

**MINUTES
SPECIAL CITY COUNCIL MEETING
TUESDAY, APRIL 12, 2016**

CALL TO ORDER Mayor Shoals called the meeting to order at 6:01 p.m. in the City Hall Council Chambers, 154 South Eighth Street, Grover Beach, California.

ROLL CALL

City Council: Council Members Karen Bright, Barbara Nicolls, Mariam Shah, Mayor Pro Tem Jeff Lee, and Mayor John Shoals were present.

City Staff: Interim City Manager James Copsey, City Clerk Donna McMahon, Community Development Director Bruce Buckingham, Public Works Director/City Engineer Greg Ray, and Police Chief John Peters were also present.

PUBLIC COMMUNICATIONS

The Mayor opened the floor to any member of the public for comment on any item described in this agenda. No public comments were received at this time.

BUSINESS

1. Discussion Regarding Traffic Calming, Safety Measures, and Reducing Roadway Widths.

Mayor Shoals provided introductory remarks and described the informal format of the meeting to encourage public input. He read the title to the foregoing item and deferred to staff for a report. Public Works Director/City Engineer Ray provided a brief overview of the City's road system and standard residential road widths, noting that Long Branch and Newport Avenues were wider than the standard street width in Grover Beach. He then outlined the estimated costs to reconstruct and maintain residential streets.

Mayor Shoals briefly described scheduled street improvements funded with Measure K-14 bond proceeds. He noted that the Council was seeking community input on street and traffic calming improvements for Newport and Long Branch Avenues, and that the City's long-term goal was to identify opportunities for reducing the amount of paved roadway, lower street maintenance costs, reduce traffic speeds, and improve the circulation of pedestrians and bicycles.

Discussion ensued, with the following comments received:

Preferred Improvements:

Preferred Specifically for Long Branch Avenue:

- medians, as well as extending the length of existing medians;
- low maintenance landscaping in medians;
- diagonal parking;
- designating parking spaces specifically for residents in higher density areas;
- traffic calming near County government buildings located between 14th and 16th Streets;
- completing roadway improvements along the full length of Long Branch Avenue;
- installing "No Truck Route" signs;

- designating bicycle paths or an 8-10 ft wide "movement lane" for bicycles, people, dog walkers, etc.;
- curbs, gutters, and sidewalks;
- installing crosswalks, specifically on Long Branch Avenue at 8th and 9th Streets;
- pedestrian safety enhancements, such as sidewalk striping and wider bulb-outs; and
- installing additional street lighting.

Preferred Specifically for Newport Avenue:

- preserving the unobstructed ocean view corridor;
- maintaining the current roadway width;
- extending out pavement improvements to cover the full street width;
- narrowing the roadway;
- once narrowed, having property owners responsible for maintaining the excess roadway;
- painting a single white stripe down the middle of the road;
- delineating paths for bicyclists, pedestrians, and dog walkers, citing examples of green

- bike paths installed in other communities;
- bulb-outs;
- consistent and unobstructed pedestrian paths from Oak Park Boulevard to the beach;
- level pedestrian pathways of concrete or decomposed granite;
- curbs, gutters, and sidewalks;
- wider sidewalks;
- installing additional street lighting;
- ensuring roadway improvements provide sufficient access for emergency vehicles;
- installing traffic calming features on Newport Avenue at the intersection of 12th Street and 14th Street, such as a “dip in the road” and/or stop signs;
- installing traffic calming features at the intersection of Newport Avenue and Oak Park Boulevard, such as a stop sign or traffic light;
- installing illuminated stop signs at Saratoga Avenue and Oak Park Boulevard;
- installing an illuminated pedestrian crosswalk at Saratoga Avenue and Oak Park Boulevard;
- improving drainage on Newport Avenue between 4th and 5th Streets; and
- placing utilities underground.

Preferred Improvements in General:

- designing street enhancements with a beach theme;
- continuous sidewalks;
- wider sidewalks;
- installing a straight edge of roadway improvements along the full length of the street;
- partnering with interested property owners to install sidewalk improvements in conjunction with scheduled street construction work;
- issuing more traffic citations to: 1) motorists for failing to stop at stop signs and/or traveling above the posted speed limit; and 2) truck drivers for repeatedly driving on residential streets posted with “No Truck Route” signs;
- installing additional “No Truck Route” signs on residential streets;
- using concrete paving material rather than asphalt alone for longer durability;
- installing native plant species;
- consistency regarding the placement, format, and style of street signs;
- consistency regarding the placement of stop signs; and
- improving drainage improvements, such as gravel pits 3-4 feet wide by 8-10 feet long or requiring pervious pavers on private driveway improvements to reduce stormwater runoff.

The following comments were received regarding roadway improvements that were not considered desirable:

Undesirable Street Features:

Undesirable Features Specifically for Long Branch Avenue

- diagonal parking;
- curbing that might be susceptible to damage from repeated use by garbage trucks; and
- additional medians, citing no noticeable impact from existing medians in reducing traffic speeds.

Undesirable Features Specifically for Newport Avenue:

- speed bumps;
- raised pavement markers of orange Botts dots;
- medians or raised curbing;
- medians with landscaping that could obstruct ocean views;
- dips in the road;
- drainage swales;
- bulb-outs;
- painting double yellow street striping down the center of the road;
- narrowing the street; and
- excess roadway becoming the responsibility of the adjacent property owner.

Undesirable Features in General:

- “dips” in the road;
- landscaping with non-native plant species and trees, such as palm trees;

- requiring storm water detention basins; and
- stop signs at every intersection.

Other Comments:

- Request to schedule street rehabilitation of South 9th Street.

Additional public comments were received, with Council discussion held and staff responding to comments regarding:

- private property improvements constructed that encroached into the public right-of-way;
- offering incentives to property owners for permits to install curb, gutter, and sidewalk improvements;
- an example cited of a group of property owners that together contributed towards the cost of installing sidewalks in conjunction with a planned street construction project that resulted in that street segment being completed sooner than originally scheduled;
- adopting a "Street Saving Ordinance" to prohibit utility companies from constructing utility line repairs or installations on newly rehabilitated streets for a specified number of years;
- Measure K-14 bond funds being designated specifically for the rehabilitation of residential streets, which did not include street enhancements, such as sidewalks, crosswalks, bike paths or street lighting;
- other available, but limited, sources to fund street enhancements;
- the rehabilitation of Oak Park Boulevard being funded through a separate source designated for regional transportation projects; and
- prior to the commencement of street construction, property owners / residents being invited to attend pre-construction meetings to discuss anticipated impacts, such as parking and alternate travel routes.

Further discussion was held regarding:

- 1) issuing a survey to determine property owner interest in specific street enhancements, such as placing utilities underground, installing sidewalks, preferred sidewalk widths (i.e., 4 feet, 5 feet, 6 feet), preferred sidewalk configurations (i.e., straight, meandering or both), preferred sidewalk materials (i.e., concrete, decomposed granite, etc), bulb-outs, medians, and beach theme enhancements, along with construction cost estimates and potential opportunities to partner with the City to complete the improvements; and
- 2) preparing additional information for the City website with Frequently Asked Questions regarding planned street improvements; estimated costs for street repairs and maintenance; pavement conditions; the types of street improvements that could be funded with Measure K-14 bond funds, as well as the types of street enhancements that would not be authorized, such as sidewalks and bike paths; the range of options for improving residential streets; and funding sources for the different categories of street types.

Council Member Nicolls distributed a photograph of a landscaped median in Santa Barbara and suggested a similar design might be suitable on Newport or Long Branch Avenues.

The Council thanked all those present for attending the meeting and for providing comments and suggestions regarding street improvements. It was noted that a follow-up meeting would be scheduled to receive further community input on this topic.

ADJOURNMENT

There being no further business to come before the City Council, Mayor Shoals adjourned the meeting at 7:59 p.m.

/s/ JOHN P. SHOALS, MAYOR

Attest:

/s/ DONNA L. McMAHON, CITY CLERK
(Approved at CC Mtg 05/02/2016)