked if there is there a threat to the roadway or path from erosion that could occur during those natural events. Rands stated the City has performed a hydraulic analysis and the 100 year flood fits well under the deck of the bridge, so the approaches to the bridge would be free from flooding. With regard to erosion, the creek banks will be left in the same state as they are now. There is a risk that an extreme flood could erode the banks of the creek but the bridge will be designed on piers, so even if the abutments are exposed, the bridge will remain standing.

Chairperson Makowetski closed Public Comment period.

Livick stated the next step is to process a conditional use permit for the project and further develop the design of the project.

MOTION: Boardmember Burkhart moved to include in the previous motion made on September 5, 2013 a 30 percent design increase and the estimated cost of \$70,000 to accommodate the needs of the City with fire trucks.

The motion was seconded by Boardmember Goldman and carried unanimously. (7-0).

NEW BUSINESS

None.

FUTURE AGENDA ITEMS

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

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

Boardmember Shively asked if a public hearing has been scheduled to discuss different funding mechanisms for roads. Smukler stated a public hearing has not yet been scheduled but explained the City Council has agreed that they are interested in looking at sales tax provisions focused on roads and streets repair. Smukler stated he intends to keep the PWAB and the Chamber of Commerce involved throughout the process.

ADJOURNMENT

The meeting adjourned at 6:56 pm to the next scheduled meeting to be held at the Veteran's Memorial Hall on Thursday, October 17, 2013, at 6:00 pm.