

**DRAFT**

**City of Sebastopol City Council Regular Meeting Minutes**

**Meeting of October 4, 2016**

6:00 pm - Convene Regular City Council Meeting, Sebastopol Community Center, 390 Morris Street, Sebastopol, CA

The public is advised that pursuant to Government Code Section 54957.5 all writings submitted to the City Council are public records and will be made available for review.

Please note that minutes are not verbatim minutes and are meant to be the City’s record of a summary of actions that took place at the meeting.

Notice: All resolutions and ordinances introduced and/or adopted under this agenda are waived of all reading of entire resolution(s) and ordinance(s).

The Sebastopol City Council welcomes you to its meetings that are generally scheduled for the 1st and 3rd Tuesday of every month. Your interest and participation are encouraged and appreciated.

A notice of the meeting was posted by the City Clerk on September 29, 2016.

**6:00 pm Convene Regular City Council Meeting, Sebastopol Youth Annex/Teen Center, 425 Morris Street, Sebastopol, CA**

**Call to Order:** Mayor Gurney called the meeting to order at 6:08 p.m.

**Roll Call**

- Present: Mayor Gurney
- Councilmember Eder
- Councilmember Jacob
- Councilmember Slayter
- Absent: Vice Mayor Glass
- Staff: City Manager-City Attorney Larry McLaughlin
- City Clerk Mary Gourley
- Building Official Glenn Schainblatt
- Engineering Manager Henry Mikus
- Finance Director Ana Kwong
- Fire Chief Bill Braga
- Planning Director Kenyon Webster
- Police Chief Jeff Weaver
- Superintendent of Public Works Richard Emig

**SALUTE TO THE FLAG:** Mayor Gurney led the salute to the flag.

Mayor Gurney announced the following:

- Discussed the right turn lane at CVS
- Stated the City will get that right turn lane back once construction is finished
- Discussed the special City Council Meeting of October 17th to discuss the General Plan
- Described the process for the agenda item on traffic safety improvements for Bodega Avenue

**PROCLAMATION(S)/PRESENTATION(S):**

The following was presented:

Years of Service Award:

- Kenyon Webster– 20 Years – Planning Department

Proclamations:

- Proclamation – Recognizing Fred Bollinger on his 100<sup>th</sup> Birthday
- Proclamation – Recognizing Sonoma County’s Pasta King Art Ibleto on his 90th Birthday
- Proclamation – Proclaiming October 5, 2016 as International Walk and Roll to School Day
- Proclamation – Proclamation in Support of the Standing Rock Sioux and No Dakota Access Pipeline (#NODAPL)
- Proclamation – Proclaiming October as Domestic Violence Awareness Month
- Proclamation – Proclaiming October as Chamber Awareness Month

**PUBLIC COMMENTS:** (This is an opportunity for the public to address the City Council on items that are not listed on the agenda. This time is set aside to receive comments from the public regarding matters of general interest not on the agenda, but related to City Council business. Pursuant to the Brown Act, however, the City Council cannot consider any issues or take action on any requests during this comment period. Speakers are allowed to speak for a maximum of three minutes so that all speakers have an opportunity to address the City Council. The Mayor has the authority to limit the time allowed for speakers dependent on the amount of speakers in attendance. It is the goal of the Council to conclude the public comments portion of the agenda within 30 minutes. If the public comment period exceeds twenty minutes, the presiding officer, typically the Mayor, reserves the right to reduce the time per speaker or carry over public comments to after all business items are completed.)

Jim Wheaton commented as follows:

- Commented on his previous comments of the dangerous crossing situation by CVS
- Appreciated response by City Council and Engineering Manager
- Got comments from staff
- New signs went up
- Appreciate seriousness with which the City takes for safety
- Thanked the Council

ila Benavidez-Heaster commented as follows:

- Discussed gentrification
- Discussed the new hotel
- Discussed the General Plan
- Discussed revitalization
- Do gentrification well
- Cannot go back to rural
- How do we begin to move forward to recognize when we are only doing gentrification
- When does it become revitalization
- What sustains and reinvigorates
- Gentrification will not sustain over the long run
- Important to recognize at this point
- How do you deepen community so be here when other things come and gone
- Barlow prime example of gentrification

Linda Berg commented as follows:

- Discussed being electro-sensitive
- Cannot be around cell phones even when they are on silent
- Discussed Smart Meters on this building
- Discussed her attire (protective measures to protect herself) – head net from France; silver mesh T shirt, measureable by meter for microwaves
- Provided a demonstration of the meter
- Discussed the EMF catalog
- Be safe in unsafe world where being cooked
- Man-made microwave oven
- Urged a moratorium on this building

Craig Litwin commented as follows:

- Thanked Council and Public Works and Dante Del Prete for their work
- Walking around and saw water running off curb, poking around and finding person responsible
- City still working on cutting water use
- Discussed Adopt a Landscape Program

**STATEMENTS OF CONFLICTS OF INTEREST BY MAYOR/CITY COUNCILMEMBERS FOR ITEMS ON THE AGENDA** (This is the time for the Mayor or City Councilmembers to indicate any statements of conflicts of interests for any item listed on this agenda)

There were none.

Consent calendar items are routine matters or matters which have been reviewed by the City Council previously. These items may be approved by one motion without discussion

unless a member of the City Council requests that the item be taken off the consent calendar.

Councilmember Slayter moved and Councilmember Eder seconded the motion to approve the Consent Calendar Item Numbers 1, 2, 3, 4, 5, and 6.

**VOTE:**

Ayes: Councilmembers Eder, Jacob, Slayter, and Mayor Gurney  
 Noes: None  
 Absent: Vice Mayor Glass  
 Abstain: None

**CONSENT CALENDAR ITEM(S):**

1. Approval of Minutes of September 20, 2016 City Council Meeting Minutes (City Manager/Clerk)  
 City Council Action: **Approved Minutes of September 20, 2016 City Council Meeting Minutes**  
 Minute Order Number: **2016-213**
2. Approval of Engineering Firm (KASL) for ADA Pedestrian Ramps SR 116 Design and Bid Documents (Engineering Manager)  
 City Council Action: **Approved Engineering Firm (KASL) for ADA Pedestrian Ramps SR 116 Design and Bid Documents**  
 Minute Order Number: **2016-214**
3. Approval of Waiving of Second Reading and Adoption of Ordinance Amendment of Parks Ordinance to Adjust Skategarden Hours (Planning Director)  
 City Council Action: **Approved Waiving of Second Reading and Adoption of Ordinance Amendment of Parks Ordinance to Adjust Skategarden Hours**  
 Minute Order Number: **2016-215**
4. Approval of Job Description and Employment Contract for Assistant City Manager/City Clerk (City Manager/City Clerk)  
 City Council Action: **Approved Job Description and Employment Contract for Assistant City Manager/City Clerk**  
 Minute Order Number: **2016-216**  
 Resolution Number: **6106**
5. Approval of Adoption of Resolution Amending the Salary Range Schedule (Finance Director)  
 City Council Action: **Approved Adoption of Resolution Amending the Salary Range Schedule**  
 Minute Order Number: **2016-217**  
 Resolution Number: **6107**
6. Approval of Adoption of Resolution authorizing the City Manager to execute an Equipment Lease-Purchase agreement with Holman Capital in the amount of \$265,000 (Finance Director)  
 City Council Action: **Approved Adoption of Resolution authorizing the City Manager to execute an Equipment Lease-Purchase agreement with Holman Capital in the amount of \$265,000**  
 Minute Order Number: **2016-218**  
 Resolution Number: **6108**

**INFORMATIONAL ITEMS/PRESENTATION: NONE**

**REGULAR CALENDAR AGENDA ITEMS (DISCUSSION AND/OR ACTION):**

7. Traffic and Safety Issues (Bodega Avenue Areas/Willow/Jewell Street Intersection)
  - a. Local Streets Bike/Ped Design: Contracted with W Trans
  - b. Pedestrian Crossings Safety Study For Bodega Avenue: (Stop Light Discussion)
    - Washington Avenue (primary)
    - Nelson Way – Gold Ridge Farm (primary)

- Ragle Road (primary)
  - Florence Avenue (optional)
  - Robinson Road (optional)
- c. Discussion and Action of Results of W Trans Study and Recommendations for Willow Street/Jewell Avenue Intersection
- d. Traffic Synchronization Study (Funded by CVS Settlement Funds)  
(Engineering Manager)

Engineering Manager Mikus presented the staff report recommending the City Council discuss and provide direction for further analysis for follow-up discussion at the November 1, 2016 City Council Meeting.

Steve Weinberger, W Trans, Consultant, provided a presentation to the City Council.

Mayor Gurney asked for questions from Council.

Councilmember Slayter questioned if on Willow/Jewell chart that was shown, are the numbers related to how it is now and if the bike/pedestrian columns are a rough estimate.

Mr. Weinberger stated it is a rough assessment.

Councilmember Slayter questioned if Mr. Weinberger could give an estimate to the grades that the intersections have now.

Mr. Weinberger stated he would not be able to provide that in terms of level of service, but in terms of delay it would be a service A. He stated there is not a lot of safety collision history there and that the issue now is mostly about awkwardness of intersection as it relates to pedestrian safety. He stated it is not a great acceptable intersection to promote pedestrian safety especially for young children and stated it is not great to negotiate.

Councilmember Slayter questioned if it would be a Grade D for bikes and pedestrians.

Mr. Weinberger stated that he would not be in disagreement to state that any of these are less than desirable for bikes and pedestrians.

Engineering Manager Mikus commented as follows:

- Letter grades meant to be kept relative
- Stated they are not absolute
- Discussed comparing one to the other

Mr. Weinberger commented as follows:

- Stated the existing intersections would be C or D grade
- Stated they have not shown a record of being problematic

Councilmember Slayter stated that for the Bodega Avenue corridor, the Council in general hears with some regularity that traffic is heavy in the downtown and questioned if adding a control to the West help or hinder traffic flow through the downtown.

Mr. Weinberger stated that is a good question and he would need to think on that.

Councilmember Slayter stated that he has heard that more control is okay and can help traffic control if things are synchronized and he has also heard that additional controls can impede the flow of traffic and therefore make congestion worse.

Mr. Weinberger commented as follows:

- Discussed consideration of new traffic signals, especially to the west, such as Ragle
- Discussed the columns shown relating to side streets
- Stated with low volumes, the signal would be on green most of time
- Does not do much for speed control
- Downside of signal at Ragle is speed issue
- Be on green a lot on Bodega Avenue

Mayor Gurney commented as follows:

- Discussed the meaning of impeding traffic
- Questioned if this means that if this slows traffic down it is a good thing but if it means a traffic jam that is not so good

Councilmember Slayter stated it could create congestion where there was once none.

Mr. Weinberger commented as follows:

- Stated that it would not create a lot of congestion
- Stated it would be similar to Pleasant Hill Ave
- Not change traffic much on that corridor

Councilmember Eder commented as follows;

- Stated for the various configurations for Willow/Jewell intersection, it would be informative to the Council to know what is the relative cost
- Discussed that he has heard a wide range of costs
- Noticed a lot of the mock ups might be missing things such as sidewalks that would add to the cost

Mr. Weinberger commented on the Willow/Jewell Intersection work as follows:

- Tonight looking for general concepts
- Looking at cocktail napkin alternatives
- Council will see sidewalks next time and how they fit into this
- Cost – roundabout highest cost
- Other locations costs depends on what do with green space
- Steering towards item number three that did not impact that island a lot
- Think island does not look intimidating now, but if removed, items such as utilities, when street gets repaved, reconstruct the pavement where that median was could create additional costs
- Extra costs for median to be moved

- 1, 3, and 5 keep it in place – can do temporary and come back and retrofit those areas
- Tie Safe routes to School Grants for these types of projects

Councilmember Eder questioned if it is the City's responsibility to put up changed conditions ahead signage and warn people of the changes and if these signs would need to be left up for a period of time.

Mr. Weinberger stated that it would be evident to the driver as they would not have much of a choice due to the geometric shape of the intersection and that it would be obvious that they would have to make the turn somewhere else.

Councilmember Eder commented as follows:

- Stated at Pleasant Hill Avenue, there is a lot of cars and there are a lot of cars on Jewell Avenue
- Stated it is interesting that the traffic counts seem to drop off as shown on the charts
- Discussed traffic bleed off in different directions

Mr. Weinberger commented as follows:

- Discussed the side street traffic shown and that this is not the Bodega Avenue traffic
- Traffic on Bodega is about 900-1100 vehicles an hour total two way
- That is what dictates the signal warrants (side streets)
- As volume changes on Main Street, line on the graphs will be higher or lower

Councilmember Eder discussed two way bike paths on Bodega and stated it is not clear on the graphs.

Mr. Weinberger commented as follows:

- Showed view looking West from Bodega and Ragle
- Two way bike will be along south side of Bodega (grassy strip)
- 10 foot wide path
- Need to look at trees and community signs
- Will come back with more details

Mayor Gurney suggested an aerial view.

Councilmember Eder questioned if there was discussion of another two way path.

Mr. Weinberger stated no, only the two way path shown on the charts.

Councilmember Eder questioned if the consultant was recommending a bike lane on the south side of Bodega Avenue by the cemetery.

Mr. Weinberger stated yes.

Councilmember Eder discussed the danger of the edge of the asphalt in this location and the three foot drainage ditch and discussed the potential for injuries.

Mr. Weinberger commented as follows:

- Discussed the two stages of design
- Plan view is if there is width to fit the lane
- Then discussed reviewing where are those areas that need to be modified to make it to eliminate the big drops
- Stated this will be discussed with the City

Councilmember Eder questioned a suitable modification.

Mr. Weinberger stated he cannot respond to that tonight.

Councilmember Eder discussed the east bound of Bodega Avenue and questioned if the bike lanes terminate at the fire station.

Mr. Weinberger stated that is correct.

Mayor Gurney stated this was to maintain the parking through the residential block to the library.

Mr. Weinberger commented as follows:

- When the City wide bike lane feasibility study was done, looked at every street for bike lanes
- When Bodega was evaluated, determined it is feasible and there is room for bike lanes
- Adopted plan did not provide bike lanes on Bodega (section that has residential on both sides and existing on street parking on both sides)
- Clear parking important for residents
- Maintain parking on both sides
- Not enough room for bike lanes – will be sharrow markings

Councilmember Eder questioned if this will be a bike lane to sharrow situation.

Mr. Weinberger stated there will be periodic sharrow markings.

Councilmember Eder questioned if it is common to terminate bike lanes like this.

Mayor Gurney stated it is a transition and that if someone is coming down Bodega Avenue and turn on to Jewell Avenue, there will be markings there to read.

Mr. Weinberger commented as follows:

- Stated that Willow Avenue will get sharrow markings
- Stated there is an informal crossing through the parking lot to the bike path

Councilmember Eder discussed the existing left turn lane at Burbank Heights and discussed the potential of adding a refuge island there, and stated it is unclear how those two will work with each other.

Mr. Weinberger commented as follows:

- Stated there are two locations that are proposed to have medians
- Stated the Council will be getting more details when this comes back
- Florence (no left turn lane)
- Washington
- Nelson-Gold Ridge – left turn lanes remain –median there now –suggesting to widen this out to standards that are appropriate for pedestrian refuge
- Left turn lane may shift slightly

Councilmember Eder discussed the space from the island and left turn lanes.

Mr. Weinberger commented as follows:

- Discussed ample space at this location
- Bike lanes stay on outer sides
- Median gets wider
- Lanes push out more
- Show next time in more detail

Mayor Gurney commented as follows:

- Discussed the extra real estate
- Questioned bulbing out the sidewalks and creating a refuge
- Suggested three refuge spaces

Mr. Weinberger commented that if the City wants to add bike lanes to the street it would not work, but if there were no bike lanes on the street, the suggestion would have gone in that direction .

Councilmember Eder commented as follows:

- Stated it does not look big enough
- Suggested that the refuge island have zig zap path
- Incorporate that into the design
- Questioned what would happen if people from Burbank Housing and Gold Ridge Farm showed up to City with \$300,000 to buy a stop light
- If not warranted by warrant by Caltrans or study, is it illegal to install a stop sign that does not have a warrant

Mr. Weinberger commented as follows:

- Suggested that the City Attorney can answer that question
- Recommendation is HAWK for that location
- Location 99% of time be green and not do much for speed on Bodega

Councilmember Eder questioned if between traffic lane and bike lane if there is some kind of landing refuge strip between two.

Mr. Weinberger commented as follows:

- Some locations around town have room to play with
- Striped buffer between travel lane and bike lane
- Not at all locations, just locations with excess width

Mayor Gurney questioned if the traffic counts were conducted on weekend end days.

Mr. Weinberger stated no, but that he does have counts for weekend days. He stated that the counts are more relevant to Bodega traffic than side street traffic. He stated he is aware that weekend traffic is different and was cognizant of doing counts for weekend conditions. He stated he did consider weekend traffic here and that his recommendations would be the same as what he is recommending tonight.

Mayor Gurney commented as follows:

- Discussed the HAWK lighting arrangement
- Know from people using SMART crosswalk at Post Office, pedestrian cannot see flashing light (concern)
- Stated she wants to understand design
- Stated it looks high off pavement
- Questioned who really sees that

Mr. Weinberger stated he will provide a photo showing an example of a California installation and what the pedestrian experiences is in terms of push button and message.

Mayor Gurney stated she would like to try to understand what the pedestrians experience and questioned if this is better than the lights in ground pavement.

Mr. Weinberger commented as follows:

- Discussed the in roadway lights are a warning device
- Yellow light not requirement to stop – warning light
- This is as if a traffic signal went red and people would have to stop

Mayor Gurney opened for public comment.

William Greenwood, Jewell Avenue, commented as follows:

- Lives 5 doors south of Jewell/Willow intersection
- Use that intersection daily both walking and in a vehicle
- Two times cross Jewell at crosswalk and walks up to Post Office to get to downtown
- Experienced two grave problems in use of that intersection
- To cross Willow Street into Ives Park, absolutely no pedestrian safety
- Only way to get to park from Jewell safely is to cross by Fire Station
- Everyone crosses Jewell Avenue at some point

- What see to cross is absolutely restricted
- No visibility of traffic coming down Willow to curve
- Discussed lack of safe pedestrian access is critical issue
- South west quadrant of Ives Park is part of park that everyone uses
- Grave problem
- Astounded City is not facing law suits of fatal accidents crossing that street
- Jewell Avenue and Willow Street are de facto alternates of State Highway 12
- See people blow through stop signs

Judy Morgan, Burbank Heights, reading letter from Deane Thompson as follows:

- “From the beginning of our efforts (early February of this year) to get a Stoplight at the intersection of Bodega Avenue/Nelson Way/Entrance to Burbank Heights and Orchards and the Gold Ridge Farm, we have been told there’s no money for it. With the help of Finance Director Ana Kwong and City Clerk Mary Gourley, who met with me to explain the Capital Improvement Budget and City Budget, they explained the budgets in a way that was easy for me to understand. According to the 2016-2017 Capital Improvement Budget, the Traffic Impact Fee Fund will have a projected balance of \$257,877. From what I understand of the Capital Improvement Budget, this will be a balance after all the 2016-2017 projects have been budgeted for. I believe the City can use this fund as a way to finance the Stoplight within the City’s Adopted Budget for fiscal year 2016-17 and not have to dip into the General Fund Reserves, allowing the City Council to maintain their goal of creating a healthy Reserve Fund while at the same time, helping to solve a dangerous situation by installing the Stoplight.
- Based on the City Engineering Manager Henry Mikus comments, he has estimated the cost of a Stoplight with turn signals and pedestrian crossing indicators at \$100,000 to \$150,000. In the Budget, under the heading “Special Revenue Fund” tab, the Traffic Impact Fee Fund (page 34) indicates an estimated ending balance of \$257,877. This would be more than enough to cover the cost of the Stoplight. A potential alternative would be Measure M Transportation Tax Fund (page 21), which shows an estimated ending balance of \$220,797. This possible funding source could be shared for the cost of the Stoplight with Traffic Impact Fee Fund. However, it is my understanding this would need to be researched by the Engineering Manager to see if we can use Measure M funds for a traffic stoplight.
- We urgently request that you appropriate funding from the Traffic Impact Fee Fund projected ending balance and amend the Capital Improvement Program to include and prioritize the Stoplight. It is imperative that this Council act on the project this year so that the work to install the Stoplight can begin post haste.”

Judith, resident of Burbank Heights and orchard, read a letter from Deane Thompson, as follows:

“Dear Council. We are presenting 105 additional signatures on our petition for the Stoplight. We 375 signatures previously presented to you, this brings the total signatures to 480. These signatures represent people who know the Bodega Avenue/Nelson Way/Burbank Heights and Gold Ridge Farm intersection. They are parents who live on Nelson Way who drive their children to school rather than let them cross dangerous Bodega Avenue. They are residents and staff who drive in and out of the entrance to BRO daily. They are visitors and commuters to and through Sebastopol who agree the approach eastward down the hill and westward into the sun make it difficult to see pedestrians crossing Bodega Avenue. They are bus drivers who make 18 left hand turns in and out of BHO during the work week and 16 on Saturday. They are out-of-town visitors to the Farm. They are service and maintenance truck drivers. They are even some children, including two of my grandchildren, who signed it and said, "We want grandma to be safe." They are neighborhood residents who cautiously cross Bodega to walk in the Farm-some with their dogs. They are residents of BHO who are afraid to cross the street.

Drivers, pedestrians, residents, visitors-these are people, not numbers. All the surveys in the world will not show the real danger to real people who use this intersection. A Stoplight is the only solution to this problem. It will help to slow the traffic. Bodega Avenue is a raceway at present. It will allow drivers the opportunity to make left hand turns safely, which is not now the case. It will allow us walkers with our walkers to cross safely, which is not now the case.

Any mitigation installations less than a Stoplight will not adequately address all the dangers. They will simply be money thrown away. Money wasted, when it can be spent for a Stoplight now. Please do the right thing and realize a Stoplight is warranted now- not by mandate, but by common sense.”

Barbara commented as follows:

- Stated this is a home run
- Stated she is excited about what she has heard tonight
- Thanked the City Council for persevering around this issue and taking a thoughtful approach
- Stated this is a significant issue in the community
- Great model for livability
- Thanked Engineering Manager and Consultant for their thoughtful work
- Living in this neighborhood the traffic volume is accepted
- Stated the traffic is a fact of life
- Stated speed is difficult
- Stated the bike lane and median suggestions are wonderful
- Encouraged the Council to pursue those
- Create visual and actual sense to slow down for people coming to town
- Have neighborhood and we have a community
- People need to be careful

Catherine McNeil commented as follows:

- Impressed by the time taken by the City Council to hire consultant who could look at big picture such as:
  - Safety
  - Design
  - Traffic Flow
- Live at Burbank Heights
- Not cross traffic is that it is scary
- People inclined to walk to cross at school rather than crossing there
- Impressed by what Deanne wrote
- Human problem
- Rides shuttle bus
- Turning left onto that traffic is chancy
- Glad hired consultant
- Discussed the traffic flow
- How to make that work in way that works for everyone
- Problem for everyone who lives here
- Amount of traffic on those roads

Tasha Beauchamp, 215 Golden Ridge, speaking personally as daughter of resident at Burbank Heights, commented as follows:

- Discussed the neighborhood
- Use intersection a lot
- Discussed her concerns from her professional capacity
- Discussed elder issues
- Present alternate view
- Any money invested is not just in pedestrian safety
- Mobility challenges are biggest disability for seniors
- 2/3 of older adults report problem climbing stairs or walking
- Stated younger people do not know what it means to have issues walking
- Stated elder people are depending on others to help them
- If people cannot walk they decide to do less
- Stay inside and go not go out
- Get isolated
- Get depressed
- High rate of elder depression
- Cascades
- Issue is about quality of life
- Not know courage to just walk out the door or walk downhill to cross the highway
- Investment of quality of life for seniors
- Investment in civic health

ila Benavidez-Heaster commented as follows:

- Amazing work
- Not know of injuries at other intersection

- Have had injuries at Bodega and Nelson
- Talking of reducing speed – need to look at
- HAWK is fascinating but may not achieve what we need to do
- Get traffic to slow down
- Other mechanism work but not as effective as light
- Left hand turn is really nasty
- Look at stop light rather than HAWK
- Do investment
- Will pay off in the long run
- Once slow down there, will slow it all the way down
- Talking of human lives here
- Watched pedestrians try to walk their dogs and how apprehensive they get
- Bump up and go for a stop light
- Will find the money to pay for this

Craig Litwin commented as follows:

- Thanked Council and traffic consultant
- Jewell/Willow – pedestrian access critical issue considering park usage
- Back door entrance
- Would like to know costs
- Fire Trucks – what is best one for fire trucks
- How can they get through the fastest
- Roundabouts – crosswalk closer to fire department
- Bodega – losing unused left turn lane in combination with bike lanes will slow traffic down
- Nelson- signed petition for traffic light
- Wish warrants were higher
- Very dangerous
- High speed use there
- Glare from sun significant
- Bike lane and refuge good
- Can design be done if upgrade to HAWK and a traffic light is installed
- Not want to waste money if not
- Discussed Florence Avenue – moving the crosswalk east makes a lot of sense

Rei Blaser commented as follows:

- Jewell/Willow – like option 5 the best
- Work with Village Building Convergence to see how to use extra space
- Ragle Road – notice speeds and peoples habits
- Speed
- Rushed
- Washington – median – will this take away from merging onto Bodega - Washington to Jewell to get onto Bodega Avenue
- Discussed traffic access

- HAWK – Gold Ridge – questions if this can be set up to be activated with left turn from other direction
- HAWK more effective than traffic signal

Michael Carnacchi commented as follows:

- Discussed the difference in price for the traffic light
- Engineering Manager Mikus stated it was around \$100,000 to \$150,000
- Mr. Weinberger stated it was more like \$250,000 to \$400,000
- Need accurate figure as to what it is costs

Bill Morgan, BHO, commented as follows:

- Used to walk along Bodega
- Used to walk through cemetery to get to safe intersection
- Quit because fell down walking Bodega
- Have droopy finger now for rest of life
- Cannot stick it in pocket such as a crosswalk light
- Think of traffic a lot
- Cross Bodega /Nelson – do not any more
- Seen so many out of control drivers coming down the hill especially from the hill leading from west to that intersection
- Think of teeny boppers coming down and texting and not looking much less looking at people impaired for other reasons
- Scare to death of that intersection
- Veteran of Highway 880
- Seen traffic
- Traffic grown
- City knows that there has been a recent injury at this intersection
- How much blood sacrifice we had to provide before decide to do right think
- Traffic light is the right thing

Steve Weinberger replied to comments as follows:

Willow/Jewell:

- Pedestrian access crossing Jewell to get to Ives Park
- Only crossing now is south side of Willow
- Focus of all alternatives is providing new crossings
- All achieve that issue of providing more convenient crossing closer to Ives Park

Can take a look at a crosswalk closer to the fire station but there are problematic issues  
Fire truck access – all would be designed for truck turning movements to not impact their ability to turn

Questioned which alternative the Council wanted him to come back with

Nelson:

- Costs – traffic signal – planning level cost estimate – no design done – rely on what he has seen in Sonoma County – based on what seen, \$250,000 – \$350,000 for a traffic signal
- Realize there are 8 poles that require foundation and electrical work needed to be dug as well as controller and equipment
- Pricey
- Cost of HAWK is less
- Will check to confirm cost

Washington – merge onto Bodega from Washington – stated this is a trade off on pedestrian safety and vehicle access

Discussed options for vehicles

Signal for Nelson:

- Will respond to question based on analysis done, knowledge of intersection, warrants
- Advise City in terms of spending money into this location to highly consider the HAWK device
- Would be warranted here if pedestrian volumes are high
- Traffic signal far from warranted
- Concern of signal going here
- Being green 99 percent of the time
- Would provide protection for pedestrians
- Make it easier to turn off side street onto Bodega
- Can say that about every intersection on this corridor that does not have a traffic signal
- Addresses seniors who want to cross
- On top of that issue of speeding on this corridor
- Need to address corridor as whole
- Can do both
- Money wise stated it would be a challenge to do it – if it puts all the eggs into traffic signal basket
- Deal with pedestrians safety with HAWK installation
- HAWK is essentially a traffic signal
- Serves that need
- Put money towards overall corridor
- Bringing speed down in corridor
- Discussed us of median and trees
- Help whole system
- Discussed funding for traffic signal
- Does not benefit rest of corridor at all from engineering standpoint
- Stated he understands the trepidation of using the HAWK
- Stated it is a device that the City will see more of
- Suggesting going to see a HAWK in Spring Lake Village

- Stated it connects the trail with Spring Lake Village
- Stated seniors are using that crosswalk with a HAWK light
- Stated that is what is being recommended tonight
- Discussed how a HAWK operates
- Stated it has pedestrian signals and has the same indication as a traffic signal

Councilmember Slayter commented as follows:

- Discussed the HAWK
- Discussed traveling to Japan
- Discussed crossing streets in Japan
- Discussed mid-block pedestrian crossings
- Discussed having no button to push but had a sensor

Mr. Weinberger commented as follows:

- Stated that is generally where he has seen multiple pedestrians crossing constantly
- Stated for single pedestrians, it is much more difficult to program the sensing device

Hearing no further comments, Mayor Gurney closed the public comment.

Mayor Gurney asked for Council deliberation.

Mr. Weinberger commented as follows:

- Stated he would have the following next week:
  - a memo next week on the bike lanes
  - Suggestion of different photos (grassy strip)
  - Diagrams
  - Detailed Plans

Councilmember Eder discussed an email received from Mr. Deedler on safety changes proposed and if any work has been accomplished on that.

Mr. Weinberger commented that work has been done since the last study and that the plan goes to current design practice. He stated if anything was changed from the study, he is reviewing those with the Engineering Manager and getting concurrence.

Councilmember Eder questioned what is the current thinking of bicycle lanes outside of parked cars (doors opening) and questioned if there is a fix for that conflict point.

Mr. Weinberger stated there is that issue when the width is tight.

Councilmember Eder questioned the access on Washington Avenue.

Engineering Manager Mikus commented as follows:

- Discussed the last half of the path that is private
- Stated he met with the residents there

- Stated there are mixed emotions of use of this path as a bike path
- Stated many residents did not want it on their street
- Stated it is a great idea for a connector
- Stated neighbors need to be on board
- Stated there needs to be more dialogue

Mayor Gurney discussed Mr. Weinberger's memo asking for direction on Willow and Jewell intersection.

Mayor Gurney commented as follows:

- In ideal world, likes the round about
- Stated there are no statistics that would justify that great expense
- Like option 1 and 5

Councilmember Slayter questioned if there is adequate width on Jewell to add a sidewalk on the west side of the median without having to get into the median and any other infrastructure that is there.

Mr. Weinberger commented if the City were to construct something there, it would need to be ADA accessible.

Councilmember Slayter questioned if it could be taken out of the roadway.

Mr. Weinberger stated that could be looked at during the design and the Council could see those next time.

Councilmember Slayter discussed annexing pedestrian space from vehicle space and questioned if this could be done.

Mr. Weinberger stated he could come back with an estimate.

Councilmember Slayter commented as follows:

- Like options 5 and 3
- 2 not practical

Mayor Gurney stated option number 2 may be out as it may be too expensive.

Councilmember Slayter commented as follows:

- Like Option 3
- Increasing start and stop traffic
- Pushing that as far away from existing residences
- Create island of green space and mini park

Councilmember Eder questioned if this is advocating streets as one way with option 5.

Mr. Weinberger commented they would be one way on each side of the island.

Councilmember Eder questioned how likely would it be that someone would turn left into the one way.

Mr. Weinberger commented there would be do not enter signs.

Councilmember Eder commented as follows:

Like options 1 and 3

Stated option 1 is simple

Not want to divide park into little pieces

Option 1 preferred

Councilmember Jacob commented he likes options 1, 3 and 5.

Mr. Weinberger stated he can bring back designs for Options 1, 3 and 5.

Councilmember Eder questioned guidance on the stop light at Burbank Heights.

Mayor Gurney suggested Mr. Weinberger provide more information on that item.

Mr. Weinberger commented as follows:

- Can come back on November 1<sup>st</sup> with a focus on that intersection
- Planned view
- Median
- More specific costs
- Some data on Montgomery Drive location

Mayor Gurney stated she is curious if the HAWK features can be put in a stop light situation.

Councilmember Eder questioned if the consultant has received significant guidance from the Council.

Mr. Weinberger stated yes.

Mayor Gurney called for a break at 9:45 pm and reconvened the meeting at 9:55 pm.

**City Council Action: Provided information to the consultant as listed in the minutes above and consultant to return to the November 1<sup>st</sup> City Council Meeting.**

**Minute Order Number: 2016-219**

8. Discussion and Action for Direction to Staff on Repair of Bodega Avenue/High Street Pedestrian Crosswalk (Engineering Manager)

Engineering Manager Mikus presented the staff report recommending the City Council discuss and provide direction to staff whether or not to proceed with a capital project to repair the Bodega/High intersection.

Mayor Gurney asked for questions from Council.

Mayor Gurney commented as follows:

- Stated that he sidewalk gap closure on Bodega Avenue can be resolved with the project proponent
- Stated it would not include the City's expense if some project is developed there
- Stated that would be subject to the application and negotiation process

City Manager McLaughlin commented as follows:

- Stated the City received a proposed development for affordable homes
- Stated the developer needed the City to pay for the sidewalk
- Stated that proposal is no longer active
- Discussed a second proposal
- Stated this is a different proposal for market rate homes with a cap
- In first stage of being looked at
- Not yet know who will pay for that sidewalk
- In preliminary review at the Planning Commission
- Stated the City is back to the unknown regarding the closure of the sidewalk

Mayor Gurney stated if a developer puts in the sidewalk closure the City is in a different situation.

Councilmember Eder commented as follows:

- Stated the Bodega Avenue and High Street intersection repairs are figured at \$100,000
- Stated the staff reports indicates it could be more or less than that
- Questioned if the \$100,000 is a not to exceed number or middle range

Engineering Manager Mikus stated that number was inherited.

City Manager McLaughlin commented as follows:

- Stated the City does not know the extent of the damage until it goes into the pavement
- Stated it could be more expensive
- Stated it is a gamble until the City digs into the pavement

Councilmember Slayter questioned if there is any way to have the worst case scenario budget figure such as if the City digs down 12 feet and needs to fix everything underneath the pavement. He questioned if there is some idea of how big the bucket of money is needed at its maximum to fix this and questioned if it is possible to get this.

Engineering Manager Mikus commented as follows:

- Stated he has had more than one heated debate with the City Engineering, Superintendent of Public Works and Assistant Superintendent of Public Works
- Stated there is difference of opinion as to what is under the pavement
- Stated it is not known

Councilmember Slayter questioned if it is possible to go out and do a core sample to get that information.

Engineering Manager Mikus stated that the City can do a core sample to get that information.

Mayor Gurney questioned how core samples work.

Engineering Manager commented that holes are dug in several places and that the core has a strata in it and the dirt is analyzed to see if the dirt can support a load or not or see how bad or good the dirt is so that the City has a clear picture.

Mayor Gurney commented as follows:

- Stated it is important to set up this crosswalk
- Stated the pavement is failing and is in disrepair and not maintained and is creating a bad situation
- Stated this crosswalk is heavily used

Mayor Gurney opened for public comment. There was none.

Mayor Gurney asked for Council deliberation.

Mayor Gurney suggested that the City conduct core samples and evaluate those samples and more closely refine and determine the accurate construction costs.

Mayor Slayter stated it is shabby looking around town; warning signs are duct taped to the poles; and stated the aesthetics need to be improved,

**City Council Action:** Item to be returned to the November 1<sup>st</sup> meeting with more defined information.

**Minute Order Number:** 2016-220

**PUBLIC HEARING(s):** None

**REGULAR CALENDAR AGENDA ITEMS (DISCUSSION AND/OR ACTION) (CONTINUED):**

9. Approval of Request for Budget Amendment for Consultant for Pine Grove Square (Pine Grove Square Committee)

City Manager McLaughlin presented the staff report recommending the City Council approve the request for budget amendment for consultant services for Pine Grove Square.

Mayor Gurney asked for questions from Council.

There were none.

Mayor Gurney stated that the Council needs to keep the momentum going on this item so that it can be determined if this is a go or no go item. She stated it is important to keep this rolling forward.

Mayor Gurney opened for public comment. There were none.

Mayor Gurney asked for Council deliberation. There was none.

Councilmember Jacob moved and Councilmember Eder seconded the motion to approve the request for budget amendment for consultant services for Pine Grove in the amount of \$20,000.00.

Discussion:

Mayor Gurney stated this is an adequate motion to approve the budget amendment tonight.

Staff stated that is correct.

**VOTE:**

Ayes: Councilmembers Eder, Jacob, Slayter, and Mayor Gurney

Noes: None

Absent: Vice Mayor Glass

Abstain: None

**City Council Action: Approved the request for budget amendment for consultant services for Pine Grove Square.**

**Minute Order Number: 2016-221**

10. Discussion and Action of Request for Authorization for Mayor to Sign letter to the Sonoma County for Regional Signage on the Regional Roads System (Mayor Gurney)

Mayor Gurney presented the report recommending the City Council approve the request Authorization for Mayor to Sign letter to the Sonoma County for Regional Signage on the Regional Roads System.

Mayor Gurney asked for questions from Council.

There were none.

Mayor Gurney opened for public comment. There were none.

Mayor Gurney asked for Council deliberation.

Councilmember Slayter stated that traffic is a regional issue and stated anything we can do to have the County government take responsibility for the traffic problem as well is a worthy idea.

Councilmember Eder commented as follows:

- Satisfied with the text of the letter
- Stated it adequately describes the situation

Councilmember Slayter moved and Councilmember Jacob seconded the motion to approve the request Authorization for Mayor to Sign letter to the Sonoma County for Regional Signage on the Regional Roads System.

VOTE:

Ayes: Councilmembers Eder, Jacob, Slayter, and Mayor Gurney  
Noes: None  
Absent: Vice Mayor Glass  
Abstain: None

**City Council Action: Approved the request for Authorization for Mayor to Sign letter to the Sonoma County for Regional Signage on the Regional Roads System.**

**Minute Order Number: 2016-222**

11. Discussion and Action of Request from Sonoma County to Utilize the City’s Laguna Preserve Pedestrian Bridge as a Temporary Bicycle Access (Engineering Manager)

Engineering Manager Mikus presented the staff report recommending the City Council approve the County’s request and direct staff to enter into an agreement with County Parks to allow the temporary use.

Mayor Gurney asked for questions from Council.

Mayor Gurney questioned how long is this request for especially if the bridge is scheduled to be taken out on October 19<sup>th</sup>.

Engineering Manager Mikus stated it would be for two weeks.

Mayor Gurney questioned where the cyclists are going to come out.

Engineering Manager Mikus stated they would come out on Highway 12 and go to Llano Road.

Mayor Gurney commented as follows:

- stated that the cyclists will need to speed across a traffic lane that is going fast
- Stated the proposal is to put cyclists on a single dirt trail and plastic surface bridge sitting on water and that is a pedestrian trail

Engineering Manager Mikus commented that any alternate is scary.

Mayor Gurney suggested taking High School Road to Occidental Road. She stated this is an appropriate trail and stated riding east bound against traffic does not make sense.

Steve Ehert, Planning Manager, County Parks, commented as follows:

- Apologized for making this request late
- Provided background on this item
- Discussed Caltrans delays
- Stated this has never been done before
- Discussed other alternatives
- Discussed issue with bypass
- Not desirable for bicyclists
- Recognize this is not ideal
- Asking for two weeks of use of route
- Prepared to put up signs
- Working with City on connector through Tomodachi Park
- Excited of working with City on future projects

Mayor Gurney discussed the repair of the bridge and questioned if the County will be doing a whole new bridge.

Steve Ehert commented as follows:

- Stated no
- Stated the County will be re-decking and replacing the hand rails
- Doing work on all three bridges
- Discussed maintenance funding

Mayor Gurney questioned if the work will be done in two weeks and the City will get the trail back.

Steve Ehert commented as follows:

- Stated they think they will be done
- Stated the project is on schedule
- Heavily motivated to finish this project

Mayor Gurney questioned what will happen if this is not done in two weeks.

Steve Ehert stated the Council will cope with it.

Councilmember Slayter commented as follows:

- Hope that the County for the other two bridges devise a plan much like Caltrans
- Not close for long length of time
- Clearly significant inconvenience

Steve Ehert stated it was not feasible in this case.

Councilmember Slayter stated it is too important a connector.

Mayor Gurney opened for public comment.

Nick Sanders commented as follows:

- Realize this is a compromise
- Young people climbing over bollards and trying to navigate
- Support the temporary measures
- Steele plates stay for extended period of time
- Slippery for bicycles
- Suggested epoxy paint and sand
- Make safe

Hearing no further comments, Mayor Gurney closed the public comment.

Mayor Gurney asked for Council deliberation.

Mayor Gurney commented as follows:

- Worried of what cyclist do when leave the County's parking lot
- Questioned if there would be signs such as cyclists entering roadway
- Provide for safety
- Concern with having bikes go across a 50-60 MPH lane to go eastbound

Steve Ehert stated the County can provide signs within their property. He stated it was unknown to speculate what Caltrans will do but that he can reach out to Caltrans regarding temporary signage.

Mayor Gurney commented as follows:

- Stated it is suggested that the trail will be used tomorrow
- Not understanding the agreement with Caltrans of how cyclists get on Caltrans roadway
- Stated this feels uncomfortable

Steve Ehert commented as follows:

- Stated it would not be tomorrow
- Stated the County would want to put up temporary signage
- Stated that would take a day
- Stated they would try to have a response back from Caltrans with where they stand on temporary signage
- Stated they are not changing any laws
- Stated the current laws allow for this use
- Discussed use of the 8 foot shoulder on Highway 12

Mayor Gurney commented as follows:

- Stated there is a concern with the left hand turn issue

- Caltrans is already taking responsibility for the cyclists on the bridge project with signs
- Stated Caltrans has handled the issue with signage
- Stated Caltrans is willing to have cyclists there

Steve Ehert commented as follows:

- Heard other comments
- Stated 15 people called and requested other route
- How much use it will get is not known
- Hearing that they need to defend people and they are doing everything they can
- Stated this provides one more option

Mayor Gurney stated that neither choice is a good choice and that it is inappropriate for cyclists to ride on the floating bridge.

Councilmember Eder commented as follows:

- Discussed the parking lot on the north side of Highway 12
- Discussed having to cross Highway 12
- Discussed if not people are riding against traffic which is against the law
- Discussed if this would turn one bike lane into a two way bike lane

Mayor Gurney stated she could not recommend that.

Councilmember Eder commented as follows:

- People would have to run across Highway 12
- Clear it is easy enough to interrupt bike racers but for people who rely from here to there for livelihood perhaps
- Sounds dangerous

Mayor Gurney commented as follows:

- Caltrans has accepted that responsibility
- Stated Caltrans is allowing bikes to take the lanes
- Stated it is signed that way in both directions
- Stated it is dangerous and is not a good choice either

Councilmember Eder moved and Councilmember Jacob seconded the motion to approve the County's request and direct staff to enter into an agreement with County Parks to allow the temporary use.

#### Discussion:

Mayor Gurney commented as follows:

- Stated the City is between a rock and hard place
- Stated there is no good choice
- Stated this would put cyclists on pedestrian only trail

- Discussed the liability of creating conflict with County and Caltrans

City Manager McLaughlin commented as follows:

- Stated if approved this could create a dangerous condition where none existed before
- Stated the County has indicated they are taking on the responsibility by using signage such as use at your own risk or something similar
- Creates dangerous condition
- Stated closure of the Joe Rodota trail caused that
- Caltrans bridge work caused dangerous condition as well
- Stated Caltrans is proposing idea of cyclists using the full lane
- Hope signage sends lawsuits elsewhere

Mayor Gurney commented as follows:

- Safer choice is to go out High School Road to Occidental
- Not create conflicts
- Going with traffic
- Not as nice

Councilmember Eder stated all options are terrible.

**VOTE:**

Ayes: Councilmember Eder  
 Noes: Councilmembers Jacob, Slayter and Mayor Gurney  
 Absent: Vice Mayor Glass  
 Abstain: None

**City Council Action: The motion failed.**

**Minute Order Number: 2016-223**

**CITY COUNCIL REPORTS:**

12. City Manager-Attorney/City Clerk Reports:
  - Assistant City Manager/City Clerk Gourley reported that the City is now selling T shirts and displayed a poster of the T-shirt ads with Mayor Gurney and Councilmember Slayter modeling the T-shirts.
13. City Council Reports/Committee/Sub-Committee Meeting Reports: (Reports by Mayor/City Councilmembers Regarding Various Agency Meetings/Committee Meetings/Sub-Committee Meeting /Conferences Attended and Possible Direction to its Representatives (If Needed) on pending issues before such Boards):
14. Council Communications Received:
  - League of CA Cities Conference - P3 Seminar
  - Work Day Oct 22<sup>nd</sup> – County Task Force for Homeless Build HUTS
  - Report from Geoffrey Skinner, County-wide Bicycle and Pedestrian Advisory Committee (CBPAC).
15. Future City Meeting Dates/Events (Informational Only): (See Agenda)

Mayor Gurney adjourned the regular City Council Meeting at 10:40 p.m. to the Closed Session.

**CLOSED SESSION:**

**Call to Order:** Mayor Gurney called the closed session meeting to order at 10:45 p.m.

**Roll Call**

- Present: Mayor Gurney
- Councilmember Eder
- Councilmember Jacob
- Councilmember Slayter
- Absent: Vice Mayor Glass
- Staff: City Manager-City Attorney Larry McLaughlin
- City Clerk Mary Gourley

**Public Comment** (Prior to adjournment into Closed Session, the public may speak up to 3 minutes on items to be addressed in Closed Session). There were none.

Closed Session:

- 16. Conference with Legal Counsel
- Initiation of Litigation (One Case)
- Government Code Section 54956.9

**Report out of Closed Session**

**City Council Action:** There was no report out.

**Minute Order Number:** 2016-224

**Adjournment of Closed Session:** Mayor Gurney adjourned the Closed Session Meeting at 11:14 pm to the Regular City Council Meeting.

**ADJOURNMENT:** Mayor Gurney adjourned the regular City Council meeting at 11:15 pm. to the Special City Council Meeting to be held on Monday, October 17, 2016 at 3:00 pm at the Sebastopol Youth Annex/Teen Center, 425 Morris Street, Sebastopol, CA 95472.

Respectfully Submitted,

Mary Gourley  
Assistant City Manager/City Clerk, MMC