



**AGENDA NO: B-2**

**MEETING DATE: August 21, 2024**

**AGENDA CORRESPONDENCE  
RECEIVED BY THE PUBLIC WORKS ADVISORY BOARD  
FOR PUBLIC REVIEW PRIOR TO THE MEETING**

**From:** [Austin Della](#)  
**To:** [Greg Kwolek](#); [Cindy Cecil](#)  
**Cc:** [Janeen Burlingame](#)  
**Subject:** FW: agenda item b-2  
**Date:** Wednesday, August 21, 2024 8:16:40 AM

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FYI- I was the only one cc'd on this as well.

Thanks,

Austin Della, PE

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**From:** betty winholtz [REDACTED]  
**Sent:** Tuesday, August 20, 2024 10:41 PM  
**To:** Laurie Beale <lbeale@morrobayca.gov>; John Erwin <jerwin@morrobayca.gov>; Robert Nava <rnav@morrobayca.gov>; jgoldman@morrobay.gov; Ian Gaffney <igaffney@morrobayca.gov>; Doug Hill <dhill@morrobayca.gov>; Derek Dahlgren <DDahlgren@morrobayca.gov>  
**Cc:** Austin Della <adella@morrobayca.gov>  
**Subject:** agenda item b-2

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Dear PWAB Members,

The High School's request--installing a stop sign on eastbound Atascadero Road at the eastern MBHS driveway to improve traffic flow during School drop-off and pick-up--is legitimate. If you have been in and out of the high school at drop-off and pick-up times, or during major sports events or graduation, you know the request is minimal and appropriate. I suggest that you need to experience one of these occurrences before voting on this item.

Unfortunately, the traffic warrant analysis did not address the request. Rather it was more elaborate than needed, and the recommendations, while they may be considerate, neither address nor solve the issue raised by the School. The request was about vehicular flow not pedestrian safety.

The staff report states, "'No unwarranted traffic control devices shall be allowed within the rights-of-ways within the jurisdictions boundaries of the City'. Upon receipt of a stop sign installation request, City practice is to perform a warrant analysis, at the discretion of the Public Works Department, to determine whether the stop sign can be installed or not. This practice follows best risk management practices that protect the City

against lawsuits and the public."

The city ordinance uses the term "unwarranted traffic control devices." Unwarranted means unjustified. It does not require a "warrant analysis;" that is the "City practice," not a law or requirement. I believe common sense justifies a single stop sign on east bound traffic at the east entrance to the high school for flow. It is difficult to think of a scenario in which the city would be sued for installing a stop sign.

Sincerely,  
Betty Winholtz



**AGENDA NO: B-5**

**MEETING DATE: August 21, 2024**

**AGENDA CORRESPONDENCE  
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**From:** [Austin Della](#)  
**To:** [Cindy Cecil](#); [Greg Kwolek](#)  
**Cc:** [Janeen Burlingame](#)  
**Subject:** FW: agenda item b-5lb  
**Date:** Wednesday, August 21, 2024 8:15:20 AM

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FYI- Looks like I was the only one that was cc'd here.

Thanks,

Austin Della, PE

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**From:** betty winholtz [REDACTED]  
**Sent:** Tuesday, August 20, 2024 11:04 PM  
**To:** Laurie Beale <lbeale@morrobayca.gov>; John Erwin <jerwin@morrobayca.gov>; Robert Nava <rnava@morrobayca.gov>; jgoldman@morrobayca.gov; Ian Gaffney <igaffney@morrobayca.gov>; Doug Hill <dhill@morrobayca.gov>; Derek Dahlgren <DDahlgren@morrobayca.gov>  
**Cc:** Austin Della <adella@morrobayca.gov>  
**Subject:** agenda item b-5lb

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Dear PWAB Members,

I appreciate the count to see that if parallel parking is changed to diagonal parking, the number of parking spots is reduced, reaping no benefit. I would like a count on how many parking spots will be lost if you recommend increased red striping. That number is not given.

The goal of the request to investigate was to increase parking. To reduce parking by red curbing defeats the goal. In addition, to add no pedestrian crossing signs at Market begs the signs to be violated since it is a heavily used pedestrian tourist street and the signs won't be enforced.

Sincerely,  
Betty Winholtz



**AGENDA NO: B-6**

**MEETING DATE: August 21, 2024**

**AGENDA CORRESPONDENCE  
RECEIVED BY THE PUBLIC WORKS ADVISORY BOARD  
FOR PUBLIC REVIEW PRIOR TO THE MEETING**

**From:** [REDACTED]  
**To:** [Laurie Beale](#); [John Erwin](#); [Robert Nava](#); [jgoldman@morrobay.gov](mailto:jgoldman@morrobay.gov); [Ian Gaffney](#); [Doug Hill](#); [Derek Dahlgren](#)  
**Cc:** [Greg Kwolek](#); [Janeen Burlingame](#)  
**Subject:** agenda item b-6  
**Date:** Tuesday, August 20, 2024 11:47:31 PM

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Dear PWAB Board,

I am not in favor of consolidating Morro Bay Transit with San Luis Obispo Regional Transportation Authority (SLORTA) for the following reasons:

- 1.) Consolidation in this case is just another word for outsourcing. The public has been vocal about not just stopping outsourcing of jobs, but bringing back jobs that have been outsourced.
- 2.) There is no financial savings to consolidate. In fact, the city would pay \$120,000 more per year at current prices.
- 3.) Riders experience and service quality will be improved because of greater coordination with SLORTA. There is an assumption that Morro Bay riders necessarily connect with the RTA. That is not true; many people just ride here in town. For sure that's true of trolley riders. Is there a record of how many bus riders connect with SLORTA and how many stay here in town?
- 4.) Is the consolidation an excuse to get money for bike paths?
- 5.) Drivers should get better pay, but that can occur now, without outsourcing.
- 6.) The option to retain oversight implies routes, etc will be set by SLORTA, not the city. The city loses control. If the city retains oversight, what's the gain of outsourcing, it will cost more.
- 7.) Current drivers may lose their jobs.
- 8.) Freeing up space in the corporate yard means at the end of each day, vehicles are driven to SLO for overnight. This creates more fuel consumption not only by the buses and trolleys back and forth to SLO, but for drivers, too, as they drive their cars getting to and from work in SLO (unless the drivers' jobs go to SLO residents, losing Morro Bay jobs).

I see no benefit to consolidation with SLORTA.

Sincerely,  
Betty Winholtz