State Route 1/Calera Parkway Project
Public Information Meeting

Notice of Public Informational 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 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 2,300 feet north of Reina Del Mar Avenue to approximately 1,500 feet south of Fassier 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 or 650-608-6283. Additional information is available online at: www.smcta.com/what/srw/ShpsWatchNew/2010_03_16_route_1_calera_parkway_project_extended.asp

State Route 1/Calera Parkway Project

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 one-half mile north of Reina Del Mar Avenue to approximately one-quarter mile south of Fassier Avenue/Rockaway Beach Avenue. The meeting will take place:

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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 – 8:00 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 650-608-6283 smcta_feedback@smcta.com. Additional information is available online at www.smcta.com.
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
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

Time of Day

Average Travel Time (minutes)

- 2035
- Existing
- Free flow
Environmental Constraints & Concerns

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

- Notice of Preparation
- Scoping Meeting
- Environmental Studies
- Public Information Meeting
- Prepare Draft Environmental Document
- Public Circulation
- Public Hearing
- Prepare Final Environmental Document
- Approval of Environmental Document
Concept

Evaluate Traffic Operations

Assess Project Impacts

Evaluate Cost

Develop Concept Design; Identify Ancillary Benefits

Develop Preliminary Cost Estimate

Carry Forward For Further Study
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
Concept A – 1999 PSR Original

Key Features

▪ Widen 4 lanes to 6 lanes
▪ Length 0.8 miles
▪ 460 feet south; 660 feet north
▪ 8-foot shoulders
▪ Traffic forecasts to Year 2010

Assessment

▪ Six-lane widening does not extend far enough to handle Year 2035 traffic
▪ Impacts wetlands
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**
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 C3 – Optimized 6-lane Design

Key Features
- Widen 4 lanes to 6 lanes
- Length 1.3 miles
- Add 3rd SB lane on inside; 5 lanes south of Fassler Avenue
- Add standard 10-foot shoulders

Assessment
- Provides congestion relief through Year 2035
- Eliminates ALL wetland impacts
- Reduced widening south of Fassler
- Wider shoulders better for bicyclists and safety
Concept C4 – Landscaped Median

Key Features
- Same as Concept C3 but …
- **Add 16’ wide Landscaped Median**
- Landscaping raised between barriers
- Alignment curves further east to stay away from wetlands

Assessment
- **Provides congestion relief through Year 2035**
- Landscaping adds visual enhancement
- Increased cost
- More right of way impact
Concept D – Partial Widening

Key Features

▪ Partial 6-lane widening at Reina Del Mar Ave only
▪ Looked at lengths 800’ to 2300’
▪ Looked at 3rd lane in northbound direction only (partial 5-lane)

Assessment

▪ Does not relieve congestion in the corridor because Fassler intersection still creates bottleneck
**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

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

Peak Hour Ridership

Buses per Hour

Now

Needed AM

Needed PM

Peak Hour Traffic Demand (vehicles per hour)
Concept I – Increased/Modified Transit

Peak Hour Buses vs. Traffic Volume

Peak Hour Ridership

Buses per Hour

Needed AM

Needed PM

Now

Peak Hour Traffic Demand (vehicles per hour)
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)

- **Environmental Studies**
- **Environmental Document**
- **Environmental Approval**
- **Final Design**
- **Right of Way Acquisition**
- **Construction**

**Timeline:**
- 2010
- 2011
- 2012
- 2013
- 2014

- Public Hearing
Comments & Questions

State Route 1/Calera Parkway Project
Pacifico, 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.
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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) 706-6263 (TTY 650) 500-5640 or by e-mailing smcta_feedback@smcta.com. Written comments also may be submitted to Mr. Joseph H. Hurley, Director, Transportation Authority Program P.O. Box 2006, San Carlos, CA 94070-1206.

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

Information Update Reports provides a brief background and history of the project.

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

Quick Hits
State Route 1/Calera Parkway Project

Call for Projects:
Local Shuttle Program
Progress Reports
Quarterly Capital Projects Status Report
Highway 101 Auxiliary Lane Projects
Millbrae Avenue to Third Avenue
Application for CAC Member
(PDF, 21 KB) - (MS WORD, 115 KB)
Procurement
Jobs

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5/20/10