

Lawrence McLaughlin

From: Toni Bertolero <Toni.Bertolero@ghd.com>
Sent: Tuesday, February 07, 2023 1:39 PM
To: Lawrence McLaughlin
Cc: Mary Gourley; Mario Landeros
Subject: 2/7/23 Council meeting: City Manager Update

Parklets

1. GHD team presented the preliminary draft parklets guidelines to the Design Guidelines subcommittee on January 26. The meeting was very productive and the subcommittee requested that they have an opportunity to review the revised draft before it is presented to the Planning Commission. To accommodate this request, the schedule will be delayed by about a month but we believe the added meeting (tentatively scheduled the week of February 20) will result in a better guidelines document. Rather than this item going to Council on March 7, the guidelines will likely be presented to Council in April.
2. As a reminder, the original schedule was being pushed because of needing to meet Caltrans' timeframe for having a design for the encroachment permit for the South Main parklet. However, we've heard that Caltrans' schedule for developing their final set of requirements for permanent parklets has been delayed so the City will have some additional time before finalizing its encroachment permit for the South Main Street parklet.
3. On a separate but related item, the City Engineer has been in discussion with Caltrans right of way staff regarding the City's desire to acquire the triangle piece where the Depot Street temporary parklet was previously located. Caltrans staff made it clear that the triangle piece at Petaluma Avenue/Depot Street would be considered but that it can only be used for general public use. They would also look more favorably to the relinquishment of the right of way if it related in some way to transportation purposes. The next step is for the City to submit a letter to Caltrans making a formal request and describing what use, including transportation purposes, is envisioned for the triangle piece. Staff will be bringing this matter for discussion to Council at a future meeting.

Ives Park Pathway Replacement Project

1. The plans and specs have been completed by RHAA Landscape Architects and a copy can be found on the City's website when the project is bid later this month.
2. The cost estimate for the construction work is under the \$200,000 threshold which means by State law and City purchasing policy, the project can follow the State's informal bid process and does not need Council approval for authorization to bid and is under the purview of the City Manager.

Bodega Avenue Bike Lanes and Rehab Phase 1 Project (High Street to Robinson Road)

1. The City received final approval from Caltrans who is administering this federal-aid transportation grant project.
2. This project received a grant of \$1.2 million dollars and with this final approval, the City is authorized to move forward to bid the project.
3. Staff will be requesting authorization to bid the project at the next Council meeting.

Bodega Avenue Bike Lanes and Rehab Phase 2 Project (Robinson Road to Pleasant Hill Road)

1. The City received good news that it has been awarded a Go Sonoma transportation grant for the Phase 2 project.
2. The allocated grant fund is for \$2.24 million. The funds will be available for the City's use in Fiscal Year 2024/25.

Sustainable Transportation Planning Grant

1. W Trans is currently preparing the grant application.
2. The draft application will be presented to the Planning Commission for their input at the February 14 meeting.
3. The deadline date for the grant application to Caltrans is March 9, 2023.

Zimpher Creek Sewer Relocation Part 1 - Covert Lane Rerouting

1. The plans and specs are underway and to be completed by GHD for bidding in late February with construction work anticipated to start in spring. The work consists of approximately 250 feet of new 8-inch sewer main from Covert Avenue to Healdsburg Avenue and will reduce the sewer flows in the portion of sewer main in Zimpher Creek.
2. This work is the initial phase of the overall project that will benefit the Zimpher Creek with ultimately relocating the sewer main away from the creek bed and avoid potential sewer overflows to the creek and surrounding area.