

# State Route 1/Calera Parkway Project Public Information Meeting

June 22, 2010

Pacifica City Council Chambers  
2212 Beach Boulevard, Pacifica, CA



# Welcome and Purpose of Meeting

- **Welcome**
- **Purpose of meeting is to provide additional information on the proposed State Route 1/Calera Parkway Project**
- **Discuss project development background, traffic analysis, environmental issues, and improvement concepts evaluated**
- **Public environmental scoping comment period remains open until July 22, 2010**

# What are we trying to accomplish?

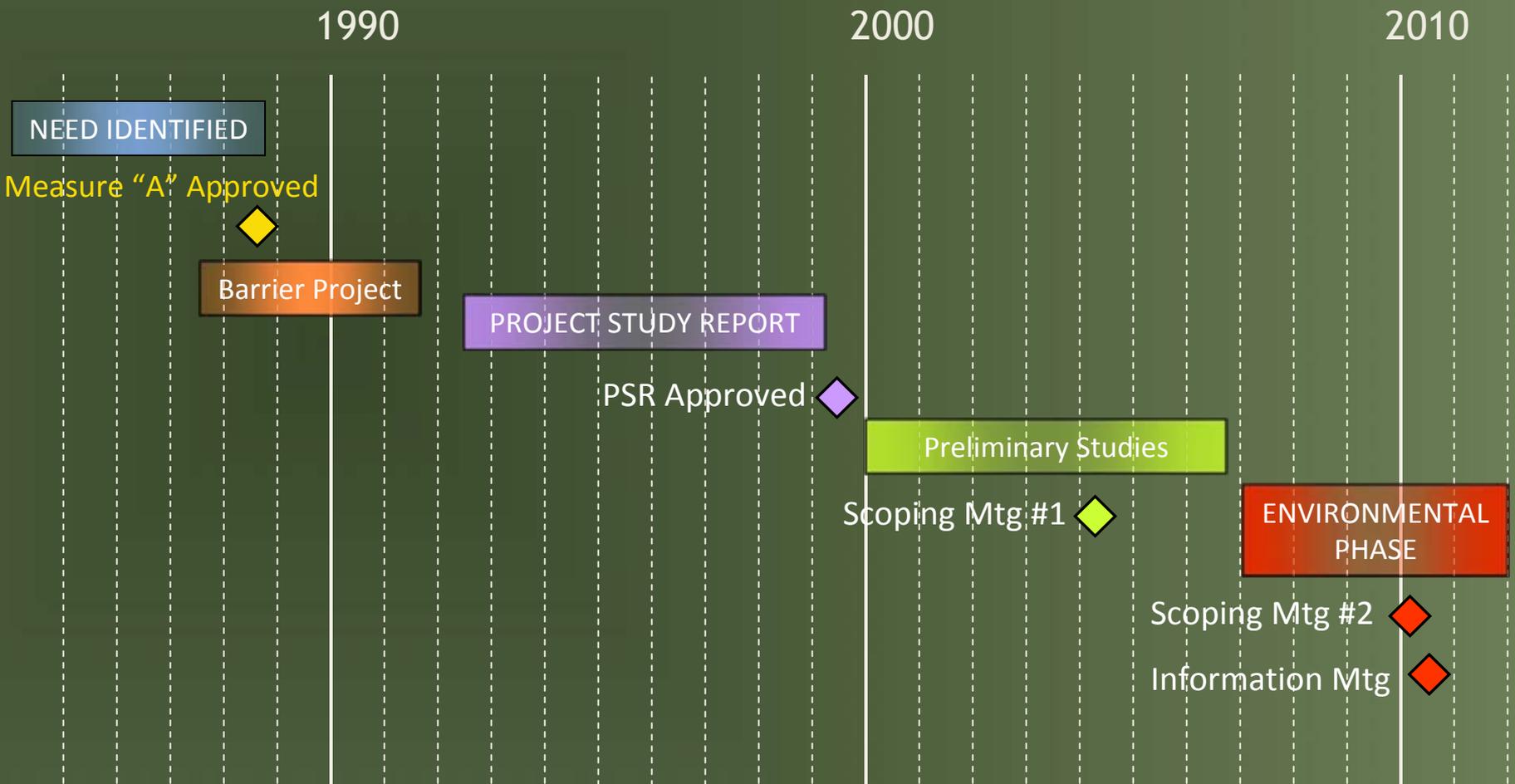
- “Environmentally clear a project that will result in:
- (a) sustainable congestion relief;
  - (b) with minimal impact to the environment, adjacent residents, and businesses;
  - (c) that is financially feasible.”



# Stakeholders/Roles

- **The Public**
- **Permitting/Regulatory Agencies**
- **Lead Agency and Owner/Operator of State Route 1**
  - **Caltrans**
- **Sponsoring Agencies**
  - **City of Pacifica**
  - **San Mateo County Transportation Authority**

# Project History Overview



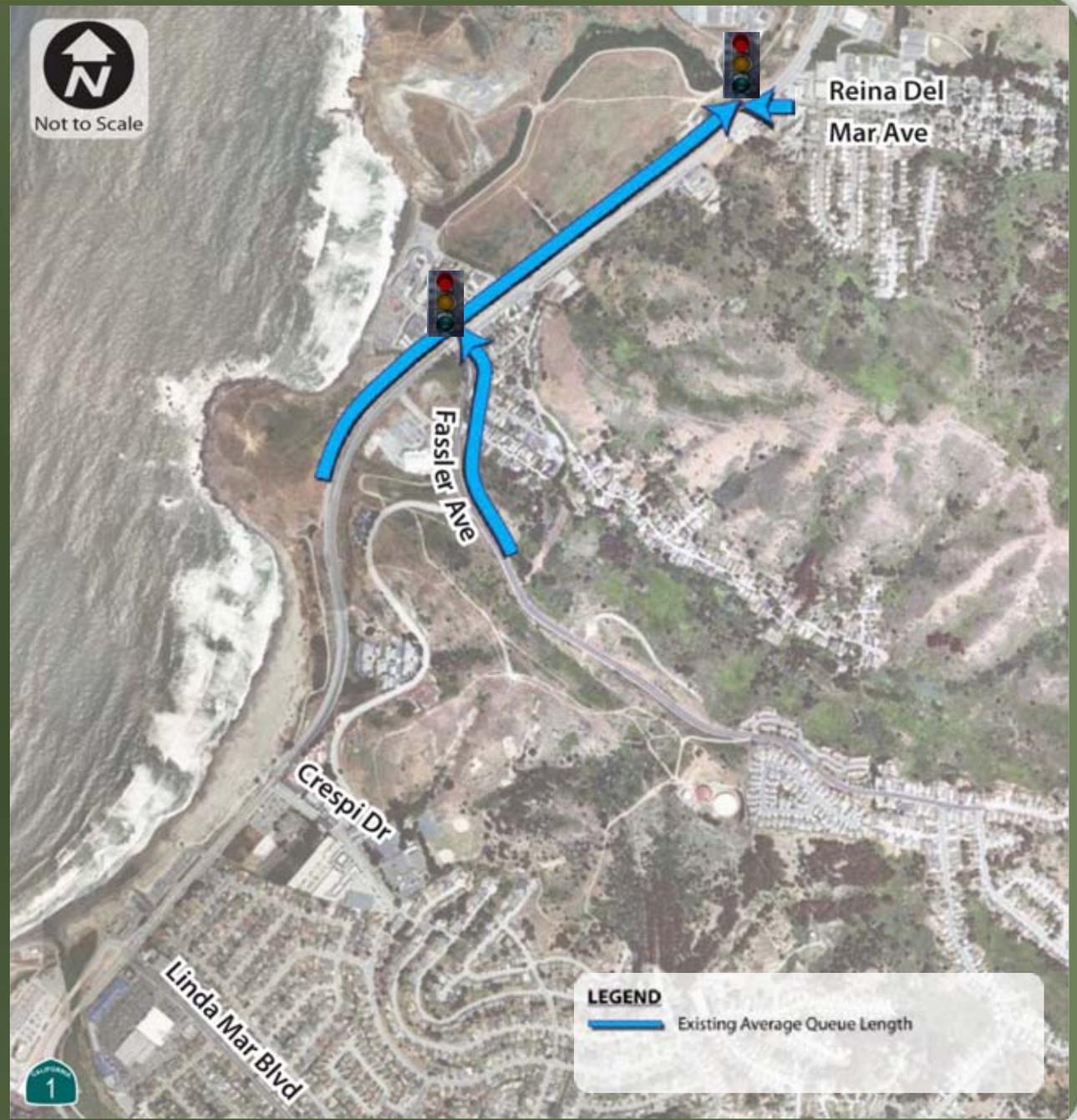
# Environmental Scoping Meeting 3/3/10

- **What we heard from the public**
  - Questioned the need for the project
  - Wanted more information regarding other concepts considered
  - Suggested other strategies to address congestion
  - Wanted to hear more about the work that has been done
  - Asked about opportunities for public input
- **Commitment made to follow up with this Public Information Meeting**

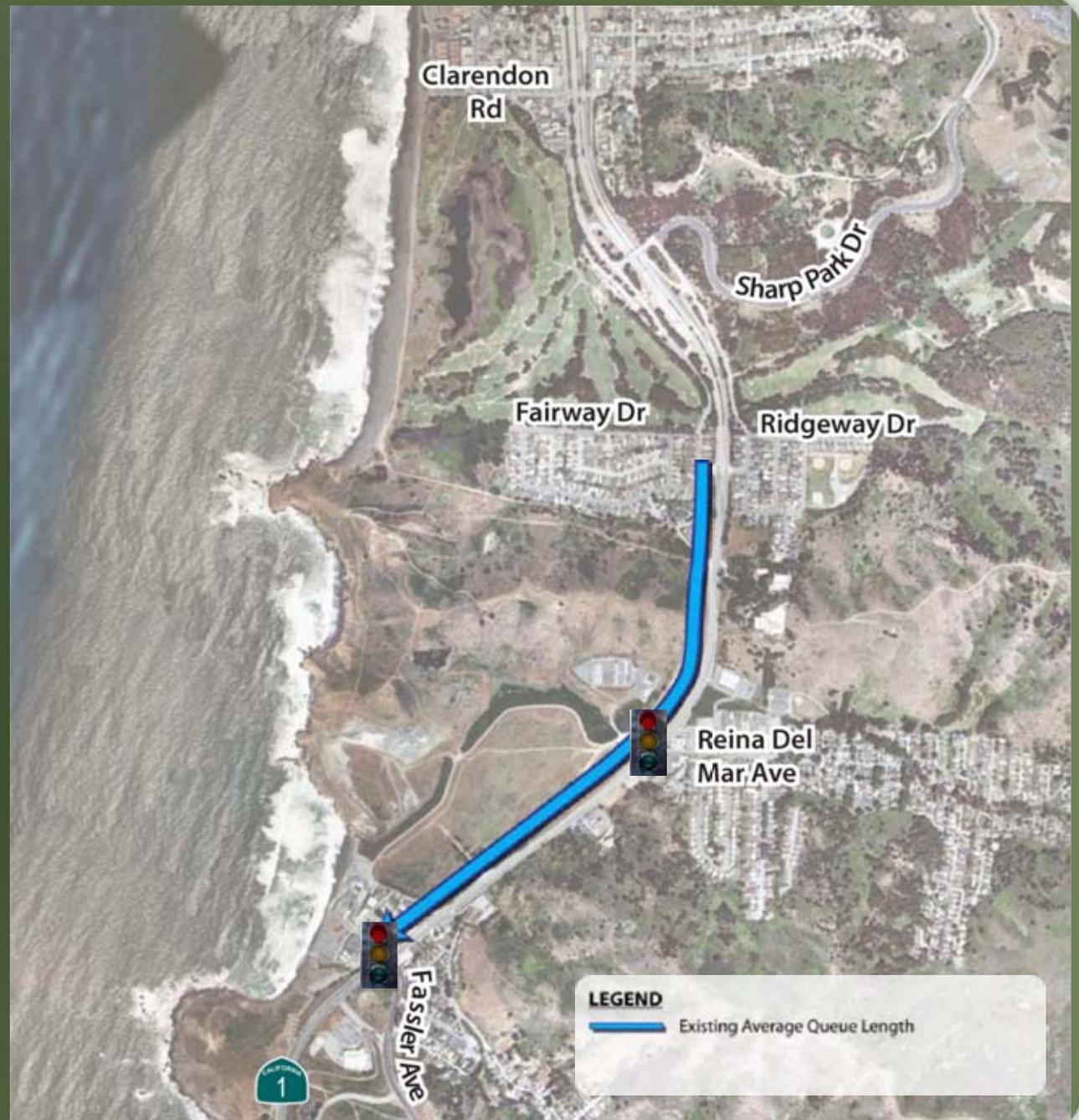
# Existing Traffic Congestion

- **Data collection**
  - Traffic volumes, queues, observations, signal timing
- **Congestion**
  - Northbound in the morning
  - Southbound in the evening
- **Traffic Bottlenecks**
  - Reina Del Mar Avenue and Fassler Avenue

Average Queues:  
**Existing**  
**Morning**  
**(Northbound)**  
**Peak Hour**



Average Queues:  
Existing  
Evening  
(Southbound)  
Peak Hour



# Traffic Analysis

- **Traffic forecasts**
  - **2015 (Opening Day) and 2035 (Design Year)**
  - **Based on regional growth projections (ABAG)**
  - **Consultation with City Planning**
  - **About 0.75% growth per year**
- **Analysis Tools – Why simulation?**

# SIMULATION – Existing PM Peak Hour Example



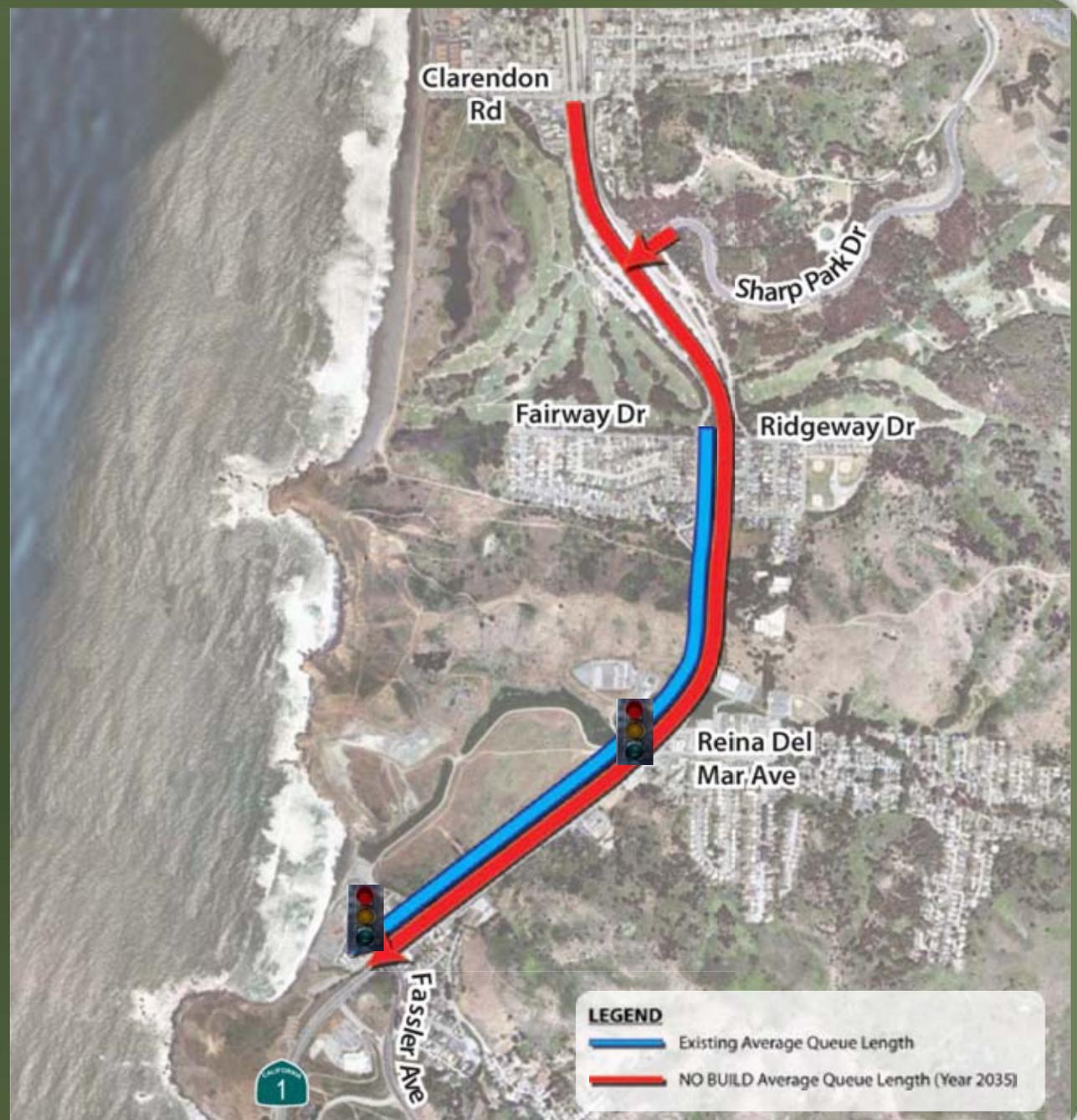
Average Queues:  
Year 2035  
Morning  
(Northbound)  
Peak Hour

*No-Build*



Average Queues:  
Year 2035  
Evening  
(Southbound)  
Peak Hour

*No-Build*



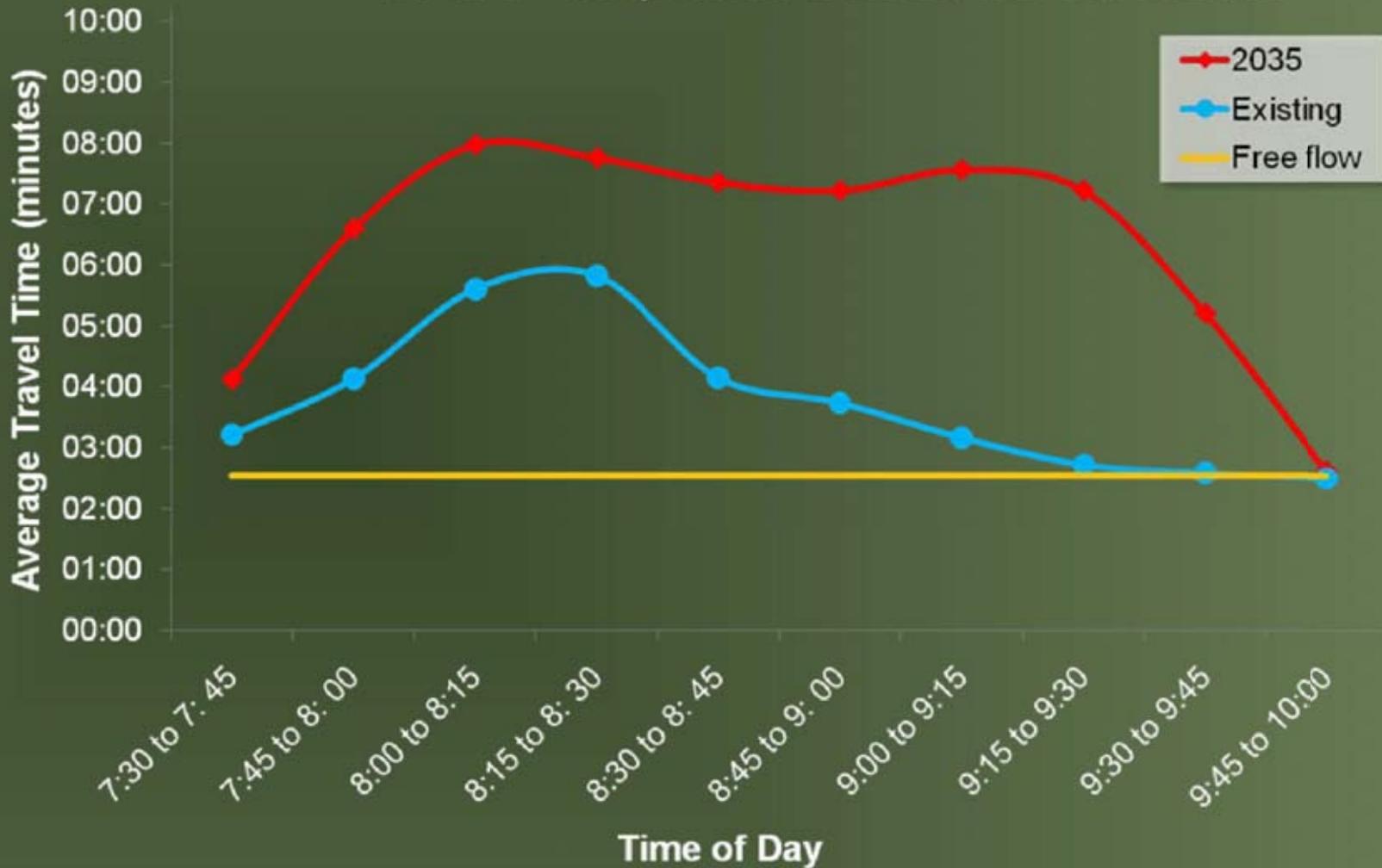
# Peak Spreading

Year 2035 Travel Time Variations (7:30 AM - 10:00 AM)  
NB SR1-Crespi Drive to Reina Del Mar Avenue



# Peak Spreading

## Year 2035 Travel Time Variations (7:30 AM - 10:00 AM) NB SR1-Crespi Drive to Reina Del Mar Avenue

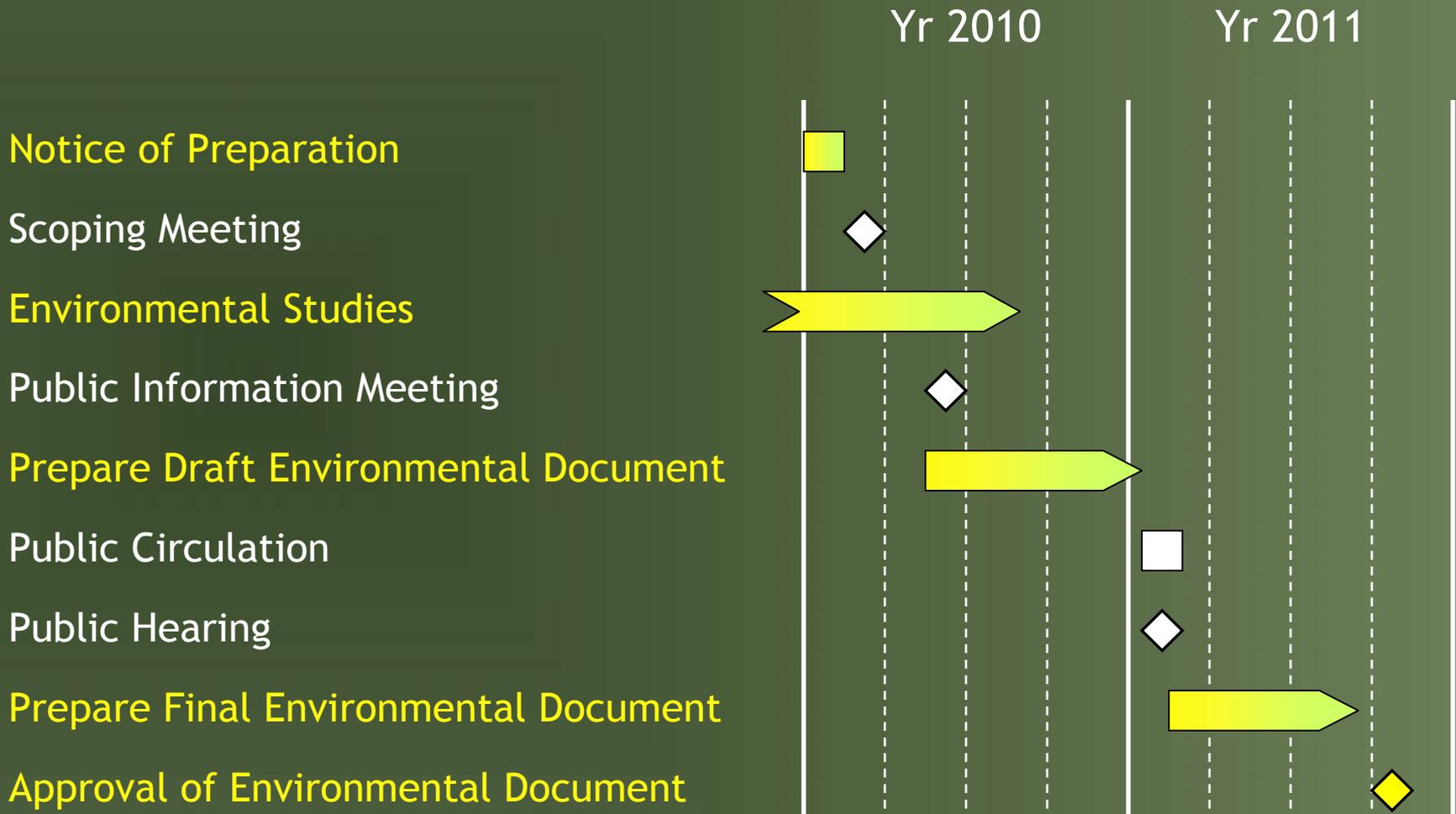


# Environmental Constraints & Concerns

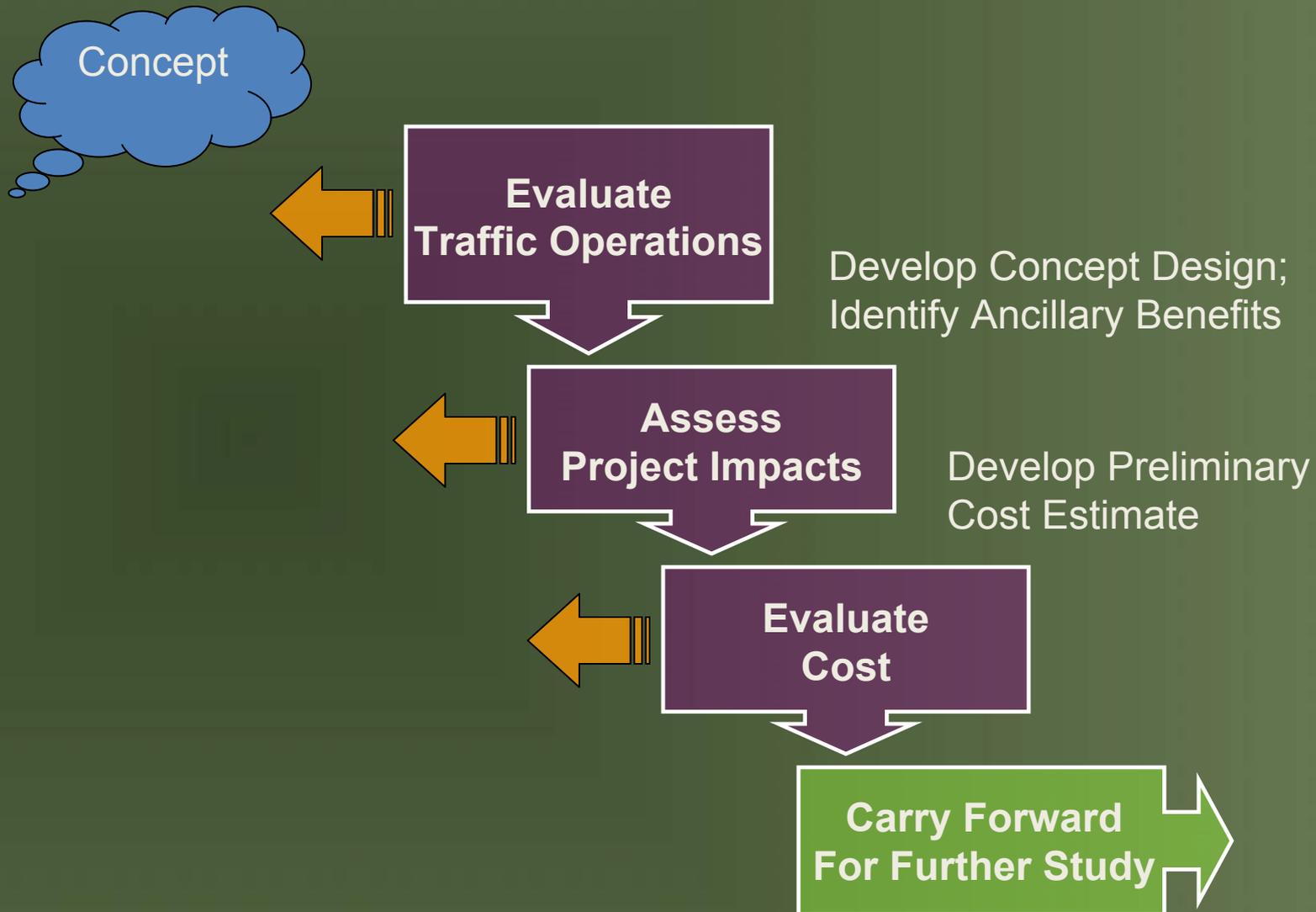


- Homes and Businesses
- Topography
- Archaeological Resources
- Historic Property
- Calera Creek
- Endangered Species
- Wetlands
- Coastal Act

# Environmental Process & Schedule



# Process for Evaluating Concepts



# Concepts Matrix

Concept A – PSR Original (4 to 6 Lane)

Concept B – PSR with Modifications

Concept C – 4 to 6 Lane No Wetlands

Concept D – Partial Widening

Concept E – Grade Separation

Concept F – Roundabouts

Concept G – Frontage Roads

Concept H – Signal Timing

Concept I – Transit Service

Concept J – School Bus Service

Concept K – Moveable Barrier

Route 1/Calters Parkway Project - Preliminary Concepts Matrix (May 2010)

Concept	Description	Feasibility / Effectiveness	Further Study
A. Widened 4-lane to 6-lane + 0.2 miles (from 1984 PSR)	Widened 4 lanes to 6 lanes from 480 ft south of Passer Ave to 850 ft north of Reina Del Mar Ave. (Exhibit A)	Impacts wetlands and special status species habitat, only evaluated traffic growth out to Year 2010 but not maximum to Year 2020. Calters requires 20 year benefit from estimated production year; does not provide traffic benefits to Year 2020 because that lane does not extend far enough south of Passer Ave intersection or far enough north of Reina Del Mar intersection.	No
B. Widened 4-lane to 6-lane + 1.2 miles (from preliminary studies)	Variations on the 1984 PSR version were explored in mid 2009a. Widened 4 lanes to 6 lanes from 500 ft south of Passer Ave to 1,700 ft north of Reina Del Mar Ave. (Exhibit B) A variation of this idea includes splitting NB and SB directions of roadway through Quarry Dale to go around wetland wetlands. (Exhibit B2)	Impacts wetlands and special status species habitat, evaluated traffic growth out to Year 2020, does not provide traffic benefit to Year 2020 because that lane does not extend far enough south of Passer Ave intersection or far enough north of Reina Del Mar intersection. Determined during Coastal Commission consultations that impacting wetlands is not allowed.	No
C. Widened 4-lane to 6-lane + 1.3 miles (from current studies)	Widened 4 lanes to 6 lanes from 1,300 ft south of Passer Ave to 2,300 ft north of Reina Del Mar Ave. (Exhibit C) Alignment east to minimize wetland impacts. Explored idea of widening Calters Creek crossing. (Exhibit C1) A second variation of this idea included a pedestrian overcrossing at Reina Del Mar Avenue. (Exhibit C2) A third variation of this idea drops the 3rd roundabout between Passer Avenue and only two lanes continue south of Passer. Calters Creek restoration idea is dropped. (Exhibit C3) A fourth variation, similar to C3, includes a landscaped median between San Mateo Way and Reina Del Mar Avenue. (Exhibit C4)	Provides improvement in traffic operations over existing conditions out to Year 2020. Does not impact wetlands for Concepts A and B. Pedestrian overcrossing at Reina Del Mar does not appreciably influence traffic operations and creates pedestrian safety problem since some people tend still to cross at grade but without a crosswalk and signal way to protect them. Landscaped median variation (C4) would have more impacts and cost than narrow median (C3) but same traffic operations.	C1 - No C2 - No C3 - Yes C4 - Yes
D. Partial Widening at Reina Del Mar Avenue (from 2004 Scoping Mtg)	Five-lane or six-lane widening for short segment north and south of Reina Del Mar intersection with 4-lane segment between the two intersections. (Exhibit D) Variations of this idea analyzed widening for different length segments: 4 to 6 lanes for 800 ft (NB right turn lane south of Reina Del Mar Avenue) 4 to 6 lanes for 1,100 ft 4 to 6 lanes for 1,700 ft 4 to 6 lanes for 2,300 ft	Would improve capacity at Reina Del Mar, but would offset the setback to the south between Passer and Reina Del Mar.	No
E. Grade Separation at Reina Del Mar Avenue (from current studies)	SB/EB Route 1 alignment to top of embankments at Reina Del Mar Avenue to separate highway from Reina Del Mar and use retaining walls to minimize impacts. Included creek crossing restoration idea. Several variations on this theme were evaluated including: * Tight diamond interchange with east side business driveway crossing directly before on and off ramps. (Exhibit E1) * Tight diamond with one-way frontage road on the east side extending north from Hanway Way. (Exhibit E2) * Southbound tight diamond with northbound look ramp and two-way frontage road south of Reina Del Mar on east side. (Exhibit E3)	A grade separation would provide the most significant traffic operations benefit but would require on & off ramps with controlled access so driveway could not access directly before ramp. First variation with single light diamond would not be feasible due to controlled access of ramp. Other two variations would have much higher cost due to additional frontage road requirements. City not supportive of additional NB "out of direction" travel to access businesses on east side at Reina Del Mar Avenue with NB hook ramp option. Raised highway would create additional visual and noise impacts. Potential for additional cultural resource impacts.	No
F. Roundabout (Traffic Circle) (from 2004 Scoping Mtg)	Install roundabout in place of signal at either one or both intersections. (Exhibit F)	Significant business and NB impacts at intersections with roundabout requiring large enough to meet traffic demand. Additional right turn slip ramps needed. Full six-lane widening still needed on Route 1 between Passer and Reina Del Mar to make either or both roundabouts work. The multi-lane roundabouts required to meet traffic demand are costly for pedestrian crossing and bike traffic due to the large number of uncontrolled traffic lanes a pedestrian or bicyclist must cross.	No
G. Frontage Road on West Side (from 2004 Scoping Mtg)	Construct a 2-way frontage road through the Quarry side from Dondree Way to Reina Del Mar Avenue. (Exhibit G)	Very high light of way cost. Minimal traffic benefit to highway thru traffic.	No
H. Signal Interconnect & Signal Timing Improvements (from current studies)	Install signal interconnect cable between the two signals to coordinate timing of green phases. (no exhibit) A variation of this idea includes widening to add a 3rd lane in northbound direction only. (no exhibit) (from 2004 Scoping Mtg)	Signal interconnect does not provide an appreciable benefit due to the distance between the two signals. Traffic signal timing would improve congestion initially based on existing traffic volumes but their benefit disappears by about Year 2010 and offers the benefit as traffic demand increases in the future.	No
I. Increased or Modified Transit Service (from current studies)	Provide increased transit service to areas and points both north and south via additional bus routes, increased bus headways (more buses), additional park-n-ride lots, additional feeder shuttles, etc. (no exhibit)	High operating cost over time, high initial cost for some options, does not provide significant improvement in congestion relief.	No
J. School Bus Service to Elementary School at Valencia (from current studies)	Provide increased school bus service to the elementary school on Reina Del Mar Avenue. (no exhibit)	Could provide small benefit for portion of AM peak commute congestion (NB) but not enough to reduce backups significantly. Would not provide benefit for any of the PM commute congestion (SB).	No
K. Moveable Curb or Barrier (from 2010 Scoping Mtg)	Install moveable concrete barrier to provide 2 lanes in peak direction and 1 lane in off-peak direction. (no exhibit) Another variation of this idea uses moveable cones instead of barrier. Another variation would include widening to 5 lanes w/ moveable centerbarrier (2C split).	Very difficult to implement with irregular intersections, possible barrier is in conflict with left-hand lanes at intersections, high operating operations cost, traffic impact in off-peak direction if 5th lane not added. Moveable cones create safety hazard since no fixed barrier between opposing traffic. The 5-lane widening would have both initial widening construction cost & ongoing operations cost.	No



# Concept B1 – PSR with Longer Limits



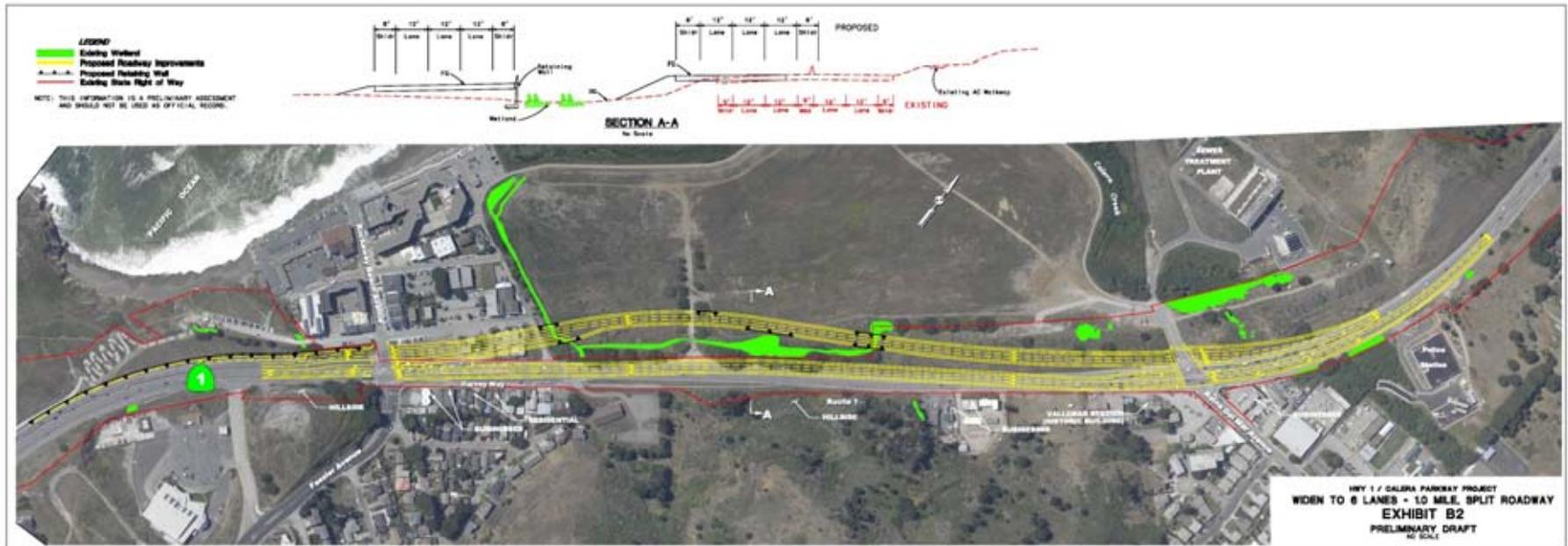
## Key Features

- Traffic forecasts to Year 2030
- Widen 4 lanes to 6 lanes
- **Length 1.0 mile**
- 500 feet south; 1700 feet north
- Retaining walls narrow footprint

## Assessment

- **Six-lane widening still does not extend far enough to handle 2035 traffic**
- **Wetland impacts reduced but not eliminated**

# Concept B2 – Split Roadway



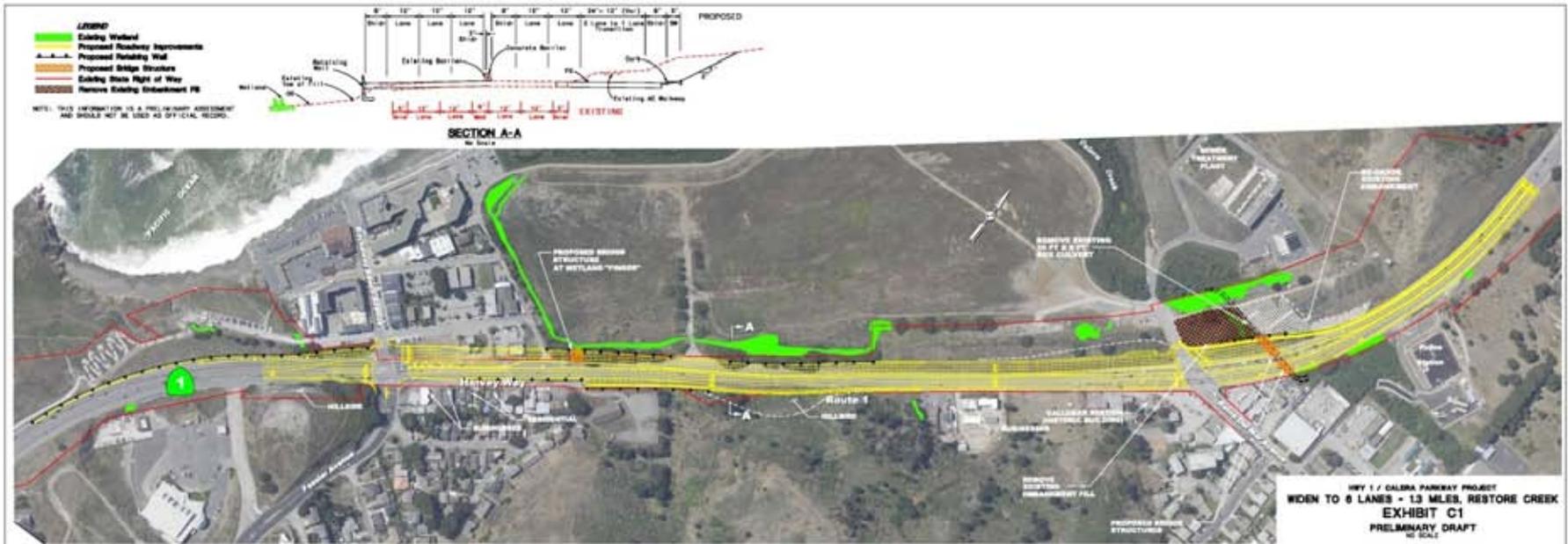
## Key Features

- Same as Concept B1 but ...
- **Split roadway around wetlands**

## Assessment

- **Further reduce wetland impacts but still not eliminated**

# Concept C1 – Easterly Alignment



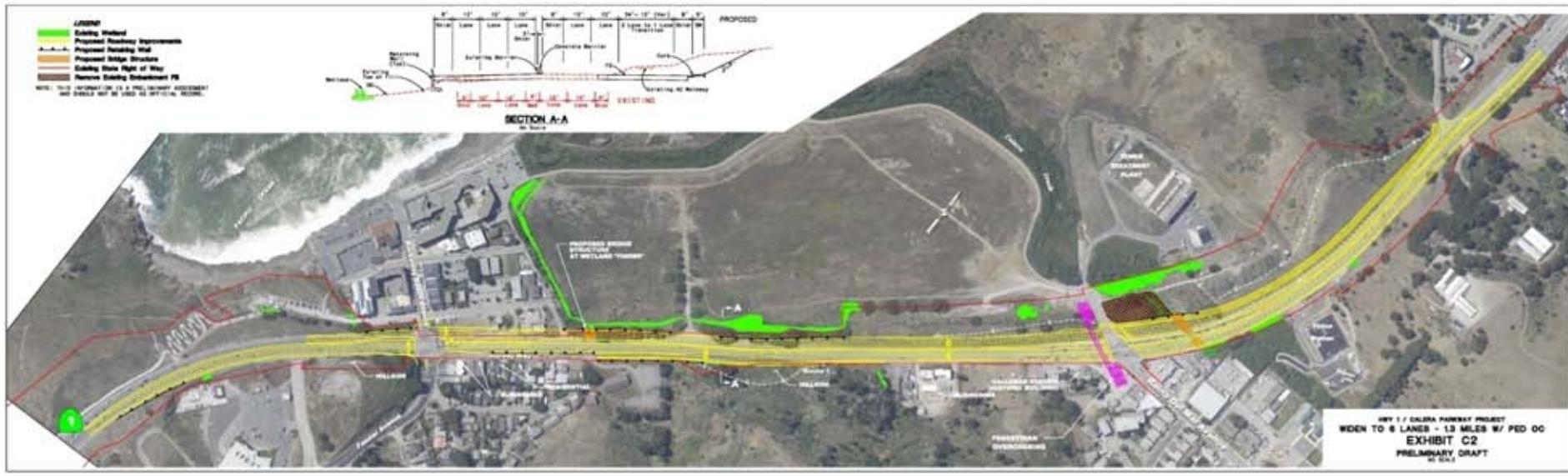
## Key Features

- Widen 4 lanes to 6 lanes
- *Alignment shifted east*
- *Bridge over Calera Creek*

## Assessment

- **Six-lane widening does not extend far enough to handle 2035 traffic**
- **Still impacts “perched” wetlands but could provide offset benefit by restoring Calera Creek**

# Concept C2 – Year 2035 Traffic



## Key Features

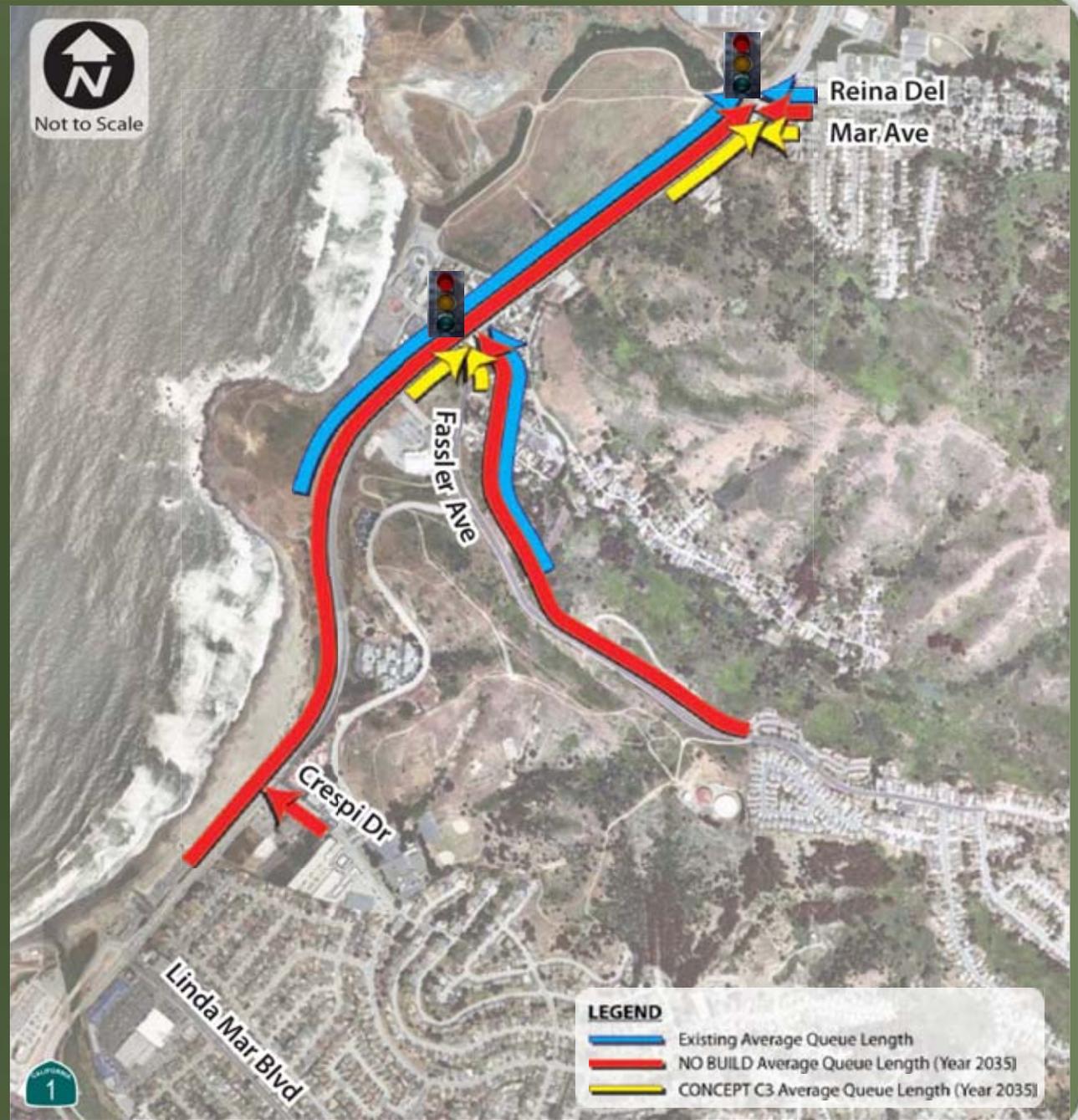
- **Traffic forecasts to Year 2035**
- Widen 4 lanes to 6 lanes
- **Length 1.3 miles**
- 1500 feet south; 2300 feet north
- 8-foot shoulders
- Variation looked at Ped Overcrossing

## Assessment

- **Provides congestion relief through Year 2035**
- **Pedestrian Overcrossing creates unsafe condition; doesn't improve traffic**
- **Calera Creek restoration doesn't provide significant benefit**

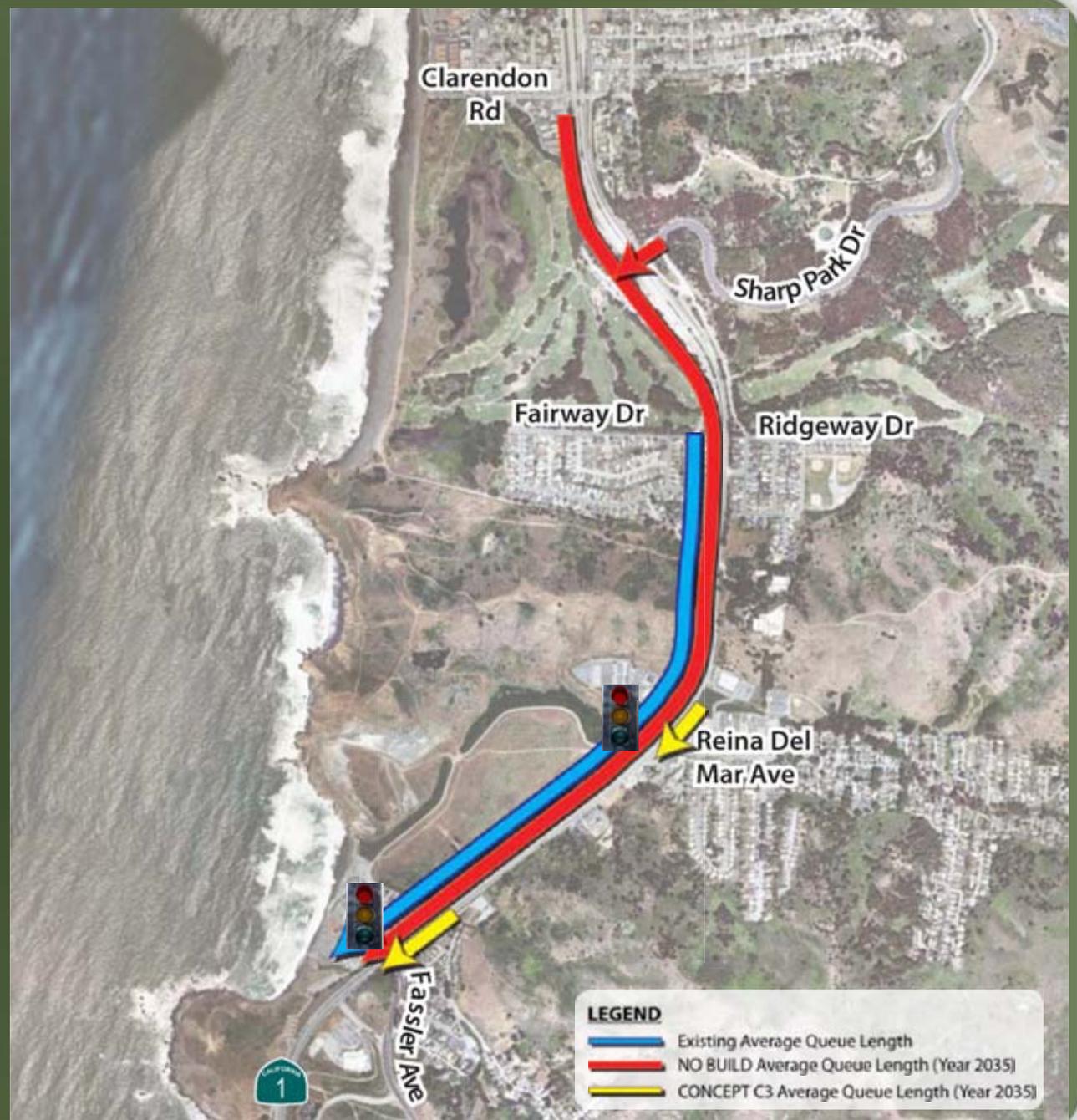
Average Queues:  
Year 2035  
Morning  
(Northbound)  
Peak Hour

*Concept C –  
Widen 4 lanes  
to 6 Lanes*



Average Queues:  
Year 2035  
Evening  
(Southbound)  
Peak Hour

*Concept C –  
Widen 4 lanes  
to 6 Lanes*









# Concept E1 – Tight Diamond Grade Separation



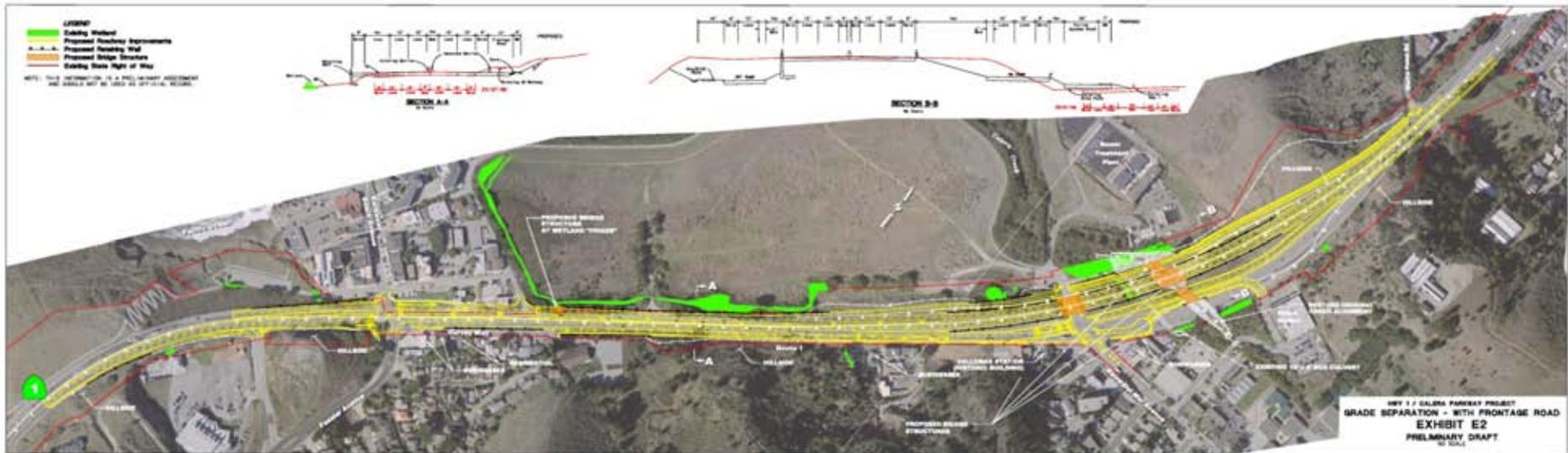
## Key Features

- **Interchange at Reina Del Mar Ave**
- Diagonal on/off ramps northbound and southbound
- Same as Concept C3 from San Marlo Way south

## Assessment

- **Provides best traffic operations**
- **Tight diamond can't provide access to east side businesses**
- **Would impact "perched" wetlands**

# Concept E2 – Grade Sep One-way Frontage Rd



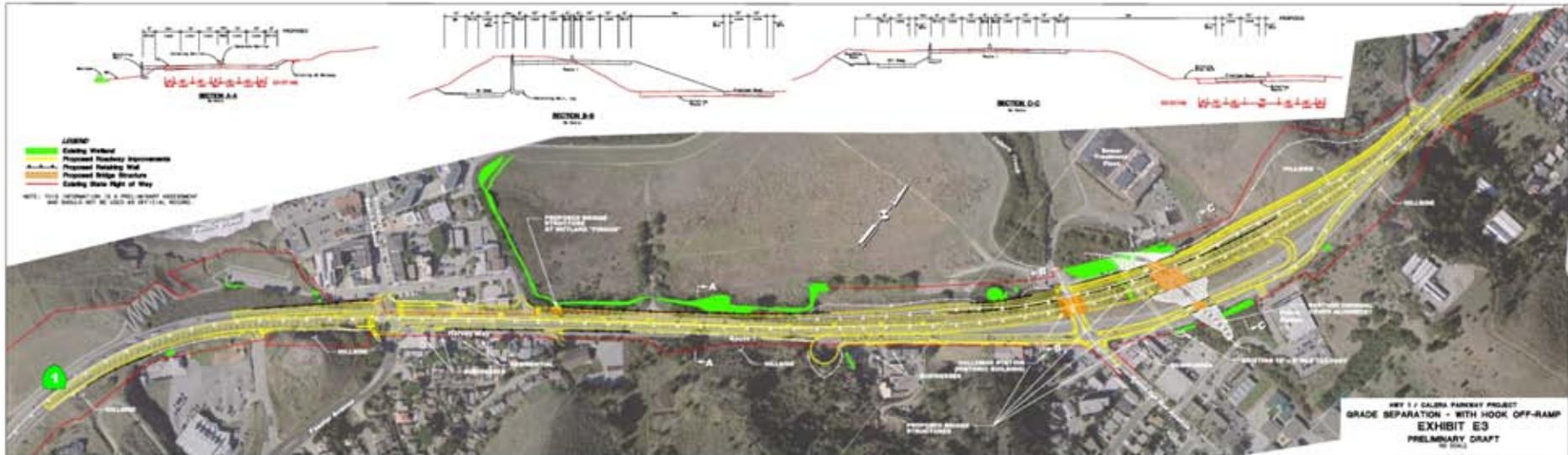
## Key Features

- Same as Concept E1 but ...
- **Add one-way frontage road from Harvey Way to Reina Del Mar Ave**

## Assessment

- **Provides limited access to east side**
- **Cost is twice that of 6-lane widening**

# Concept E3 – Grade Sep NB Hook Ramps



## Key Features

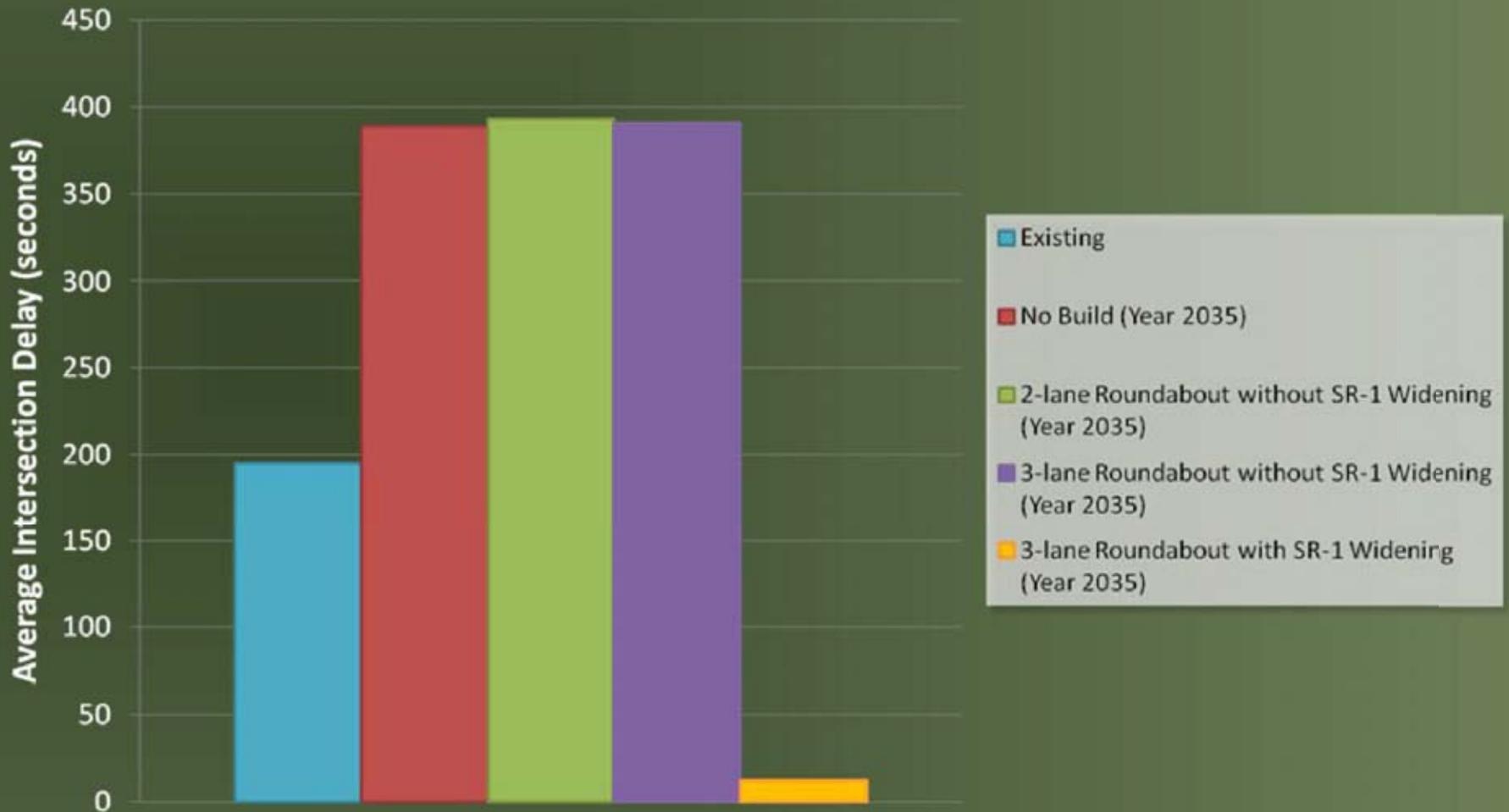
- Same as Concept E1 but ...
- **Hook off-ramp and diagonal on-ramp north of Reina Del Mar for northbound traffic**
- Two-way frontage road south of Reina Del Mar for business access

## Assessment

- **Provides out-of-direction access to east side businesses south of RDM**
- **Cost is twice that of 6-lane widening**

# Concept F – Roundabouts

## Fassler Avenue AM Peak Hour Average Intersection Delay



# Concept F – Roundabouts



## Key Features

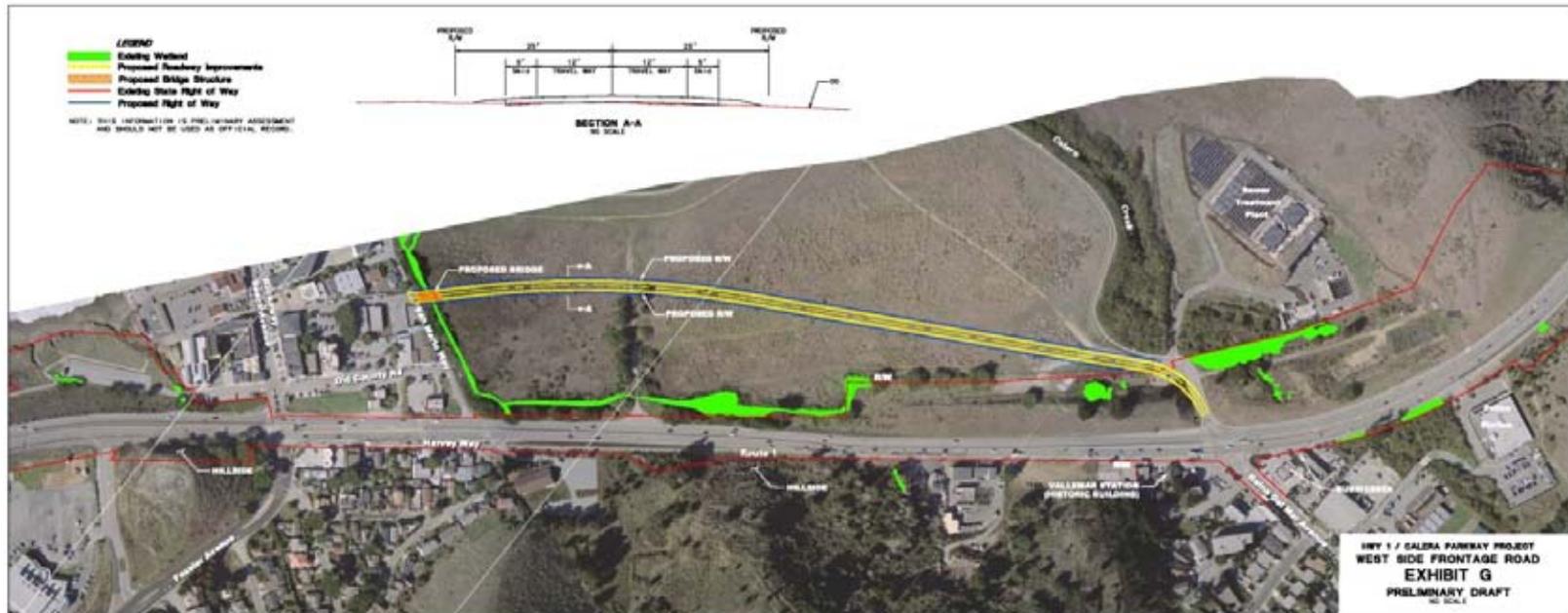
- *Three-lane roundabout*
- *Six-lane widening*
- Additional slip lanes on some segments of each roundabout



## Assessment

- *Provides congestion relief through Year 2035*
- *Larger R/W and Business impacts than C*
- Multi-lane roundabouts are less safe for pedestrians and bicyclists
- Three-lane roundabout challenging to drive

# Concept G – West Side Frontage Road



## Key Features

- *Frontage Road added for local traffic*
- Connects Fassler to Reina Del Mar

## Assessment

- *Significant barriers to providing frontage road on east side*
- *Does not relieve congestion*

# Concept H – Signal Timing Improvements



## Key Features

- *Modify signal timing and/or add interconnection between the two intersections*

## Assessment

- *Signals are too far apart for significant benefit from interconnection*
- *Providing more time for side streets increases congestion on Highway 1*
- *Providing more time for Highway 1 increases congestion on side streets*

# Concept I – Increased/Modified Transit



## Key Features

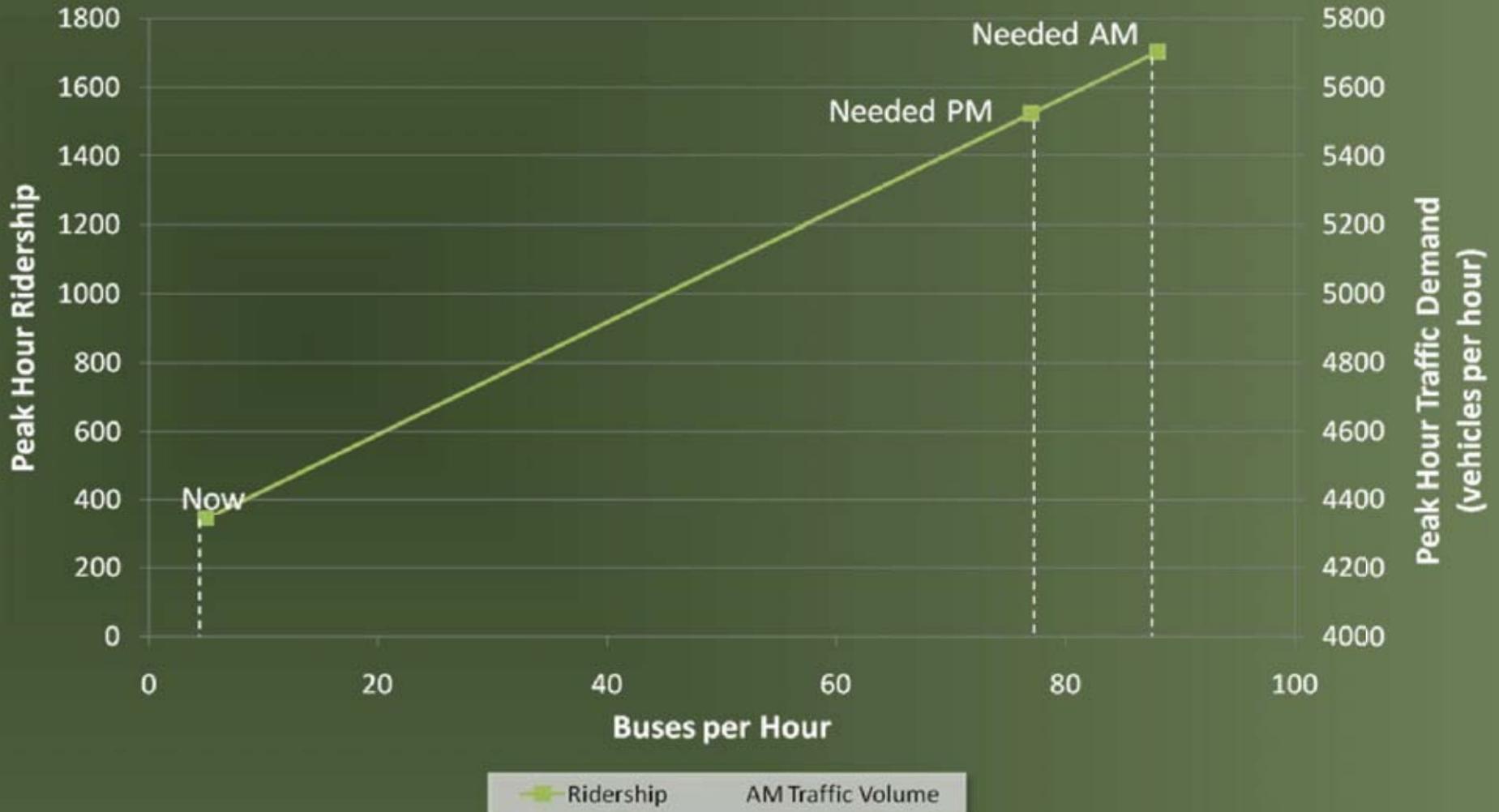
- *Increase transit ridership*
- *Reduce number of vehicles traveling on the highway*

## Assessment

- *Increase in transit service requires significant increase in ongoing operating cost*
- *Level of transit service comparable to Concept C is cost prohibitive*

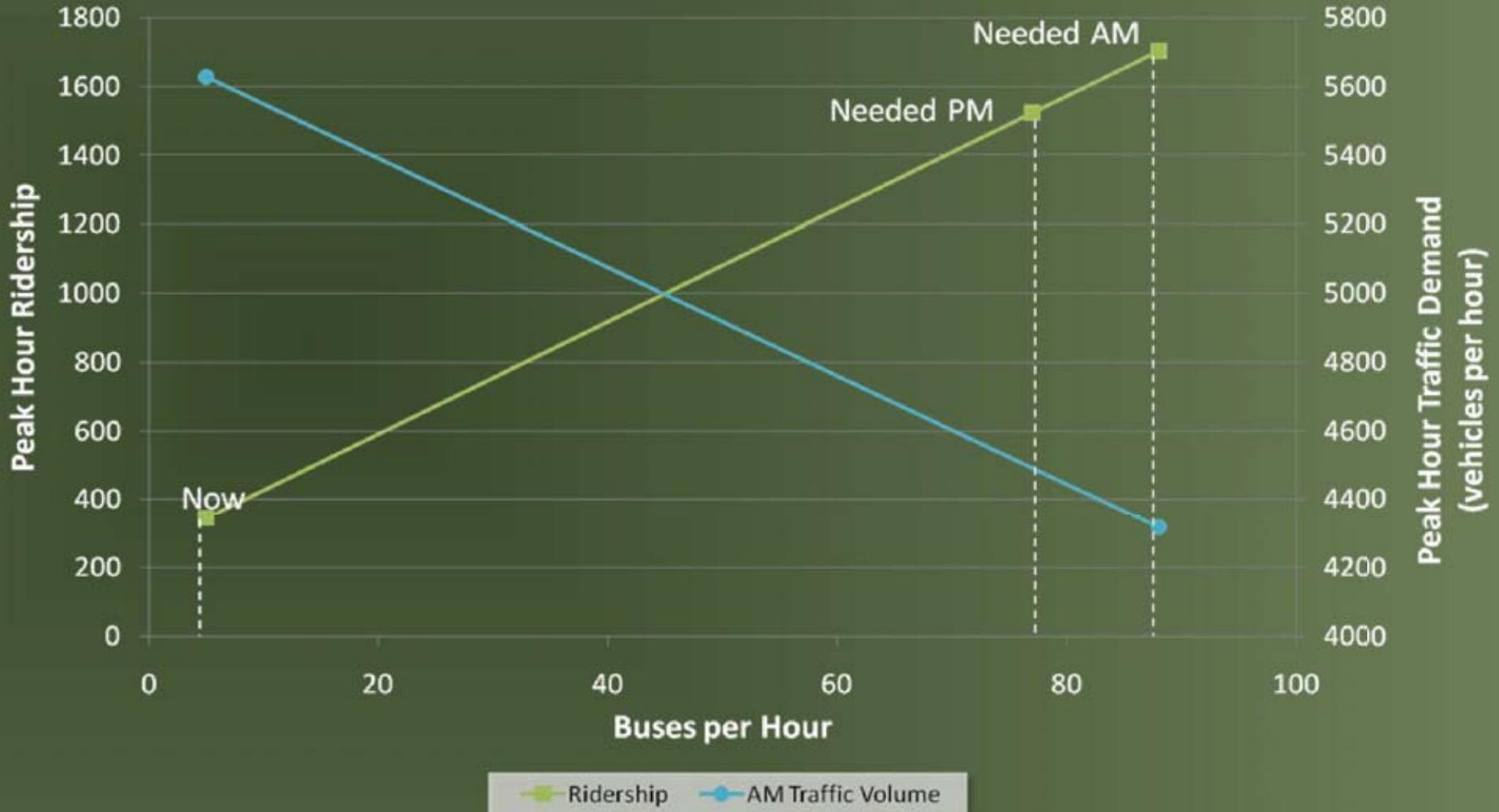
# Concept I – Increased/Modified Transit

## Peak Hour Buses vs. Traffic Volume



# Concept I – Increased/Modified Transit

## Peak Hour Buses vs. Traffic Volume



# Concept J – School Bus Service



## Key Features

- *Provide increase school bus service to Vallemar School on Reina Del Mar Avenue*

## Assessment

- *Removing school traffic does not significantly reduce congestion in morning northbound commute*
- *Evening congestion occurs after school is out so no benefit in southbound direction*

# Concept J – School Bus Service

**We found that, of the 5,630 projected AM peak hour vehicles at Reina Del Mar:**

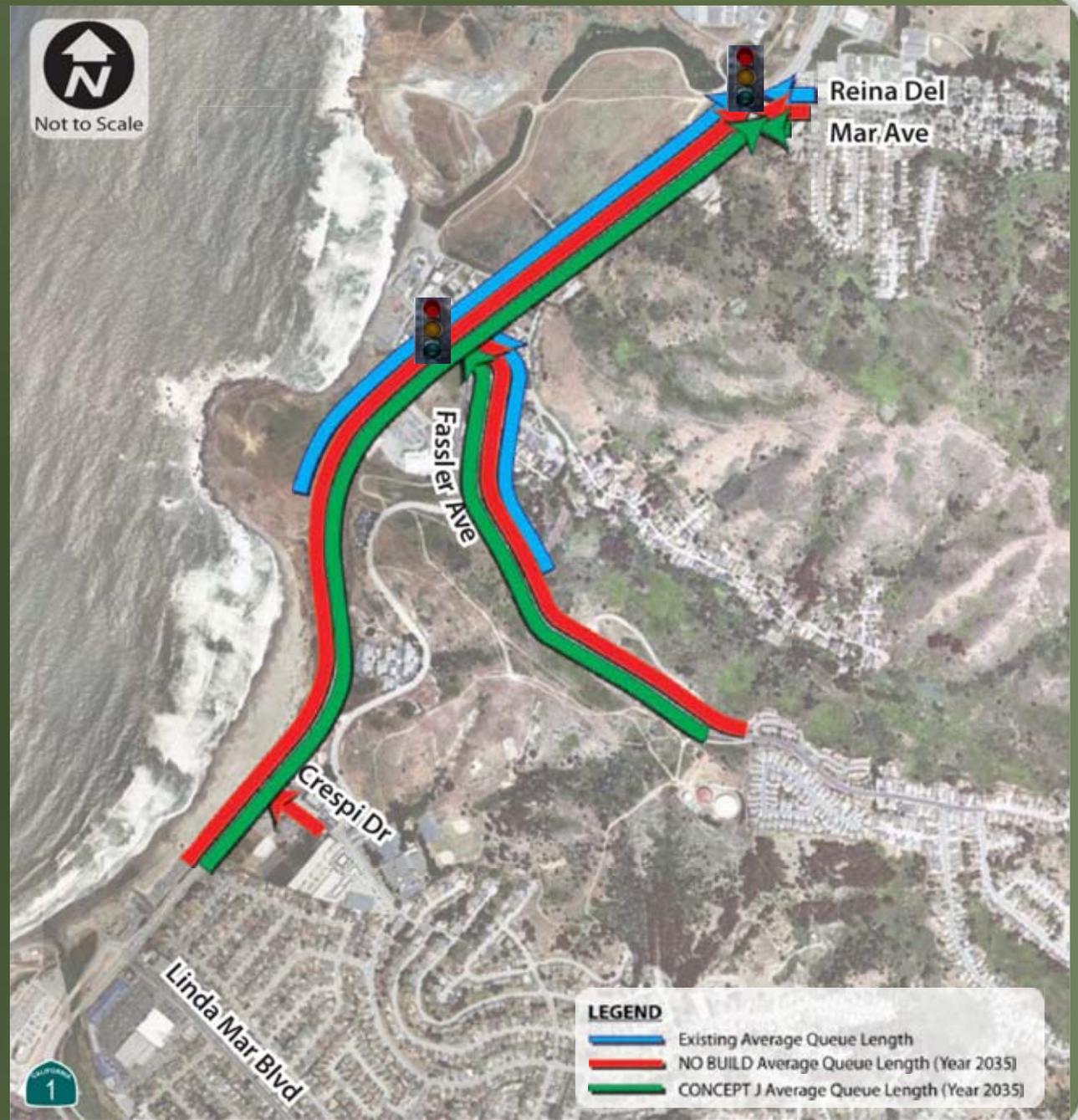
- **3% of vehicles make northbound right turn**
- **2% of vehicles make southbound left turn**
- **5% of vehicles make westbound right turn**
- **2% of vehicles make westbound left turn**

**To calculate the benefits of school bus service, we:**

- **Reduced traffic turning into and out of Reina Del Mar during morning peak hour by 80%**
- **Ran simulation with new volumes**
- **Compared congestion levels to the No-Build condition**

Average Queues:  
Year 2035  
Morning  
(Northbound)  
Peak Hour

*Concept J –  
School Bus  
Service to  
Vallemar School*



# Concept K – Moveable Cones/Barrier



## Key Features

- *Moveable concrete barrier*
- *Five-lane widening instead of six*
- Barrier moved in morning and evening each day to provide 3 lanes in the commute direction

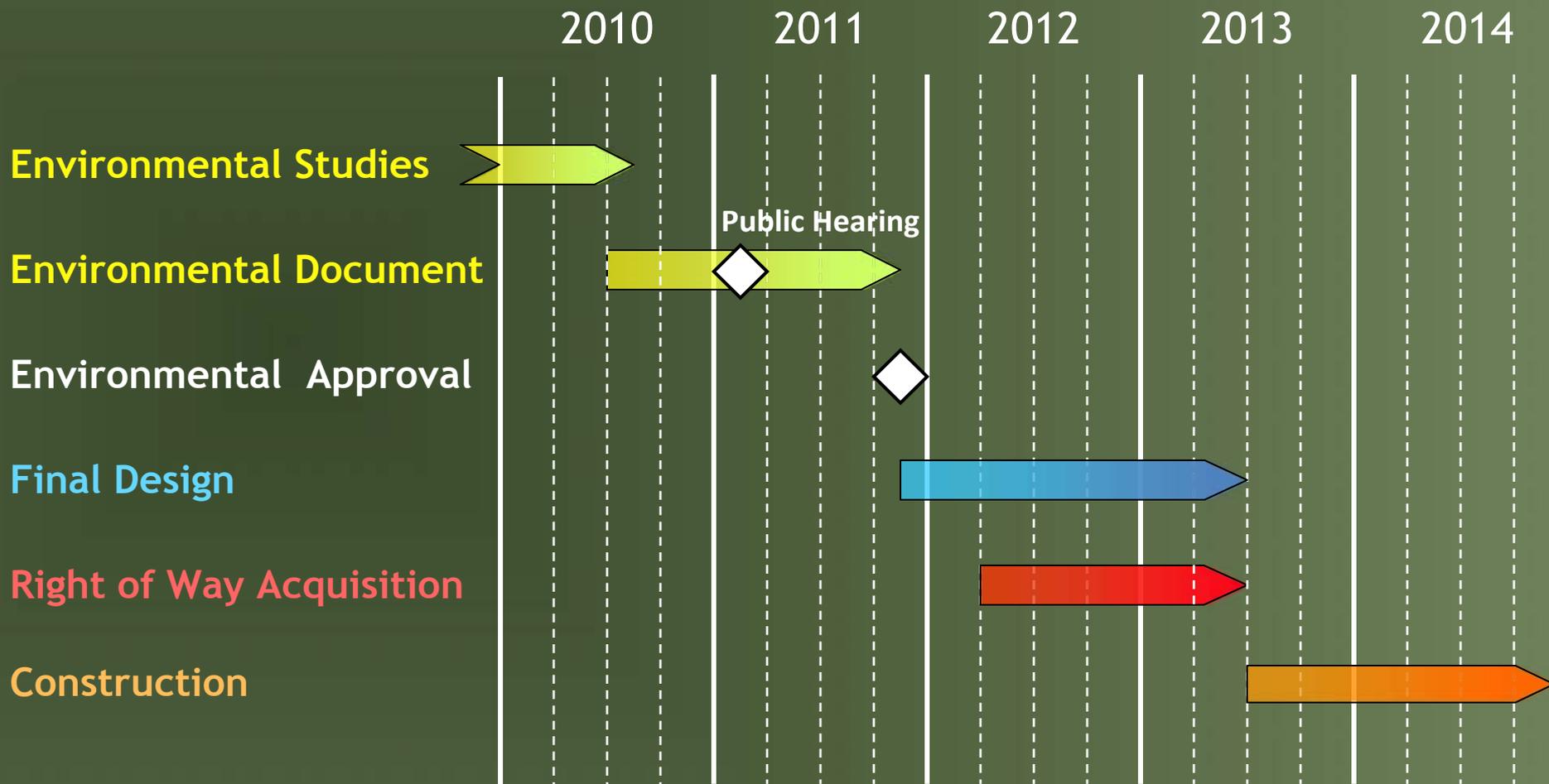
## Assessment

- *Moveable cones are not safe for this location*
- *Would not work with existing 4 lanes*
- *Would require ongoing operating cost*

# Summary of Concepts

- **Large variety of concepts evaluated**
  - Highway widening
  - Grade separations
  - Roundabouts
  - Frontage roads
  - Signal timing changes
  - Increased transit
  - Reversible lane
- **Only the six-lane widening concept (C3/C4) provides appreciable traffic benefit without significant impacts or infeasible cost**

# Overall Project Schedule (estimate)



# Comments & Questions



- Transit
- Highways
- Local Streets & Transportation
- Grade Separation
- Pedestrian & Bicycle
- Alternative Congestion Relief

- General Info
- Home
- Site Map
- Contact

## State Route 1/Calera Parkway Project

Pacifica, California  
Route 1 between Fassler Avenue and Reina Del Mar Avenue

### Public Information Meeting Materials

At the request of the public, the San Mateo County Transportation Authority, the City of Pacifica and the California Department of Transportation will hold a public information meeting:

**Tuesday, June 22, 2010 – 6:00 p.m.**  
Pacifica City Council Chambers,  
2212 Beach Blvd.

The meeting is a follow up to the environmental scoping meeting held March 3, 2010. The purpose of the meeting is to provide additional information about the concepts studied during project development.

To allow additional time for the public to comment, the deadline to submit comments for the environmental scoping process has been extended to **Thursday, July 22, 2010 at 5:00 p.m.** The public may provide comments by calling (650) 508-6283 (TTY (650) 508-6448) or e-mailing [smcta\\_feedback@smcta.com](mailto:smcta_feedback@smcta.com). Written comments also may be submitted to Mr. Joseph M. Hurley, Director Transportation Authority Program P.O. Box 3006, San Carlos, CA 94070-1306.

The following materials are on the website and also will be available at the public information meeting:

**Information Update Report:** provides a brief background and history of the project. (PDF, 31KB)

**Preliminary Concepts Matrix:** a list of the concepts considered in table format. The table contains a brief description of each concept, a summary of the concept's

### Quick Hits

State Route 1/Calera Parkway Project

**Call for Projects:**  
Local Shuttle Program

Progress Reports

Expenditure Plans  
1988-2008, Part One  
1988-2008, Part Two  
2009-2033

Strategic Plan 2009-2013  
(PDF, 4.07 MB)

Quarterly Capital Projects  
Status Report

Highway 101 Auxiliary  
Lane Project:  
Millbrae Avenue to Third  
Avenue

Application for CAC  
Member  
(PDF, 28 KB) - (MS WORD,  
110 KB)

Procurement

Jobs



## Notice of Public Information Meeting State 1/Calera Parkway Project

**Tuesday, June 22, 2010, 6:00 p.m.**  
Pacifica City Council Chambers  
2212 Beach Boulevard, Pacifica

You are invited to a public meeting to discuss the State Route 1/ Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassler Avenue/Rockaway Beach Avenue.

The first hour will consist of an Open House format, in which attendees can view exhibits and ask questions of individual project team members. An Informational Meeting will follow and will consist of presentations that will highlight the following: project history, project purpose and need, environmental constraints and concerns, design concepts reviewed, and an overview of the environmental review process and schedule. This will be followed by a question and answer period. An additional Open House period will take place at the end of the Informational Meeting, time permitting.

For more information, please contact the San Mateo County Transportation Authority at [smcta\\_feedback@smcta.com](mailto:smcta_feedback@smcta.com) or 650-508-6283. Additional information is available on the Web at: [www.smcta.com/whatsNew/2010\\_03\\_16\\_route-1\\_calera\\_parkway\\_project\\_extended.asp](http://www.smcta.com/whatsNew/2010_03_16_route-1_calera_parkway_project_extended.asp)



## State Route 1/Calera Parkway Project

You are invited to a public informational meeting to discuss the State Route 1/Calera Parkway Project. The purpose of the proposed project is to reduce congestion on the segment of SR 1/Calera Parkway within the City of Pacifica, which extends from approximately one-half mile north of Reina Del Mar Avenue to approximately one-quarter mile south of Fassler Avenue/Rockaway Beach Avenue. The meeting will take place:

**Tuesday, June 22, 2010, from 6 p.m. - 9 p.m.**  
Pacifica City Council Chambers  
2212 Beach Blvd., Pacifica

The first hour will consist of an open house format, in which attendees can view exhibits and ask questions of individual project team members. An informational meeting will follow and will consist of a presentation on the project development and environmental review process. The scheduled meeting agenda is as follows:

6:00 – 7:00 p.m. Open House  
7:00 – 7:45 p.m. Informational Meeting  
7:45 – 8:30 p.m. Questions & Answers  
8:30 – 9:00 p.m. Open House & Wrap Up

For more information, please contact the San Mateo County Transportation Authority at 650-508-6283 [smcta\\_feedback@smcta.com](mailto:smcta_feedback@smcta.com). Additional information is available online at: [www.smcta.com](http://www.smcta.com).