

CIRCULATION

• Mass Transit

The only mass transit provided Pacifica is offered by the San Mateo County Transit District (SamTrans). SamTrans provides the City with three types of bus service: local service, express service and Redi-Wheels. SamTrans took over the local service in Pacifica in July of 1976, operating on the routes provided previously by the local bus company. In July 1977 SamTrans revised some of these local routes, combining them where efficient with adjacent routes in Daly City and San Bruno. The Bus Route Map shows the local bus service in Pacifica.

Express bus service five days a week is offered commuters from Linda Mar to the Daly City BART station. Buses leave from Linda Mar Boulevard near Highway 1. Local parking is not provided, so bus users who drive to the express service park on the street or in the adjacent Linda Mar Shopping Center. SamTrans has no plans to provide parking for express bus users.

Redi-Wheels is a special SamTrans service for qualified "mobility impaired" persons. This subscription service, which requires at least 24 hours notification prior to pick up, costs 25 cents per ride. Criteria for qualification for Redi-Wheels service have been established by the Metropolitan Transit Commission (MTC) and are uniformly used throughout the Bay Area. Redi-Wheels service is available in the portion of Pacifica North of Sharp Park Road. SamTrans hopes to extend this service to the southern portion of the City in October 1977.

Bus service is available in Pacifica from 6 am to 10:35 pm seven days a week. Special fares range from free for those under seven to 10

cents for those over 65, handicapped on regular buses or age 7-17 after 9 am. Regular one-zone bus fare in the City and throughout the system is 25 cents.

• Airports

San Francisco International Airport (SFI) is the closest major airport. Local residents have access to the airport via either Sharp Park Road or Highway 1 to Junipero Serra Freeway (I-280) to I-380. At one time, the State Department of Transportation was considering extending I-380 directly to Pacifica. This would provide a more direct link to San Francisco International Airport from Pacifica. The future of this highway extension is under study.

San Francisco International Airport provides passenger and air freight service throughout the continental United States and the world. Although sub-regional airports are increasing in size and service levels in the Bay Area, SFI is still the major focal point of regional air traffic. Oakland airport, an important sub-regional airport, is more distant but also accessible to City residents via Routes 1, 280, 80 and 17.

• Railroads

There are no railroads serving Pacifica. The Coastside line once served the area on its route from San Francisco to Santa Cruz. The line was discontinued in 1906. All that remains of the old railroad are some traces of its right-of-way, the Vallemar Station and the Tobin Station in Pedro Point.

• Bicycle

The Pedestrian and Bicycle Safety Study completed in 1972 lists the major causes of bicycle accidents in Pacifica to be: riding into the street from

PACIFICA

BICYCLE ROUTES

PACIFICA MASTER PLAN ROUTES
(ADOPTED BY CITY COUNCIL 1973)

- PRIMARY ROUTES
- OTHER ROUTES
- ROUTES ALONG PROPOSED ROADWAYS

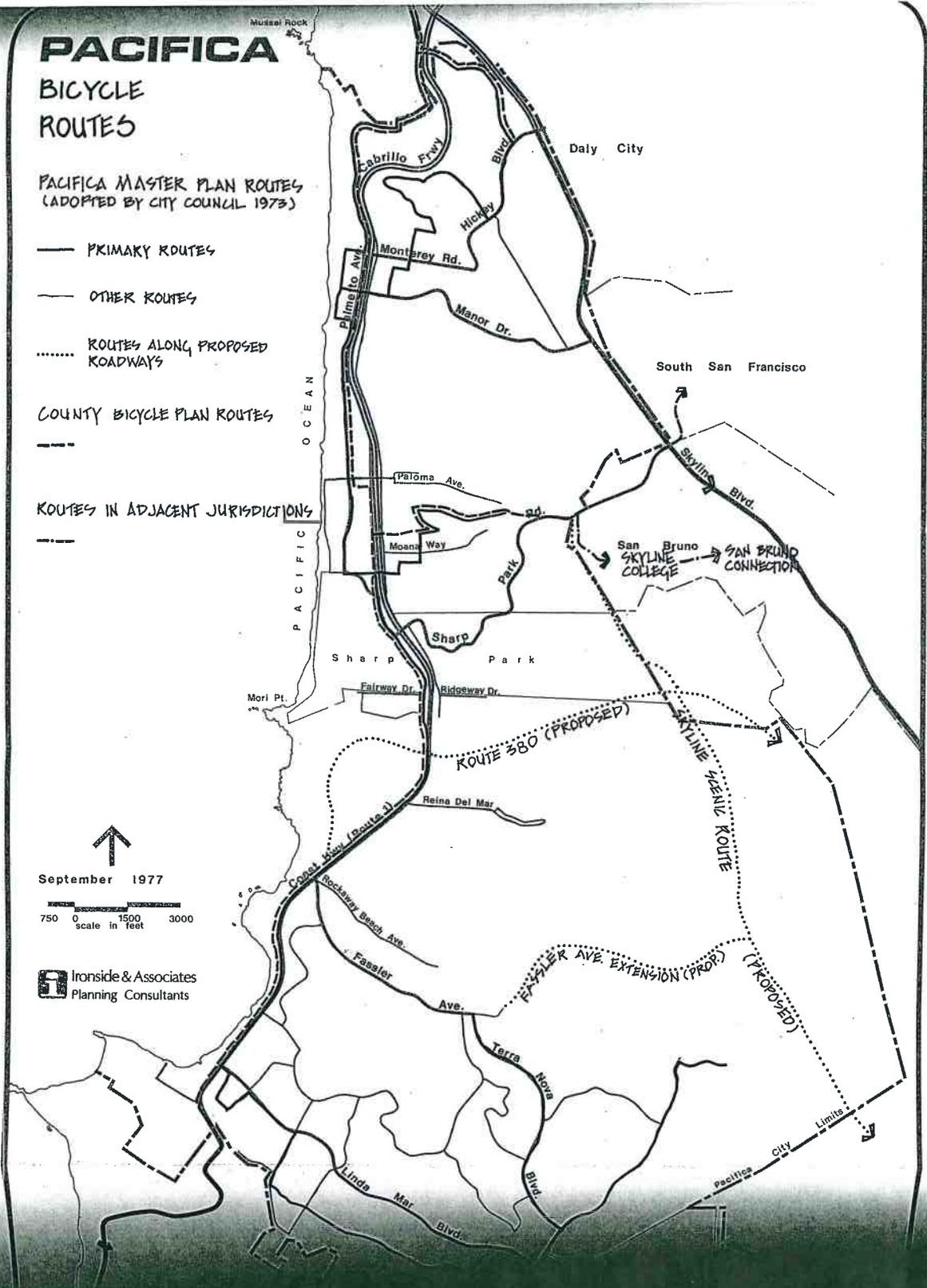
COUNTY BICYCLE PLAN ROUTES

ROUTES IN ADJACENT JURISDICTIONS

September 1977

750 0 1500 3000
scale in feet

 Ironside & Associates
Planning Consultants



a driveway, failing to yield the right-of-way, violating a stop sign, riding out from between parked cars, riding on the wrong side of the street, and cutting the corner and riding head-on into a car. The major cause of automobile accidents was hitting a bicycle on the sidewalk at the driveway. Eighty percent of the bicycle accidents from 1968 to 1971 were 0-12 year olds. A report on protection of child pedestrians indicates that the elementary schools in Pacifica discourage students from riding bicycles to school. As a result, it is not surprising that most of the bicycle accidents occur after school hours during non-school activities.

Bicycle movement in Pacifica is difficult, both because rider education appears to be bad and because many places in the City are not accessible by bicycle. Since Route 1 is the major north-south connector and bicycle travel on this thoroughfare is prohibited, at least for the freeway portion, bicycle mobility in the City is seriously limited. Recently, the Parks, Beaches and Recreation Department has developed a Bicycle Trails Plan. The central focus of this plan is a continuous north-south bicycle trail through the City. Links to this trail from major residential areas would allow Citywide access to the uplands and beach areas of the City. This Plan was adopted by the City Council as the City's Master Bicycle Plan in June 1973.

A segment of this north-south trail is now under construction the length of Sharp Park Beach on the west side of Beach Boulevard from Paloma Street south to Clarendon Road. This asphalt, striped pathway will allow pedestrians and bicyclists direct access to and along the beach.

Pedestrian

In 1971 and 1972 Pacifica received funds from the National Highway Traffic Safety Administration to study pedestrian and bicycle safety. These studies found that 78 percent of the bicycle and pedestrian accidents in Pacifica, between January 1968 and December 1971, involved children younger than 13 years; and, nearly all occurred away from school and were related to non-

school trips and activities. The primary cause of pedestrian accidents among children were running from between parked cars, running into the street without looking and running into the street from a driveway. The primary cause of adult pedestrian accidents is jay-walking. The major causes of pedestrian accidents caused by drivers are being blinded by the sun and sideswiping a pedestrian walking along the shoulder of the road.

The parts of Pacifica developed after 1950 generally have curbs, gutters and sidewalks. However in the older neighborhoods such as Pedro Point, Vallemar, and Sharp Park, sidewalks are often limited to commercial areas or major streets. The absence of sidewalks in these areas contributes to their rustic character and does not necessarily mean that there is an unusually high incidence of pedestrian accidents. However, local residents should be aware, particularly since sideswiping a pedestrian walking along the shoulder of the road is a major cause of accidents, that not having a separated walkway (paved or not) can create a safety hazard.

In some areas of the City, along Palmetto, for example, the paved sidewalk extends most of the length of the street, but one section is missing. This creates a safety problem for pedestrians who must take to the street, and for the unsuspecting driver. Particularly hazardous areas should be identified and action taken to encourage either extension of sidewalks or off-street pathways.

Some of the City's neighborhoods have only one street which provides both ingress and egress. In the event of a localized disaster such as fire, access may be blocked or delayed by evacuation of local residents. In these areas there should be further investigation of establishing

pedestrian evacuation pathways which would at least reduce the potential for loss of life in the event of disaster. These pathways might also serve as an internal system of pedestrian movement which could reduce walking on the shoulder of the road.

Crossing guards and safe access to schools are important components of Pedestrian access. In 1972 the Pacifica Police Department did a follow-up study to the 1971 Protection of Child Pedestrian Study, and proposed locations for the City's seven adult crossing guards. The study also evaluated the Junior Patrolman Program and suggested ways to increase the effectiveness and safety of these young people as crossing guards. Based on this study, adult crossing guards were placed at the following locations:

Manor Drive and Inverness Drive at Lockhaven

Manor Drive and Oceana Boulevard at Palmetto

Paloma Avenue at Oceana Boulevard and Francisco

Terra Nova Boulevard between Alicante Drive and Lerida Way

Linda Mar Boulevard between DeSolo Drive and Peralta Road

Linda Mar Boulevard between Alicante Drive and Solano Drive

Crespi Drive between Coast Highway and Ladera Way

*Adobe Drive and Linda Mar Boulevard.

* Privately sponsored guard for private school.

• Automobile Circulation

Four levels of streets are discussed in this section: freeways, arterials, collectors and local streets. Each level of street has its particular function. Local streets provide access to property, location for utilities and drainage, and connect to collector streets. Collectors provide access from local streets arterials and neighborhood activity centers. Arterials provide direct access between community-wide activity centers, other communities and major highways or freeways which provide regional and statewide access.

Since Pacifica's street system has evolved along with the community, functionally many of the roadways do not fit neatly into the definitions. For example, Highway 1 the Coast Highway, provides both regional access and serves as the regional access and serves as the major intra-community link. In addition, the structural freeway status (limited access) of Highway 1 does not extend completely through the City, further confusing its designation. Despite the problems with roadway designations it is valuable to look at each level of the City's streets.

Two State Highways serve Pacifica. Highway 1 and Route 35, Skyline Blvd. These major regional traffic carriers are parallel north-south routes, one along the coast the other along the coastal ridge. Traffic volumes on Highway 1 range from a low of 9,000 annual average daily traffic (ADT)¹ at the San Pedro Avenue intersection to a high of 33,000 annual ADT at the Sharp Park interchange. Traffic volumes drop off by about 30 percent past the Sharp Park Road interchange, indicating that much of the Highway 1 traffic uses the Sharp Park Road east-west connection. Between 1970 and 1975, traffic on Highway 1 in Pacifica at its southern

¹ Counts are based on most recent published CalTrans figures, 1975.

end (San Pedro Avenue) increased by only two percent; however at the Linda Mar intersection (to the north) the increase was nine percent for the same time period and the increase at the Sharp Park interchange was almost 16 percent. Traffic at Monterey Road on Highway 1 at the north end of the City increased by 15 percent. Thus, in the five year period, there was a substantial increase in Pacifica-generated traffic on Highway 1, reinforcing the local arterial as well as the regional function the highway plays for City residents. By contrast traffic counts on Skyline Blvd. indicate that use of this road remained fairly constant from 1970 to 1975. In 1975 the annual ADT at the Sharp Park-Skyline intersection was 17,200, a four percent increase; at Pacific Manor on Skyline annual ADT was 12,000 a six percent decrease in traffic volume.

Local arterial and collectors are identified on the City's Select Street System Map. Streets designated by the City and approved by the State as Select Street System Streets may be improved and maintained with State Gas Tax subventions. The Select Street System Map shows the Pacifica streets which currently have this designation. Review of this map indicates how important topography is in determining the City's street system. Many of the older areas have very limited, and in some cases only one, access which also serves as a collector.

Many of Pacifica's local streets were built near the turn of the century when the area experienced its first burst of development. These streets were built to minimum County standards which were much less than current City standards. Since then, additional development has occurred causing in many cases, pavement, drainage and other functions to become inadequate. In response to this problem, and to an expressed resident concern that these streets would be improved to current standards without consideration for the impact on homes, trees and rural neighborhood character, the City sponsored a study which resulted in the development of standards for neighborhood streets.¹ This study focused on evaluating the circulation and structural needs of the streets in five City neighborhoods:

¹ Deleon, Cather and Company, Development Standards for Neighborhood Streets, 1974.

Pedro Point, Rockaway Beach, Vallemar, East Sharp Park and West Sharp Park. The standards established are not uniform even for these neighborhoods, but are responsive to the circulation needs and pressures in each. These standards are now used by the City Engineer to review new construction and to determine maintenance standards. As the report points out, achieving the kind of roadway improvements recommended in the report would require formation of local assessment districts. At least one-half of the affected property owners must agree to formation of the District and each must pay a share based on benefit received. It is a City policy that members of an assessment district must pay no more than \$10.00 per linear front foot of street improvement. The City pays the difference between \$10.00 and the actual cost (\$15.00 to 40.00 in 1974 dollars). Thus, all residents are treated equally whether their street is an arterial for community-wide use or a local residential street used only by them.

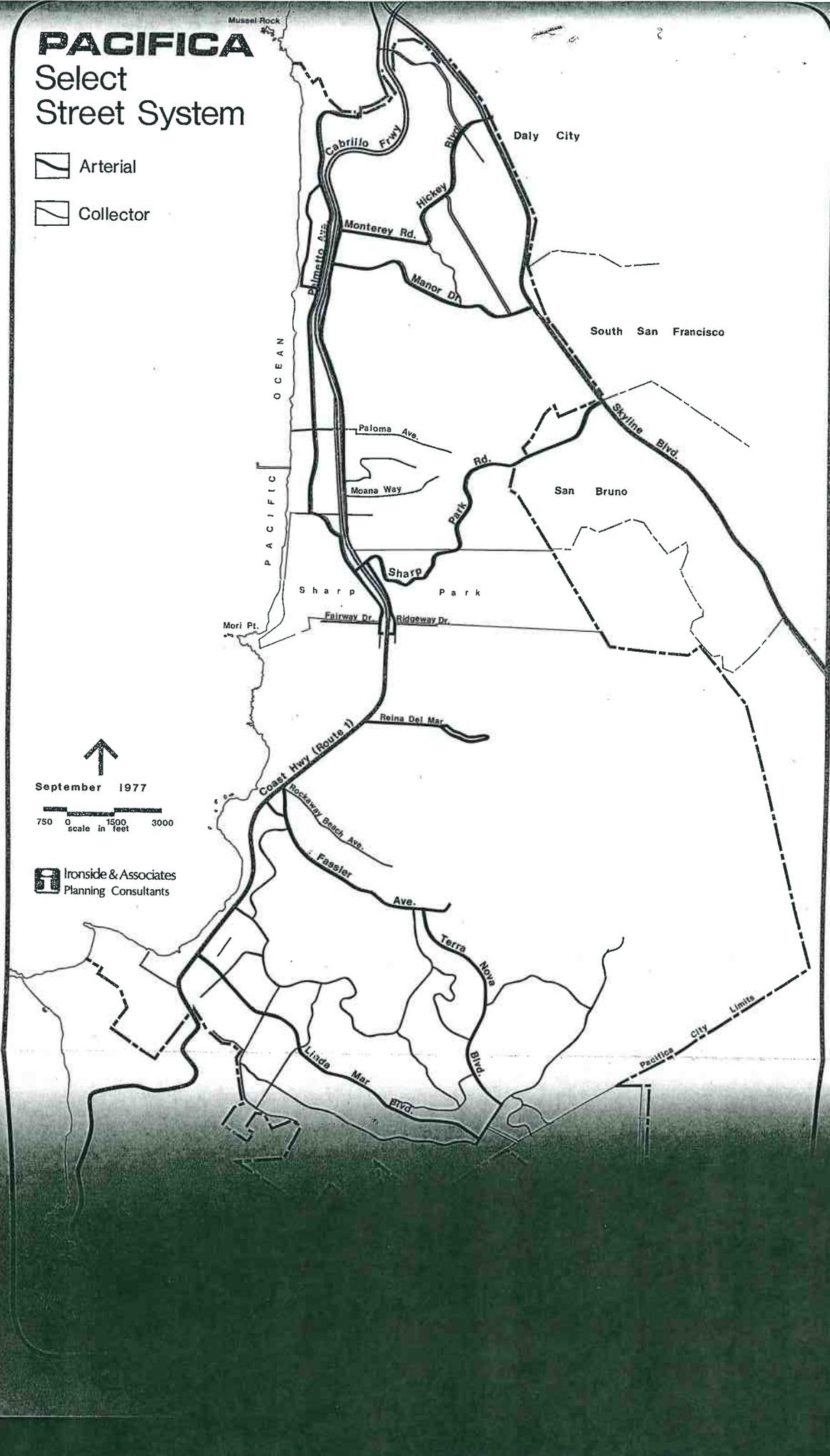
• Access

Level of community access has been a point of public controversy in Pacifica for several years. The controversy focuses on two issues: to what level should the non-freeway portion of Highway 1 be improved; and what level of east-west access should the City have. The City's choices are affected, to a considerable extent, by two outside agencies, the Metropolitan Transit Commission (MTC) and the State of California Department of Transportation (CalTrans). MTC acts as the San Francisco Bay region transportation/transit planning agency and serves as a clearinghouse for local highway improvements. Unless an improvement appears on the MTB Plan it will not be funded. CalTrans prepares highway studies, route alternatives and highway designs.

PACIFICA

Select Street System

-  Arterial
-  Collector



September 1977

750 0 1500 3000
Scale in feet

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The 1977 MTC Plan Map shows the freeway portion of Highway 1 as a Truck Line Highway and the unimproved portion as needing "capacity addition". The Plan also designates Pacifica as an area needing "improvements to the existing regional and local transit system" and shows a trunk bus route on Highway 1. The 1977-78 MTC Transit Improvement Program approved June 22, 1977, indicates two intersection improvements on Route 1 in Pacifica. One scheduled for 1977-78 on Fassler Avenue (recently completed) and one at Crespi (widen, signal for all turning movements, remove access to beach) scheduled for 1979-80. Funding is also suggested for a pedestrian walkway and guardrail on Crespi to Linda Mar (1977-78); improvement of drainage on Reina Del Mar (1977-78); and pavement construction north bound on Manor Drive to Gateway (1977-78).

CalTrans, at City request, is studying alternatives for an east-west connector and the needed improvements on Highway 1 to increase "operation and safety" (a goal of the MTC plan). These studies are now underway. Their findings will be presented to the citizens in October or November 1977. CalTrans has already indicated that it will be two to three years from the time the City approves a project to completion. The time delay is caused by the fact an Environmental Impact Statement must be prepared and the project must be designated in CalTrans six year Improvement Plan before it can be budgeted.

In the 1977 Plan, MTC dropped Route 380 and showed Sharp Park Road/Westborough Boulevard between Routes 1 and 280 as a "less than freeway facility". They suggest that this designation could be accomplished by providing an additional westbound lane from Gypsy Hill Road to Route 1 making the facility four lanes throughout. Transit, bicycle and pedestrian improvements should be made according to the Plan, as warranted. The Plan request CalTrans to retain the undeveloped 380 right-of-way between Routes 1 and 35 (Skyline Boulevard) until March 1978. This delay is to provide for a determination of future transportation needs in the corridor.

• Accidents

In 1974 the Pacifica Police Department completed a study of accident location and causes. This study revealed that the local intersection with the highest accident rate was Linda Mar and Peralta; Fassler and Highway 1 had the highest number of intersection accidents on a State Highway. Local streets which produced the most intersection accidents were: Linda Mar, Palmetto, Francisco and Hickey. The Segment of road along Sharp Park Road from Gypsy Hill to Highway 1 was determined to be the abnormally hazardous area with the most accidents. The highest number of mid-block accidents are experienced on Sharp Park Road, Linda Mar Boulevard, Manor Drive, West Manor Drive and Crespi Drive.

The Study indicated that the peak ten-hour period for accidents in the City is 11 am to 9 pm. The five major causes of accidents are: speeding, unsafe turning, drunk driving, right-of-way violations, and following too close. The five highest accident locations in the City are: the Coast Highway, Manor Drive, Sharp Park Road, Crespi Drive and Linda Mar Boulevard. Between 1971 and 1974 total accidents in Pacifica declined by 46.9 percent, injuries from accidents declined by 58.5 percent and fatalities in accidents remained the same.

Commercial Development

Pacifica's commercial base is inadequate. Developing this essential economic base is a focus of the 1978 General Plan. Because of its peripheral location and relatively small size of its local market and competition from adjacent shopping centers, Pacifica has a difficult time competing regionally for commercial activity. For this reason, every effort is made in the Plan to provide the widest possible range of sites. It is intended to facilitate their use by employing a single, broad commercial land use designation, followed by a more specific but still flexible description in the Plan text. This approach would allow presentation of a variety of development proposals without having to seek amendment to the General Plan for each unanticipated proposal. The Plan description does, however, include sufficient discussion of what is required in terms of use and preparation for land development for each specific area to protect the environment and adjacent uses. (See Land Use Element: Description by Neighborhood, pp. V-26, V-28, V-30, V-31, V-35, V-36, V-50, V-55, V-59, V-67, V-68, V-69-71, V-71-72, V-78, and V-84-85).

Increase in Population

The 1969 Pacifica General Plan estimates a holding capacity population of 82,000. The 1974 San Mateo County Coastal Corridor Study, prepared jointly by the Metropolitan Transportation Commission and the Association of Bay Area Governments, recommended a maximum population for the City of 42,000 by 1990. The holding capacity proposed in the 1978 General Plan is 41,300-46,800. These figures estimate a continuation of the substantial decline in family size already experienced in the community. (1978 General Plan, pp. II-2-3). These estimates are compatible with the MTC/ABAG figures since the holding capacity is not anticipated to be achieved by 1990. The range in population size is based on the extent to which development occurs on ridgelines and hillsides, as well as in the Urban Service Area.

Traffic

Since Highway 1 serves as a local arterial and a regional recreation and residential access the future of this roadway is vital to Pacifica (General Plan Background Report: Automobile Circulation, pp. V-6-10). The MTC/ABAG San Mateo County Coastal Corridor Study in its working paper, "Travel Patterns Analysis for the San Mateo Coast Corridor Evaluation" (March 20, 1975), determined that by 1990 based on a 42,000 population in Pacifica there would be some 27,000 to 28,000 person work journeys per day from northern San Mateo County (Half Moon Bay/Pacifica); about a 50 percent increase over current trips. Little of the increase would come from Pacifica. The largest share would be from Granada, Moss Beach, Montara and Half

Moon Bay. Only 14-20 percent of these trips were anticipated to be accommodated by bus. Thus, 15,000 to 20,000 daily one-way vehicle trips are anticipated on the existing roadway.

Based on these traffic figures, Pacificans bound for San Francisco would experience highway commute times of 35-40 minutes. From communities further south the commute to San Francisco would increase to 50-60 minutes. The Study implies that Highway 1 is adequate provided there are safety and operational improvements to handle 1990 traffic. But as the commute times indicate, the peak commute period will be longer. This argument is supported by CalTrans which points out that the four-lane arterial portion of Highway 1 in Pacifica is now at design capacity during peak use hours. (Letter to Pacifica from T.R. Lammers and B.C. Bachtold, Department of Transportation, San Francisco, May 25, 1978).

It should be pointed out that Pacifica's Proposed General Plan is consistent with the MTC/ABAG Study. Whether the San Mateo County and Half Moon Bay coastal plans will be consistent with the MTC/ABAG recommendations is unknown. If these plans recommend more development than foreseen in the MTC/ABAG Coastal Corridor Study, then the future commuter traffic capacity of Highway 1 in Pacifica must be re-evaluated before 1990. The MTC/ABAG Study recommended safety and operational improvements with a full re-evaluation of the highway in 1990.

A second important use of Highway 1 through Pacifica is for recreation access, both within Pacifica and for residents north and east of the City to the City beaches and beaches further south on the San Mateo Coast. An extensive study of recreation traffic completed for the MTC/ABAG Study¹ concluded the San Mateo beaches as developed in 1975 could support about 30,000 visitors. Because recreationists generally have three or more to a car and usually don't stay all day in one spot, the traffic generated is not expected to exceed the capacity of Highway 1, including the portion of the highway in Pacifica. The limiting factor on beach use is determined to be availability of parking.²

In addition, the recreation-oriented traffic in San Mateo County is weekend-oriented and experiences its peak flow to the beaches between 10:00 a.m. and 2:00 p.m. and from the beaches between 2:00 p.m. and 7:00 p.m. Thus traffic does not concentrate as it does during weekday commuter periods.

¹ Working paper, Nancy Hammon, "Recreation Travel Analysis for the San Mateo Coast Corridor Evaluation," Joint Planning Program MTC/ABAG, May 9, 1975.

² Ibid.

Commercial Development

Mitigations include specific descriptions which define commercial uses and indicate environmental constraints of sites which must be provided for if development is to occur (Land Use Element, pp. V-26, V-28, V-30-31, V-35-36, V-50, V-55, V-59, V-67-72, V-78, V-84-85). Additional development criteria are required for the Coastal Zone (Land Use Plan, Coastal Zone, Design Criteria, pp. VII-1-10).

Increase in Population

The 1978 General Plan is itself a mitigation since the proposed 41,300-46,800 holding capacity population is substantially less than the 82,000 holding capacity reflected in the land uses of the current General Plan. As indicated in the Land Use Element (pp. V-22-89), 60 percent of this proposed new population will be located on available land within or adjacent to existing development.

Traffic

Mitigations include encouraging local employment by providing additional land appropriately designated for commercial development (Land Use Element, pp. V-22-89); planning an extensive inter-connected bicycle-pedestrian, pedestrian-equestrian trail system throughout the City (Circulation Element, V-93; Land Use Element, Coastal Neighborhood Description, pp. V-41-89); providing for commuter parking lots in the area most efficiently served by regional mass transit (Land Use Description, West Sharp Park Neighborhood, pp. V-59, West Linda Mar, pp. V-33). Plan policies encourage MTC's proposed safety and operational improvements on Highway 1 and Sharp Park Road (Circulation Element, pp. V-91-92) and advocate initiating further MTC study of highway needs as soon as coastal planning is completed south of Pacifica (General Plan, Policies and Objectives, pp. V-5-6, V-16-17).

Local access roadway capacity was a factor when land uses and intensities were considered (Circulation Element).

To encourage local streets to be compatible in appearance with neighborhood character, variable street standards were advocated with the base line being adequate public safety access. (Circulation Element, pp. V-92 and Circulation Policies and Objectives, pp. V-5, V-17-18). Necessary improvements to serve new development would be the responsibility of the developer.

Linda Mar No. 8, Pacifica, to Serena Drive.

Councilman Farber moved adoption of Resolution No. 44-80, Resolution of the City Council of the City of Pacifica Relinquishing All Rights of Ingress to or Egress From Lot 25, Block 33, Linda Mar No. 8, Pacifica, To Serena Drive; seconded by Councilman Howard.

ROLL CALL VOTE: Ayes: Councilmembers Murray, Jaquith, Farber, Howard and Mayor Clark.
Noes: None.

Motion Carried 5-0.

9. Resolution of Intention to Vacate Channing Lane, a Public Street Right-of-Way in the City of Pacifica.

Councilman Farber moved adoption of Resolution No. 45-80, Resolution of Intention of the City Council of the City of Pacifica to Vacate Channing Lane, A Public Street Right-of-Way in the City of Pacifica; seconded by Councilman Howard.

ROLL CALL VOTE: Ayes: Councilmembers Murray, Jaquith, Farber, Howard, and Mayor Clark.
Noes: None.

Motion Carried 5-0.

10. Resolution Adopting the 1978 General Plan for City of Pacifica.

Councilman Farber moved adoption of Resolution No. 46-80, A Resolution of the City Council of the City of Pacifica, California, Amending the 1969 General Plan Through The Adoption of the 1978 General Plan, Including State Mandated Elements, Optional Elements; seconded by Councilman Murray.

ROLL CALL VOTE: Ayes: Councilmembers Murray, Jaquith, Farber, Howard, and Mayor Clark.
Noes: None.

Motion Carried 5-0.

11. Resolution Accepting the Report of Delinquent Weed Abatement Costs for Fiscal Year 1980-81 and Directing the Filing of Charges for Collection by the County Controller.

Councilman Howard moved adoption of Resolution No.47-80, Resolution of the City Council of the City of Pacifica Accepting the Report of Delinquent Weed Abatement Costs for Fiscal Year 1980-81 and Directing the Filing of Charges for Collection By The County Controller; seconded by Councilman Murray.

ROLL CALL VOTE: Ayes: Councilmembers Murray, Jaquith, Farber, Howard, and Mayor Clark.
Noes: None.

Motion Carried 5-0.

12. Ordinance Reclassifying Property Located at 2700 Skyline Boulevard by Approving Within a Planned Development District a Development Plan Which Would Permit 90 Residential Condominium Units, for adoption.

RESOLUTION NO. 46-80

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A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PACIFICA, CALIFORNIA, AMENDING THE 1969 GENERAL
PLAN THROUGH THE ADOPTION OF THE 1978 GENERAL
PLAN, INCLUDING STATE MANDATED ELEMENTS, OPTIONAL
ELEMENTS AND THE LOCAL COASTAL PLAN

WHEREAS, the City Council of the City of Pacifica did adopt a
General Plan on September 8, 1969 by Resolution No. 123-69, and

WHEREAS, the City Council did duly notice public hearings to amend
said General Plan pursuant to the provisions of Section 65301(H), Article 5,
of the Government Code by publication in the Pacifica Tribune, a newspaper of
general circulation published in the City of Pacifica, and the Affidavit of
Publication is on file in the records of the Planning Commission, and

WHEREAS, said General Plan has been prepared for the physical develop-
ment of the City of Pacifica and of certain land outside the boundaries of
the City of Pacifica, which in the City Council's judgement, bears relation
to the City of Pacifica and its planning needs, and

WHEREAS, said proposed General Plan includes all of the Elements
required to be included as a part thereof by Section 65302 of the Government
Code, and many of the Elements permitted to be included as a part thereof by
Section 65303 of the Government Code, and

WHEREAS, the State of California has enacted the Planning and Zoning
Law which provides for the adoption of General Plans and Elements thereto, and

WHEREAS, this General Plan and all City Council proceedings have been
conducted in compliance with, and satisfies all applicable sections of the
California Government Code regarding said hearings, and

WHEREAS, all proceedings dealing with the Draft Environmental Impact
Report satisfies the applicable sections of the California Environmental
Quality Act of 1970 (CEQA) Guidelines with said document certified as complete
by vote of the City Council on July 14, 1980, and

WHEREAS, nine public hearings were held by the Pacifica Planning
Commission concerning the General Plan, and

WHEREAS, the City of Pacifica Planning Commission, did on April 30,
1979 adopt Resolution No. 542 recommending to City Council the adoption of
this General Plan, and

1 WHEREAS, the City Council subsequently held two public hearings on
2 August 27, 1979 and September 11, 1979 resulting in the hearing closed, and

3 WHEREAS, during the formulation of said proposed General Plan, the
4 Planning Commission and City Council consulted and advised with public
5 officials and agencies, public utility companies, civic, educational, pro-
6 fessional and other organizations, and citizens generally to the end of
7 securing maximum coordination of plans and of indicating on said proposed
8 General Plan properly located sites for development, both public and private;

9 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
10 Pacifica that it hereby adopts the following Elements of the Pacifica 1978
11 General Plan, with amendments (document dated June 19, 1979) and that said
12 amendments are required to achieve the goals and objectives of the City of
13 Pacifica.

- 14 1. Land Use Plan Document, including the map and text.
- 15 2. Local Coastal Plan, including the map, text, policies and
16 implementation.
- 17 3. Circulation Element.
- 18 4. Scenic Highways Element.
- 19 5. Housing Element.
- 20 6. Noise Element.
- 21 7. Conservation Element.
- 22 8. Open Space Element.
- 23 9. Seismic Safety Element
- 24 10. Safety Element.
- 25 11. Community Facilities Element.
- 26 12. Historical Element.
- 27 13. Community Design Element, and

28 THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City
29 of Pacifica hereby approves and includes by reference thereto all maps,
30 minutes and testimony resulting from the public hearings held by the Planning
31 Commission and the City Council and that the General Plan document dated
32 June 19, 1979, as amended by said referred-to hearings is hereby adopted
by the City Council of the City of Pacifica, California.

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Passed and adopted at a meeting of the City Council of the City of
Pacifica held on the July 28, 1980, by the following vote of the
members thereof:

AYES, Council Members: Murray, Jaquith, Farber, Howard, and
Mayor Clark
NOES, Council Members: None
ABSENT, Council Members: None
ABSTAIN, Council Members: None


Mayor

ATTEST:


City Manager-Clerk

addressed in the overall design of the site. The visual progression from east (beginning at Highway 1) to west (ending at the Point), especially along Mori Point Road, should be developed to provide a coherent image for the project and one which emphasizes the proposed visitor-serving uses and the coastal environment of the site.

2. The proposed residential development should also undergo detailed design review by the City. The design of the project residences should be compatible and consistent with the City's goals for the visual quality of the Mori Point project.
3. To provide more direct access to coastal views, an outdoor visitor viewing area should be included in the vicinity of the westernmost restaurant. Such an area would acknowledge the spectacular views of the ocean coast and mountains from Mori Point and would fully utilize the scenic resources of the site. This viewing area should be connected to a walkway which provides pedestrian access out onto Mori Point (see Land Use Mitigation #1).

TRAFFIC, CIRCULATION AND PARKING

This section is based on a traffic analysis conducted by the Goodrich Traffic Group (GTG) for the proposed Mori Point Development. GTG conducted traffic counts during the weekday morning and evening peak periods and evaluated the service capacity of road segments and intersections in the project vicinity. GTG analyzed the impacts of project-related traffic and project plus cumulative traffic on local roadways under six alternative access plans. The results of this analysis and an evaluation of internal project circulation and parking are presented below. Appendix D contains graphics and tables that illustrate GTG's traffic counts and projections, together with a discussion of the traffic engineering methodology utilized.

Setting

Access. Internal site access is provided by Mori Point Road, an unimproved dirt road which parallels the northern site boundary and extends from Highway 1 to the ranch in the northwest corner of the site. In the past, several other roadbeds have been cut into the hillsides of Mori Point; these roads are severely eroded and accessible only by four-wheel-drive and off-road vehicles. Regional access to and from the project site is provided by State Highway 1 via two routes: directly from Mori Point Road, an existing road; and indirectly via Westport Drive to Bradford Way to Mori Point Road. Figure 25 illustrates the local road network in the site vicinity.

South of Mori Point Road, Highway 1 is a four-lane highway. Between Mori Point Road and Westport Drive, Highway 1 has four lanes with a gravel and concrete median. North of Westport Drive, Highway 1 is a four-lane, limited-access freeway. Westport Drive and Bradford Way are both two-lane streets with curbs and gutters and areas of sidewalk.

Traffic Volumes. Traffic counts were conducted by GTG on September 10, 1986, during both the morning and evening peak periods at the following intersections:

- Highway 1/Westport Drive
- Mori Point Road/Highway 1
- Quarry Road/Highway 1/Reina Del Mar

Figure 26 depicts the A.M. and P.M. peak hour volumes on these roadways. Figure D-1 in Appendix D illustrate the turning movements of vehicles at the above intersections and on other nearby local roads.

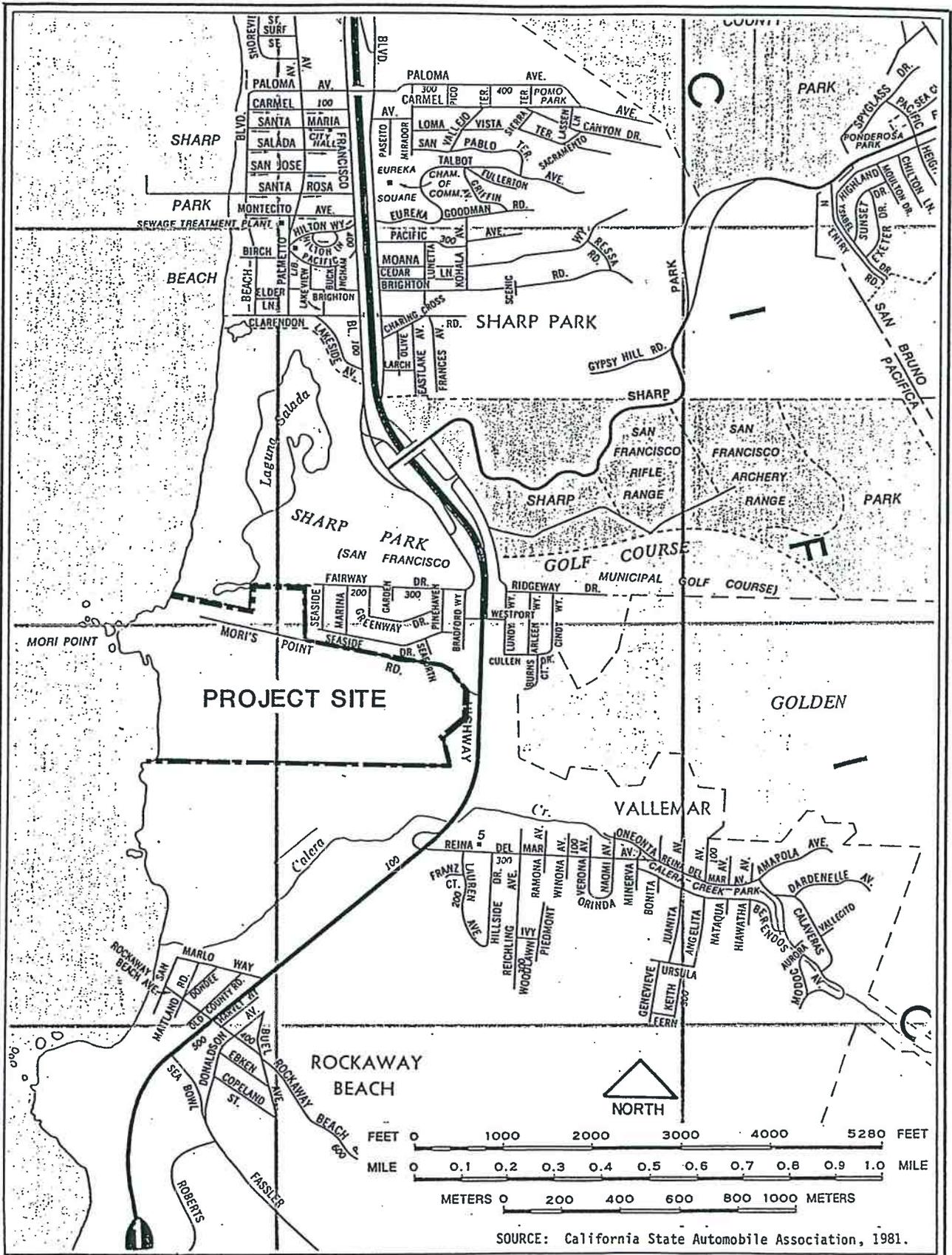


FIGURE 25.

LOCAL ROAD NETWORK

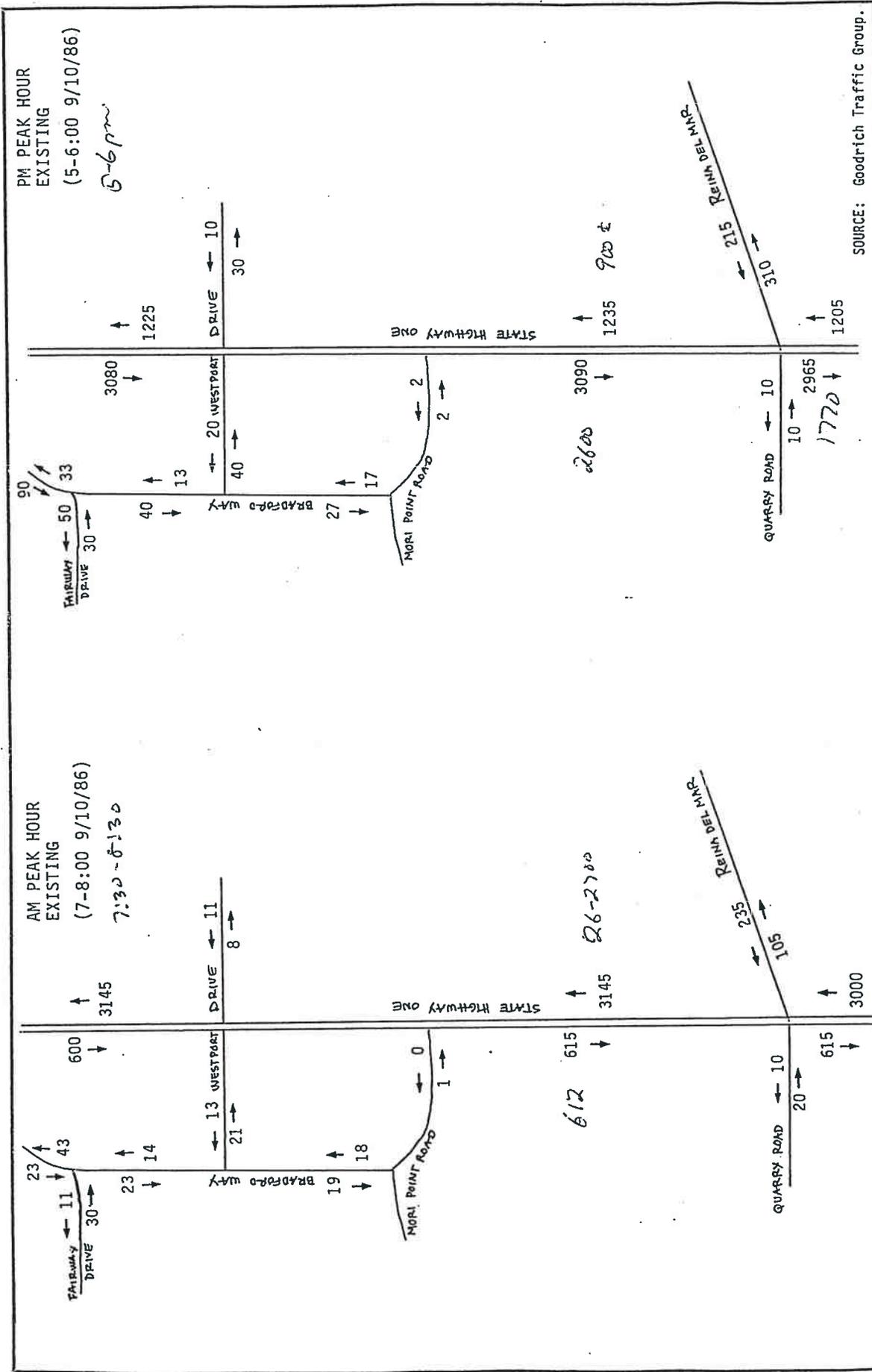


FIGURE 26.

PEAK HOUR TRAFFIC VOLUMES

Peak hour two way traffic volumes on Highway 1 in the project vicinity are greater in the evening than in the morning, with the majority of the flow traveling in the northbound direction in the morning and southbound in the evening. GTG measured A.M. peak hour volumes on Highway 1 at Mori Point Road at 3,760 vehicles per hour (3,145 northbound, 615 southbound) and P.M. peak hour volumes at the same intersection at 4,325 vehicles per hour (1,235 northbound, 3,090 southbound).

The impact of traffic volumes on a roadway's operation can be measured in terms of the road's capacity. For the purpose of this analysis, capacity is defined as unstable traffic flow with congestion and delays. The capacity of the expressway (north of Reina Del Mar) and freeway (north of Westport Drive) sections of Highway 1 and existing A.M. and P.M. peak traffic flows are presented in Table 1.

TABLE 1

EXISTING HIGHWAY 1 OPERATIONS
(vehicles/hour/lane)

	<u>Capacity</u>	<u>AM Peak Hour Volumes (northbound)</u>	<u>PM Peak Hour Volumes (southbound)</u>
Freeway	1,800	1,575	1,540
Expressway	1,650	1,575	1,545

Source: Goodrich Traffic Group

Congestion on Highway 1 is slightly worse during the A.M. peak period due to the heavier directional flow, even though the total volume of traffic traveling in both directions is greater during the evening peak. Based on these figures, the freeway section of Highway 1 is now operating at 87 percent of its design capacity while the expressway section is operating at 95 percent of its design capacity.

Intersection Levels of Service. There are few turn movements to and from Mori Point Road at Highway 1 (less than 10 an hour). From Mori Point Road, turns are permitted to both the northbound and southbound lanes of Highway 1.

Southbound traffic on Highway 1 can turn right onto Mori Point Road. No left turns are permitted at Mori Point Road for northbound Highway 1 traffic. All turn movements are, however, permitted at the Highway 1 approaches to Westport Drive. Left-turn lanes are provided on both Highway 1 approaches to Westport Drive. Both Westport Drive and Mori Point Road are stop-sign controlled at Highway 1. Approximately one-quarter mile south of Mori Point Road, Highway 1 is intersected by Reina Del Mar to the east and the quarry access to the west. Left-turn lanes are provided on both Highway 1 approaches and the intersection is signalized.

Intersections are almost always the critical factor in determining the traffic handling capacity of a circulation system. Intersection traffic operation is measured by a scale called Level of Service (LOS), with LOS "A" indicating uncongested flow and the least delay on intersection approaches and LOS "F" indicating operation over theoretical capacity with significant congestion and delay for drivers. Appendix D provides detailed LOS definitions. GTG evaluated the operations of the Mori Point Road/Highway 1 intersection and the Reina Del Mar/Highway 1 intersection. Under existing conditions, the intersection of Highway 1 with Mori Point Road and Reina Del Mar operate at LOS F during the morning and evening peak traffic periods.

Safety Conditions. At present, a major adverse safety condition occurs infrequently at the Highway 1/Reina del Mar intersection when traffic in the southbound Highway 1 left-turn storage lane backs up into and blocks one lane of southbound through-traffic on the highway. Safety problems also currently exist for vehicles turning left from Westport Drive or Mori Point Road on to Highway 1, or for vehicles crossing Highway 1 at Westport Drive. The high vehicle speeds of Highway 1 traffic and the lack of gaps in the Highway 1 traffic flow can make turning or crossing movements dangerous. However, due to the risk and long delays encountered making these movements, most local drivers choose alternate routes to access or cross Highway 1.

Pedestrian Safety Conditions. There is some pedestrian activity along and crossing Bradford Way, especially in connection with the golf course just north of Fairway Drive. At present, the only provision for safe pedestrian crossing of Highway 1 is the golf course tunnel located just north of the West Fairway Park residential development. Crossing either the freeway or expressway sections of the highway is extremely dangerous. Only one pedestrian was observed crossing Highway 1 at Westport Drive during numerous morning and afternoon traffic surveys.

Transit Service. Transit service to the Mori Point area is provided by the San Mateo County Transit District (SamTrans). Six SamTrans bus routes travel along Highway 1 with stops at Westport Drive. These are the 1A and 1H

bus routes to Half Moon Bay, the 1C, 1F, and 1L routes to Linda Mar, and the 2X route to Terra Nova. A seventh bus route, the 10S to Linda Mar, runs along Bradford Way, Westport Drive and Highway 1 south of Waterfront Drive.

Potential Impacts

Traffic Impacts have been evaluated on both a project-specific and a cumulative buildout basis. In the following analysis, the incremental effects of project-related traffic on existing conditions are assessed first, with the projected impacts of traffic related to cumulative regional and local development on the Highway 1 corridor discussed second.

Trip Generation. Table 2 presents the estimated traffic generated by the Mori Point project that would be added to the local street network. A total of 5,660 vehicles would enter and exit the site each day.

Approximately seven percent of the project's daily traffic would occur during the A.M. peak hour and nine percent during the P.M. peak hour. Figure 27 shows the estimated distribution of peak hour traffic in and out of the project. As the diagram illustrates, a majority of the traffic during the peak periods would be traveling to and from destinations to the north of the site.

Internal Site Access. The site plan in Figure 4 shows the proposed roadways which would provide access to the different components of the proposed project. The existing Mori Point Road would be eliminated. A new Mori Point Road would extend from Highway 1 to the conference center. The road would be located approximately 150 to 200 feet from the northern site boundary until it reaches the eastern edge of the bowl area. It would climb the ridge to the south of the bowl area, to the existing plateau where the conference center would be located. Fourteen houses would front on Mori Point Road at its lower elevations. Two cul-de-sacs would extend off of Mori Point Road, providing access to the remainder of the residences. The locations of these streets, Pacific Vista Court and Sea Breeze Circle are shown on Figure 4.

The proposed site plan (Figure 4) does not indicate any intersection controls in the development. Project-generated traffic would result in over 5,000 cars per day on Mori Point Road. Although this volume would not be expected to create significant traffic congestion or delays, the following potential problems may occur:

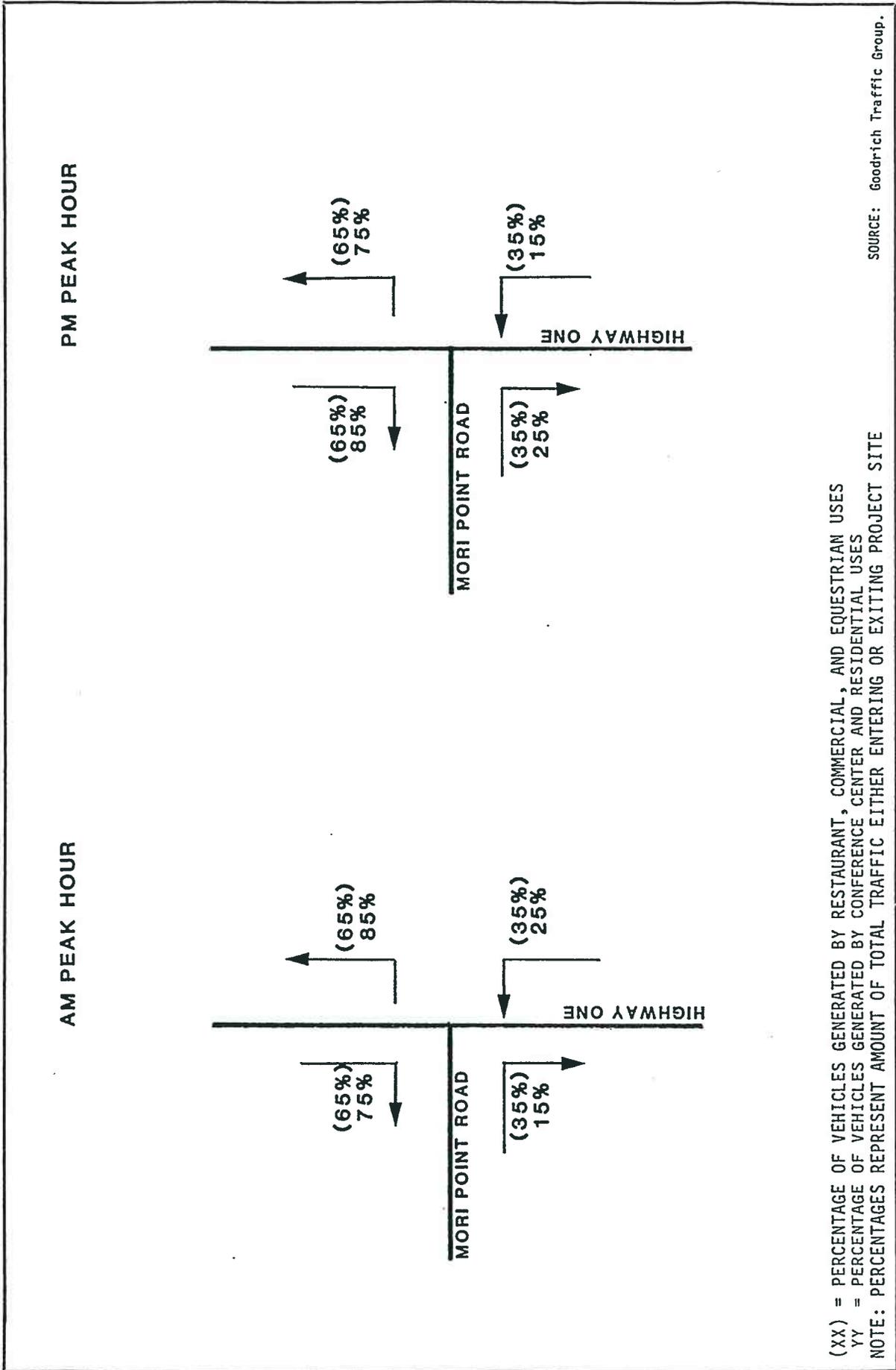
TABLE 2
PROJECT VEHICLE TRIP GENERATION

Proposed Land Use	Size (Daily trip rate)	Daily 2-way trip	A.M. Peak Hour Trips		P.M. Peak Hour Trips	
			In	Out	In	Out
Hotel/Conference Center	275 rooms (10.5/room)*	2,890	160	80	100	100
Restaurants	6000 sq. ft. (56/1000 sq. ft.)	340	5	5	15	10
Single Family Residences	60 units (10/unit)	600	15	40	40	20
Commercial	20,000 sq. ft. (86/1000 sq. ft.)	1,730**	30	20	115	115
Equestrian Center	50 stalls (2/stall)	100	5	5	5	5
	TOTAL	5,660	215	150	275	250

*Hotel/Conference Center generation rates representative of the estimated 30th highest hour of AM or PM peak hour generation. Generation includes conference attendees staying at the hotel and those staying off-site as well as hotel and conference staff.

**Commercial generation includes a 25% capture from vehicles already driving by site on Highway 1.

Sources: Institute of Transportation Engineers, Trip Generation; Caltrans, Tripends Generation Research; and Goodrich Traffic Group.



(XX) = PERCENTAGE OF VEHICLES GENERATED BY RESTAURANT, COMMERCIAL, AND EQUESTRIAN USES
 YY = PERCENTAGE OF VEHICLES GENERATED BY CONFERENCE CENTER AND RESIDENTIAL USES
 NOTE: PERCENTAGES REPRESENT AMOUNT OF TOTAL TRAFFIC EITHER ENTERING OR EXITING PROJECT SITE

SOURCE: Goodrich Traffic Group.



FIGURE 27.

PROJECT TRAFFIC DISTRIBUTION

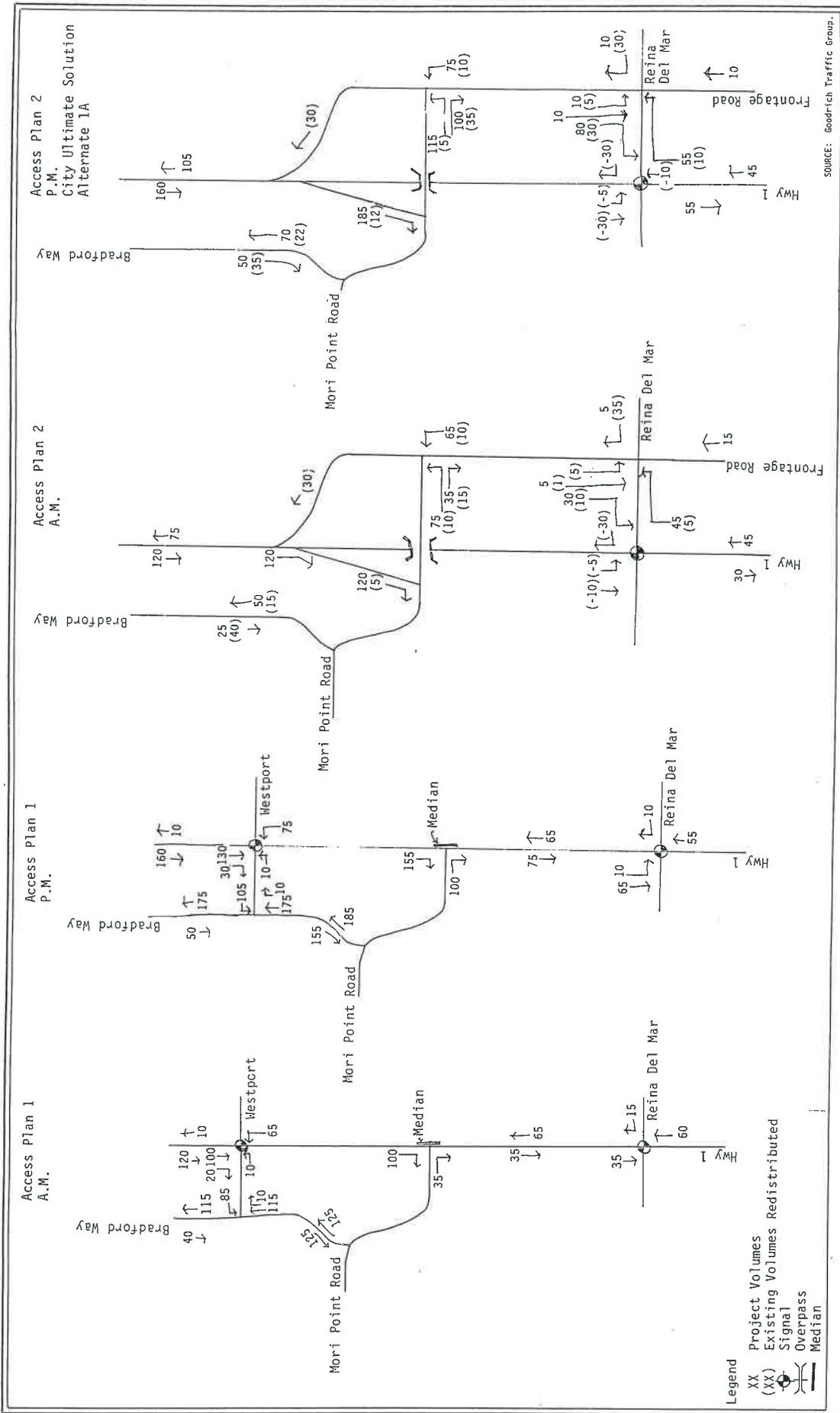
- o Motorists backing out of driveways on Mori Point Road may experience difficulties due to project traffic during peak traffic periods, especially if adequate sight distances are not maintained.
- o Vehicles attempting left turns on to Mori Point Road from Sea Breeze Circle and Pacific Vista Court may be delayed by conference center traffic.
- o The existing circulation plan does not contain any provisions for vehicles to turn around at the entrance to the parking area. If the conference center parking area is full, vehicles attempting to turn around would either use the circular plaza in front of the restaurant or circle through the entire parking lot. This could cause congestion and increase safety hazards in the parking area unless a turnaround is provided.
- o Potential safety impacts could occur in front of the entry to the conference center and in front of the two restaurants on the perimeter of the parking area unless pedestrian crossings and sidewalks are provided. Sidewalks and crosswalks should also be provided in the residential area.

Access Alternatives. The California Department of Transportation (Caltrans) and the City of Pacifica have requested that the potential impacts of project-related traffic as defined by the above trip generation rates and distribution patterns be evaluated in the context of the following six alternative access plans from State Highway 1 (these plans are illustrated diagrammatically in Figures 28-30):

Plan 1. Current State Transportation Improvement Program (STIP) Plan: Widen existing lanes and provide median separation on Highway 1. Continue at-grade intersections and signals. No frontage roads. Bradford Way connection to Mori Point Road remains open as does Highway 1/Westport Drive intersection (Figure 28).

Plan 2. Caltrans Alternative 1A: Widen existing lanes on Highway 1 and place freeway alignment to west. Construct frontage road on east side of Highway 1 and an overpass at Mori Point Road with a southbound off-ramp from Highway 1 and a northbound on-ramp from the frontage road. Eliminate Westport Drive intersection with Highway 1. Bradford Way connection to Mori Point Road (Figure 28).

Plan 3. Caltrans Alternative 1B: Construct overpass at Mori Point Road with southbound off-ramp from Highway 1 and southbound on-ramp from Mori

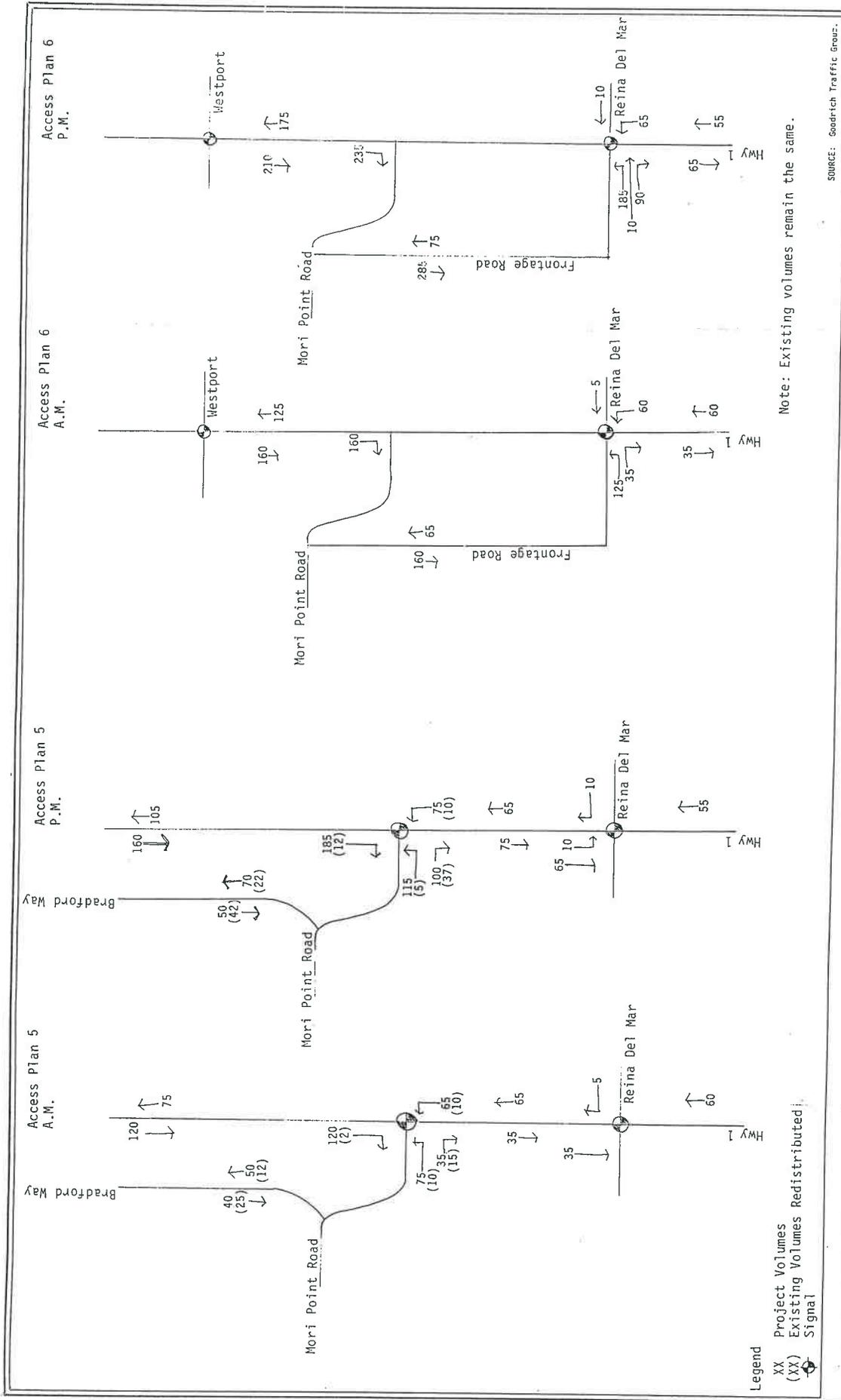


SOURCE: Goodrich Traffic Group.



FIGURE 28.

PROJECT TRAFFIC-ACCESS PLANS 1 AND 2



PROJECT TRAFFIC-ACCESS PLANS 5 AND 6

FIGURE 30.



Road. Construct frontage road east of freeway between Mori Point Road and Fassler. Eliminate Highway 1 intersections with Westport Drive and Reina del Mar. Construct northbound on- and off-ramps between Highway 1 and frontage road south of Mori Point Road. Bradford Way remains open at Mori Point Road (Figure 29).

Plan 4. Provide frontage roads on both sides of Highway 1 between Reina del Mar and Mori Point Road. Add signal at Highway 1/Mori Point Road intersection. Eliminate Westport Drive intersection with Highway 1. Bradford Way connects to west frontage road (Figure 29).

Plan 5. Signalize Mori Point Road intersection. Provide a northbound left-turn lane on the Highway 1 intersection approach. Eliminate Westport Drive intersection. Bradford Way connection to Mori Point Road remains open (Figure 30).

Plan 6. Reina del Mar connection: Provide a frontage road on the west side of Highway 1 between Mori Point Road and the quarry access road. Close Bradford Way connection to Mori Point Road. Southbound right-turn onto Mori Point Road would be the only direct access to the project site permitted. Westport Drive/Highway 1 intersection remains open (Figure 30).

Traffic Assignment. Estimated assignments of project-related peak hour traffic volumes to local roadways under each of the six access plans are presented in Figures 28 through 30. Some existing traffic would be reassigned on the street network under each of the alternatives except for Plans 1 and 6. The impact of project traffic on Highway 1 midblock operations under each of the six alternative access scenarios is presented in Table 3. As these projections show, ~~the project alone would not result in peak hour traffic volumes that would produce over-capacity midblock operations under any of the alternative access plans.~~ However, the intersection of Highway 1/Mori Point Road and Highway 1/Reina Del Mar would continue to operate at LOS F, with or without the project (see below).

Intersection Operation. Table 4 presents intersection Level of Service projections for the Highway 1/Mori Point Road and Highway 1/Reina Del Mar intersections with existing and existing plus cumulative traffic for each of the six proposed access plans. Appendix D provides detailed explanations of the Level of Service and Capacity Index Measurements. As shown in Table 4, the Highway 1/Mori Point Road and Highway 1/Reina Del Mar intersections would continue to operate at LOS F under all of the alternative scenarios which would retain the intersections. Plans 1, 2, 3, and 6 would eliminate the Highway 1/ Mori Point Road intersection and Plan 3 would also eliminate the Highway 1/Reina Del Mar intersection.

TABLE 3
PEAK HOUR HIGHWAY ONE OPERATION

Access Plan	Project Traffic		Existing & Project Traffic		Capacity at LOS E* (Vehicles per hour)
	AM ¹	PM ²	AM ¹	PM ²	
<u>NORTH OF WESTPORT DRIVE</u>					
Plan 1	5	(80)	1,580	(1,620)	1,800
Plan 2	40	(80)	1,615	(1,620)	1,800
Plan 3	40	(80)	1,615	(1,620)	1,800
Plan 4	25	(55)	1,600	(1,595)	1,800
Plan 5	40	(80)	1,615	(1,620)	1,800
Plan 6	65	(105)	1,640	(1,645)	1,800
<u>NORTH OF REINA DEL MAR</u>					
Plan 1	35	(40)	1,610	(1,585)	1,650
Plan 2	0	(30)	1,575	(1,575) ³	1,800
Plan 3	-60	(35)	1,515	(1,580)	1,800
Plan 4	15	(5)	1,590	(1,550)	1,650
Plan 5	35	(40)	1,610	(1,585)	1,650
Plan 6	0	(35)	1,575	(1,580) ³	1,650

(1) AM peak traffic flows northbound

(2) PM peaks flows southbound

(3) This is the maximum Level of Service considered to be acceptable for design purposes.

(4) South of Reina Del Mar

Source: Goodrich Traffic Group

TABLE 4
TRAFFIC IMPACTS ON HIGHWAY 1
(AM/PM Peak Hour)

Condition	Highway 1/ Mori Pt. Road		Highway 1/ Reina Del Mar	
	LOS ¹	CI ²	LOS ¹	CI ²
Existing	F/F	116/115	F/F	133/121
Existing & Cumulative	F/F	134/145	F/F	152/157
Existing & Cumulative & Plan 1	___*	___*	F/F	155/160 (3)/(3)
Existing & Cumulative & Plan 2	___**	___**	F/F	151/164 (-1)/(7)
Existing & Cumulative & Plan 3	___***	___***	___****	___****
Existing & Cumulative & Plan 4	F/F	155/183 (21)/(38)*****	F/F	156/165 (4)/(8)
Existing & Cumulative & Plan 5	F/F	148/176 (14)/(31)	F/F	155/160 (3)/(3)
Existing & Cumulative & Plan 6	___*****	___*****	F/F	168/176 (16)/(19)

¹Level of Service

²Capacity Index

TABLE 4 (CONT.)

- * Southbound right turn in and out only from Highway 1.
- ** No Highway 1/Mori Point Road intersection. Ramp intersections with Mori Point Road operating at LOS A.
- *** No Highway 1/Mori Point Road intersection. Ramp intersections with Mori Point Road operating at LOS A.
- **** No Highway 1/Reina Del Mar intersection. Frontage road intersection with Reina Del Mar operating at LOS A.
- ***** Incremental impact due solely to the project.
- ***** Right turn only from Highway 1 to Mori Point Road.

Source: Goodrich Traffic Group

Bradford Way Impacts. Bradford Way is a two-lane residential street that runs parallel to and west of Highway 1 (Figure 25). It extends from Mori Point Road northerly into central Pacifica. At present, Westport Drive connects Bradford Way to Highway 1 north of the project site. The alternative access plans present three possible scenarios that would affect traffic volumes on Bradford Way:

- | | |
|---------------|---|
| Plan 1 | Bradford Way connection to Mori Point Road remains open, as does the Westport Drive intersection with Highway 1. |
| Plans 2,3,4,5 | Bradford Way connection Mori Point Road remains open, but the Westport Drive intersection with Highway 1 is eliminated (Figures 28-30). |
| Plan 6 | Bradford Way connection to Mori Point Road is eliminated (Figure 30). |

The traffic volumes on Bradford Way resulting from these three scenarios are presented in Table 5.

GTG has developed a method by which the impact of traffic on residential environments can be evaluated. The "Traffic Infusion on Residential Environments" (TIRE) Index is a numerical representation of a resident's perception of the effects of street traffic on activities such as walking, cycling and playing and on daily tasks such as maneuvering an auto out of a residential driveway. The TIRE Index scale ranges from 0 to 5, depending on daily traffic volume, with 0 representing the least infusion of traffic and 5 the greatest. A more detailed description of the TIRE Index is included in Appendix D.

Table 6 presents the TIRE Index values for Bradford Way that would result under each of the access scenarios. According to the TIRE Index, the existing residential environment on Bradford Way (2.6-2.7) is typical of a two-lane minor street. Such a street is moderately affected by traffic, and with a TIRE value of less than 3.0 is well-suited for residential activities.

Traffic from access Plan 1 would result in the most significant impacts on residential activities for residents along Bradford Way. The resultant TIRE values (3.4-3.6) with the addition of project traffic to existing volumes represent those typical of a two-lane collector or arterial street. Total traffic volumes with Plan 1 would have a high level of impact on residential activities along Bradford Way.

TABLE 5**PROJECT-GENERATED TRAFFIC IMPACTS ON BRADFORD WAY****(Two-way vehicles per hour)**

	Existing	A.M. Peak Hour Existing & Project	% Increase	Existing	P.M. Peak Hour Existing & Project	% Increase
North of Westport Drive						
Plan 1	37	192	419%	53	278	425%
Plans 2,3,4,5	37	127	243%	53	173	226%
Plan 6	37	37	0%	53	53	0%
South of Westport Drive						
Plan 1	37	277	649%	44	374	750%
Plans 2,3,4,5	37	167	351%	44	221	402%
Plan 6	37	37	0%	44	44	0%

Source: Goodrich Traffic Group.

TABLE 6
TRAFFIC INFUSION ON RESIDENTIAL ENVIRONMENTS (TIRE)
INDEX FOR BRADFORD WAY

Condition	North of Westport Drive	South of Westport Drive
Existing	2.7	2.6
Existing + Plan 1	3.4	3.6
Existing + Plans 2,3,4,5	3.2	3.4
Existing + Plan 6	2.7 (no impact)	2.6 (no impact)

Note: An increase of 0.1 or more indicates noticeable increase in traffic-related noise. TIRE Index definitions are included in Appendix D.

Source: Goodrich Traffic Group

Impacts on Bradford Way from traffic levels under Plans 2, 3, 4, and 5 would be similar to that of Plan 1. Although resultant TIRE values (3.2-3.4) with Plans 2 through 5 indicate that traffic infusion would be perceptibly lower than under Plan 1, Bradford Way residents would notice a significant change in their living environment due to the increased traffic. Access Plan 6 has no connection from Mori Point Road to Bradford Way. Thus, there would be no impacts on Bradford Way residents under Plan 6.

Impacts of Eliminating Westport Drive. Under all of the access plans except Plans 1 and 6, the Westport Drive/Highway 1 intersection would be eliminated. Closing this intersection would result in safety improvements due to the elimination of uncontrolled turn movements. If the Westport Drive/Highway 1 intersection is closed under either Plan 1 or 6, the following traffic impacts would occur:

Plan 1:

- o A few more right turns would occur at the Highway 1/Mori Point Road intersection. This would not be a significant impact.
- o Northbound project traffic on Highway 1 would have to use the Sharp Park Road interchange to access the project. There would be some added congestion at that location, but it would not be a significant impact.
- o There would be a higher traffic volume along the entire length of Bradford Way. This would increase safety concerns for pedestrians.

Plan 6:

- o Traffic volumes would decrease on Bradford Way as golf course-related traffic would re-route to the north. Increased pedestrian safety would result.
- o There would be a slight increase in traffic at the Sharp Park Road/Highway 1 interchange. This would not be a significant impact.

Safety Impacts. Under Plan 1, there would be an increase in the number of turns at Westport Drive. Southbound right turns to Westport Drive and Mori Point Road and right turns from Mori Point Road would increase the risk of rear-end collisions unless formalized deceleration and acceleration lanes are constructed on Highway 1.

With Plan 2, northbound on-ramp traffic from Mori Point would be required to weave across northbound freeway traffic that is preparing to access the Sharp Park Boulevard off-ramp. This difficult merging situation would increase safety hazards on the freeway. The closely spaced intersections on Reina del Mar at Highway 1 and the frontage road could cause operational and safety problems as congestion at one intersection would affect operations at the other. Another potential safety problem could occur if southbound off-ramp traffic to Mori Point Road backed up onto the freeway. However, it is unlikely that this would occur even under the estimated cumulative traffic scenarios.

No significant safety impacts would occur under Plan 3, assuming that northbound and southbound off-ramp traffic does not back up onto the freeway.

Under Plan 4, the traffic signal at Mori Point Road would necessitate advance warning signs on the southbound freeway to slow approaching traffic. Since the intersection would be operating at LOS F, such warning would be required far in advance. To prevent rear-end collisions, a deceleration lane would be required for southbound right turns onto Mori Point Road.

Plan 5 would result in similar safety concerns to those described for Plan 4.

Under Plan 6, vehicles making southbound right turns at Mori Point Road would present a potential safety hazard unless a right-turn deceleration lane is provided.

Pedestrian Safety Impacts - Crossing Highway 1. Alternative access Plans 2 and 3 would provide a roadway overpass at Mori Point Road. Sidewalks would be needed to insure pedestrian safety on the overpass or the proposed frontage road east of the highway. Plans 1 and 6 would need a pedestrian overpass to provide for safe movements across the highway. Plans 4 and 5 would need to provide a crosswalk connection via the signal at Mori Point Road.

Cumulative Traffic Impacts. To evaluate future traffic conditions on Highway 1, traffic generated by areawide Pacifica and San Mateo County development, as well as by the project development, must be considered. GTG's assessment of cumulative traffic impacts includes traffic generated by proposed future development projects at the Quarry, and Rockaway Beach, other projects in south Pacifica and future development in San Mateo County south of Pacifica. Tables 7 and 8 show the estimated peak hour traffic impacts due to cumulative development. Figure 31 illustrates the distribution of cumulative traffic on Highway 1 in the vicinity of the project site.

Cumulative buildout would result in an additional 230 to 240 vehicles per lane per hour northbound on Highway 1 during the A.M. peak period. The northbound expressway and freeway section of Highway 1 near Mori Point Road would be over-capacity with existing project and cumulative traffic. During the P.M. peak period, cumulative traffic would add approximately 410 vehicles per lane per hour southbound near Mori Point Road. The southbound freeway and expressway sections of Highway 1 south of Sharp Park Road would all be over-capacity with existing, project and cumulative traffic.

As shown in Tables 7 and 8, with the addition of cumulative and project traffic, Highway 1 intersections with Reina Del Mar and Mori Point Road (where applicable) would operate at LOS E and F during peak traffic periods even with three lanes in each direction on Highway 1. As has been previously indicated, four-lane freeway sections south of Sharp Park Road would also be operating over-capacity during peak traffic hours with existing, project, and cumulative traffic, although freeway ramp intersections with surface streets would be operating at an acceptable level of service.

Parking Impacts. The project sponsor proposes to construct a two-level parking structure with a total of 500 spaces to serve the hotel/conference center and restaurant uses at the west end of the site.

Although some conferences would have most of their attendees staying at the hotel, other conferences sponsored by local companies would have most of the attendees driving to the facility. With 30 meeting rooms and two small amphitheatres available for conference activities, it is feasible that there would be times when the proposed 500 on-site parking spaces would not be adequate to accommodate demand.

Since the nearest residential street (also part of the project) would be more than a quarter-mile from the conference center parking area, it is likely that excess vehicles would either park illegally or along the conference center access road. This would impede emergency vehicle access unless the road has sufficient shoulder width to accommodate overflow parking. The two restaurants near the conference center and the hotel might not have available parking for non-conference patrons unless an overflow and flexible parking program is implemented.

While the City of Pacifica does not have a specific parking code requirement for a conference center, established parking requirements for a mixture of hotel (as opposed to conference center), restaurants and retail uses as proposed, suggest a possible need for 661 spaces. However, this calculation does not account for the shared use that would occur with a type of development such as proposed. For example, many of the conference

TABLE 7INTERSECTION OPERATIONS WITH SIX LANES ON HIGHWAY 1:HIGHWAY 1/REINA DEL MAR

<u>Scenario</u>	<u>AM Peak Hour Level of Service</u>	<u>Capacity Index</u>	<u>PM Peak Hour Level of Service</u>	<u>Capacity Index</u>
Existing	D	93	C	83
Existing & Cumulative	E	105	E	108
Existing & Plan 1 or 5	D/E*	95/107*	C/E*	85/110*
Existing & Plan 6	E/F*	107/120*	D/F*	100/125*
Existing & Plan 2	D/E*	91/103*	D/F*	92/117*
Existing & Plan 4	D/E*	96/108*	D/F*	93/118*

*Indicates level with traffic generated by cumulative development.

Source: Goodrich Traffic Group

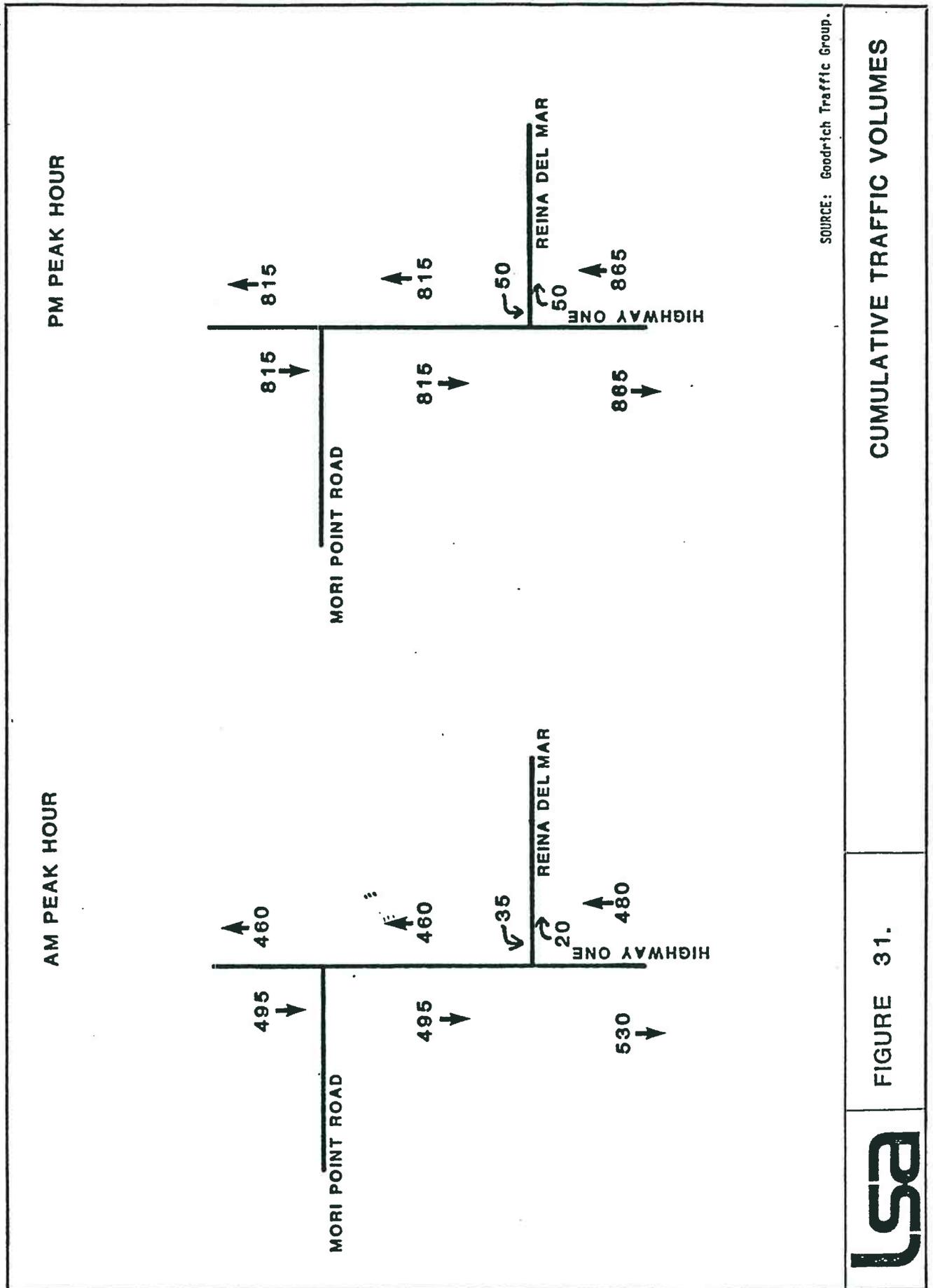
TABLE 8
INTERSECTION OPERATIONS WITH SIX LANES ON HIGHWAY 1:
HIGHWAY 1/MORI POINT ROAD

Scenario	AM Peak Hour		PM Peak Hour	
	Level of Service	Capacity Index	Level of Service	Capacity Index
Existing	B	78	B	76
Existing & Cumulative	C	89	D	96
Existing & Plan 4	D/E*	93/106*	E/F*	106/128*
Existing & Plan 5	C/E*	89/101*	E/F*	101/123*

*Indicates level with traffic generated by cumulative development

Note: Construction of a southbound right-turn lane on Highway 1 at the Mori Point intersection, in addition to widening Highway 1 to three lanes in both directions, would result in Level of Service E operation (Capacity Index 101) under Plan 4 and a Level of Service D operation (Capacity Index 96) under Plan 5.

Source: Goodrich Traffic Group



SOURCE: Goodrich Traffic Group.



FIGURE 31.

CUMULATIVE TRAFFIC VOLUMES

attendees would stay at the project hotel and dine in the restaurants, thereby reducing incremental parking demands.

There is little data on parking requirements for similar projects and those that exist indicate a wide range of requirements. The Berkeley Waterfront Specific Plan which includes hotel, conference facility and restaurant space requires between 0.8 to 1.0 space per hotel room, 1 space per 165-200 sq. ft. of conference center space, and 1 space per 50 sq. ft. of restaurant seating area plus 1 space per 400 sq. ft. of remaining restaurant area (City of Berkeley, 1986). These ratios assume sharing of parking between the uses. Translated to the proposed project, the Berkeley requirements would call for about 585 spaces.

The Scottsdale Conference Center in Arizona included parking requirements for each use, but allowed reductions of 1/5 to 1/3 per use to reflect shared occupancy. Following the Scottsdale formula, the proposed project would require approximately 600 spaces. The Scottsdale parking study indicated that the amount of parking provided exceeded the peak demand by 10 percent. The facility is used for both local and out-of-town meetings, however, most out-of-town guests do not arrive by personal vehicles.

Arrowood, located in rural Westchester County, New York, is very similar to the proposed project. The Arrowood development has 284 rooms, 24,000 sq. ft. of conference rooms (36 rooms) plus an amphitheater which seats 120, and three restaurants. 400 parking spaces are provided. According to the Arrowood operators, most of the meeting space is used by overnight guests who do not arrive by personal vehicles. The operators estimate that 15 day-use conferences are scheduled per month involving private vehicle usage. Very limited public transportation serves the site. A lot of the center's parking is used by employees - 450 total employees, with the maximum shift of approximately 150.

In order to assure that the proposed parking for the project would be sufficient, parking at the site should be shared between the conference center and restaurants and provisions should be made for overflow parking at times of heavy demand. In addition, use of shuttles by conference attendees should be encouraged. Implementation of a flexible parking program would help the project to respond to a variable parking demand (i.e., dependent on conference attendance and special events) and would be responsive to the lack of comparable parking demand data.

Limited public parking would be provided in the area of the Pacific Vista Court cul-de-sac in conformance with the LUP policy not to discourage existing informal beach access from this location. This area would not be used as a

formal coastal access point. The limited parking area would be designed so as not to interfere with fire vehicle turnaround radius in the cul-de-sac.

Mitigation Measures

The following measures are recommended to offset potential adverse impacts on the project site:

1. Stop signs should be installed on Pacific Vista Court (westbound) at the intersection with Sea Breeze Circle; on Pacific Vista Court (eastbound) at the intersection with Mori Point Road; and on Sea Breeze Circle at the intersection with Mori Point Road.
2. Landscaping on Mori Point Road from the site entrance to Pacific Vista Court intersection and immediately west of the Sea Breeze Circle intersection should be selected and maintained to allow adequate sight distances for vehicles entering Mori Point Road from residences or the cul-de-sacs.
3. A vehicle turn-around should be provided at the entry to the conference center parking area so that it is not necessary to circle through the entire lot to exit the area.
4. Crosswalks and sidewalks for pedestrians should be provided in the conference center parking area, particularly in front of the lobby and the two freestanding restaurants. A stop sign should be installed at the top of the exit ramp of the parking garage to slow traffic which would be merging with traffic from the surface parking area. Sidewalks should be installed which lead from the conference center to the two restaurants.
5. The proposed 500 on-site parking spaces may not provide enough parking for major conferences. It is recommended that a flexible parking program be implemented whereby all parking would be shared between uses, valet parking would be implemented during high activity times and overflow parking would be provided along the hotel/conference center access road. An estimated 75 to 100 additional spaces could be provided by valet parking. Parallel parking along the access road would provide an additional 45 to 90 spaces (depending on whether one or both sides of the roadway are utilized), while 90° parking would provide an additional 100 to 200 spaces. Additional parking capacity and flexibility could be provided by overflow parking and shuttles to/from the equestrian center. It is estimated that an additional 100 to 200 vehicles

could park in this area. Shuttles could also be used for conference attendees for pickup at the airport in order to reduce overall parking demand. This flexible parking program would require conference center parking management staff to oversee its implementation.

The following measures would be necessary to ensure safe access to the project from Highway 1:

6. One or more of the access alternatives currently under study by Caltrans and the City of Pacifica should be implemented prior to project construction.
7. The developer should participate in the funding of the necessary access improvement through an equitable mechanism to be established by the City of Pacifica. This mechanism should involve participation of all potential beneficiaries of the improvement (i.e., the project and the quarry site to the south). The mechanism could involve a Mello-Roos Assessment District or new development fees.

The following measures would partially offset potential adverse impacts associated with traffic due to the project and other cumulative development in the project vicinity:

8. The most acceptable improvement for Highway 1 access prior to cumulative buildout would be access Plan 3, Caltrans Alternative 1-B, with a four-lane freeway section (including provision for expansion to six lanes) on Highway 1 south of Sharp Park Road, and elimination of the Reina Del Mar, Mori Point Road, and Westport Road intersections (Figure 29). This improvement would maintain acceptable levels of service. It should be noted, however, that additional freeway ramps may be needed south of Mori Point with Plan 3 depending upon the development plan for the Quarry site.
9. As an interim measure, if the freeway construction is impossible in the near future, the expressway sections of Highway 1 south of Sharp Park Road could be widened to three lanes in both directions. This improvement would result in the intersection operations under each of the alternative access scenarios as shown in Tables 7 and 8.
10. The only improvement to Highway 1 incorporating appropriate interchanges and pedestrian facilities and providing acceptable long-range peak hour operations in the central Pacifica area would

be construction of a six-lane freeway starting at the Sharp Park interchange and extending south to Fassler Avenue. An overpass at Mori Point Road would provide suitable access for pedestrians across the freeway in combination with the existing golf tunnel north of Westport Drive.

CLIMATE AND AIR QUALITY

Setting

The climate of the San Francisco Bay area is dominated by the massive thermal capacity of the ocean, by cold coastal currents, and by the strength and position of the high pressure ridge near Hawaii. The climate is cool and damp with only small daily and seasonal oscillations. Summers are cool and winters are mild; rainfall is usually light and infrequent. There is a persistent cool, onshore breeze, and there is a high frequency of nocturnal fog and low coastal clouds, especially in the summer. The onshore breezes are typically unpolluted, but the weather conditions that create the marine climate also combine to limit the dispersive capacity of the atmosphere over the region. While coastal areas have healthful air quality, interior valleys sometimes experience air stagnation and air pollution levels which exceed allowable standards.

This combination of a high pressure ridge over the ocean and a low pressure thermal over the heated Central Valley interior produces a strong onshore flow primarily from the northwest. At night, especially in winter when winds are light, air drains seaward out of the Central Valley and produces light winds from the east across San Francisco Bay. At the project site, a strong onshore flow persists for 24 hours per day during the warmer months. Winds average 8 mph in the morning and accelerate to about 18 mph during the late afternoon. Winter winds average 4 mph during the night, and increase to about 8-9 mph as a daytime seabreeze develops. Average wind speeds on the outer San Francisco Peninsula average 11 miles per hour which rapidly ventilates the local area with a constant resupply of fresh, ocean air. The marine origin of the daytime flow brings in unpolluted air across Pacifica such that air quality is generally excellent on almost all days. There is some potential for air stagnation during weak winter wind conditions, but periods of near calm winds rarely persist for more than a few hours before recurring breezes disperse any localized air pollution accumulations.

The strong onshore flow of cool marine air undercuts a large dome of warm, sinking air within the eastern edge of the Pacific high pressure ridge. The boundary between the marine air below and the dry air above is the base of a marine/subsidence temperature inversion that acts like a large lid over the region. While coastal areas are well ventilated, the marine air moves inland, decelerates, and air pollutants are added from below without any dilution from above. As these pollutants react and undergo photochemical transformations, they occasionally cause clean air standards for ozone (the primary constituent of smog) to be exceeded in downwind valleys. A second inversion type forms on

is identified in the RTP as ID #98204 with a project cost of \$44.4M. The project is included in the proposed MTC *Plan Bay Area 2040* RTP with a revised cost of \$53.25M.

The project is also included in the adopted 2011 Transportation Improvement Program (TIP) for the San Francisco Bay Area and is discussed further in Section 8A, "Programming." Both the current adopted RTP and TIP conform to the San Francisco Bay Area's approved Federal Air Quality Plan, which is also referred to as the State Implementation Plan (SIP).

The preferred alternative improves LOS within project limits and is consistent with the 2011 City/County Association of Governments of San Mateo County (C/CAG) Congestion Management Program, which lists this segment of Highway 1 as having a lower non-exempted LOS than the LOS standard established for this roadway.

4) Local Planning

The preferred alternative is consistent with the Pacifica General Plan adopted in 1980 by improving safety for vehicular traffic and improving both safety and access for pedestrians and bicyclists. The General Plan is in the process of being updated, but the preferred alternative is also consistent with the elements and issues presented in the 2010 General Plan update project.

The General Plan recommended that a local frontage road be developed along the west side of Highway 1 between Mori's Point Road and Old County Road. A similar frontage road connection between Reina Del Mar Avenue and Dondee Way (Alternative G) was studied but eliminated as discussed in Section 5B, "Rejected Alternatives." The frontage road proposed by the General Plan would have created even more environmental impacts with a higher project cost than the rejected Alternative G because of the large hillside between Mori's Point Road and Reina Del Mar Avenue. The roadway widening proposed by the preferred alternative eliminates the need for this frontage road.

The General Plan was prepared in tandem with the Pacifica 1980 Local Coastal Land Use Plan. This Local Coastal Land Use Plan is both a standalone document and a part of the General Plan. Local Coastal Programs (LCP) consist of land use plans, coastal access policies and zoning ordinances, and must be prepared by every jurisdiction that is wholly or partly within the Coastal Zone. The preferred alternative is consistent with the Pacifica Local Coastal Land Use Plan by providing safety and operational improvements (including emergency vehicle access), erosion control and landscaping, and improving multi-modal access.

The preferred alternative is consistent with the 2009 Rockaway Beach 5-year Implementation Plan by providing infrastructure improvements necessary to accommodate safe vehicular and pedestrian access and circulation to the project area, and the 2000

Pacifica Bicycle Plan by providing improved bicycle and pedestrian facilities as described in Section 5, "Alternatives, Non-Motorized and Pedestrian Features."

5) Transit Operator Planning

Design of the project is being coordinated with San Mateo County Transit District (SamTrans), which has local bus stops along Highway 1 in Pacifica. There are currently four bus stops within the project limits - two SB stops just south of Fassler Avenue and Reina Del Mar Avenue intersections, and two NB stops just north of both of these intersections. The preferred alternative would provide new bus stops with wider than existing sidewalks located at the approximate locations of the existing bus stops.

Additional transit service, additional bus routes, increased headway on existing bus routes, and additional school bus service were all evaluated as potential alternatives to widening, but none of them made significant improvement without incurring significant capital cost and unsustainable operating costs, as discussed in Section 5B, "Rejected Alternatives."

C. Traffic

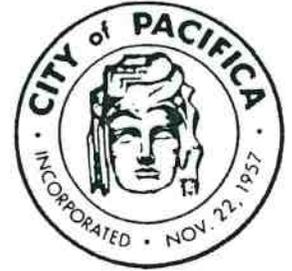
1) Current and Forecasted Traffic

The approved Final Traffic Operations Report for Highway 1/ Calera Parkway Project was prepared in July 2008, with subsequent addenda dated December 2009, June 2010, and April 2011. A growth rate of 0.75% was determined to represent a reasonable and conservative annual growth rate for background traffic along Highway 1, which is consistent with recent traffic counts, the Metropolitan Transportation Commission (MTC) model, and future development in coastal San Mateo County. Because the Fassler Avenue area east of Highway 1 can accommodate future growth, the background traffic growth for Fassler Avenue was assumed to be the same as the total growth in Pacifica's housing supply at 0.4%. It was assumed there would be no background traffic growth on Reina Del Mar Avenue or Rockaway Beach Avenue because those areas are already built out.

Traffic models were based on vehicles traveling the posted speed limit of 45 mph, with a distribution of +/- 5 mph. Reduced speed zones were placed on turns at intersections to reflect the effect turning vehicles have on through traffic, and the vehicle mix was adjusted to include 2% heavy vehicles.

The existing (2007) Average Annual Daily Traffic (AADT) along Highway 1 within project limits is 45,800 vehicles per day, and the forecasted design year (2035) AADT is 59,300 vehicles per day. Existing and forecasted AM (7:30 to 8:30) and PM (5:00 to 6:00) peak hour traffic volumes on Highway 1 at both Fassler Avenue and Reina Del Mar Avenue intersections are shown in Tables 1 and 2.

CITY HALL • 170 SANTA MARIA AVENUE • PACIFICA, CALIFORNIA 94044



February 2, 1987

Scenic Pacifica

MAYOR

Jon Galehouse

MAYOR PRO TEM

Ginny Silva Jaquith

COUNCIL

Charles D.B. Curry

Peter Loeb

Fred Howard

Dear Citizen/Motorist:

The City of Pacifica has been given the opportunity of planning the future improvements of Highway 1 with CalTrans. The present CalTrans' schedule calls for safety improvements between Fassler Avenue and Westport Drive (referred to as the STIP Project). This includes construction of a median barrier, shoulder widening and turn-lane expansions. The City Council is considering asking CalTrans for additional improvements, such as the addition of a frontage road. One of the alternatives provides for the elimination of the Reina del Mar signal. Two of the alternatives provide for an overcrossing at Mori Point Road as opposed to having an additional at-grade traffic signal constructed in that vicinity.

The process of receiving public input started in March 1986 and has been underway for almost a year. During that time, five public meetings and two public hearings have been held. The City Council is now asking for community reaction to the original plan, as well as three new alternatives that incorporate an expressway, rather than a freeway design. The majority of the public input in 1986 favored improvements, but not to freeway standards, and also favored the construction of a frontage road on the east side of Highway 1 similar to the recommendation made by the Highway 1 Citizens Committee in 1980.

Attached are brief descriptions and conceptual designs of the STIP Program and three alternatives. We are requesting your input by filling out the attached survey form and mailing it to us. Please feel free to give us any comments regarding these proposed alternatives. Submitting your name and address is optional.

Thank you for your cooperation on this important project. After the survey results are tabulated, the City Council will be discussing this item, probably in April or May.

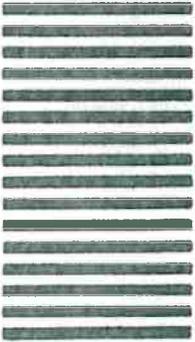
Sincerely,

Jon Galehouse
Mayor

ATTACHMENT 5



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UNITED STATES



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POSTAGE WILL BE PAID BY ADDRESSEE

CITY OF PACIFICA
170 Santa Maria Avenue
Pacifica, CA 94044



February-March 1987 ✓

**CITY OF PACIFICA
HIGHWAY USER'S SURVEY**

Caltrans will be constructing improvements to Highway 1, between Fassler Avenue/Rockaway Beach Boulevard and Westport Drive. The improvements include widening the existing four lanes and installing a median barrier.

The City of Pacifica is continuing the study, evaluating the need for additional improvements to this section of Highway 1. Please answer the following questions and return the survey by mail.

1. Do you favor construction of a frontage road on the east side of the highway to allow access to the businesses on that side and to provide emergency north-south access in the event that Highway 1 is blocked? YES NO
2. Do you favor elimination of the traffic signal at Reina del Mar (Vallemar), which would require construction of an overpass at Mori Point to allow north and south bound traffic to exit and enter? YES NO
3. Of the four alternatives described on the previous page, which do you prefer?
 1 (STIP) 1A 1C 1E
4. Do you have any additional comments about Highway 1 improvements?
(Comments): _____ (Name & Address Optional)

DEPARTMENT OF TRANSPORTATION

BOX 7310

SAN FRANCISCO, CA 94120

(415) 923-4444

RECEIVED

FEB 8 1989

CITY OF PACIFICA
DEPT. COMM DEV SERVICES

February 4, 1988

Mr. Michael Randolph
 Director of Community
 Development and Services
 170 Santa Maria Avenue
 Pacifica, CA 94044

Dear Mr. Randolph:

Your letter of January 13, 1988 forwarded to us, for our review, the "Pacifica Citizens Proposal for Route 1". In addition to your meeting with this group, I have met with them and am generally familiar with the overall concept of their plan.

My understanding of the process which the City intends to pursue is to consider this proposal formally only after our comments have been received. This response therefore is primarily directed to the City but also to the Citizens group. I am providing them with a copy of our reply, and therefore, you will not have to formally do so.

In responding to this proposal, I would like to point out where we are in the process and explain some of the limitations and policies of our various programs which are involved in this project.

Route 1 in the area under consideration is presently what is termed a "conventional highway". That is, a highway to which the abutting land owners have access (driveways). There are certain policies, laws, and regulations which govern this type of facility as opposed to those which apply to a facility which has control of access (driveways not allowed). Some of these will be apparent further on in this review. The history of this project is as follows:

In 1977, at the request of the City of Pacifica, Caltrans did a study of making improvements to Route 1 within the City limits. For the segment of Route 1 between Fassler Avenue and Westport Drive, Caltrans recommended widening the traffic lanes and shoulders to current standard widths and providing a median with a barrier. This is the STIP project. In 1980, the City established an ad hoc committee

*What does
This mean?*

*If encroachment permit
 ① landscaping is desired on conventional highway
 ②*

Mr. Michael Randolph
Page 2
February 8, 1988

Not true. ←

-- the Highway 1 Committee -- to consider methods of improving traffic flow and capacity. One of the principal elements recommended by the committee was to provide a frontage road. Since the STIP project as proposed by Caltrans did not incorporate all the design features recommended by the Highway 1 Committee, the City Council (in 1985) requested that Caltrans develop a series of alternatives that would address additional transportation concern. A series of alternatives were developed, and the City began an extensive process of obtaining public input. Over a fifteen-month period, the City conducted five public hearings and eight separate public meetings; conducted road-user surveys in 1986 and 1987; and held numerous informational meetings for specific groups. As a result, the City Council (in May 1987) requested that Caltrans modify the alternative then designated as Alternate 1E and substitute it for the STIP project.

Thus, today we are in the process of preparing an environmental document. This document will be a Negative Declaration and is scheduled to be completed in April of this year.

One of the alternatives which is being explored in the document has been commonly referred to as the STIP project. This project proposes to construct a standard, four lane conventional highway in this area. The roadway, therefore, would have four 12 foot lanes and two right shoulders (one in each direction) of 8 feet each. The median (separation between opposing traffic) would be a minimum of 20 feet wide providing for two, 9-foot shoulders and 2 feet to place a New Jersey type (concrete) barrier in the middle. Since the roadway will have intersections, the median width would be wider at the intersections to allow for left turn lanes.

The citizens proposal appears to be very similar to the one described as the STIP project with two exceptions. It proposes to increase the median width an indeterminate amount to allow for the placement of two of the New Jersey type barriers, the space in between them to be utilized for landscaping. It also proposes a wider shoulder area. (On item 3 of the recommendations, there is mention of a 10-foot minimum shoulder, and in the safety item of the Rationale for Support, there is mentioned 11-foot shoulders). This proposal is so much in conformance with the STIP proposal that these differences would be considered as design variations and not as a separate alternate. That is, whatever project is selected to be constructed, we would be working with the City and any other

Mr. Michael Randolph
Page 3
February 8, 1988

interested groups to provide a satisfactory design to all concerned yet be in conformance with our standards. For instance, on a conventional highway, landscaping is initiated by the local agency. Thus, the additional median barrier and the landscaping could be accommodated but not at State expense. Work which is done on our facilities by others is accomplished through obtaining an encroachment permit, or, if done in conjunction with a construction contract, is accomplished through a Cooperative Agreement between us and the local agency.

The same holds true for the request for a pedestrian/equestrian crossing of the highway at Mori's Point Road. The construction of such a facility would be either by the encroachment permit process or by Cooperative Agreement. The construction cost for such a facility would be borne by the local agency.

There will be provisions for busses on any of the alternatives.

It is not clear as to what is meant by "a circulation improvement to accommodate commercial (and non-commercial) traffic at Route 1 and San Marlo Way". For the STIP project, we would construct a standard street entrance into San Marlo Way. Beyond our right-of-way, any improvements to the existing streets would be within the jurisdiction of the city.

The question of "U-Turns" at Reina-Del Mar again becomes a design issue. If the STIP project is constructed and "U-turns" are designed for at this location, it may be necessary to move the alignment of the roadway eastward 40 or 50 feet to allow trucks to legally make this maneuver.

A recreational trail is provided for on the west side of Route 1 on all alternates. The issue of a recreational trail on the east side of Route 1 would have to be explored during the design stage. The terrain north of Reina Del Mar does not lend itself to a trail, and the acquisition of additional right-of-way would be out of the question since the land is covered by Section 4f of the environmental laws. A recreational trail on the east side of Route 1 and South of Reina Del Mar also appears not to be feasible since most of this property is in private ownership. Now City
Land is
GGNRA

In regard to the scenic roadway issue, none of the proposals or alternatives would affect the eligibility for a scenic highway.

Mr. Michael Randolph
Page 4
February 8, 1988

*Not
what we
said.*

The request for a Park-N-Ride lot is not completely clear, whether it is requested to be operative only during construction or whether it is requested as a permanent facility. It appears what is desired is a permanent facility which would serve the nearby GGNRA. Park-N-Ride lots are developed if justified by predicted usage. The Park-N-Ride lot program was developed to reduce vehicle use on major roadways (normally commuters). The establishment of a Park-N-Ride lot to serve an individual landholder would not be within the guidelines. However, our Park-N-Ride program is ongoing, and we would certainly work with the City to develop one if it is justified regardless of which alternative is constructed.

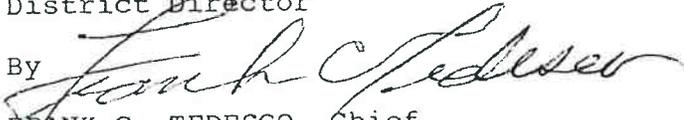
Input such as this is invaluable at this stage. The citizen group should be commended for expressing their wishes and especially for all the work they have put in on this. I also appreciate the time and effort the City has, and will be, expending on this proposal.

We will include all this in our analysis. If you desire anything further, please don't hesitate to contact me.

Sincerely yours,

BURCH C. BACHTOLD
District Director

By


FRANK C. TEDESCO, Chief
Project Development - Peninsula

cc: Julie Lancelle
224 Modoc Place
Pacifica, CA 94044

HIGHWAY I COMMITTEE

POLICY STATEMENT

Highway I Ad Hoc Committee
December 3, 1980

HIGHWAY I COMMITTEE - POLICY STATEMENT

December 3, 1980

BACKGROUND

Highway I

Highway I, from about one hundred yards north of the Westport Drive intersection to the southern boundary of the City of Pacifica, extends approximately 2.5 miles. Highway I is a four-lane highway without median strips. It meanders through cuts in two lateral ridges leading to the Ocean and runs, at its southern edge, along the beach of the Pacific Ocean for approximately 0.5 miles. The traffic lanes vary from ten to eleven feet in width (as much as two feet narrower than freeway standards).

Demography

Highway I is the sole north-south access to the following neighborhoods that it serves: San Pedro Point (a cape extending into the Ocean); Linda Mar and Park Pacifica (a large valley containing about 20,000 people), east Rockaway Beach (a deep valley running east-west), west Rockaway Beach (a small community west of the highway), and Vallemar (a valley running to the east). There are no inter-connecting roads between the east-side valley communities other than Highway I; there are also no frontage roads in the area. Immediately south of Pacifica, Highway I enters the Devil's Slide area, where the road is usually out of use for several weeks a year for ordinary repair and often out of use for at least that time because of recurrent rain-caused slides. The geological conditions at Devil's Slide are so unstable that it can be expected that any serious earth tremors (landslides) would cut all of Pacifica's egress to the south.

The Fairway Park Neighborhood is north of the two cuts and lies both on the east and

west sides of Highway I. East and west Fairway Park have frontage roads providing access to the north and the east.

SAFETY

Disaster

In the event of a major earthquake, as observed, Devil's Slide will fail. If the northerly cut (Vallemar) is obstructed, as is likely, approximately 20,000 people (1976 Special Census) will have no ingress or egress of any kind by road.

In the event of a tsunami many portions of Highway I are subject to inundation and would likely be blocked. 20,000 people would have no access to the north. Presumably, this would leave them access over Devil's Slide to the south. It should be observed that neighboring communities to the south are very small and could not serve the needs of people of the area.

It should also be observed that there are no hospitals in Pacifica. The nearest emergency medical facility is Mary's Help Hospital, which is from 2 to 8 miles away in Daly City, depending on where you live in Pacifica. The only way to move residents of the southerly Pacifica neighborhoods to a hospital at the present time is via Highway I. If it is clogged there is no way to move emergency vehicles (whether fire, police or ambulance) north-south in the area.

AESTHETICS

Highway I is the coastal highway in the area, 5.5 miles in length, including approximately 1.5 miles of ocean front and providing access to three beaches. The highway is on both the State and San Mateo County Scenic Highway maps as an "eligible" scenic route. Pacifica has started the process leading to designation of the road as a scenic highway and is committed to developing standards for roadside construction and viewshed maintenance in order to seek official designation as a "scenic highway".

To be attractive, Highway I must provide the traveler with the dramatic views

that are available in this section. Landscaping of the road is desirable for safety, as well as aesthetic purposes, (to protect motorists against headlights of approaching traffic). The City's existing sign ordinance was a factor in the landscaping of Highway I north of Westport Drive. Recycled water could be used to maintain landscaping.

The community sees part of its future as a tourist-oriented area. Both state-wide and local plans for use of the area in connection with the beaches would be impaired if the area were damaged visually. The Highway already impinges on San Pedro beach and should not encroach further on the beach.

Because of the geography of the area, most of the residences are not visible from Highway I, and the Highway actually serves many more people than it appears to as one drives along it. For the thousands who live in the area, the Highway is seen every day. It is important, therefore, that views to the road be attractive. A full-scale, multi-lane road with huge grade crossings would overwhelm the fragile viewsheds and would have a disastrous effect on the appearance of the community. On the other hand, a limited-access road can be designed to be consistent with the geography of the area and provide the community with better and safer circulation without destroying the charm of the area.

CIRCULATION

At present, there are nine intersections on Highway I: (Westport; Mori's Point Road; Reina Del Mar; Rockaway Beach Avenue; Fassler Avenue; Sea Bowl Road; Crespi Drive; Linda Mar Boulevard and San Pedro Avenue). Of these, the Sea Bowl Road intersection is inconsequential. Mori Point Road is now a minor semi-paved service road, but it has provided beach access for 130 years (there was a restaurant there for more than a century). An existing development proposal would make the Mori Point intersection a major one.

Three intersections (Reina Del Mar; Rockaway Beach Avenue/Fassler Avenue and Linda Mar Boulevard) are signalized, and it is expected that Crespi Drive will be signalized shortly under current Caltrans plans for improvement of the Highway.

There are two stacking lanes for southbound traffic turning east at Rockaway Beach/Fassler Avenues (and two for westbound traffic turning north there onto the Highway). There is one stacking lane for southbound traffic turning east at Reina Del Mar. Recently improved stacking lanes at Rockaway Beach Avenue have had a positive impact and have lessened congestion at that intersection. The stacking lane at Reina Del Mar is too short and backups there sometimes prevent the use of the inner southbound lane of Highway I for unobstructed through traffic. The traffic signals are all sources of bottlenecks when Highway I is heavily used during commute hours and at the end of summer weekends.

Not used Highway I is routinely overcrowded and at a standstill, especially between Linda Mar Boulevard and Westport Drive during commute hours and since there are no parallel frontage roads the slightest "fender-bender" ties up traffic for long periods of time. Tie-ups because of major accidents have backed up beyond the Edgemar area and have lasted in excess of 1½ hours. Some traffic counts along Highway I are: (Crespi Drive intersection - 28,000 vehicles per day; Fassler Avenue intersection - 28,000 vehicles per day; Reina Del Mar intersection - 32,000 vehicles per day and Westport intersection - 35,000 vehicles per day.

MASS TRANSIT

SamTrans buses serve the area by both local service and express shuttle to BART in Daly City. There are NO turn-outs for the buses for this section of Highway I. When a bus stops so does all traffic, causing dangerous situations. It is impossible to provide diamond lanes on the existing roadway for buses as this would reduce through traffic to one lane.

BUSINESS

There are existing businesses and a church fronting on Highway I between Rockaway Beach Avenue and Reina Del Mar on the east side. Despite signs barring left turns, it is not unusual for patrons to turn left into these businesses while driving south on Highway I and to turn left to go south on Highway I from the businesses. These are extremely dangerous turns.

The Sea Bowl bowling alley, located between Rockaway Beach Avenue and Crespi Drive has its own internal circulation patterns but must be considered in any future changes. The areas west of Highway I are potentials for future development for commercial, commercial recreation, residential, and possibly other purposes. All of them are within the California Coastal Zone. There are two areas of particular significance: Mori Point, south of Westport Drive to the north of the Vallemar cut and Rockaway Quarry flatlands, a much larger area extending from the Vallemar cut to Rockaway Beach Avenue. Changes to Highway I should also consider these properties and their ultimate uses. Internal circulation patterns within these projects should be carefully coordinated with Coast Highway improvements.

NEEDS

Urgent needs to be considered are as follows:

1. Widen and stabilize the Rockaway cut, provide landscaped median strips/on-coming barriers through it; take measures to prevent the rocks (and asphalt from an abandoned road) which fall regularly onto the road in the rainy season, from impacting directly on the traffic on the road.
2. Provide alternate access from Rockaway Beach Avenue to Westport Boulevard (east side). This access must be available in personal emergencies and should be designed to be as useful as possible in a disaster. This will require widening the Vallemar cut. See #10

3. Widen and straighten the lanes throughout the entire area.
4. Provide a landscaped median strip throughout.
5. Minimize signalization.
6. Provide longer stacking lane at Reina Del Mar.
7. Provide a safe stacking lane for southbound traffic going east at Crespi Drive.
With a traffic light, this area, which consists of a downhill grade going south into the intersection, will be a new source of accidents unless considerable thought is put into this problem. It may be that regrading to flatten out the intersection would be possible if work is done on the Rockaway cut.
8. Protect the beach front from just north of Crespi Drive to San Pedro Road.
9. Bicycle lanes should be considered. These should consider both lanes and paths and how either or both could be installed, especially through the cuts.
10. Provide frontage roads:

- a. Connect Rockaway Beach Avenue to Westport Drive on the east side of the Highway, using a part of existing Highway I as frontage road, moving Highway I to the west. This would serve existing businesses and a church on the east side.
- b. Provide emergency lane between Rockaway Beach Avenue and Westport Drive for ambulance, fire, and police vehicles, if a full frontage road cannot be built.
- c. Realign the entry road to Pedro Point so that access is provided from the light at Linda Mar Boulevard and Highway I, with a right-turn lane at that intersection with San Pedro Road.
- d. Require developers in the Rockaway Beach-quarry area to provide north-south connectable streets as part of a frontage road system on the west side of Highway I.
- e. Consider a practical frontage road system between San Pedro Road and Rockaway Beach Boulevard in place of the temporary makeshift frontage road system now allowing vehicles to go from one of those streets to the other without driving on Highway I, keeping in mind the time, distance, terrain and confusion in the

If Caltrans
will build a
frontage rd. for
safety, it may not
be an emergency lane.

use of existing streets for that purpose, especially for emergency vehicles.

11. Provide continuous walkways from Linda Mar Boulevard to the north end of town.

12. Parking is required to encourage commuters to use mass transit and to meet the needs of beach and other coastal recreation. Since parking, generally, should be discouraged on the west side of the Highway, especially where it impacts directly on the beach, as it does between San Pedro Road and Rockaway cut, consideration should be given to the hazards of crossing the Highway at Linda Mar Boulevard, and especially at Crespi Drive. This might include an underpass or overpass for pedestrians at Crespi Drive. Consideration should be given to parking on CalTran's property at the southeast corner of Crespi Drive and Highway I.

*Restroom to
Don't put people
Can use Linda
Mar lot. This is
simpler*

13. Widen the median strip at Westport Drive so that at least one car can be stopped waiting to turn left or to cross the road without being in traffic.

14. The Highway should continue to use only existing access points.

15. Highway lanes should be a full twelve (12') foot width.

16. Highway I should meet the criteria of a scenic highway.

*What are criteria
in gen'l plan, or according
to the State?*

17. Bus stops should be planned so as not to stop or endanger traffic.

18. The modernization and synchronization of existing signals and intersections should be accomplished to create a safe highway and provide for adequate traffic flow.

19. A local ordinance requiring the payment of a fee as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of construction for the proposed improvements.

ACTION PLAN

The following Action Plan is recommended for implementation by the City Council in connection with the Policy Statement completed by the Highway I Ad Hoc Committee:

1. City Council adopt the Highway I Committee Policy Statement as official position of the City of Pacifica.
2. City Council notify City/County Engineers, Regional Planning Committee, Metropolitan Transportation Commission, CalTrans, SanTrans, North County Council of Cities, Council of Mayors, Board of Supervisors, Legislators and any others, of Policy Statement; and Statement shall be submitted annually.
3. City Council adopt an ordinance which requires the payment of fees as a condition of a final map or issuance of a building permit for purposes of defraying actual cost or estimated cost of construction of frontage roads and other improvements.
4. City Council adopt a policy to consistently search for all possible sources of funds to assist in implementation of the Plan.
5. City Council appoint a standing council to oversee the implementation of this Plan and pursue all possible funding alternatives.

(Items 1 thru 12 amended at the Committee meeting of October 1, 1980)

(Items 13 thru 23 amended at the Committee meeting of October 14, 1980)

(Entire draft amended at the Committee meeting of October 28, 1980)

(Pages 1 & 7 amended and Action Plan added at meeting of November 12, 1980)

(Pages 7 & 8 amended at the meeting of December 3, 1980)

Committee Member Sidney Loryan moved adoption of the Highway I Policy Statement dated December 3, 1980, seconded by Committee Member Grace McCarthy. The Policy Statement was unanimously adopted by the following members of the Highway I Ad Hoc Committee:

Janice Fulford
Jeannette Warden
Clare M. Yates
Kenneth Kirby
Sidney Loryan
Hazel F. Campbell
Grace P. McCarthy
Jack Lowe

John Curtis
Fred Howard
Ginny Jaquith
Enrico J. Romano
Lee Forster
Nick Gust
Thomas Hauser

Janice Fulford

Jeannette Warden

Clare M. Yates

Kenneth Kirby

Sidney Loryan

Hazel F. Campbell

Grace P. McCarthy

Jack Lowe

John Curtis

Fred Howard

Ginny Jaquith

Enrico J. Romano

Lee Forster

Nick Gust

Thomas Hauser



Scenic Pacifica

CITY HALL • 170 SANTA MARIA AVENUE • PACIFICA, CALIFORNIA 94044

May 19, 1987

MAYOR

Jon Galehouse

MAYOR PRO TEM

Ginny Silva Jaquith

COUNCIL

Charles D.B. Curry

Peter Loeb

Fred Howard

Burch Bachtold, District Director
California Department of Transportation
District 4
P. O. Box 7310
San Francisco, CA 94120

Dear Burch:

I am pleased to transmit the recommendation of the City Council of the City of Pacifica to District 4 of CalTrans regarding highway safety improvements on State Route 1, between Westport Drive and Fassler Avenue in Pacifica. As you may recall, CalTrans identified this project in your 1985 STIP at a projected cost of 2.2 million dollars, which project would have included widening the four lanes to 12 feet each, construction of safety shoulders, construction of a bike trail between Reina del Mar and Fassler on the west side, and construction of a concrete New Jersey-type median barrier separating opposing lanes.

Because the STIP project was designed as a minor type safety improvement, concentrating on reducing or eliminating head-on collisions between intersections, there were a number of safety elements that the project did not address. In addition, the STIP project did not incorporate a number of the recommendations developed by the Council appointed Highway 1 Ad Hoc Committee of 1980, specifically as it related to the construction of a frontage road to serve that particular highway reach. As a result, you and your staff met with representative of the City Council and City staff in 1985 and agreed to develop a series of highway design alternatives which would incorporate as many of the Highway 1 Committee recommendations as possible, as well as addressing some of the other safety concerns, such as rear-end collisions due to turning movements in and out of driveways, controlled intersection accidents, as well as uncontrolled or unsignalized intersection accidents. Frank Tedesco of your staff was designated as the Project Manager and during the past two years has worked with City staff, as well as with the City Council.

As a result of the various designs that were developed by CalTrans with City input, the City undertook the most extensive public input process in its 30 year history. In addition to the five public hearings which the City Council conducted, the City conducted eight separate public meetings over the past 15 months, conducted two road-user surveys, one in 1986 and

Burch Bachtold
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again in 1987, as well as conducting numerous informational meetings for specific groups, such as the Chamber of Commerce and Friends of Pacifica. The result of this combined public input process was a substantial expression of community interest in a number of differing alternatives, with neither unanimity nor consensus. However, I feel that the process resulted in a much better understanding of some of the transportation planning issues that are constantly faced by your organization, as well as by this City Council and the community in general.

After all the public hearings and public meetings, the City Council again discussed the issue at its regularly scheduled meeting May 11, 1987. At that time, the City Council, by a unanimous vote, recommends to CalTrans that the original 1985 STIP Program, later designated as the 1986 STIP Program because of the length of the public input process, be reformulated into a project with a widened alignment which is designated as one of your design alternatives as "1-E". The Council action further recommends that Alternate 1-E be modified to provide for the retention of the Fassler/Rockaway Beach Avenue intersection at its present location with the added stipulation that the frontage road on the east side of the highway (what would be excess CalTrans right-of-way) be retained as a two-way frontage road to Fassler or its vicinity. We assume that our respective staffs will need to work out the design details since one of the principal reasons for moving the Fassler/Rockaway Beach Avenue intersection northerly was to accommodate the two-way frontage road to Fassler Avenue.

The City Council is further interested in having a project that will incorporate a number of design amenities that cannot be detailed on a design concept plan. This would include the extensive use of landscaping because of the designation of Highway 1 as a scenic highway in that reach, provision of bus stops and pullouts; pedestrian and bicycle paths throughout the length of the project; and pedestrian grade separations where appropriate, but specifically at Westport Drive and Reina del Mar.

The City Council appreciates the time, effort and patience demonstrated by your staff on this project so far. We especially commend the work of Frank Tedesco, Branch Chief of Project Development - Peninsula, who has attended every Council meeting and every public meeting since the City Council voted to explore the possibility of broadening the scope of the original STIP Project back in February 1986. His input and counsel have been invaluable to both the City Council as well as staff.

Now that the City Council selected preferred alternative which will need to be incorporated into an environmental review process, we understand that the environmental study can now begin with an Initiation of Studies and Scoping Meeting. We would hope that this could be scheduled by you as soon as possible in order to start not only the environmental process, but equally as important, the funding of this project since the initial appropriation will undoubtedly be insufficient to implement the preferred alternative which the Council has selected from among those offered. As before, the City Council and City staff stand ready to give you any assistance we can and to reinforce our request to continue to be part of

Burch Bachtold
May 19, 1987
Page 3

the decision making and information sharing process since it appears to have worked so well up to this point.

Attached is a copy of the draft minutes ("draft" because they have not yet been approved by the City Council) from our meeting of May 11 covering the Highway 1 action. We look forward to a long and successful working relationship with you to bring this project to fruition as quickly as possible.

Sincerely,

Jon Galehouse

Jon Galehouse
Mayor

cc: City Council
Attachment

Sent via email to wehrmeister@ci.pacifica.ca.us June 8, 2015

City of Pacifica Planning Department
Attn: Tina Wehrmeister
Planning Director
1800 Francisco Boulevard
Pacifica
California 94044

Re: Planning Commission Determination whether the Calera Parkway Project, part of the 2015-2020 Capital Improvements Program, is consistent with the General Plan

Dear Ms. Wehrmeister:

I respectfully submit the following comments concerning the subject identified above. I understand that the Planning Commission will consider this item at its meeting June 15, 2015. Please transmit my comments to the Commission members for their consideration at the June 15 meeting and include my comments in the record. Of course, if the Commission will consider this matter at a different time then please ensure they have my comments at that time.

Dear Planning Commission:

I provide this letter to facilitate understanding of statements where the proposed Caltrans improvements to SR1 (known as the Calera Parkway Project), as purported by Van Ocampo, Pacifica Public Works Director of the project, will "not increase the capacity of Highway 1". This corroborates Caltrans' Final EIR Vol 1, where on page 185 it is stated that "the overall capacity of SR1 would not substantially change because the SR1 segments north and south of the project would remain unchanged".

I quote the 2010 Highway Capacity Manual (HCM), sponsored by the Transportation Research Board of the National Academy of Sciences. The HCM defines capacity as:

"the maximum sustained 15 minute flow rate, expressed in passenger cars per hour per lane, that can be accommodated by a uniform freeway segment under prevailing traffic and roadway conditions in one direction of flow".

Mr. Ocampo and Caltrans assert that despite improvements at the Fassler and Reina Del Mar intersections to improve the Level of Service (LOS) – defined as reducing the average total delay by the very same HCM quoted above – the capacity through Pacifica in either direction in SR1 would remain the same. Their assertions are speculative, as the studies to ascertain these statements are more complex than provided to the public in Caltrans' Final EIR for the Calera Project. Adding one lane in the Northbound direction and one lane in the Southbound direction and improving intersections' flow rate

could indeed increase the capacity of SR1, depending on where SR1 is "oversaturated", that is, depending on where the number of vehicles exceeds the capacity of the road segment.

This logic can be simply expressed in the sequence: Improved intersection LOS → increased flow at intersections → increased capacity at intersections. However, if capacity through Pacifica is assumed to be the same, then increased capacity at intersections → decreased capacity elsewhere. To emphasize, according to Caltrans and Mr. Ocampo mitigating or eliminating the intersection bottlenecks at Fassler and Reina Del Mar would simply move the bottlenecks up or down the highway. This may or may not be true.

I pose a series of questions and a surmise:

- Why expend money and disrupt businesses, commuters and visitors to simply move the bottlenecks elsewhere within Pacifica?
- If the answer is that safety and environmental or aesthetic improvements are paramount, then why is the significant highway widening and large intersection footprints safe (or beautiful)? If cars idle on the highway instead of at intersections, are other environmental benefits realized?
- Finally, can there be full disclosure and careful explanation of this potpourri of supposed benefits in safety, "operations", aesthetics and the environment vis-à-vis other measures such as increasing shoulder widths, better pavement markings, Intelligent Transportation Improvements?

I surmise the goals of the Calera Parkway project are at best misinterpreted and at worst misrepresented by advocates of the project. As examples, proponents may surmise that bottlenecks on SR1 may not be so severe, and capacity may indeed increase. Alternatively, proponents may not understand that larger intersections are not necessarily safer intersections, particularly for vulnerable road users such as pedestrians and pedal cyclists, some of whom may be our children. In short, independent analyses with full consideration of alternatives and use of well-documented state-of-practice traffic microsimulations, carefully described to the public, have never been exposed.

In this letter I have provided definition and context to Mr. Ocampo's and Caltrans' assertion that the Calera Parkway project does not increase the overall capacity of SR1 through Pacifica. By defining capacity and in providing my elaboration, I underscore that the Calera Parkway project proposed by Caltrans does not make sense, as the benefits are dubious. It is my subjective but considered conclusion that facts are misunderstood or misinterpreted by proponents.

Sincerely,



James A. Misener
Pacifica Resident

US Expert to ISO/TC 204 (Intelligent Transportation Systems)

Executive Committees/BOD:

Core Member of the United States Vehicle to Infrastructure Deployment Coalition (representing the Institute of Transportation Engineers)
Transportation Safety Advancement Group (first responder stakeholders)

Advisory Council Member to Carnegie Mellon University Transportation Program
Editorial Board, *Journal of Intelligent Transportation Systems*
BOD and former Chair of ITS California
Former Chair of the ITS America Safety Forum

Member of other relevant standards activities:

ETSI ITS (European ITS deployment)
Chair of SAE Dedicated Short Range Communications Technical Committee (including communication of intersection traffic signal phase and timing standards)

Former Executive Director of the University of California Partners of Advanced Transit and Highways (pioneering ITS research group)

Former consultant to the National Highway Traffic Safety Administration and the Institute of Transportation Engineers

Former Executive Advisor to and leader of the Booz Allen Hamilton Federal transportation and ITS practice

Over 40 refereed publications and book chapters on related topics

Wehrmeister, Tina

From: mark stechbart <mstechbart@msn.com>
Sent: Thursday, June 11, 2015 11:38 AM
To: Wehrmeister, Tina; Tinfow, Lorie
Subject: a city hwy 1 letter for planning comissioners
Attachments: Scan_Doc0001.rtf

Importance: High

Important they be re-acquainted with this letter

hope monday's agenda is posted in sufficient time to digest and prepare testimony...

mark stechbart
mstechbart@msn.com
650-274-5193 cell

Click [here](#) to report this email as spam.

ATTACHMENT 7



Scenic Pacifica.

CITY HALL

170 Santa Maria Avenue • Pacifica, California 94044-2506

www.ci.pacifico.co.us

December 19, 2006

Mr. John Lee - Chairman
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Re: Route 1, Westport Drive to Fassler Avenue "Calera Parkway" Project in the City of Pacifica

Dear Chairman Lee:

The purpose of this letter is to convey the need for and reiterate the City of Pacifica's full support for the subject project. The Calera Parkway Project is one of the identified projects in the original expenditure plan of Measure A that was presented to and approved by the voters in 1988 and again in 2004. **It** is because of this project that Measure A received the overwhelming support of the voters of Pacifica. Pacifica is the 6th largest city in San Mateo County in terms of population and this is the only project that our city is eligible to receive funding from the current 20 year Measure A Program.

This segment of Highway 1 experiences heavy congestion during both morning and evening peak hours. In fact, the Congestion Management Program of San Mateo County identifies this same segment as having the worst Level of Service at LOS F. This portion of highway is extremely vital to the coastal highway system for it provides the only link between the northern and southern coastal regions of San Mateo County. Traffic engineering professionals from various sectors view the proposed Calera Parkway Project as the only viable solution to the worsening traffic congestion.

With regards to project funding, you are a witness to the City's relentless efforts in pursuing all avenues of funding. Last year, Pacifica with the help of Congressman Lantos, tried to secure some of the excess demonstration money from the Devil Slide Tunnel Project. And again just recently, we lobbied for funding under the Corridor Mobility Improvement Account (CMIA) of Proposition IE.

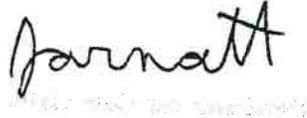
Chairman John Lee
December 19, 2006
Page 2

Please rest assured that the City Council supports this project and Pacifica will always be at the forefront in making sure this project becomes a reality.

Sincerely,

Handwritten signature of Peter De.Jarriatt in black ink, consisting of stylized initials 'P~Q' with a tilde under the 'P'.

Peter De.Jarriatt
Mayor

Handwritten signature of John Lee in black ink, appearing to read 'John Lee'.

Cc: Mr. Joseph Hurley, P. E.
Program Director
San Mateo County Transportation Authority
1250 San Carlos Avenue
San Carlos, CA 94070

Joseph M. Tanner, City Manager
Van OC8J11PO, City Engineer
Scott Holmes, Public Works Director